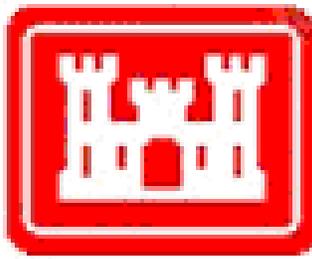


**SAN FRANCISCO DISTRICT**  
**US ARMY CORPS OF ENGINEERS**

**COASTAL PLANNING**  
**CURRENT COASTAL PROJECTS**



Coastal Sediment Management Workgroup  
MAY 2005

## TABLE OF CONTENTS

### Coastal Projects

**ALAMEDA CREEK** CONTINUING AUTHORITY, SECTION 1135

**ARANA GULCH WATERSHED** GENERAL INVESTIGATIONS (Including Disk Golf Course & Gulley and Blue Trail Gulley & Dam repair spin off projects).

**BODEGA BAY** OPERATIONS AND MAINTENANCE

**BOLINAS LAGOON** GENERAL INVESTIGATIONS

**CLIFF DRIVE AT CAPITOLA** CONTINUING AUTHORITY, SECTION 103

**EAST CLIFF DRIVE, SANTA CRUZ** CONTINUING AUTHORITY, SECTION 103

**HOOK AREA BLUFF STABILIZATION** CONTINUING AUTHORITY, SECTION 103

**HUMBOLDT HARBOR AND BAY** OPERATIONS AND MAINTENANCE

**HUMBOLDT BAY LONG TERM SHOAL MANAGEMENT** GENERAL INVESTIGATIONS

**MONTEREY HARBOR** OPERATIONS AND MAINTENANCE

**MOSS LANDING HARBOR** OPERATIONS AND MAINTENANCE

**MOSS LANDING HARBOR** CONTINUING AUTHORITY, SECTION 111

**OCEAN BEACH** GENERAL INVESTIGATIONS

**PICKLEWEED TRAIL, MARTINEZ** NATIONAL EROSION CONTROL DEVELOPMENT AND DEMONSTRATION PROGRAM, SECTION 227

**PILLAR POINT HARBOR** OPERATIONS AND MAINTENANCE

**RUSSIAN RIVER WATERSHED** GENERAL INVESTIGATIONS

**SAN FRANCISCO HARBOR** OPERATIONS AND MAINTENANCE

**SANTA CRUZ HARBOR** OPERATIONS AND MAINTENANCE

### In-Bay Projects

**SAN FRANCISCO BAY LONG TERM MANAGEMENT STRATEGY** OPERATIONS AND MAINTENANCE

**SAN FRANCISCO HARBOR & BAY (DRIFT REMOVAL)** OPERATIONS AND MAINTENANCE

**SOUTH SAN FRANCISCO BAY SHORELINE STUDY** GENERAL INVESTIGATIONS

**ALAMEDA CREEK  
CONTINUING AUTHORITY, SECTION 1135**



PROJECT LOCATION AND DESCRIPTION: The Alameda Creek Flood Control Project, completed in 1975, is located in Alameda County, California. It was designed to provide flood protection to the metropolitan areas of Union City, Fremont, and Newark. This Section 1135 study examines whether structural impediments to fish passage, associated with the existing flood control project's channel and drop structures, may be modified for the improvement of anadromous fish passage and habitat. The non-Federal sponsor for this project is the Alameda County Flood Control and Water Conservation District.

TOTAL FUNDING:

TOTAL COST:	\$ 8,000,000
FEDERAL COST:	\$ 5,000,000
NON-FEDERAL COST:	\$ 3,000,000

TOTAL FEDERAL COST THROUGH FY05:	\$ 430,000
FISCAL YEAR 2006 BUDGET:	\$ 0
COST TO COMPLETE:	\$ 4,570,000

FY 05 ACCOMPLISHMENTS: No work is anticipated for FY05 due to the funding shortages in the Continuing Authorities Program (CAP).

FY 06 ACCOMPLISHMENTS: If funded in FY06, the Detailed Project Report (DPR), which will define the Without Project Condition (F3), identify viable alternatives and define the National Environmental Restoration Plan (NER), will be initiated.

ISSUES AND OTHER INFORMATION: This study is suspended indefinitely due to the CAP funding shortages.

CONGRESSIONAL INTEREST: 13<sup>th</sup> District, Rep. Pete Stark

LOCAL SPONSOR: Alameda Creek Flood Control and Water Conservation District

LEAD PLANNER: Judy Sheen (415) 977-8678

**ARANA GULCH WATERSHED  
GENERAL INVESTIGATIONS**

PROJECT LOCATION AND DESCRIPTION: This Ecosystem Restoration study was authorized by the House Transportation and Infrastructure Committee Resolution dated June 25, 1999. The study area is located in Santa Cruz County, California, adjacent to the Port of Santa Cruz. The Port is experiencing a sedimentation problem with their north harbor, which lies at the terminus of the watershed. The sediment creates a substantial dredging problem for the Port District. The study would evaluate potential improvement plans to help alleviate navigation problems at the harbor and address environmental degradation of the watershed.

**TOTAL FUNDING:**

TOTAL COST:	\$ 2,120,000
FEDERAL COST:	\$ 1,120,000
NON-FEDERAL COST:	\$ 1,000,000

TOTAL FEDERAL COST THROUGH FY05:	\$ 198,000
FISCAL YEAR 2006 BUDGET:	\$ 100,000
COST TO COMPLETE:	\$ 822,000

FY05 AND FY06 ACCOMPLISHMENTS: Completion of Project Management Plan. If sponsor is authorized to sign, it may be possible to initiate Feasibility in FY05.

