
Los Angeles Regional Water Quality Control Board

December 4, 2018

Ms. Heather A. Tomley
Director of Environmental Planning
Port of Long Beach
4801 Airport Plaza Drive
Long Beach, CA 90815

RESPONSE TO COMMENTS/REVISED TENTATIVE WASTE DISCHARGE REQUIREMENTS (WDRs) FOR PORT OF LONG BEACH FIVE-YEAR MAINTENANCE DREDGING PROJECT (FILE NO. 92-11)

Dear Ms. Tomley,

On October 19, 2018, the California Regional Water Quality Control Board, Los Angeles Region (Regional Board) transmitted the tentative Waste Discharge Requirements (WDRs) for Port of Long Beach Five-Year Maintenance Dredging. Regional Board staff considered comments submitted by the Port of Long Beach on November 11, 2018. Enclosed are our Response to Comments and the Revised Tentative WDRs. Changes in the Revised Tentative WDRs appear in the ~~strikeout~~/underline format.

In accordance with administrative procedures, this Board at a public meeting to be held on **December 13, 2018, at 9:00 a.m.**, at the **City of Simi Valley Council Chambers, located at 2929 Tapo Canyon Road, Simi Valley, California**, will consider the enclosed revised tentative requirements and comments submitted in writing regarding any or all portions thereof. The Board will hear any testimony pertinent to these discharges and the tentative requirements. It is expected that the Board will take action at the hearing; however, as testimony indicates, the Board at its discretion may order further investigation. The agenda for the meeting has been posted on the Los Angeles Regional Water Control Board's website (https://www.waterboards.ca.gov/losangeles/board_info/agenda/index.shtml)

If you have any questions regarding this proposed action, please contact me at (213) 576-6681 or via email at jun.zhu@waterboards.ca.gov

Sincerely,



Jun J. Zhu, Ph.D.
Senior Environmental Scientist
Watershed Regulatory Section

Enclosures: Response to Comments
Revised Tentative Waste Discharge Requirements

cc: Elizabeth Payne, Water Quality Certification Unit, SWRCB
David Coupe, Office of Chief Counsel, SWRCB
Larry Simon, California Coastal Commission
Theresa Stevens, U.S. Army Corps of Engineers
Lisa Mangione, U.S. Army Corps of Engineers
Szijj, Antal, U.S. Army Corps of Engineers
Allan Ota, U.S. Environmental Protection Agency
Melissa Scianni, U.S. Environmental Protection Agency
Carol Roberts, U.S. Fish and Wildlife Service
Bryan Chesney, National Marine Fisheries Service
William Paznokas, California Department of Fish and Wildlife
Annalisa Moe, Heal the Bay
James Vernon, Port of Long Beach
Janna Morimoto, Port of Long Beach

**Response to Comments
Waste Discharge Requirements (WDRs) for
Port of Long Beach Five-Year Maintenance Dredging
Comment Deadline: November 19, 2018**

No.	Comments	Response	Action Taken
Port of Long Beach, November 11, 2018			
1	<p>-- Page 2, 1st paragraph, last sentence: Add: .. subject to Executive Officer approval (refer to Figure 3) "and the Western Anchorage Sediment Storage Site (WASSS). This was an approved disposal site in Order No. R4-2013-0159."</p>	<p>Comment noted. The Western Anchorage Sediment Storage Site (WASSS) was added to the list of approved disposal sites from Order No. R4-2013-0159.</p>	<p>Revisions were made to the Order.</p>
2	<p>-- Page 3: Delete 4-1 (The WASSS was already an approved disposal site under Order R4-2013-0159. This information can be moved to #3):</p> <p>1) Adding the Western Anchorage Dredged Material Beneficial Reuse and Disposal Site/Western Anchorage Sediment Storage Site (WASSS). The WASSS is an aquatic site for sediments that are environmentally suitable for ocean dumping as prescribed by 40 CFR 227.13 and may later be reused as fill within the port</p>	<p>Comment noted. Part of the deleted text was moved in response to Comment 2.</p>	<p>Revisions were made to the Order.</p>
3	<p>-- Page 3: Move 7th paragraph to 4th bullet under #3 (If deleting 4-1, isn't this out of place? Move to 4th bullet under #3?):</p> <p>Currently, WASSS is for temporary or permanent storage of ocean suitable sediment. POLB is in the process of amending the Port Master Plan to re-designate WASSS as a confined aquatic disposal (CAD) site, which will be renamed as OHSPER and designed to contain both sediment suitable for aquatic placement and contaminated sediment unsuitable for unconfined aquatic placement. It is anticipated that this re-designation of the site through the Port Master Plan amendment process will be completed in 2020. At that time, the POLB will</p>	<p>The suggested change was incorporated.</p>	<p>Revisions were made to the Order.</p>

No.	Comments	Response	Action Taken
	need to submit an amendment to the Report of Waste Discharge (ROWD) to seek approval to add it as a CAD site for this Order.		
4	-- Page 4, 5- line 12: Change 'and' to 'and/or': ..chemistry and/or elutriate testing) and biological testing	The suggested change was incorporated.	Revisions were made to the Order.
5	-- Page 5, 1 st paragraph, last sentence: Consider changing to "... at an unconfined aquatic disposal site". Why biological testing for CAD site unless capping material? For example, biological testing is normally required when the dredged material is proposed to be disposed of at an ocean disposal site, a temporary aquatic storage site, or a confined aquatic disposal (CAD) site.	The suggested change was incorporated.	Revisions were made to the Order.
6	-- Page 5, 2 nd paragraph: Elutriate testing will be performed on a composite sample for each knockdown area. Given the maximum sediment volume for a knockdown event is 2000 cy, testing a single composite sample is appropriate.	The suggested change was incorporated.	Revisions were made to the Order.
7	-- Page 8, B-3: Recommend that the request to EO include proposed control methods at Pier S and not the SAR. The Pier S temporary processing site includes control methods that allow the decanting water to either evaporate or infiltrate into the ground. The water does not flow back into the harbor and there would not be a way to monitor the decanting water. Please see attached information ⁱ which provides more details on the control measures at the site.): For the Pier S Upland Processing Area disposal option, the SAR shall also include the proposed control methods and monitoring of the decant water back into the harbor.	The suggested change was incorporated.	Revisions were made to the Order.

