
Project Management Plan

Organization: SPN

Program Type: Civil Works

Project Title: SF Bay LTMS RDMMP

PMP Status: ACTIVE

Project/P2 No: 105059

Location: Nine Counties of San Francisco Bay

PM Name: Yee, Justin

PM Date: 12/28/2022

Revision: 0

Program Type: Civil Works

Funding Type: O_M

Risk Level: MODERATE

Scope Summary: The purpose of this PMP is to manage the development and approval of a Regional Dredged Material Management Plan (RDMMP) for all federal navigation channel maintenance dredging projects within San Francisco Bay. Management Plan development consists of preparation of Preliminary Assessments and Management Plan Studies. The Management Plan studies are further subdivided into a Scope of Work Development Phase and a Studies Execution Phase. This PMP focuses on the development of the Scopes of Work Phase. The PMP will be updated with the latest Scopes of Work developed and approved by USACE. The RDMMP study area extends from approximately 50 nautical miles offshore at the San Francisco Deep Ocean Disposal Site (SF-DODS), through the Golden Gate Bridge, covering the entire Bay, to the border of the Sacramento-San Joaquin Delta (Delta); the Delta border being defined herein as the upstream limit of the Suisun Bay Channel.

PMP Acceptance Sheet

Project Management Plan

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Navigation PM Chief	Phone	Date
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Construction Branch	Phone	Date
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Attached Documents

Project Management Plan

1	General Scope Figure1-ProjAreaLocations.jpg
6	Schedule Milestones 105059_SFBayLTMS_Schedule_DD_02Dec22_REVISE D.pdf
7	Quality Control/Objectives Quality_Planning_Table.pdf
12	Communications Plan Table_1.pdf Table_8.pdf

1.0 General Scope

Per the guidance given in the U.S. Army Corps of Engineers (USACE) Planning Guidance Notebook (Engineer Regulation (ER) 1105-2- 100), Appendix E, Section E-15, and WRDA 2020 Section 125c Implementation Guidance:

All Federally maintained navigation projects must demonstrate that there is sufficient dredged material placement capacity for a minimum of twenty years;

Dredged Material Management Plans (Management Plans) shall be prepared, on a priority basis, for all Federal navigation projects, or groups of inter-related harbor projects, or systems of inland waterway projects (or segments);

Management Plans shall identify specific measures necessary to manage the volume of material likely to be dredged over a twenty-year period, from both construction and maintenance dredging of Federal channel and harbor projects. Non-Federal, permitted dredging within the related geographic area shall be considered in formulating Management Plans to the extent that disposal of material from these sources affects the size and capacity of disposal areas required for the Federal project(s). In those cases where two or more Federal projects are physically inter-related (e.g., harbors which share a common disposal area or a common channel) or are economically complementary, one Management Plan may encompass that group of projects;

The District Commander of any district that obtains dredged material from construction or operation and maintenance (O&M) of a water resources development project is required to provide the Secretary with a 5-year dredged material management plan (DMMP) no later than 1 year after the date of WRDA 2020 enactment. Plans will be completed at 100 percent Federal expense and done in coordination with relevant State agencies and stakeholders. Plans will be updated and submitted to the Secretary annually. Further, the scope of each plan developed under this section requires public comment and public availability. The Secretary will transmit all plans to Congress. Plans developed under Section 125 (c) will be in addition to regional sediment management plans prepared under Section 204(a) of WRDA 1992 and are not subject to limitations in Section 204(g) of WRDA 1992.

It is the Corps of Engineers policy to accomplish the disposal of dredged material associated with the construction or maintenance dredging of navigation projects in the least costly manner. Disposal is to be

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consistent with sound engineering practice and meet all Federal environmental standards including the environmental standards established by Section 404 of the Clean Water Act of 1972 or Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972, as amended. This constitutes the base disposal plan for the navigation purpose. Each management plan study must establish this "Base Plan", applying the principles given in ER 1105-2-100.