ISSUES AND OTHER INFORMATION: The 905(b) Analysis was approved by Headquarters on November 1, 2003. Two CAP studies will also be initiated this year funds permitting.

CONGRESSIONAL INTEREST: 15<sup>th</sup> District, Rep. Tom Campbell; 17<sup>th</sup> District, Rep. Sam Farr

LOCAL SPONSOR: Santa Cruz Port District

POINTS OF CONTACT: LTC Philip T. Feir (415) 977-8500 and Deputy District Engineer for Civil Works, Arijs Rakstins, (415) 977-8702

**BODEGA BAY  
OPERATIONS AND MAINTENANCE**



PROJECT LOCATION AND DESCRIPTION: The project is located 60 miles north of San Francisco on the California coast. Bodega Bay is a shallow-draft harbor of sanctuary, supporting a Coast Guard search and rescue station, commercial and sport fishing, and recreational craft. The Operations and Maintenance schedule provides for periodic inspection and repair of breakwaters and infrequent (11-year cycle) maintenance dredging of the Federal Channel (including three turning basis) to -12 feet Mean Lower Low Water (MLLW).

TOTAL FUNDING:

TOTAL COST: \$ N/A

FEDERAL COST: \$ N/A

NON-FEDERAL COST: \$ N/A

TOTAL FEDERAL COST FY05: \$ 0

FISCAL YEAR 2006 BUDGET: \$ 0

COST TO COMPLETE: \$ N/A

FY 05 ACCOMPLISHMENTS: Funds will be used to complete close out of the project and final payment to the dredging contractor. Final payment to the dredging contractor must be made.

ISSUES AND OTHER INFORMATION: The project was completed successfully, including maintenance dredging of the US Coast Guard Station berthing areas.

CONGRESSIONAL INTEREST: 1<sup>st</sup> District, Rep. Mike Thompson; 6<sup>th</sup> District, Rep. Lynn Woolsey

POINTS OF CONTACT: LTC Philip T. Feir (415) 977-8500 and Deputy District Engineer for Civil Works, Arijs Rakstins (415) 977-8702

LOCAL SPONSOR: Sonoma County Regional Parks Department, Ray Basch.

LEAD PLANNER: Karen Berresford (415) 977-8681

## **BOLINAS LAGOON GENERAL INVESTIGATIONS**



**PROJECT LOCATION AND DESCRIPTION:** Bolinas Lagoon is a tidal embayment located 15 miles northwest of San Francisco, on the coast of Marin County, between the towns of Stinson Beach and Bolinas. The lagoon is part of the Gulf of the Farallones National Marine Sanctuary managed by the National Oceanic and Atmospheric Administration. Sedimentation in the lagoon is causing a continuous loss of important subtidal and intertidal aquatic habitat, resulting in a reduction of the diversity and abundance of aquatic life. The goal of the environmental restoration effort is to restore intertidal and subtidal habitat and stop further loss of these habitats through restoring the tidal prism and improving circulation within the basin, while maintaining key mudflats, marsh vegetation, and other areas of biological importance. Although, over the long term, sediment deposition will continue to fill the lagoon, the restoration project is intended to significantly slow the present rate of intertidal and subtidal habitat loss.

**TOTAL FUNDING:**

TOTAL COST:	\$ 4,610,000
FEDERAL COST:	\$ 2,360,000
NON-FEDERAL COST:	\$ 2,250,000

TOTAL FEDERAL COST THROUGH FY05:	\$ 1,632,000
FISCAL YEAR 2006 BUDGET:	\$ 0
COST TO COMPLETE:	\$ 728,000

**FY 05 ACCOMPLISHMENTS:** Continue data review, continue to reformulate management objectives, initiate development of a conceptual model, collect additional field data, continue to refine the future lagoon evolution under the “without” project condition and continue to reformulate project alternatives.

**FY 06 ACCOMPLISHMENTS:** If funds are available, complete data review, reformulate management objectives, complete conceptual model, collect/evaluate additional field data, refine the future lagoon evolution under the “without” project condition and reformulate project alternatives. Initiate a revised Draft Feasibility Study & Supplemental Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR).

**ISSUES AND OTHER INFORMATION:** The Reconnaissance Study Phase was certified on December 24, 1997 and the Marin County Open Space District (Non-Federal sponsor) signed the Feasibility Cost Sharing Agreement in January 1998. The Draft Feasibility Report and EIS/EIR

were released for public review in June 2002. The Draft Feasibility Report considered nine actions to restore lost habitat through increasing tidal prism and improving circulation within the lagoon, at an estimated total cost of \$101,000,000. Due to the estimated total cost and the nature/content of public comments, the project is currently being reformulated. The sponsor has undertaken an in-kind services effort to develop stakeholder consensus on the project purpose/need and project reformulation.

CONGRESSIONAL INTEREST: 6<sup>th</sup> District, Rep. Lynn Woolsey

LOCAL SPONSOR: Marin county Open Space District, Ron Misca/ Francis Briggmann

LEAD PLANNER: Cindy Tejada (415) 977-8547

**CLIFF DRIVE AT CAPITOLA  
CONTINUING AUTHORITY, SECTION 103**



PROJECT LOCATION AND DESCRIPTION: The project is located in the City of Capitola, Santa Cruz County, California, along Cliff Drive, east of 49<sup>th</sup> Street. The drive borders a coastal cliff that is exposed to wave attack year round. During the winter months, wave action strips the summer beach almost completely of sand and leaves bedrock exposed. The resulting shoreline erosion along a 375-foot section of the coastal cliffs threatens Cliff Drive. The City of Capitola, Office of Public Works, is the local sponsor for this project.