No.	Comments	Response	Action Taken
8	-- Page 9, 5- 3 rd sentence: Add: "on a composite sample for each knockdown area" and delete "for each sample". ...	The suggested change was incorporated.	Revisions were made to the Order.
9	-- Page 9, 5- the last 2 nd sentence (Would like to discuss requests and timelines.): .. A request for knockdown operation, including appropriate supporting documentation, shall be submitted at least 60 days prior to the anticipated commencement of any knockdown operations. ...	Timing discussed with the Discharger. After the submittal is deemed complete, the Regional Board will strive to provide the EO approval letter within two weeks.	None necessary.

ⁱ Pier J South Access Channel – Maintenance Dredging Project and Pier S Temporary Sediment Storage Site – Best Management Practices Plan, Port of Long Beach

**STATE OF CALIFORNIA
CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD
LOS ANGELES REGION**

ORDER NO. R4-2018-xxxx

**RENEWAL OF WASTE DISCHARGE REQUIREMENTS
FOR
PORT OF LONG BEACH
(FIVE-YEAR MAINTENANCE DREDGING)
(FILE NO. 92-11)**

The California Regional Water Quality Control Board, Los Angeles Region (Regional Board) finds:

1. The Port of Long Beach (POLB) filed an application for renewal of Waste Discharge Requirements (WDRs) contained in Regional Board Order No. R4-2013-0159, adopted on October 3, 2013, for maintenance dredging activities within the Long Beach Harbor (refer to Figures 1 and 2). Due to shoaling and sedimentation along wharves and channels in the harbor, dredging is necessary to restore the authorized design depths in order to maintain adequate water depths and safety for ships within the Long Beach Harbor District.
2. Order No. R4-2013-0159 authorized POLB to dredge up to 150,000 cubic yards (cy) of material per year for a maximum of 750,000 cy over a five-year time period in response to shoaling and sedimentation problems as necessary at various berths in the Inner Harbor, Middle Harbor, Southeast Basin and Outer Harbor. The dredged volume limits were retained for this Order. Since 2014, POLB dredged approximately 170,919 cy of sediment using two dredging methods, knockdown and mechanical/clamshell, from different locations within the port (Table 1).
3. Order No. R4-2013-0159 also authorized POLB to use a drag beam or similar equipment to level or “knock down” high spots in the vicinity of berthing areas. Within the port, there are often times where the prop wash from the large propellers of commercial vessels creates isolated high spots near the berths. These high spots usually consist of less than one to two feet of accumulated sediment, often very close to the edge of the wharf and can spread over a wide area, rendering the use of mechanical or hydraulic dredging equipment infeasible and/or unnecessarily costly. Small knockdown operations may reduce the need for and frequency of maintenance dredging, and may have fewer environmental impacts than traditional dredging (e.g. less turbidity produced by knockdowns, less disturbance to the benthic community). The following criteria and guidelines must be met to utilize drag beam or knockdown dredging: 1) limited to a maximum of 15,000 cy of material per year; 2) total volume for each event limited to a

~~October 19, 2018~~ December 4, 2018

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maximum of 2,000 cy; 3) cannot be performed in the same area more than once per year; 4) limited to the approved project boundary for the designated berth or channel as determined by the Los Angeles Region Contaminated Sediments Task Force and subject to written approval from the Executive Officer of the Los Angeles Regional Board; 5) sediment sampling (i.e., elutriate testing) will be performed prior to each project.

In addition, POLB was authorized by Order No. R4-2013-0159 to dispose and reuse sediments within a constructed fill within the port (e.g., Middle Harbor Redevelopment Slip and Basin Fill, Pier G South Slip Fill) ~~or~~ at an approved upland site within the port subject to Executive Officer approval (refer to Figure 3) or at the Western Anchorage Dredged Material Beneficial Reuse and Disposal Site/Western Anchorage Sediment Storage Site (WASSS). The WASSS is an aquatic site for sediments that are environmentally suitable for ocean dumping as prescribed by 40 CFR 227.13 and may later be reused as fill within the port. These disposal options are described below:

- Middle Harbor Redevelopment Slip and Basin Fill - The Middle Harbor Redevelopment Project involves the fill of the Pier E Slip No. 1 and a portion of the East Basin. Several rock containment dikes were constructed at the southern boundary of Slip No. 1 and a final containment dike will be constructed from Pier E Berth E24 to Pier F, Berth F10. The containment dikes are designed to effectively contain chemically contaminated materials and to control runoff of decant water from the settling of dredged material at the site. Any contaminated sediments placed at this site will be capped and sequestered by the placement of uncontaminated materials on top and a sand filter layer behind the containment dike in accordance with regulatory requirements and permits. Accordingly, disposal of dredged material at this disposal site is not expected to pose any significant environmental concerns.
- Pier G South Slip Fill - The fill site is located at the southern portion of the Pier G Slip. A rock containment dike will be designed and constructed to effectively contain chemically contaminated materials and to control runoff of decant water from the settling of dredged material at the site. Any contaminated sediments placed at this site will be capped and sequestered by the placement of uncontaminated materials on top and a sand filter behind the containment dike in accordance with regulatory requirements and permits. Accordingly, disposal of dredged material at this site is not expected to pose any significant environmental concerns.
- Port Upland Processing Area - Dredged material also may be placed upland on POLB property temporarily for sorting and drying of the material prior to disposal at an approved upland disposal facility. Port upland processing areas may include Pier S or various other upland sites throughout the port. All processing sites will be designed with proper best management practices designed to contain dredged materials on site. Dredged material would be placed within a retention berm for sorting and drying and a discharge weir would help to regulate