Management Plan development shall proceed in two phases: preliminary assessments, and if needed, Management Plan studies. A preliminary assessment is required for all Federal navigation projects to document the continued viability of the project and the availability of dredged material placement capacity sufficient to accommodate twenty years of dredging. If the continued viability of the project is uncertain, then Management Plan studies are required.

Management Plan studies are then further divided and conducted in two phases: an initial phase and a final phase. The initial phase concentrates on developing a detailed Scope of Work, and the final phase executes that Scope of Work. The initial phase shall be completed within twelve months of receipt of funds by the San Francisco District (SPN) and shall produce a Scope of Work for the final phase of the study. The Scope of Work shall be the basis for estimating the total study cost and local share, if any, and shall allow not longer than thirty-six months to complete the final phase.

SPN has recently completed preliminary assessments for the six deep-draft Operations and Maintenance (O&M) navigation projects (Oakland, Redwood City, Richmond, San Francisco Main Ship Channel, San Pablo Bay, and Suisun Bay) in the San Francisco Bay (Bay) area that recommend the development of Management Plans, due to the large uncertainties in future placement sites availability, environmental conditions, and beneficial use opportunities. The preliminary assessments recognized the inter-dependence of these projects and recommended implementing a single Regional Dredged Material Management Plan (RDMMP) for the Bay. In addition, there are also six shallow-draft navigation projects in the Bay and they shall also be included in the RDMMP. They share the same regional economy, placement sites, and similar ecological and physical conditions.

The planning effort described in this Project Management Plan (PMP) will address all federally authorized and maintained navigation channels in the San Francisco Bay System. The main impediment to continued dredging is limited dredged material placement capacity across the Bay. Efficient execution of the Federal O&M dredging program in San Francisco Bay requires a strategic and regional approach that addresses these challenges. Once the San Francisco Bay RDMMP is complete, a 20-year vision for the Federal O&M dredging program will be established. If site conditions change within a particular Federal project, or at a placement site, warranting additional in-depth study, USACE can initiate a project specific Preliminary Assessment, and if needed a project specific Dredge Material Management Plan (DMMP) to address the changing conditions. USACE typically reviews project specific DMMPs every 5 years making necessary adjustments as needed. A 5-year review of the RDMMP will also be implemented.

Purpose and Scope

The purpose of this PMP is to manage the development and approval of a RDMMP for the Bay. This PMP serves as a guide and reference on how to manage the project delivery team, project acquisitions/contracts, changes to the project, quality of work products, risks to project execution, internal and external communications, and most importantly the overall scope, schedule, and budget for the RDMMP.

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This PMP is not intended to anticipate or include all possible changes to the project during execution. It is a dynamic "living" document that requires periodic update. Revisions to the PMP will reflect significant changes to the costs, schedule, and/or scope of the RDMMP. The Project Manager (PM) will facilitate discussions related to changes to this PMP and coordinate the schedule and budgets with the various stakeholders prior to finalizing and issuing a revised or updated PMP. This PMP focuses on study topics that are covered in section 4 of this PMP.

As mentioned previously, Management Plan development consists of preparation of Preliminary Assessments and Management Plan Studies. The Management Plan studies are further subdivided into a Scope of Work Development Phase and a Studies Execution Phase. This PMP focuses on the development of the Scopes of Work and the first implementation phase. The PMP will be updated with the latest Scopes of Work developed and approved by USACE.

This RDMMP has a focus on all available placement options and capacities, specifically with a focus on beneficial use of dredged materials and coastal resilience, especially given the uncertainty of future climate and sea level conditions.

Project Description

The RDMMP study area extends from approximately 50 nautical miles offshore at the San Francisco Deep Ocean Disposal Site (SF-DODS), through the Golden Gate Bridge, covering the entire Bay, to the border of the Sacramento-San Joaquin Delta (Delta); the Delta border being defined herein as the upstream limit of the Suisun Bay Channel (Figure 1).

[Figure 1: The Study Area for the RDMMP showing the 12 Projects and 7 Placement Sites.]