TOTAL FUNDING:

TOTAL COST:	\$ 925,000
FEDERAL COST:	\$ 512,500
NON-FEDERAL COST:	\$ 412,500

TOTAL FEDERAL COST THROUGH FY05:	\$ 100,000
FISCAL YEAR 2006 BUDGET:	\$ 0
COST TO COMPLETE:	\$ 412,500

FY 05 AND 06 ACCOMPLISHMENTS: Execute the Feasibility Cost Sharing Agreement (FCSA) with the local sponsor and initiate preparation of the draft Detailed Project Report (DPR).

ISSUES AND OTHER INFORMATION: A Reconnaissance Report for the Santa Cruz Harbor and Vicinity Shoaling Study was completed in January 1994. Although originally initiated as a Continuing Authorities Program (CAP) Section 14 project in 1998, upon re-evaluation it appeared to be more appropriate as a CAP Section 103 project. In a letter dated October 22, 1999, the City of Capitola requested assistance from the Corps of Engineers. The City has recently stabilized the street, but the cliff itself is still exposed to wave action. Without further shoreline protection the street will eventually fail due to undercutting of the cliff by this action. CAP funding shortages will lead to further delays, making it more likely the street will fail before the project can be completed.

CONGRESSIONAL INTEREST: 17<sup>th</sup> District, Rep. Sam Farr

LOCAL SPONSOR: City of Capitola

LEAD PLANNER: Karen Berresford (415) 977-8616

**EAST CLIFF DRIVE, SANTA CRUZ  
CONTINUING AUTHORITY, SECTION 103**



PROJECT LOCATION AND DESCRIPTION: Continuing erosion of coastal cliffs by waves and currents threatens to destroy East Cliff Drive and a major sanitary sewer line. Portions of East Cliff Drive in Santa Cruz County are already limited to one-way traffic due to erosion. The County of Santa Cruz, working with the California Department of Boating and Waterways, has begun design of a seawall along an 1100-foot section of East Cliff Drive.

TOTAL FUNDING:

TOTAL COST:	\$ 7,200,000
FEDERAL COST:	\$ 3,000,0900
NON-FEDERAL COST:	\$ 4,200,000
TOTAL FEDERAL COST THROUGH FY05:	\$ 635,000
FISCAL YEAR 2006 BUDGET:	\$ 0
COST TO COMPLETE:	\$ 2,365,000

FY 05 AND 06 ACCOMPLISHMENTS: The County of Santa Cruz completed emergency repairs of severe erosion caused by winter storms in 2004, constructing a seawall along the top half of the 1100-foot section of cliff. Currently, the County is determining if they want to move forward with the full-bluff armoring project.

ISSUES AND OTHER INFORMATION: A Final Environmental Impact Statement/ Environmental Impact Report and Detailed Project Report were approved by South Pacific Division and released on October 10, 2003. A Consistency Determination was submitted for the November 7, 2003 California Coastal Commission meeting. The Commission unanimously voted to object to the project. Discussions are under way with the sponsor and California Coastal Commission staff to determine what conditions or changes can be made to the project to obtain concurrence. The County is determining if they want to move forward with the full-bluff armoring project. However, lack of available CAP funding in FY06 will prevent the project from moving forward.

CONGRESSIONAL INTEREST: 14<sup>th</sup> District, Rep. Anna Eshoo; 17<sup>th</sup> District, Rep. Sam Farr.

POINTS OF CONTACT: LTC Philip T. Feir (415) 977-8500 and Deputy District Engineer for Civil Works, Arijs Rakstins (415) 977-8702

LOCAL SPONSOR: Santa Cruz County, Redevelopment

LEAD PLANNER: Katherine Reyes (415) 977-8552

**HOOK AREA BLUFF STABILIZATION  
CONTINUING AUTHORITY, SECTION 103**



PROJECT LOCATION AND DESCRIPTION: The County of Santa Cruz Redevelopment Agency has requested a 300-foot section of coastal bluff area at East Cliff Drive and 41<sup>st</sup> Avenue, known as the Hook Area, be designated as a Continuing Authorities Section 103 project. Erosion of the cliff by waves, currents, and terrestrial processes is threatening the stability of a 300-foot section of East Cliff Drive. The erosion rate for this site ranges from 6 to 12 inches per year. Erosion will continue at this rate unless the site is stabilized. Without shoreline protection the street will eventually fail due to undercutting of the cliff by wave action.

**TOTAL FUNDING:**

TOTAL COST:	\$ 4,600,000
FEDERAL COST:	\$ 3,000,000
NON-FEDERAL COST:	\$ 1,600,000

TOTAL FEDERAL COST THROUGH FY05:	\$ 5,000
FISCAL YEAR 2006 BUDGET:	\$ 0
COST TO COMPLETE:	\$ 2,995,000

FY 05 AND 06 ACCOMPLISHMENTS: Completion of a Supplemental Environmental Impact Statement/Environmental Impact Report and Detailed Project Report if issues on East Cliff Drive project are resolved.

ISSUES AND OTHER INFORMATION: Progress depends on outcome of negotiations with the California Coastal Commission regarding the neighboring East Cliff Drive Project.