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the flow of decant water from the confined area. Once the material has been dried and sorted, scrap steel will be recycled and rock will be crushed into miscellaneous road base. Non-recyclable debris and sediment will be disposed of at a licensed upland landfill with its own WDRs and in accordance with federal and state regulations. Disposal at such an upland disposal facility shall be subject to written approval from the Executive Officer of the Los Angeles Regional Board.

- Currently, WASSS is for temporary or permanent storage of ocean suitable sediment. POLB is in the process of amending the Port Master Plan to re-designate WASSS as a confined aquatic disposal (CAD) site, which will be renamed as OHSPER and designed to contain both sediment suitable for aquatic placement and contaminated sediment unsuitable for unconfined aquatic placement. It is anticipated that this re-designation of the site through the Port Master Plan amendment process will be completed in 2020. At that time, the POLB will need to submit an amendment to the Report of Waste Discharge (ROWD) to seek approval to add it as a CAD site for this Order.

4.—POLB has requested renewal of the WDRs with ~~a the following~~ proposed changes to Order No. R4-2013-0159 by adding:

1.—~~Adding the Western Anchorage Dredged Material Beneficial Reuse and Disposal Site/Western Anchorage Sediment Storage Site (WASSS). The WASSS is an aquatic site for sediments that are environmentally suitable for ocean dumping as prescribed by 40 CFR 227.13 and may later be reused as fill within the port~~

2.—~~Adding the LA-2 Ocean Dredged Material Disposal Site (ODMDS) (refer to Figure 4).~~

5.—~~32) Adding maintenance repair and replacement to the existing structure, including: in-kind repair and maintenance of existing structures jetting associated with pile repair and replacement concrete grouting to repair existing structures~~

6.—LA-2 is a United States Environmental Protection Agency (USEPA) designated ocean disposal site for dredged material and is currently managed at an annual disposal capacity of 1 million cy for the ocean disposal of dredged material from the Los Angeles County and Orange County regions. The site is located approximately 6.8 miles offshore from the entrance to the Port of Los Angeles in federal waters.

7.4.

~~Currently, WASSS is for temporary or permanent storage of ocean suitable sediment. POLB is in the process of amending the Port Master Plan to re-designate WASSS as a confined aquatic disposal (CAD) site, which will be renamed as OHSPER and designed to contain both sediment suitable for aquatic placement and contaminated sediment unsuitable for unconfined aquatic placement. It is anticipated that this re-designation of the site through the Port Master Plan amendment process will be completed in 2020. At that time, the POLB will need to submit an amendment to the Report of Waste Discharge (ROWD) to seek approval to add it as a CAD site for this Order.~~

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~~Routine maintenance activities are necessary for maintaining the existing, authorized structures within POLB. Routine maintenance of existing structures and facilities includes, but is not limited to:~~

- ~~• removal and recovery of debris/objects posing a navigational safety hazard to vessels~~
- ~~• routine wharf/dock maintenance work~~
- ~~• shoreline and in-water maintenance, repairs or like-for-like replacement of slope, dikes, breakwater and riprap~~
- ~~• repair, minor modification, and in-alignment replacement of docks, gangways, floats, piers, launch ramps, dolphins, mooring buoys, and anchor pilings~~
- ~~• routine in-water maintenance, repair and replacement of pile wraps, jackets, and corrosion prevention system~~

~~These routine maintenance activities do not include capital development projects of new structures and facilities.~~

~~Jetting is a technique in which a carefully directed jet of water is used to increase the porewater pressure of sediment at the toe of the pile to reduce the sediment resistance and thus facilitate pile penetration. Jetting may be a very effective technique depending on the nature of the sediment and can reduce the amount of time a diesel pile driver or vibratory pile driver is required to install a pile. Decreasing the use of pile drivers will reduce the noise and vibration associated with construction. Use of jetting to replace or repair piles in the harbor would be assessed on a project-specific basis. Turbidity associated with jetting is typically localized to the vicinity of the work area and is temporary in nature. Most of the sediment disturbed during jetting would settle near the pile being replaced in a short time period. POLB would be required to implement the water quality monitoring program required in the Waste Discharge Requirements during pile jetting.~~

~~Concrete grouting may be required for repairs of the existing bulkheads, pile-supported structures, and rock slopes. Concrete would be applied as slurry through a pipe into a closed form or enclosed space and pumped from a land-based truck or from a barge on the water, depending on the availability of access at the repair site. POLB completed two maintenance and repair projects using concrete grouting at Pier F in 2015 and 2016. Water quality monitoring during the operations demonstrated no adverse impacts on the water quality.~~