According to the LTMS goals, the in bay dispersive disposal volumes are limited to 1.25 million CY per year. In addition to this limitation, material from small dredging projects will, in general be exempt from restrictions on in bay disposal if it is demonstrated through an alternatives analysis that there are no practical alternatives to in bay disposal. And, a contingency volume of 250,000 CY per year will be established for emergencies or for years when sedimentation or other factors result in unanticipated material volume.

Documents

Figure1-ProjAreaLocations.jpg

1.1 Project Task

Project Management Plan

Civil/Soils

Civil Engineer: determines if conventional dredging equipment and West Coast availability is sufficient for any proposed Base Plan alternatives, or if additional equipment or innovative techniques will be needed, produces the O&M Engineering scope of work for the RDMMP, and attends PDT and other (resource agencies, stakeholder, etc.) meetings as required.

Cost Branch

Cost Engineer: develops cost estimates for any proposed Base Plan alternatives and develops, produces the cost engineering scope of work for the RDMMP, and attends PDT and other (resource agencies, stakeholder, etc.) meetings as required.

Hydrology

Coastal Engineer: develops or oversees the development of the technical analyses needed to estimate the future placement capacity for the twelve Bay navigation projects for a minimum of twenty years, interfaces with other PDT members as necessary to develop the coastal engineering scope, produces the coastal engineering scope of work for the RDMMP, and attends PDT and other (resource agencies, stakeholder, etc.) meetings as required.

Economics

Economist: develops benefits for the twelve navigation projects for any proposed Base Plan alternatives, produces the economics scope of work for the RDMMP, and attends PDT and other (resource agencies, stakeholder, etc.) meetings as required.

Environmental Compliance

Environmental Planner: evaluates the impacts associated with any proposed Base Plan alternatives and develops or oversees the development of the technical analyses needed to estimate these impacts for the twelve Bay navigation projects for a minimum of twenty years; produces the environmental scope of work for the RDMMP, attends PDT and other (resource agencies, stakeholder, etc.) meetings; and ensures compliance with environmental laws and regulations, as required.

Environmental Studies

Public Involvement Specialist: assists in planning and development of stakeholder engagement related aspects of the project. This will include developing a project communication plan and/or an engagement plan, designing meeting formats, meeting facilitation, coordination, developing outreach materials, developing and updating stakeholder outreach lists, and processing and analyzing stakeholder inputs.

Plan Formulation

Lead Planner: manages the overall development of Base Plan alternatives, produces the RDMMP using input from the other PDT members, manages the review of the Scope of Work for DQC and QA, organizes and/or attends PDT and other (resource agencies, stakeholder, etc.) meetings, and other miscellaneous duties as assigned by the project manager.

2.0 Project Delivery Team

Project Management Plan

2.1 Team Members

Team Member	Role	Phone	Email	Approved
Yee, Justin J	Project Manager	(415) 503-6788	Justin.J.Yee@usace.army.mil	1/31/2023
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Miller, Savannah K	Construction Branch		Savannah.K.Miller@usace.army.mil	1/31/2023
Voight, Alexandra M	Economist	(415) 503-6953	Alexandra.M.Voight@usace.army.mil	1/20/2023

2.2 Roles and Responsibilities

The work products for this PMP are the Scopes of Work and initiation of the Management Plan studies, development of a management plan, and associated Environmental coordination to support FY 2025 dredging. As such, and in agreement with policy guidance given in EC 1165-2-217 (Section 8), review of the Scope of Work is limited to District Quality Control (DQC). DQC review team members are listed in Appendix B. All DQC comments will be entered in the USACE approved review software 'ProjNet / DrChecks'. 'Over the shoulder' DQC is encouraged, but at least one comment must be entered in DrChecks for each role listed in Appendix B.