CONGRESSIONAL INTEREST: 14<sup>th</sup> District, Rep. Anna Eshoo; 17<sup>th</sup> District, Rep. Sam Farr

LOCAL SPONSOR: Santa Cruz County, Redevelopment

LEAD PLANNER: Katherine Reyes (415) 977-8552

**HUMBOLDT HARBOR AND BAY  
OPERATIONS AND MAINTENANCE**



PROJECT LOCATION AND DESCRIPTION: This project is located at Eureka, California, about 280 miles north of San Francisco. Project operations and maintenance provides for annual inspection and periodic repair of the North and South jetties, and annual maintenance dredging of the Bar and Entrance Channels to -48 feet Mean Lower Low Water (MLLW); the North Bay Channel to -38 feet MLLW; the Samoa Channel, including the Turning Basin, to -38 feet MLLW; the Eureka Channel to -35 and -23 feet MLLW; and the Fields Landing Channel to -26 feet MLLW. The permanently designated Humboldt Open Ocean Disposal Site (HOODS) is utilized for disposal of all dredged materials.

**TOTAL FUNDING:**

TOTAL COST:	\$ N/A
FEDERAL COST:	\$ N/A
NON-FEDERAL COST:	\$ N/A

TOTAL FEDERAL COST FY05:	\$ 4,172,000
FISCAL YEAR 2006 BUDGET:	\$ 5,069,000
COST TO COMPLETE:	\$ N/A

FY 05 AND 06 ACCOMPLISHMENTS: Maintenance dredging of entire project to authorized project depth by Government hopper dredges ‘Essayons’ and ‘Yaquina’.

ISSUES AND OTHER INFORMATION: Shortfall in dredging budget for FY05 as a result of elimination of Interior Channels dredging by Government hopper dredge ‘Yaquina’. Ramifications of this shortfall are currently unknown, but could be considerable.

CONGRESSIONAL INTEREST: 1<sup>st</sup> District, Rep. Mike Thompson

POINTS OF CONTACT: LTC Philip T. Feir (415) 977-8500 and Deputy District Engineer for Civil Works, Arijs Rakstins (415) 977-8702

**HUMBOLDT BAY LONG TERM SHOAL MANAGEMENT  
GENERAL INVESTIGATIONS**



**PROJECT LOCATION AND DESCRIPTION:** The study area is Humboldt Bay, which lies about 280 miles north of San Francisco, California. Over the last several years, a large volume of shoal material has accumulated along the coast west of the Bay. This shoal material is eventually transported into the Federally maintained Humboldt Bar and Entrance Channels. Unusually heavy shoaling of the Federal channels occurs between the annual maintenance dredging, resulting in deep draft vessel operating restrictions which adversely impact commerce. This study would evaluate long-term solutions to shoaling of the Federal channels.

<b>TOTAL FUNDING:</b>	
<b>TOTAL COST:</b>	<b>\$ 3,100,000</b>
<b>FEDERAL COST:</b>	<b>\$ 1,600,000</b>
<b>NON-FEDERAL COST:</b>	<b>\$ 1,500,000</b>
<b>TOTAL FEDERAL COST THROUGH FY05:</b>	<b>\$ 133,000</b>
<b>FISCAL YEAR 2006 BUDGET:</b>	<b>\$ 0</b>
<b>COST TO COMPLETE:</b>	<b>\$ 1,467,000</b>

**FY 05 ACCOMPLISHMENTS:** FY05 funds will be used to complete the feasibility phase project management plan, sign an Federal Cost Sharing Agreement, and initiate feasibility phase tasks.

**FY 06 ACCOMPLISHMENTS:** If funded, FY06 funds will be used to begin feasibility studies, engineering investigations, public scoping and environmental assessment.

**ISSUES AND OTHER INFORMATION:** The 905(b) analysis indicates a federal interest and need to move forward with the study.

**CONGRESSIONAL INTEREST:** 1<sup>st</sup> District, Rep. Mike Thompson

**LOCAL SPONSOR:**

**LEAD PLANNER:** Karen Berresford (415) 977-8681

**POINTS OF CONTACT:** LTC Philip T. Feir (415) 977-8500 and Deputy District Engineer for Civil Works, Arijs Rakstins (415) 977-8702

**MONTEREY HARBOR  
OPERATIONS AND MAINTENANCE**



PROJECT LOCATION AND DESCRIPTION: The project is located in Monterey Harbor, California, approximately 100 miles south of San Francisco. This project consists of a 1,700-foot long west breakwater and an eight-foot deep basin near Municipal Wharf No. 1 (Fisherman's Wharf). The City of Monterey is the sponsor.

**TOTAL FUNDING:**

TOTAL COST:	\$ N/A
FEDERAL COST:	\$ N/A
NON-FEDERAL COST:	\$ N/A

TOTAL FEDERAL COST FY05:	\$ 0
FISCAL YEAR 2006 BUDGET:	\$ 0
COST TO COMPLETE:	\$ N/A

FY 05 AND 06 ACCOMPLISHMENTS: Funds permitting, periodic inspection will be conducted to monitor structure conditions.

ISSUES AND OTHER INFORMATION: The west breakwater was constructed in 1934. Following years of gradual settlement, the breakwater crest was restored to its original design elevation in FY93. This effort provided improved benefits to the original project; reducing harbor facility maintenance, vessel damage and navigation delays. The Corps dredged the basin near Wharf No. 1 periodically between 1947 and 1957. Since 1957, the City has removed insignificant quantities of material without any request for Federal assistance.

CONGRESSIONAL INTEREST: 17<sup>th</sup> District, Rep. Sam Farr

POINTS OF CONTACT: LTC Philip T. Feir (415) 977-8500 and Deputy District Engineer for Civil Works, Arijis Rakstins, (415) 977-8702

LOCAL SPONSOR: Monterey Harbor District

LEAD PLANNER: Mike Dillabough (415) 977-8444

**MOSS LANDING HARBOR  
OPERATIONS AND MAINTENANCE**



PROJECT LOCATION AND

DESCRIPTION: This project is located about 95 miles south of San Francisco, in Monterey Bay. Project operations and maintenance provides for 3-year maintenance dredging of an entrance channel 200 feet wide and a lagoon channel 100 feet wide, at -15 feet at Mean Lower Low Water (MLLW). The total length of the combined channels is about 3,200 feet, with widening at the junction of the

entrance and lagoon channels, and at the very end of the inner lagoon channel. Two jetties are also periodically inspected and maintained.