8.5. The existing WDRs have provided an efficient permitting mechanism for maintenance dredging and routine structural maintenance activities with the port. As noted above, routine maintenance dredging would total up to 150,000 cy per year, including up to 15,000 cy for knockdown dredging per year, and no more than 750,000

cy in a 5-year period. For maintenance dredging, the disposal option will be dictated by the quality of the dredged material as indicated by a sediment characterization study and will be determined by the Southern California Dredged Material Management Team (SCDMMT), which includes (but is not limited to) the Regional Board, the California Coastal Commission, the USEPA and the United States Army Corps of Engineers (USACE). A sediment characterization study typically consists of sediment sample collection, grain size analysis, chemical analysis (including sediment chemistry, tissue chemistry and/or elutriate testing) and biological testing (including solid and suspended particulate phase toxicity testing, and bioaccumulation potential analysis) as outlined in regulatory guidance documents, such as *Evaluation of Dredged Material Proposed for Ocean Disposal*, also known as the “Green Book” (USEPA and USACE, 1991) and the *Inland Testing Manual* (USEPA and USACE, 1998). However, the requirements for specific analysis or testing are usually driven by the proposed disposal option. For example, biological testing is normally required when the dredged material is proposed to be disposed of at an unconfined aquatic disposal site such as an ocean disposal site, or a temporary aquatic storage site, ~~or a confined aquatic disposal (CAD) site.~~

POLB will conduct a pre-knockdown study prior to each knockdown dredging operation to assess the potential impacts of knockdown dredging on water quality. An SAP for each pre-knockdown study will be submitted to the SCDMMT for approval. For each pre-knockdown study, POLB proposes to collect one sample per 500 linear feet of knockdown area along a wharf face and per 250 feet offshore. Elutriate testing will be performed for each composite sample. A Sampling and Analysis Report (SAR) for each pre-knockdown study will also be presented to and discussed at the SCDMMT monthly meetings, where the scope of the knockdown operation will be approved. No receiving water monitoring will be required during knockdown dredging since the limited magnitude of the activity is not expected to cause adverse water quality impacts.

APPLICABLE PLANS, POLICIES AND REGULATIONS

The following plans, policies and regulations apply to the discharges authorized by this Order to protect waters of the state.

9.6. Water Quality Control Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) - The Basin Plan: (i) designates beneficial uses for surface and groundwater, (ii) establishes narrative and numeric water quality objectives that must be attained or maintained to protect the designated beneficial uses, and (iii) sets forth implementation programs to protect the beneficial uses of the waters of the state. The Basin Plan also incorporates State Water Board Resolution 68-16, Anti-degradation Policy. In accordance with Water Code section 13263, this Order implements the plans, policies and provisions of the Regional Board’s Basin Plan.

The designated beneficial uses of the Los Angeles-Long Beach inner harbor and marina waters are: industrial service supply, navigation, water contact recreation, non-contact water recreation, commercial and sport fishing, marine habitat, preservation of rare, threatened and endangered species, and shellfish harvesting (potential). The beneficial uses of the outer harbor waters are: navigation, water contact recreation, non-contact water recreation, commercial and sport fishing, marine habitat, preservation of rare, threatened and endangered species, and shellfish harvesting (potential use).

~~10.7.~~ State Water Board Resolution No. 68-16 “Statement of Policy with Respect to Maintaining High Quality of Waters in California” (also called the “Anti-degradation Policy”) requires the Regional Board, in regulating the discharge of waste, to maintain the high quality of waters of the state until it is demonstrated that any change in quality will be consistent with maximum benefit to the people of the State, will not unreasonably affect beneficial uses, and will not result in water quality less than that described in the State Water Board’s policies (e.g., quality that exceeds water quality objectives). Further, any activity that produces waste must meet waste discharge requirements that will result in the best practicable treatment or control of the discharge necessary to assure that (a) a pollution or nuisance will not occur and (b) the highest quality consistent with maximum benefit to the people of the State will be maintained.

~~11.8.~~ Consistent with Resolution No. 68-16, this Order requires best practicable treatment or control of the discharge to ensure that pollution will not occur. With proper management of the dredging and disposal operations, the project is not expected to release significant levels of contaminants to the Harbor waters or other State waters nor adversely impact beneficial uses.

~~12.9.~~ The POLB, as the lead agency carrying out the project, will be responsible for environmental review under, and documentation of its compliance with, the California Environmental Quality Act (CEQA), including notification to responsible agencies. The Regional Board is a responsible agency under CEQA and will participate in the environmental evaluation of each proposed maintenance project. Impacts on water quality will be evaluated during the required pre-dredge sediment and elutriate testing, and compliance with the Monitoring and Reporting Program contained within this Order will further ensure that no significant water quality impacts occur during dredging operations. The POLB issued a Revised Notice of Exemption (categorical exemption pursuant to CEQA Guidelines Sections 15301, Existing Facilities and 15304(g) Minor Alterations to Land) for the 5-year Maintenance Dredging Project on September 11, 2018, pursuant to Public Resources Code section 21000 et seq.

~~13.10.~~ POLB has applied to the USACE for a renewal of five-year maintenance dredging permit, SPL-2013-00475-LM, with the same conditions contained within the existing permit. The USACE is expected to issue a final permit following the adoption of WDRs by the Los Angeles Regional Water Quality Control Board.

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The Regional Board has notified POLB and interested agencies and persons of its intent to prescribe WDRs for this discharge and has provided them with an opportunity to submit their written views and recommendations.

The Regional Board, in a public meeting, heard and considered all comments pertaining to the discharge and to the tentative requirements.

Any person aggrieved by this action of the Regional Water Board may petition the State Water Board to review the action in accordance with California Water Code Section 13320 and California Code of Regulations, title 23, Sections 2050 and following. The State Water Board must receive the petition by 5:00 p.m., 30 days after the date of this Order, except that if the thirtieth day following the date of this Order falls on a Saturday, Sunday, or state holiday, the petition must be received by the State Water Board by 5:00 p.m. on the next business day. Copies of the law and the regulations that are applicable to the filing of petitions may be found on the Internet at: http://www.waterboards.ca.gov/public_notices/petitions/water_quality or will be provided upon request.