The San Francisco Estuary Institute (SFEI) was contracted to develop scopes of work (SOW), in collaboration with the USACE Engineer Research and Development Center (ERDC) and SPN, to address the highest priority data gaps identified via charrettes. The statements of work outlined below (and included in Appendix D) were scoped to address a subset of the knowledge gaps identified in the Gaps Analysis Report (Braud et al. 2022). The four projects include:

Regional Analysis to inform the prioritization of sediment placement locations for direct and strategic placement;

Sediment Transport Modeling for nearshore strategic sediment placement;

development of a Sediment Monitoring Framework to fill data gaps, inform modeling, and standardize monitoring;

and Ecological Modeling to assess potential impacts of nearshore strategic sediment placement on benthic habitats and species.

Project Management Plan

Documents

3.0 Critical Assumptions and Constraints

3.1 Critical Assumptions

The O&M navigation program will be run in parallel with the RDMMP studies and be independent of them, and therefore unaffected by the studies. The RDMMP endeavor will not utilize resources (funding or personnel) that would otherwise go towards the delivery of ongoing USACE O&M projects.

Environmental resource agencies will provide comment on the development of the studies and management plan. Regulatory requirements will be consistent with current regulations.

The LTMS EIS, Record of Decision, and Management Plan establish programmatic goals for the placement of dredged material in the Bay Area. These goals are aspirational and do not have the force of regulation.

Per policy guidance, updated scopes for the study will be iterative and will be included in PMP updates.

3.2 Critical Constraints

The RDMMP attempts to avoid inconsistencies with existing State or local laws, regulations, and policies. Wherever there are conflicts between the Federal laws or policy and State or local laws or policy, the Federal law or policy will be followed.

Regulatory agencies and stakeholders may have conflicting interests. Approvals and public buy-in will take time and much coordination.

Documents

4.0 Work Breakdown Structure

The San Francisco Bay Regional DMMP is divided into two phases, with the second phase broken into two sub-phases, with sub-activities. The first phase is scoping, which has been completed as of receipt of the scopes of service from the PDT and Gaps Analysis Scopes from SFEI. Supplemental scopes may be developed iteratively. The second phase is implementation of the scopes. The first sub-phase within the implementation phase is Plan Formulation, including the Corps' six step Planning process, and the Gap Analysis scopes to address data gaps identified by stakeholders and resource agencies. The second sub-phase within implementation is composed of finalizing the recommended base plan, including initiating the NEPA process.

Documents

5.0 Funding Resources

Project Management Plan

5.1 Funding Requirements - Performance Measurements

Regional DMMPs shall be updated on an annual basis, as CCS 133 funds are received for the SF Bay LTMS project (P2 ID 105059). All Corps construction and O&M projects anticipated to be carried out within the SF Bay Region will request funding in advance. Each funding request shall include the anticipated placement site options identified in the recommended plan of the RDMMP. Future iterations of the RDMMP/BUDDI updates may identify new placement sites as they become available and fund requests shall be updated accordingly.

5.2 Cost Sharing Agreement

There is no cost sharing agreement for the RDMMP. Non-federal sponsors may elect to share costs, e.g. the incremental costs to conduct beneficial use on a per project basis, and Memorandums of Agreement will be established as needed. Redwood City O&M currently has a limited agreement (set amount of funds) with the State Coastal Conservancy to cover the incremental costs of bringing material to an upland beneficial use site instead of the current federal standard placement site, SF-11.

Documents

6.0 Schedule

Code	Description	Baseline	Current	Actual
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See attachment for P2 Schedule.

Documents

[105059_SFBayLTMS_Schedule_DD_02Dec22_REVISED.pdf](#)

7.0 Project Quality Control Plan and Objectives

7.1 Customer Objectives and Project Objectives

Charrettes were held in 2020 and public outreach will occur continuously from the first version of the management plan to any future revisions. The PDT will document customer/stakeholder expectations and consensus quality management objectives. Stakeholder engagement will allow the management plan to identify quality targets, thresholds, and how they will be achieved (i.e. achieving project depth and maximizing beneficial use of material within the federal standard or with sponsor-funded beneficial use). The adaptive process to capture quality objectives is included in the Quality Management Plans (Section 7.2). The PDT will ensure information related to any professional standards, laws, and codes which will be incorporated into the management plan.