**TOTAL FUNDING:**

TOTAL COST: \$ N/A

FEDERAL COST: \$ N/A

NON-FEDERAL COST: \$ N/A

TOTAL FEDERAL COST FY05: \$ 234,000

FISCAL YEAR 2006 BUDGET: \$ 0

COST TO COMPLETE: \$ N/A

FY 05 AND 06 ACCOMPLISHMENTS: Funds will be used to complete the ecological risk assessment and Dredged Material Management Plan (DMMP), and to implement plan prior to the next scheduled periodic maintenance dredging.

ISSUES AND OTHER INFORMATION: An environmental risk analysis study for continued aquatic disposal at SF-12 is underway. The draft Initial Ecological Risk Assessment was Peer-reviewed in February of 2004 and work is continuing to address comments from that review.

Maintenance dredging was last conducted in November 2002. The next dredging cycle for 3-year maintenance dredging should occur in the winter of 2005 (FY06), but cannot occur if there are no funds available. Ramifications of missing this dredging cycle are currently unknown, but could be considerable.

CONGRESSIONAL INTEREST: 17<sup>th</sup> District, Rep. Sam Farr

LOCAL SPONSOR: Moss Landing Harbor Authority, Linda Horning

LEAD PLANNER: Karen Berresford (415) 977-8681

POINTS OF CONTACT: LTC Philip T. Feir (415) 977-8500 and Deputy District Engineer for Civil Works, Arijs Rakstins (415) 977-8702

**MOSS LANDING HARBOR  
CONTINUING AUTHORITY, SECTION 111**

PROJECT LOCATION AND DESCRIPTION: The project is located approximately 95 miles south of San Francisco in the City of Moss Landing, in Monterey County, California. The harbor is protected by a 954-foot north jetty and a 516-foot south jetty, built in 1946. This study will address an erosion problem that may be caused by the manner in which the jetties were constructed.

**TOTAL FUNDING:**

TOTAL COST:	\$ 3,000,000
FEDERAL COST:	\$ 3,000,000
NON-FEDERAL COST:	\$ 0

TOTAL FEDERAL COST THROUGH FY05:	\$ 0
FISCAL YEAR 2006 BUDGET:	\$ 0
COST TO COMPLETE:	\$ 3,000,000

FY 05 AND 06 ACCOMPLISHMENTS: If FY 05 and 06 funds became available, completion of an Initial Assessment and initiation/completion of a Feasibility Study and Detailed Project Report could occur.

ISSUES AND OTHER INFORMATION: The Moss Landing Harbor District General Manager requested Corps assistance with an erosion problem that appears to be caused by the jetties. The way the jetties were built appears to cause an “eddy” effect to the south of the entrance channel, creating erosion on the immediately adjacent property and an extremely high volume of sediment deposition on the next adjacent property.

CONGRESSIONAL INTEREST: 17<sup>th</sup> District, Rep. Sam Farr

LOCAL SPONSOR: Moss Landing Harbor Authority, Linda Horning

LEAD PLANNER: Karen Berresford (415) 977-8681

POINTS OF CONTACT: LTC Philip T. Feir (415) 977-8500 and Deputy District Engineer for Civil Works, Arijs Rakstins (415) 977-8702

## OCEAN BEACH GENERAL INVESTIGATIONS



**PROJECT LOCATION AND DESCRIPTION:** Ocean Beach forms the western boundary of the City of San Francisco, California, extending 3.3 miles along the Pacific Ocean coastline. The City of San Francisco, the local sponsor, desires Corps assistance with developing and implementing a suitable long-term coastal storm damage prevention plan. The beach itself is part of the larger National Park Service Golden Gate National Recreation Area, and is recognized as a uniquely valuable coastal resource within an urban environment. San Francisco maintains municipal infrastructure on City property along the coastline, including The Great Highway and the Lake Merced Sewage Transport Tunnel. The area falls within the jurisdiction of the California Coastal Commission under the California Coastal Act.

**TOTAL FUNDING:**

TOTAL COST:	\$ 2,919,000
FEDERAL COST:	\$ 1,519,000
NON-FEDERAL COST:	\$ 1,400,000

TOTAL FEDERAL COST THROUGH FY05:	\$ 284,000
FISCAL YEAR 2006 BUDGET:	\$ 0
COST TO COMPLETE:	\$ 1,235,000

**FY 05 ACCOMPLISHMENTS:** Complete stakeholder and resource agency preliminary screening of alternatives report, and strategic outreach. Initiate engineering and environmental investigations.

**FY 06 ACCOMPLISHMENTS:** The project is not funded in the FY06 budget. If funding is available, continue engineering investigations and NEPA environmental analysis.

**ISSUES AND OTHER INFORMATION:** The area gets heavy use from residents and tourists. Parking lots have been lost to erosion and the Great Highway is now threatened.

The sewer transport tunnel beneath the roadway, which transports runoff for regulated secondary treatment prior to ocean discharge, is jeopardized by continued erosion. The sewer ocean outfall for San Francisco transects the study area and may be impacted if erosion continues unabated. For many months each year, emergency erosion armor and rubble poses serious safety hazards to visitors to the National Recreation Area Shoreline. Project delay due to lack of funds could have considerable ramifications.