IT IS HEREBY ORDERED that the Port of Long Beach, in order to meet the provisions contained in Division 7 of the California Water Code and regulations adopted thereunder, and the provisions of the Clean Water Act as amended, and regulations and guidelines adopted thereunder, shall comply with the following:

A. Discharge Requirements

1. The removal and placement of dredged/excavated material shall be managed such that the concentrations of toxic pollutants in the water column, sediments or biota shall not adversely affect beneficial uses, in particular those identified in Finding number 7 above.
2. Enclosed bay and estuarine communities and populations, including vertebrate, invertebrate and plant species, shall not be degraded as a result of the discharge of waste.
3. The natural taste and odor of fish, shellfish or other enclosed bay and estuarine resources used for human consumption shall not be impaired as a result of the discharge of waste.
4. Toxic pollutants shall not be discharged at levels that will bioaccumulate in aquatic resources to levels which are harmful to human health.
5. There shall be no acute toxicity or chronic toxicity in ambient waters as a result of the discharge of waste.
6. POLB shall conduct the monitoring required and comply with the reporting requirements outlined in the attached Monitoring and Reporting Program,

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which is incorporated by reference as part of these Waste Discharge Requirements.

7. Dredging, excavation or disposal of dredge spoils shall not cause any of the following conditions in the receiving waters:
 - a. The formation of sludge banks or deposits of waste origin that would adversely affect the composition of the bottom fauna and flora, interfere with the fish propagation or deleteriously affect their habitat, or adversely change the physical or chemical nature of the bottom.
 - b. Turbidity that would cause substantial visible contrast with the natural appearance of the water outside the immediate area of operation.
 - c. Discoloration outside the immediate area of operation.
 - d. Visible material, including oil and grease, either floating on or suspended in the water or deposited on beaches, shores, or channel structures outside the immediate area of operation.
 - e. Objectionable odors emanating from the water surface.
 - f. Depression of dissolved oxygen concentrations below 5.0 mg/l at any time outside the immediate area of operation.
 - g. Any condition of pollution or nuisance.

B. Provisions

1. The Waste Discharge Requirements specified above are valid only for dredging of a maximum volume of 150,000 cy of sediment per year, including up to 15,000 cy for knockdown dredging per year, and a maximum volume of 750,000 cy of sediment over a five-year period, and disposal of dredged material at Pier G South Slip, Middle Harbor Pier E Slip No.1 and portion of East Basin, Port Upland Processing Area, WASSS, and LA-2 ODMDS
2. POLB shall manage Pier G South Slip, Middle Harbor Pier E Slip No.1 and a portion of the East Basin, and the Port Upland Processing Area and WASSS to effectively contain chemically contaminated materials and to prevent migration of contaminants from the disposal sites into waters of the State.
3. Prior to disposal of dredged material at Pier G South Slip Fill, the Middle Harbor Redevelopment Slip and Basin Fill, the Pier S Upland Processing Area, or the WASSS, POLB shall conduct a sediment characterization study to evaluate the suitability of the proposed disposal option. A Sampling and Analysis Plan (SAP) for the sediment characterization study will be submitted to the SCDMMT for approval. A Sampling and Analysis Report (SAR) for the sediment characterization study will also be presented to and discussed at

the SCDMMT monthly meetings, where the proposed disposal option of the dredged material must be approved prior to the disposal of any dredged material. ~~For the Pier S Upland Processing Area disposal option, the SAR shall also include the proposed control methods and monitoring of the decant water back into the harbor.~~ POLB shall request and must obtain written approval from the Executive Officer prior to the disposal of any dredged material. For the Pier S Upland Processing Area disposal option, the request shall include the proposed control methods. A request for land disposal at a new site, including appropriate supporting documentation, shall be submitted at least 60 days prior to the anticipated commencement of any dredging or disposal operations.

4. Prior to disposal of dredged material at the USEPA's LA-2 ODMDS, POLB shall conduct a sediment characterization study to evaluate the suitability of the proposed disposal option. An SAP for the sediment characterization study will be submitted to the SCDMMT for approval. An SAR for the sediment characterization study will also be presented to and discussed at the SCDMMT monthly meetings, where the proposed disposal option of the dredged material and must be approved prior to the disposal of any dredged material. A request for ocean disposal at this site, including appropriate supporting documentation, shall be submitted at least 60 days prior to the anticipated commencement of any dredging or disposal operations. The supporting documentation shall include a SAR approved by SCDMMT, summarizing the results and findings from physical analysis, chemical analysis, and biological analysis (including toxicity testing and bioaccumulation potential analysis).
5. Prior to each knockdown dredging operation, POLB shall conduct a pre-knockdown study to assess the potential impacts of knockdown dredging on water quality. An SAP for each pre-knockdown study will be submitted to the SCDMMT for approval. For each pre-knockdown study, POLB will collect one sample per 500 linear feet of knockdown area along a wharf face and per 250 feet offshore. Elutriate testing will be performed on a composite sample for each sample knockdown area. An SAR for each pre-knockdown study will also be presented to and discussed at the SCDMMT monthly meetings, where the scope of the knockdown operation and must be approved prior each knockdown dredging operation. No receiving water monitoring will be required during knockdown dredging since the limited magnitude (less than 2000 cy) of the activity is not expected to cause adverse water quality impacts. POLB shall also request and must obtain written approval from the Executive Officer prior to each knockdown dredging operation. A request for knockdown operation, including appropriate supporting documentation, shall be submitted at least 60 days prior to the anticipated commencement of any