7.2 Quality Management Plan

Project Management Plan

It is the policy of SPD and SPN to develop quality systems and implement quality management practices, including Quality Assurance (QA) and Quality Control (QC), that ensure that the RDMMP meets the agreed upon goals of our stakeholders and appropriate laws, policies and technical criteria, on schedule and within budget. A national standard for review of civil works projects has been promulgated in various Engineer Circulars (EC) so that QC and QA of all work products follow the guidance given in EC 1165-2-217 (Review Policy for Civil Works), dated February 2018. The QMP for the San Francisco Bay RDMMP is to follow the QA and QC practices given in EC 1165-2-217.

Products including both in-house and contractor work will require a Quality Control Plan (QCP) and a Quality Assurance Plan (QAP). The QCP and QAP will be developed in accordance with the requirements discussed in Product Development, In-House SPN BQP 7.3.01, and Product Development, Contract SPN BQP 7.3.02 and meet the requirements of Attachment C, Guidelines for Quality Management. Construction Quality Assurance Plans will be prepared by Area/Resident Offices in accordance with SPN BQP 5.5.05. The approved quality control and quality assurance plans will be attached to this section of the PMP.

The following table demonstrates the Quality Management framework that will be followed in development of the Quality Plans in the PMP. Project specific information for each quality phase in this subsection - Plan, Do, Check, Act - will be defined as stakeholder input is received on the draft management plan. The "Plan" for quality measurement is as stated above: draft a management plan for achieving project depth and maximizing beneficial use of material within the federal standard/with sponsor-funded beneficial use.

Documents

Quality_Planning_Table.pdf

8.0 Acquisition Strategy

Project Management Plan

All work related to the development of SOWs will be done through a combination of contract labor (SFEI) and in-house SPN labor, with possible help from other USACE districts or ERDC, through cross-charge labor codes.

Management Plan supporting efforts will utilize conventional contracting processes to supplement in-house labor, other USACE districts, and ERDC labor efforts. Indefinite Delivery Contract task orders may be used to obtain specific technical analyses for specific discipline's work effort. Other methods for obtaining needed work efforts or expertise, may include Military Interdepartmental Purchase Request to the U.S. Geological Survey (USGS) or the National Oceanic and Atmospheric Administration (NOAA), or sole source contracts to obtain specific expertise on very specialized topics from academia or other research institutes. These are the following contracts the Districts will enter into to complete the DMMP:

External:

- SFEI is contracted for subject matter expertise
- NEPA compliance and associated documentation will be contracted

In-house:

- Coastal Storm Damages Prevented Tool through ERDC
- ERDC Regional Analysis contract
- Sediment Transport Modeling scope contract

The PDT should ensure that work acceptance procedures have been met, as outlined in Project Acceptance and Transition to Project Manager and Team SPN BQP 5.1.02. During the execution phase of the project, the PDT will ensure that SPN BQP 7.4.01, Acquisition Strategy is followed.

Documents

9.0 Risk Analysis

Risk 1 - Gap Analysis reports, data, etc. not ready in time for drafting the recommended base plan.

Probability: Moderate

Impact: Moderate

Mitigation: PDT plans to work closely with SFEI and ERDC to receive data concurrently with formation of alternatives and drafting the recommended base plan.

Risk 2 - NEPA document not completed in time for FY25 dredging season.

Probability: Moderate

Impact: Significant

Mitigation: Similar to Risk 1 mitigation - work concurrently with data sources to complete base plan draft, to a sufficient extent, in time to start NEPA process.

Risk 3 - Public rejects the recommended alternative.

Probability: Low

Impact: Significant

Mitigation: Public outreach during formation of alternatives phase and getting buy-in with stakeholders will ensure the risk probability is to low.

These three risks fall into the moderate risk category overall. Additional risks will be assessed as the Plan Formulation Process progresses.

