



Legislation Details (With Text)

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On agenda:	6/15/2010	Final action:		6/15/2010:	6/15/2010
Title:	Recommendation to authorize City Manager to execute a Memorandum of Understanding between the City of Long Beach Department of Parks, Recreation and Marine, and the City of Long Beach Harbor Department, with regard to placement of dredge material from the Los Angeles River Estuary into Slip 1 in the Middle Harbor. (District 2)				
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Date	Ver.	Action By	Action	Result
6/15/2010	1	City Council	approve recommendation	Pass

Recommendation to authorize City Manager to execute a Memorandum of Understanding between the City of Long Beach Department of Parks, Recreation and Marine, and the City of Long Beach Harbor Department, with regard to placement of dredge material from the Los Angeles River Estuary into Slip 1 in the Middle Harbor. (District 2)

City Council approval is being requested for the Department of Parks, Recreation and Marine (PRM) to enter into a Memorandum of Understanding (MOU) with the Harbor Department (Harbor) to place dredge sediments from the Los Angeles River Estuary (River) into Slip 1 in the Middle Harbor. The Los Angeles River sends tens of thousands of cubic yards of sediment down river each year. Some sediment settles in the soft bottom portion of the river south of Willow Street, while some sediment continues in suspension out into San Pedro Bay. However, much of it settles in the estuary, in the area generally known as Queensway Bay, where a Federal channel has been established. This sediment fills in the channel utilized by recreational and commercial boat operations. Periodic dredging is thus necessary to keep-the channel usable.

The maintenance of the River is the responsibility of the federal government, through the United States Army Corps of Engineers (ACE). PRM is the local sponsor for the ACE dredging, which includes responsibility for locating a dredge spoil disposal site.

Maintenance dredging of the channel should be completed every three to five years, but has not been performed since 1999/2000.

The River shoaled during the heavy winter storms of January 2005, closing it to navigation for several months. It was reopened by temporary measures that allow only minimal operations. The channel contains unsuitable sediments, which limit where the dredge material can be placed. Placement of the material in a confined disposal facility, such as the middle of a port slip-fill, is a preferred disposal option by the regulatory agencies involved. Without the Harbor slip-fill disposal, the unsuitable material must . either be treated to separate the fines from the sands (still an experimental

technology), or hauled inland to an appropriately classified slip-fill. Treatment and upland disposal can run four to ten times the cost of disposal in a Harbor slip-fill.

Historically, the biggest problem with utilizing a Harbor slip-fill is timing between the need for dredging and the construction period for the fill. Slip-fill ability is limited due to Harbor's need to dredge and dispose of unsuitable material in the navigation channels, and the Harbor's need to dispose of material in its own fills. In this case, the timing and the quantities match the Harbor's availability, so ACE and PRM can dispose of the unsuitable materials from the channel without compromising the Harbor's disposal needs.

The Board of Harbor Commissioners is scheduled to approve the MOU on June 14, 2010. The MOU sets out the parameters for PRM and ACE to be allowed to dispose of the River material into Slip 1 in the Middle Harbor. Additionally, the MOU requires:

- > PRM and ACE have all the necessary permits; and . PRM and ACE must not delay or interrupt Harbor operations.

This matter was reviewed by Deputy City Attorney Gary J. Anderson on June 1, 2010, and Budget Management Officer Victoria Bell on June 1, 2010.

SUSTAINABILITY

The project will remove unsuitable material from the River, which will result in a cleaner waterfront and better recreational and commercial access.

City Council action is requested on June 15, 2010, because this project is extremely time sensitive due to the funding available to the ACE, and without the MOU in place, ACE cannot proceed.

This action requests approval to execute an MOU between the Harbor Department and PRM. Although PRM is the sponsor for the project, the U.S. Army Corps of Engineers will manage and fund the project, requiring no City resources. The recommended action will result in a positive impact on jobs and will add to the local economy with the contractor, Dutra Dredging, however, it is unknown how many jobs may be created.

Approve recommendation.

PHIL T. HESTER
DIRECTOR OF PARKS, RECREATION AND MARINE

NAME
TITLE

APPROVED:

PATRICK H. WEST
CITY MANAGER