

MEMORANDUM FOR RECORD

February 6, 2018

SUBJECT: DMMP RECENCY EXTENSION FOR MAINTENANCE DREDGING AT THE PORT OF EVERETT 10TH STREET BOAT LAUNCH, EVERETT, WA.

1. **Introduction.** This memorandum reflects the consensus determination of the Dredged Material Management Program (DMMP) agencies (U.S. Army Corps of Engineers [USACE], Washington Departments of Ecology [Ecology] and Natural Resources, and the Environmental Protection Agency) regarding the application of the DMMP recency guidelines to proposed dredging of the Port of Everett (Port) 10th Street Boat Launch (boat launch) for disposal at the Port Gardner nondispersive open-water site or for beneficial use at Jetty Island, WA.

2. **Background.** The most recent suitability determination for the boat launch – issued December 9, 2009 – approved the removal of up to 32,000 cubic yards (cy) of material to -10 ft MLLW (plus 2 ft overdepth) for disposal at the Port Gardner nondispersive open-water site (DMMP, 2009). The boat launch was ranked low, and the recency period for low-ranked projects is seven years. Therefore, the previous characterization for the boat launch expired in October 2016, seven years from the most recent sampling event in October 2009.

In October 2016, the Port informed USACE that dredging would take place in the 2017/2018 work window and requested an extension of the recency period to cover that timeframe. The DMMP agencies issued a recency extension on February 2, 2017 (DMMP, 2017) and increased the allowable dredge volume to 36,500 cy at the request of the Port. The extension was valid through the end of the work window in mid-February 2018.

On January 12, 2018, the Port notified USACE that dredging of the 10th Street Boat Launch could not be accomplished in the 2017/2018 work window due to regulatory delays. Dredging is now planned for the 2018/2019 work window. The Port requested a second extension to cover the revised schedule.

3. **Recency Evaluation.** The 2017 recency extension memo (DMMP, 2017) reviewed testing results from 2009 and evaluated the project for changed conditions. The evaluation included a query of Ecology's Spills Database for the period of July 2011 to March 2015, as well as communication with the Port regarding any spills that may have occurred at the boat launch between March 2015 and the time of the recency extension in February 2017. On the basis of the information acquired, the DMMP agencies agreed that there was no reason to believe that the condition of sediments at the site was likely to have changed from the conditions found there in 2009.

A similar review was conducted in response to the request from the Port for a second recency extension. Records from Ecology's Spills Database for the period of July 2015 to September 2017 (the period of record available on Ecology's website) were evaluated. The results are displayed in Figure 1. The majority of reported spills were relatively small, with only two spills resulting in the loss of more than five gallons to the water. One of these occurred in May 2016 on Ebey Slough, when 20 gallons of an oily water mixture were deliberately dumped from a recreational vessel. While upstream from the boat launch, the geographical distance between the spill and the boat launch would have made it unlikely that the spill could have

significantly affected sediment quality at the boat launch. The second spill greater than five gallons occurred as the result of a boat accident and resulting fire within the southern portion of the Everett Marina in July 2017. That incident resulted in the loss of 30 gallons of “diesel/marine gas oil” to the water. The DMMP agencies reviewed videos of the fire, which occurred well inside the marina. The Port indicated that a boom was deployed around the site of the spill once the fire was under control and that the site was monitored during vessel-recovery activities. Sheen from the spill did not reach the entrance to the Central and South Marina, which is located 3,800 feet downstream of the entrance to the boat launch. The DMMP agencies concluded that it was highly unlikely that this spill could have had any effect on sediment at the boat launch.

The Port was asked whether any spills had occurred in the vicinity of the boat launch between September 2017 and the present. The Port indicated that a sinking vessel was towed to the boat launch on December 24, 2017 and proceeded to sink there. A small amount of gasoline leaked before the vessel could be recovered. The spilled fuel was deemed inconsequential and dissipated/evaporated quickly on its own without need for containment or cleanup.

Based on the evaluation of spill records and communication with the Port, there is no reason to believe that the condition of the sediments at the boat launch site have changed due to spills from what was documented in the 2009 suitability determination and the 2017 recency extension.

Ecology also reviewed the status of two cleanup sites located upstream of the boat launch. These sites – JenWeld and Bay Wood – are both in the RI/FS phase. The only activity to-date at the sites has been sediment sampling. No active remediation is planned before the proposed dredging at the boat launch. Since there has been no activity at the sites that would have resulted in anything more than minor resuspension of sediment, any influence these sites might have on downstream sediment would have been evident in the 2009 sediment characterization at the boat launch. Therefore, the agencies determined that there is no reason to believe that conditions may have changed at the boat launch due to in-water activities at these cleanup sites.

4. Recency Determination. On the basis of the existing information, the DMMP agencies are in agreement that a recency extension for the Port of Everett 10th Street Boat Launch is acceptable. This recency extension covers maintenance dredging of up to 36,500 cy in the boat launch through the end of the in-water work window in February 2019. **Any proposed dredging work after this date will require a full characterization of the material to be removed.** A pre-dredge meeting or conference call is required prior to dredging. A dredging and disposal quality control plan must be developed and submitted to the Regulatory Branch of the Seattle District Corps of Engineers at least 7 days prior to the pre-dredge meeting. As indicated in the 2017 recency extension memorandum, a debris screening grid is not required. However, the QCP must include a debris management plan.