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Documents

10.0 Safety and Occupational Health Plan

N/A - There is no safety risk involved with the creation of the Regional DMMP. Safety and health for construction/dredging operations will be assessed in project-specific PMPs.

Documents

11.0 Change Management

Documents

12.0 Communications

12.1 Internal Communications

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Timely, clear, and concise communication, both written and verbal, among all the team members will be critical in successfully completing the Management Plan studies, development, and execution. For the PDT to work collaboratively and effectively, each team member must build a climate of trust through mutual respect and communication. Team members should consider the following guidelines during team interaction:

- Communicate openly and honestly with each other.
- Listen actively and seek to understand others' positions and expertise.
- Communicate with awareness of its impact on others.
- Provide feedback with a focus on behavior, not the person.
- Keep each other informed.
- Proactively address rumors and/or harmful statements.
- Disagree respectfully and elevate as appropriate for resolution.

PDT communication will occur informally between the PM and PDT members, and the lead planner and PDT members, and more formally through regularly scheduled meetings. These include full PDT meetings, PDT leadership meetings, coordination meetings with ERDC and other USACE districts, and over-the-shoulder reviews with SPN leadership. Informal communication will consist of verbal conversations and email, while formal communication will include the scheduled meeting discussions and specific work products to be delivered to the lead planner, the PM, and the PDT. All team members are responsible for staying current with policies and processes affecting their work and checking for new communications.

The PDT through the PM, and other PDT members as delegated by the PM, shall communicate with the Vertical Team at and between the various decision points and milestones throughout the Management Plan review and approval process. The Vertical Team is defined herein as the USACE San Francisco District (SPN) upper management, the South Pacific Division District Support Team (SPD-DST), which includes the SPD Navigation Business Line Manager (BLM) and SPD Chief of Operations & Regulatory; and Corps Headquarters (HQUSACE) Navigation BLM and staff. All PDT communication with the Vertical Team shall be coordinated through the PM, or whomever the PM designates to communicate with the Vertical Team. The PM will communicate Management Plan study execution status and any issues to the Vertical Team at regularly scheduled meetings (once every two months), or on an ad-hoc basis as execution and strategy issues arise.

12.2 External Communications

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All external communication shall be coordinated through the Project Manager, while ensuring the Public Affairs Office has been consulted and kept informed about the external communications. The District's Public Involvement Specialist, or lead planner, is responsible for executing the communication plan, the planning and scheduling of meetings specific to external groups, and the day-to-day communications with external groups. In some cases, the Environmental Lead may lead or co-lead as needed.

It will be critical to engage the National Marine Fisheries Service (NMFS), the US Fish and Wildlife (USFWS), the EPA, the San Francisco Bay Regional Water Quality Control Board (RWQCB or Waterboard) and the San Francisco Bay Conservation and Development Commission (BCDC) during the development, execution, and post-results discussion of the Management Plan studies. Any changes from current dredging practices that result from the Management Plan studies most likely will require consultation with NMFS and/or USFWS. Also, the State agency, the California Department of Fish and Wildlife (CDFW) should be engaged to ensure the Management Plan studies meet both Federal and State needs to the greatest extent practicable. These resource agencies must be engaged at the beginning of the studies to ensure scientific consensus

Changes from current dredging practices based on the Management Plan studies' results may also affect other Federal and State agencies such as the Federal Emergency Management Agency, the California Department of Water Resources, and the State Lands Commission. Additionally, Federal agencies such as the U.S. Geological Survey and the National Oceanic and Atmospheric Administration may be conducting complementary studies and/or have scientific expertise of value to the Management Plan studies, and therefore should be engaged and kept informed.

The Bay area communities have been active participants on numerous studies conducted by the District and a similar level of interest is expected for the Management Plan studies and results. Technical jargon should be eliminated when discussing technical results from the Management Plan studies with the public.

All requests from the press in any media format (newspaper, television, social media, etc.) shall be coordinated through the Public Affairs Office (PAO). PDT members should not engage the press without first checking with the PAO.