CONGRESSIONAL INTEREST: 8<sup>th</sup> District, Rep. Nancy Pelosi; 12<sup>th</sup> District, Rep. Tom Lantos

POINTS OF CONTACT: LTC Philip T. Feir (415) 977-8500 and Deputy District Engineer for Civil Works, Arijis Rakstins (415) 977-8702

LOCAL SPONSOR: City and County of San Francisco, DPW.

LEAD PLANNER: Cindy Tejada (415) 977-8547

## PICKLEWEED TRAIL, MARTINEZ, CA GENERAL INVESTIGATIONS



PROJECT LOCATION AND DESCRIPTION: Pickleweed Trail is located within the Martinez Regional Shoreline Park in Martinez, CA. The trail is a recreational hiking trail and is maintained by the East Bay Regional Park District. The site includes coastal wetland habitat. This wetland provides habitat for a variety of species including the salt marsh harvest mouse, California black rail, and California clapper rail. Pickleweed Trail is experiencing erosion due to what appears to be some combination of tidal currents, vessel wake, and wind wave action. The trail is sandwiched between the strait and the main line of the Union Pacific Railroad. As the erosion process continues, the land available for potential relocation of the trail diminishes and is limited by its proximity to the railroad. Attempts to control erosion with riprap armoring have brought limited success in adjacent areas. According to trail users familiar with the area, erosion is claiming approximately 1.5 m (5 ft) of shoreline per year in the unprotected areas.

FY 05 ACCOMPLISHMENTS: The project is in the design phase. Topographic and hydrographic surveys of the area, a coastal analysis, and ship effects measurements have all been completed.

FY 06 ACCOMPLISHMENTS: The project is not funded in the FY06 budget. If funding is available, construction is proposed for FY06.

ISSUES AND OTHER INFORMATION: Additional information can be found at <http://chl.erd.usace.army.mil/section227>.

CONGRESSIONAL INTEREST: 8<sup>th</sup> District, Rep. Nancy Pelosi; 12<sup>th</sup> District, Rep. Tom Lantos

POINTS OF CONTACT: William R. Curtis, CEERD-HC-S, Charles B. Chesnutt, CECW-EW

**PILLAR POINT HARBOR  
OPERATIONS AND MAINTENANCE**



**PROJECT LOCATION AND DESCRIPTION:** The Pillar Point Harbor is located about 25 miles south of San Francisco. The project consists of breakwaters only, with no navigation channels.

**TOTAL FUNDING:**

TOTAL COST: \$ N/A  
FEDERAL COST: \$ N/A  
NON-FEDERAL COST: \$ N/A

TOTAL FEDERAL COST FY05: \$ 117,000  
FISCAL YEAR 2006 BUDGET: \$ 0  
COST TO COMPLETE: \$ N/A

**FY 05 ACCOMPLISHMENTS:** Funds will be used to complete the plans and specifications for the repair of the East Breakwater at two locations (due to storms in 2001 and 2003, with continued degradation through present).

**FY 06 ACCOMPLISHMENTS:** If funds are available, they will be used for construction of the repairs to the East Breakwater. If no funds are available, the repairs will not be completed. Ramifications of not completing these repairs are unknown at this time, but could be considerable.

**ISSUES AND OTHER INFORMATION:** Project name change authorized by WRDA 1990 (formerly Half Moon Bay). Repaired west end of west breakwater in FY96.

CONGRESSIONAL INTEREST: 12<sup>th</sup> District, Rep. Tom Lantos; 14<sup>th</sup> District, Rep. Anna Eshoo.

POINT OF CONTACT: LTC Philip T. Feir (415) 977-8500 and Deputy District Engineer for civil works, Arijis Rakstins (415) 977-8702.

## RUSSIAN RIVER WATERSHED GENERAL INVESTIGATIONS



PROJECT LOCATION AND DESCRIPTION: The Russian River Watershed encompasses 1,485 square miles (approx. 950,000 acres) within Sonoma and Mendocino Counties, California. The watershed study will look at opportunities to prevent or reduce flood damages, to restore riverine ecosystem values and the wise use of floodplains, to restore watershed functions through restorative land-use practices, and to conserve remaining hydrologic and ecological resources.

The result of Phase I was the formation of the Russian River Watershed Council with the mission to protect, restore, and enhance the biological health of the Russian River and its watershed through a community-based process, facilitating communication and collaboration among all interested parties. The Plan of Action for Phase II (POA) was also completed in Phase I. The POA articulates critical issues and potential actions, and can be found at website <http://www.rrwc.net>. Phase II will include the completion of a Russian River Watershed Adaptive Management Plan (WMP).

### TOTAL FUNDING:

TOTAL COST:	\$ 6,996,000
FEDERAL COST:	\$ 3,671,000
NON-FEDERAL COST:	\$ 3,325,000

TOTAL FEDERAL COST THROUGH FY05:	\$ 1,266,000
FISCAL YEAR 2006 BUDGET:	\$ 400,000
COST TO COMPLETE:	\$ 2,005,000

FY05 AND FY06 ACCOMPLISHMENTS: Complete the development of the Russian River Interactive Information System (RRIIS) and continue the development of the Russian River Watershed Adaptive Management Plan (WMP).

ISSUES AND OTHER INFORMATION: None

CONGRESSIONAL INTEREST: 1<sup>st</sup> District, Rep. Mike Thompson; 6<sup>th</sup> District, Rep. Lynn Woolsey

LOCAL SPONSOR: State Resource Agencies, lead agency is the Department of Fish and Game.