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- knockdown operations. The supporting documentation shall include a SAR approved by SCDMMT, summarizing the results and findings from elutriate testing.
6. POLB shall notify the Regional Board immediately by telephone of any adverse conditions in receiving waters or adjacent areas resulting from the removal of dredge materials; written confirmation by POLB to the Regional Board shall follow within one week.
 7. A copy of this Order shall be made available at all times to project construction personnel.
 8. POLB shall provide the following information to the Regional Board:
 - a. A copy of the final permit issued by the Department of the Army for the dredge and disposal operations.
 - b. The scheduled date of commencement of each dredging operation and an engineering plan and profile of the excavation and the disposal site at least two weeks prior to commencement.
 - c. Notice of termination of the operation, within one week following the termination date.
 9. POLB shall submit, under penalty of perjury, technical reports to the Regional Board in accordance with specifications prepared by the Executive Officer.
 10. In accordance with Water Code section 13260, subdivision (c), POLB shall file a report of any material change or proposed change in the character, location, or volume of the waste.
 11. These waste discharge requirements do not exempt POLB from compliance with any other laws, regulations, or ordinances which may be applicable.
 12. In accordance with Water Code section 13263, subdivision (g), these requirements shall not create a vested right to continue to discharge and are subject to rescission or modification. All discharges of waste into waters of the State are privileges, not rights.
 13. This Order includes Attachment N: "Standard Provisions, General Monitoring and Reporting Requirements" ("Standard Provisions") and the attached Monitoring and Reporting Requirements, both of which are incorporated herein by reference. If there is any conflict between provisions stated hereinbefore and said "Standard Provisions", those provisions stated hereinbefore prevail. If there is any conflict between requirements stated in

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the attached Monitoring and Reporting Program and said “Standard Provisions”, the former shall prevail.

14. This Order fulfills the requirements for a Clean Water Act Section 401 Water Quality Certification for the proposed project. Pursuant to California Code of Regulations, title 23, section 3860, the following three standard conditions shall apply to this project:
 - a. this certification action is subject to modification or revocation upon administrative or judicial review, including review and amendment pursuant to Water Code section 13320 and pursuant to California Code of Regulations, title 23, section 3867.
 - b. this certification action is not intended and shall not be construed to apply to any activity involving a hydroelectric facility and requiring a Federal Energy Regulatory Commission (FERC) license or an amendment to a FERC license unless the pertinent certification application was filed pursuant to California Code of Regulations, title 23, section 3855, subdivision (b) and the application specifically identified that a FERC license or amendment to a FERC license for a hydroelectric facility was being sought; this certification is conditioned upon total payment of any fee required pursuant to California Code of Regulations, division 3, chapter 28, and owed by the applicant.
15. This Order shall expire on December 31, 2023.
16. This Order terminates the requirements and provisions of Regional Board Order No. R4-2013-0159, except for enforcement purposes.

I, Deborah J. Smith, Executive Officer, do hereby certify that the foregoing is a full, true, and correct copy of an Order adopted by the California Regional Water Quality Control Board, Los Angeles Region, on December 13, 2018.

DEBORAH J. SMITH
Executive Officer

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Table 1. Port of Long Beach Maintenance Dredging Projects (2014-2018).

Location	Dredge Completion Year	Volume Dredged (Cy)	Dredging Method
Pier G Berths G214-G215	2014	38	Knockdown
NRG Intake Structure Demolition	2014	1,068	Mechanical/Clamshell
Pier J Turning Basin ^a	2014	72,856	Mechanical/Clamshell
Pier G Berth G236 at Berth G242	2015	81	Knockdown
Pier F Berths F204-F205	2015	120	Knockdown
Pier T Berth T118 – T119	2015	120	Knockdown
Pier B Berths B77-B80	2015	274	Knockdown
West Basin Approach to Pier T-Phase 2	2015	599	Knockdown
Pier F Berth F208-F209	2015	758	Knockdown
Pier J Berth J266 WFM 0-250	2015	1,190	Knockdown
Pier J Berths J245-J247	2015	1,467	Knockdown
Pier J South Access Channel Clean-up	2015	8,403	Mechanical/Clamshell
Pier A Berths A88-A96 (to -49 FT. MLLW)	2016	805	Knockdown
Pier T Berth T-124	2016	1,184	Knockdown
Pier F Berths F206-F207	2016	2,089	Mechanical/Clamshell
Pier B Berths B82-B83	2016	6,643	Mechanical/Clamshell
Pier A Berths A88-A96 (to -50 FT. MLLW)	2016	13,882	Mechanical/Clamshell
Pier B Berths B84-B87	2016	17,312	Mechanical/Clamshell
Pier J South Berths J260-J264	2018	42,030	Mechanical/Clamshell
Total dredged volume (cy)		170,919	

a Northeast of access channel to buoy.

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Figure 1. Location Map for Port of Long Beach.