Due to the importance of Federal dredging to the Bay's regional economy and how results from the Management Plan studies may impact Federal dredging practices, the PAO will periodically inform the staff for Senators Feinstein and Padilla, staff for Bay area Congressional Representatives, staff for State officials, and local officials. All communications with elected officials shall be coordinated through the PAO, the and Project Manager, and SPN upper management.

12.3 Customer/Partner Communications

Project Management Plan

Our partner agencies in the Long Term Management Strategy (LTMS) for the placement of dredged material in the San Francisco Bay agencies (EPA, BCDC, and the Water Board) will have a keen interest in the Management Plan studies, as the results from these studies may affect future management practices within LTMS. There is a desire for sediment to improve Bayland and coastal resiliency to sea-level rise, and dredged sediment is an important resource that can help improve such resiliency goals. In addition, there is also a desire to evaluate ways to reduce the cost of dredging in the Bay, especially as dredging costs continue to increase. An in-depth evaluation of current placement limitations should be completed within the RDMMP to address these issues. Early and frequent engagement with LTMS agencies and other interested stakeholders will be conducted on future studies.

Our Non-Federal partners listed in Table 1 have expressed interest in the Management Plan studies, as the results produced by these studies may positively or negatively impact the amount and frequency of dredging of their projects.

There are numerous groups representing a wide variety of interests related to dredging in the Bay that will expect to be kept informed and have input on the Management Plan studies. Groups interested in the Bay's environment such as environmental non-profits/Non-Governmental Organizations, commercial dredgers, ports and marinas, the maritime industry, maritime transportation and industries that rely upon the maritime transportation supply chain and associated surface transportation distribution networks, business development and economic councils, academia, and possibly others should be engaged early in the process to ensure the results from the Management Plan studies will be accepted as technically sound .

Documents

Table_1.pdf

Table_8.pdf

13.0 Value Management Plan

According to The Office of Federal Procurement Policy Act (41 U.S.C. 1121, 1711), projects under the \$2 million procurement do not have Value Engineering requirements. The RDMMP has no procurements over \$2M.

Documents

14.0 Close Out

Project Management Plan

An After-Action Review will be completed by the Technical Leads, the Planner, and the Project Manager in conjunction with the rest of the PDT to review lessons learned and challenges with the project. Following completion of the AAR and contract closeout activities, close out the project in P2 by statusing the appropriate activities.

14.1 Contract Closeout

Contract closeout consists of the actions listed below. Depending on the timing of the completion of contractor work and overall project completion, contract closeout may occur simultaneous with project close-out or may occur long before project closeout. For closeout procedures associated with construction projects, refer to SPN BQP 7.5.04. Identify contract closeout requirements associated with final payment and completion of contractor ratings per SPN BQPs 7.4.05, A-E Evaluations, 7.4.06, Service Contractor Evaluations, and 7.4.08, Construction Contractor Performance Evaluations, as applicable to the project.

- Final Inspection & Punch List
- Final Payment
- Release of Claim by the Contractor
- Performance Evaluation
- RMS Updating
- Fiscal Closeout
- After Action Review (AAR)

14.2 Records Closeout

The PDT will maintain necessary hard copy and electronic copies of the RDMMP and associated scopes of work and appendices in the USACE San Francisco District office. All records will be archived appropriately.

Documents

15.0 Environmental

NEPA: Environmental Assessment

A NEPA document will be prepared as part of the environmental compliance of the RDMMP, which will most likely include an Environmental Assessment.

NHPA: Historic properties affected

There are many cultural resources around the fringes of San Francisco Bay, and future upland/beneficial use placement sites that come online over the next 20 years may affect historic properties. These impacts should be analyzed as part of the RDMMP process.

ESA: Biological Assessment - Formal Consultation

With the possibility of including in-Bay strategic placement and other novel in-Bay dredged material placement methods (e.g., Aquatic Transfer Facilities), we are planning for a formal consultation under the Endangered Species Act.