5. References:

DMMP, 2009. *Determination Regarding the Suitability of Proposed Dredged Material from the Port of Everett 10th Street Boat Launch, for Unconfined Open-Water Disposal at the Port Gardner Nondispersive Site (NWS-2009-1245).* December 09, 2009.

DMMP, 2017. *DMMP Recency Extension for Maintenance Dredging at the Port of Everett 10th Street Boat Launch, Everett, WA.* February 2, 2017.

6. Agency Signatures:

Concur:

The signed document is on file in the Dredged Material Management Office.

Date David Fox – U.S. Army Corps of Engineers, Seattle District

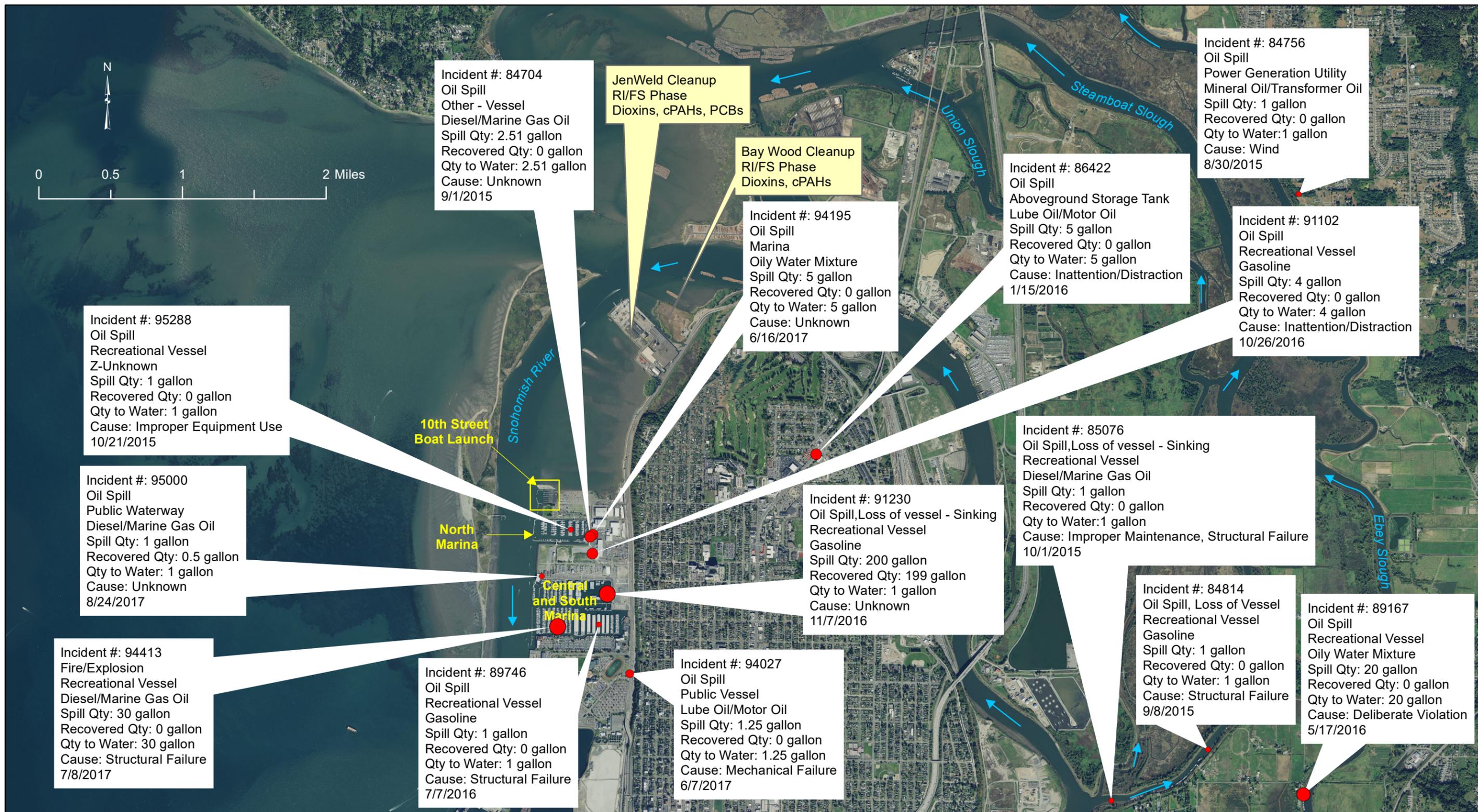
Date Erika Hoffman - Environmental Protection Agency

Date Laura Inouye, Ph.D. - Washington Department of Ecology

Date Celia Barton - Washington Department of Natural Resources

Copies furnished:

DMMP signatories
Frank Nichols, Project Manager, Seattle District Regulatory Branch
Graham Anderson, Port of Everett
Laura Gurley, Port of Everett



Total Gallons Spilled

- < 1.0 or less
- 1.0 - 2.0
- 2.0 - 6.0
- 6.0 - 22.0
- 22.0 - 200.0



Notes:

1) Reported spills are from the Washington Department of Ecology Spills Map https://fortress.wa.gov/ecy/coastalatlant/storymaps/spills/spills_sm.html
Reported spills are from July 2015 to September 2017.
Symbols are scaled to total quantity spilled.

2) Cleanup sites are from the Washington Department of Ecology Toxics Cleanup Program <https://fortress.wa.gov/ecy/neighborhood/>

FIGURE 1
SPILLS AND CLEANUP SITES ON THE LOWER SNOHOMISH RIVER AND ADJACENT SLOUGHS