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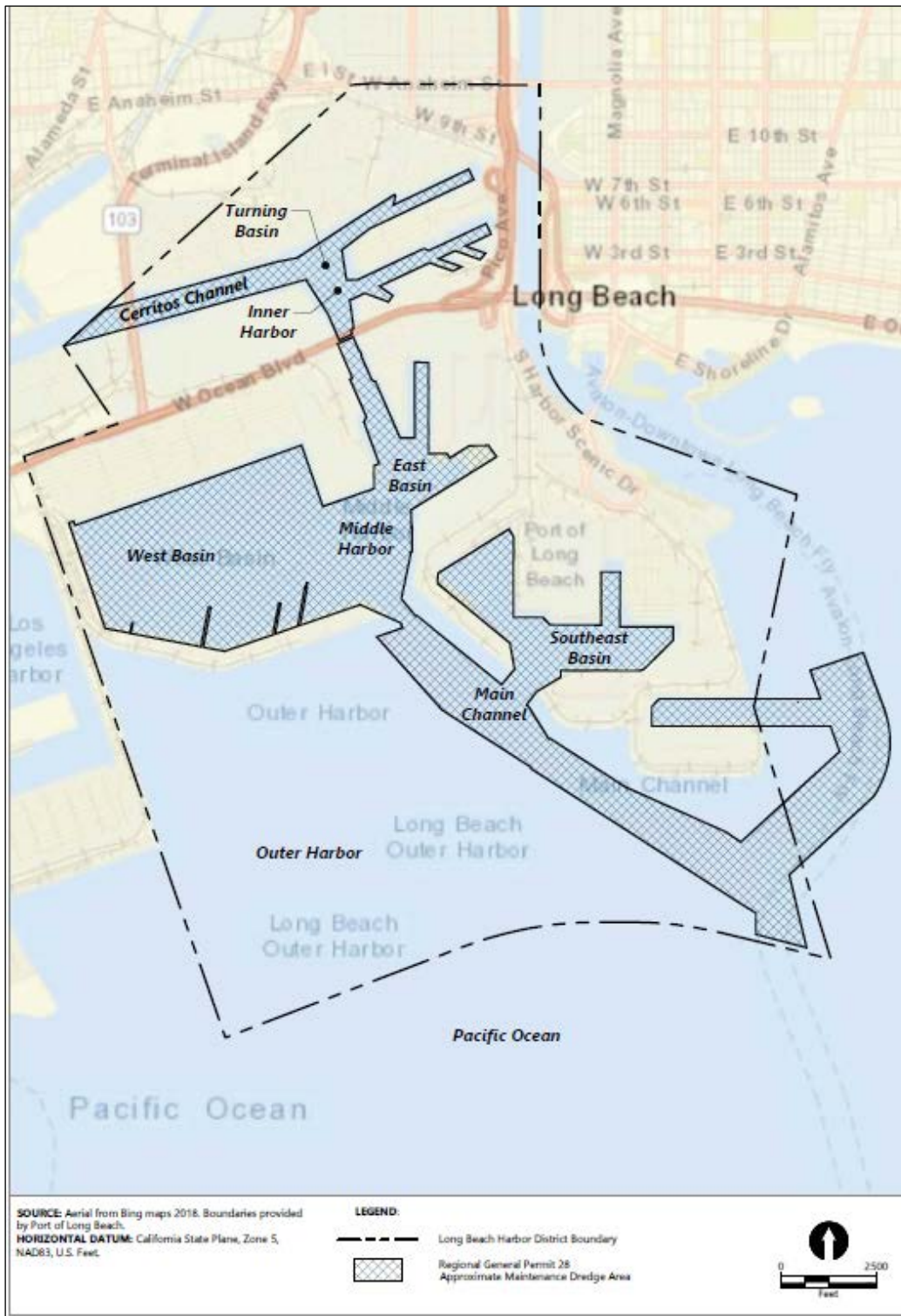


Figure 2. Potential Maintenance Dredging Areas Within the Port of Long Beach.