FWCA: Planning Aid Letter/Coordination Act Report needed

Given potentially significant impacts to fish and wildlife resources resulting from new placement sites (upland and in-Bay), close coordination with USFWS on the analysis of these impacts will be necessary.

Clean Water Act (section 401/404):404 (b) (1) Evaluation _ Individual 401 Certification Needed:

404 (b) (1) Evaluation _ Individual 401 Certification Needed

Project Management Plan

Placement of dredged material in the Waters of the United States and the designation of new placement sites in WOTUS will require Section 401 Water Quality Certification and a Section 404(b)(1) effects analysis.

Clean Water Act (section 402): Other NPDES permit

It is not anticipated that there will be any pollutants included in the dredged material that would require an NPDES permit given the DMMO sediment quality testing schedule and standards, but we include a Section 402 NPDES permit here in the event that there is material in one of the federal navigation channels that requires such a permit.

Rivers and Harbors (section 10): Not applicable

Original construction of the federal navigation channels was authorized under the Rivers and Harbors Act, and USACE's maintenance dredging maintains the navigability of the channels in accordance with their authorized dimensions. The USACE, as the implementing authority of Section 10 of Rivers and Harbors Act, ensures its work or structures do not impede navigation in waters of the United States, and, therefore, does not need to issue itself a permit pursuant to Section 10. The RDMMP will result in construction (dredging) work in navigable waters of the United States, but it is not expected that any navigation channels will be altered in any way or at any time over the 20-year RDMMP project lifetime.

CERCLA Public notification

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Given the potential of dredging contaminated materials in federal navigation channels near Superfund sites or industrial complexes with histories of contaminated sediments, compliance with CERCLA via public notification may be necessary. It is not anticipated that any material will be subject to CERCLA, but we include the strictest compliance with its regulations as a conservative assumption.

RCRA: Public notification

It is not anticipated that there will be any hazardous waste in material dredged from federal navigation channels. We include the strictest compliance with RCRA and its regulations as a conservative assumption.

TSCA: Public notification

It is not anticipated that there will be any discharge of toxic substance as part of the dredging of material from federal navigation channels or placement of material at already authorized or future placement sites. In the event that any of the navigation channels do contain toxic substances, however, we include public notification under the TSCA to ensure appropriate analysis is included.

CAA: Public notification

The Bay Area Air Quality Management District (BAAQMD) prepares plans to attain ambient air quality standards in the San Francisco Bay Area Air Basin (SFBAAB). The BAAQMD implements programs and regulations required by the CAA, CAA amendments, and the California Clean Air Act (CCAA). The clean air strategy of the BAAQMD includes preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, and issuing permits for stationary sources of air pollution. As part of these plans, BAAQMD developed project-level thresholds and guidance for use during the California Environmental Quality Act (CEQA) evaluation process such that projects would not violate the CAA. Title 40 of the C.F.R. § 51.853(c)(2)(ix) states that "Maintenance dredging and debris disposal where no new depths are required, applicable permits are secured, and disposal will be at an approved disposal site" is exempt from conformity analyses.

Project Management Plan

16.0 Geospatial Data Management Plan

The PDT shall coordinate geospatial data management requirements with the Survey and Geospatial Data Section of the Geotechnical Engineering Branch. The PDT has inventoried existing/historical channel dredging volumes, costs, and sediment characteristics, market conditions, dredging equipment needs, and availability; and placement site annual and/or monthly limits, capacities, and sediment requirements. These data will be housed on a comprehensive geospatial database, which will be built with the above data layers and coordinated by the various PDT disciplines, including Economics, Civil Engineering, Environmental Planning, and others. Raw data used as inputs for this geospatial database will be housed on a USACE internal server specifically used to host geospatial data, including all data received from the San Francisco Estuary Institute as part of the Regional Analysis and from ERDC as part of the sediment modeling or benefits analysis efforts. These data will be utilized for planning purposes in developing plan alternatives, and the geospatial database will be dynamic as new data is integrated.

Documents