LEAD PLANNER: Karen Rippey (415) 977-8537

**SAN FRANCISCO HARBOR  
OPERATIONS AND MAINTENANCE**



PROJECT LOCATION AND DESCRIPTION: This project area is located in San Francisco Bay, and the waters leading into the Bay, in Northern California. Project operations and maintenance provides for annual maintenance dredging to be performed on the San Francisco Main Ship “Bar” Channel to attain a -55 foot project depth at Mean Lower Low Water (MLLW). This critical channel is

the gateway to San Francisco Bay, and is 2,000 feet wide by 16,000 feet long. Infrequent maintenance dredging of various other channels in San Francisco Bay Proper is also preformed. This includes Islais Creek Shoal, Presidio Shoal, and Black Point Shoal, each of which have an authorized project depth of -40 feet at (MLLW), and San Francisco Airport Channel which has a -10 foot depth at MLLW. Rock Pinnacles, which include Blossom Rock, Rincon Reef Rock, Arch Rock, Harding Rock, and Shag Rocks all have a depth of -35 feet at (MLLW).

**TOTAL FUNDING:**

TOTAL COST:	\$ N/A
FEDERAL COST:	\$ N/A
NON-FEDERAL COST:	\$ N/A

TOTAL FEDERAL COST FY05:	\$ 2,109,000
FISCAL YEAR 2006 BUDGET:	\$ 2,223,000
COST TO COMPLETE:	\$ N/A

FY 05 AND 06 ACCOMPLISHMENTS: Maintenance dredging of the Main Ship Bar Channel is performed by the Corps of Engineers hopper dredge ‘Essayons’.

ISSUES AND OTHER INFORMATION: Ocean disposal site SF-8 is mounding, limiting future disposal capacity at that site. Alternatives to SF-8 are currently being explored, including using dredge material to address beach erosion at Ocean Beach.

CONGRESSIONAL INTEREST: 6<sup>th</sup> District, Rep; Lynn Woolsey; 7<sup>th</sup> District, Rep. George Miller; 8<sup>th</sup> District, Rep. Nancy Pelosi; 12<sup>th</sup> District, Rep. Tom Lantos

POINTS OF CONTACT: LTC Philip T. Feir (415) 977-8500 and Deputy District Engineer for Civil Works, Arijs Rakstins (415) 977-8702

**SANTA CRUZ HARBOR  
OPERATIONS AND MAINTENANCE/ GI**



PROJECT LOCATION AND

DESCRIPTION: Santa Cruz Harbor is located about 60 miles south of San Francisco on the California coast. Project operations and maintenance provides for maintenance of jetties 850 feet and 1,125 feet long. Maintenance dredging includes an entrance channel 100 feet wide, -20 feet deep and 900 feet long; thence -15 feet deep for an additional 370 feet; an inner harbor

channel -15 feet deep, 150 feet wide and 800 feet long; thence -10 feet deep for an additional 600 feet entering a turning basin -10 feet deep, 300 feet wide and 207 feet long, which is the responsibility of the Santa Cruz Harbor District.

**TOTAL FUNDING:**

TOTAL COST:	\$ N/A
FEDERAL COST:	\$ N/A
NON-FEDERAL COST:	\$ N/A

TOTAL FEDERAL COST FY05:	\$ 0
FISCAL YEAR 2006 BUDGET:	\$ 0
COST TO COMPLETE:	\$ N/A

FY 05 AND 06 ACCOMPLISHMENTS: If funds are available, periodic inspection will be conducted to monitor structure conditions.

ISSUES AND OTHER INFORMATION: The Corps last dredged the harbor in 1985. At that time the Corps purchased a dredge for the local sponsor, the Santa Cruz Port District. In return, the local sponsor became responsible for maintenance dredging until 01 July 2013. In FY01, funds were reprogrammed to the project for Section 216. Funds were used to re-evaluate the 1986 cooperative agreement. This review investigated possible changes in economic assumptions inherent in the original agreement, as well as evaluating the extension of the agreement an additional 10 years. The 905(b) analysis determined that there is no Federal interest. The local sponsor is now requesting that the original 1958 cost-sharing agreement be modified to reflect current annualized costs plus an annual indexing adjustment. This is under legal review.

CONGRESSIONAL INTEREST: 15<sup>th</sup> District, Rep. Tom Campbell; 17<sup>th</sup> District, Rep. Sam Farr

POINTS OF CONTACT: LTC Philip T. Feir (415) 977-8500 and Deputy District Engineer for Civil Works, Arijs Rakstins (415) 977-8702

LOCAL SPONSOR: Port of Santa Cruz

LEAD PLANNER: Mike Dillabough (415) 977-8444, Yvonne Letillier (415) 977-8444

**IN BAY PROJECTS:**

**SAN FRANCISCO BAY LONG TERM MANAGEMENT STRATEGY  
OPERATIONS AND MAINTENANCE**

PROJECT LOCATION AND DESCRIPTION: The project area is the San Francisco Bay in California. Policy objectives of the Long Term Management Strategy (LTMS) are to identify an acceptable array of dredged material disposal sites, develop management, economic and environmental plans for these sites, implement a decision making framework for site usage, streamline permit procedures, and establish long term site monitoring.