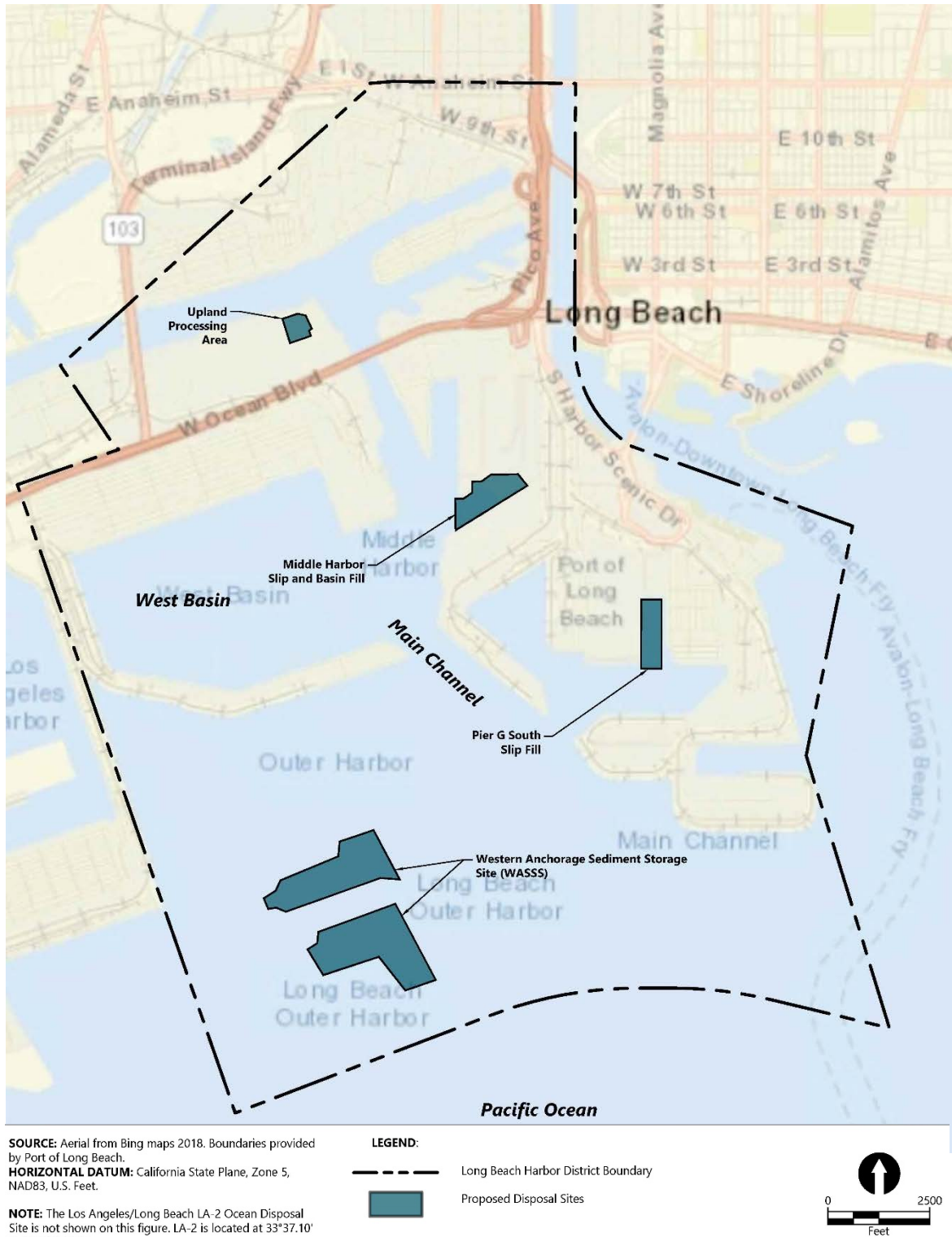


Figure 3. Proposed Disposal Sites Within the Port of Long Beach.

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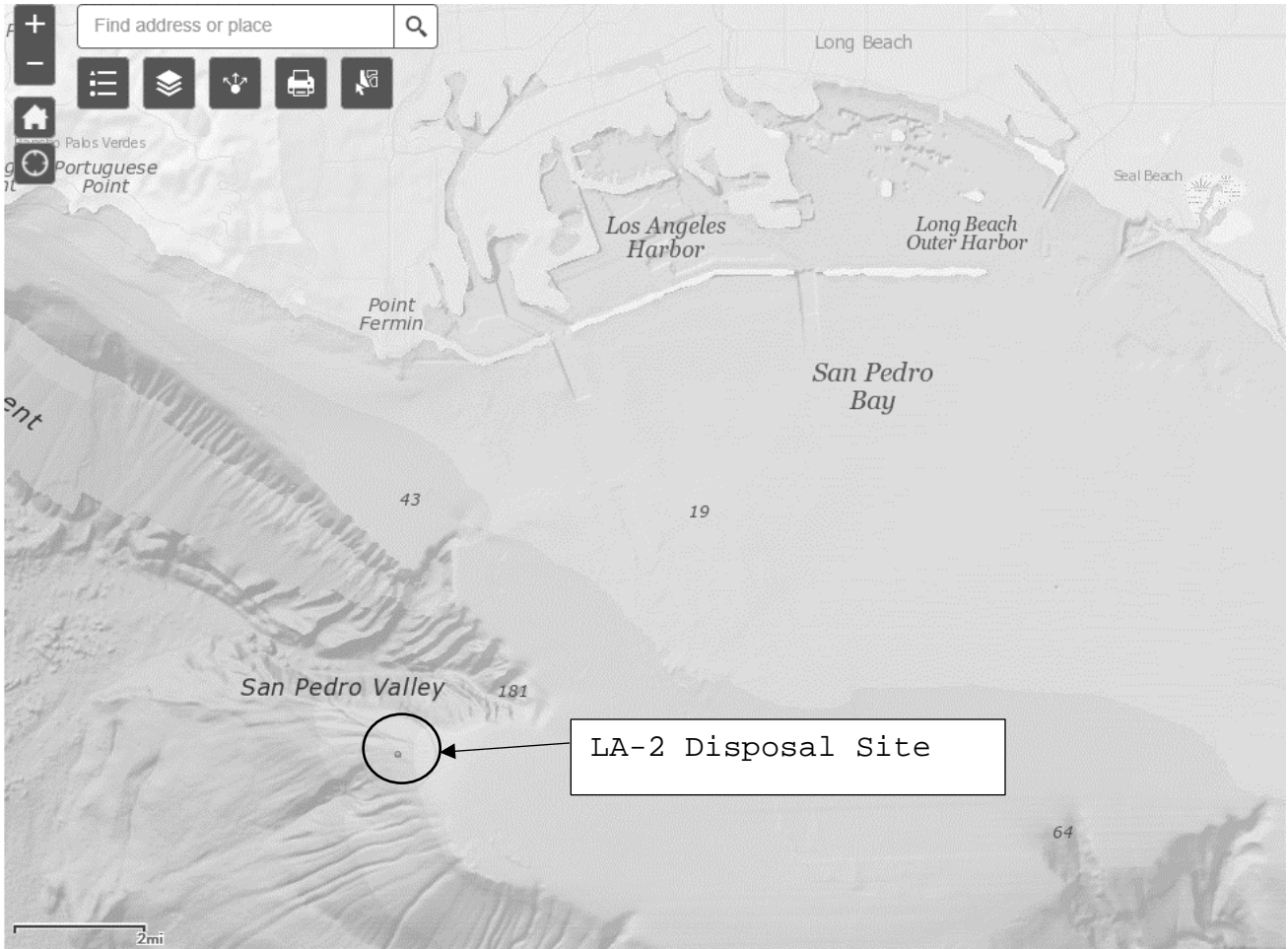


Figure 4. Proposed Disposal Site Outside the Port of Long Beach.