**TOTAL FUNDING:**

TOTAL COST:	\$ N/A
FEDERAL COST:	\$ N/A
NON-FEDERAL COST:	\$ N/A

TOTAL FEDERAL COST FY05:	\$ 936,000
FISCAL YEAR 2006 BUDGET:	\$ 0
COST TO COMPLETE:	\$ N/A

FY 05 AND 06 ACCOMPLISHMENTS: FY05 efforts are to continue Phase II of the methyl mercury study; continue preparation of the Regional Dredged Material Management Plan/Environmental Impact Study (DMMP/EIS); conduct analyses of “environmental” windows (the times of year during which dredging is allowed, established to protect certain species of fish under the purview of the Endangered Species Act) for operation and maintenance navigation operations. If funding is available, FY06 efforts would be to complete the Phase II methyl mercury study and initiate Phase III (field verification project); complete the Regional DMMP/EIS; and continue environmental windows studies.

ISSUES AND OTHER INFORMATION: Additional funds will be required to complete the study on effects of mercury methylation in wetland restoration projects using dredged material, and continue preparation of the Regional DMMP/EIS. Lack of funds will result in a delay in addressing the methylmercury issue, which could impact the implementation of LTMS by limiting beneficial reuse sites for Federal dredging projects, resulting in disposal options that have no environmental benefit and potentially higher costs.

CONGRESSIONAL INTEREST: 1<sup>st</sup> District, Rep. Mike Thompson; 3<sup>rd</sup> District, Rep. Doug Ose; 6<sup>th</sup> District, Rep. Lynn Woolsey; 7<sup>th</sup> District, Rep. George Miller; 8<sup>th</sup> District, Rep. Nancy Pelosi; 9<sup>th</sup> District, Rep. Barbara Lee; 10<sup>th</sup> District, Rep. Ellen Tauscher; 11<sup>th</sup> District, Rep. Richard Pombo; 12<sup>th</sup> District, Rep. Tom Lantos; 13<sup>th</sup> District, Rep. Pete Stark; 14<sup>th</sup> District, Rep. Anna Eshoo; 15<sup>th</sup> District, Rep. Tom Campbell; 16<sup>th</sup> District, Rep. Zoe Lofgren

POINTS OF CONTACT: LTC Philip T. Feir (415) 977-8500 and Deputy District Engineer for Civil Works, Arijs Rakstins (415) 977-8702

**SAN FRANCISCO HARBOR & BAY (DRIFT REMOVAL)  
OPERATIONS AND MAINTENANCE**

PROJECT LOCATION AND DESCRIPTION: Drift Removal entails removal of floating hazards to navigation using two government-owned vessels. The Drift Removal project is based at the San Francisco District Operations Base, located at Richardson Bay in Sausalito, California. The range of operations of the drift removal fleet is San Francisco Bay (central, north and south), San Pablo Bay, Oakland Estuary, Petaluma River, Napa River, Mare Island Strait, Carquinez Strait, Suisun Bay and Redwood City. Floating debris collection is accomplished by routine patrols on the Bay in conjunction with response to calls received by public and private agencies (Coast Guard, ferry boat operators, public/private marinas, San Francisco Bay Harbor Pilots, etc.). The drift and debris collected is off-loaded at the Operations Base, sorted if required, and broken up to fit in disposal bins for disposal at a local landfill inland.

**TOTAL FUNDING:**

TOTAL COST:	\$ N/A
FEDERAL COST:	\$ N/A
NON-FEDERAL COST:	\$ N/A

TOTAL FEDERAL COST FY05:	\$ 2,833,000
FISCAL YEAR 2006 BUDGET:	\$ 2,000,000
COST TO COMPLETE:	\$ N/A

FY 05 AND 06 ACCOMPLISHMENTS: Normal annual operations of removal of floating hazards to navigation, utilizing existing vessels. Develop a detailed, prioritized list and plan for accomplishing all maintenance issues, including backlog maintenance. Scheduled replacement of an obsolete land based loader used in the transfer of collected debris to the landfill.

ISSUES AND OTHER INFORMATION: Current estimates place drift and debris removal from San Francisco Bay and its tributaries at 1,100 tons annually. Historically, winter storms have generated upwards of 2,500 tons of flotsam within a 3-month period. With the planned addition of increased numbers of ferry trips, new routes and faster ferry boats, plans for developing faster drift collection vessels are being considered to increase the ability to service the waterways.

CONGRESSIONAL INTEREST: 3<sup>rd</sup> District, Rep. Doug Ose; 6<sup>th</sup> District, Rep. Lynn Woolsey; 7<sup>th</sup> District, Rep. George Miller; 8<sup>th</sup> District, Rep. Nancy Pelosi; 9<sup>th</sup> District, Rep. Barbara Lee; 10<sup>th</sup> District, Rep. Ellen Tauscher; 12<sup>th</sup> District, Rep. Tom Lantos; 13<sup>th</sup> District, Rep. Pete Stark

POINTS OF CONTACT: LTC Philip T. Feir (415) 977-8500 and Deputy District Engineer for Civil Works, Arijs Rakstins (415) 977-8702

**SOUTH SAN FRANCISCO BAY SHORELINE STUDY  
GENERAL INVESTIGATIONS**

PROJECT LOCATION AND DESCRIPTION: The study area is located on the shoreline of South San Francisco Bay, extending from the City of Palo Alto to the City of San Leandro. This study will re-examine tidal flooding problems and ecosystem restoration opportunities and potential alternative solutions.

TOTAL FUNDING:

TOTAL COST:	\$ 16,715,000
FEDERAL COST:	\$ 8,465,000
NON-FEDERAL COST:	\$ 8,250,000
TOTAL FEDERAL COST THROUGH FY05:	\$ 379,000
FISCAL YEAR 2006 BUDGET:	\$ 600,000
COST TO COMPLETE:	\$ 7,486,000

FY 05 ACCOMPLISHMENTS: Completed the 905(b) report, which was certified on October 11, 2004. Complete the Project Management Plan for the feasibility study phase, sign a Feasibility Cost Sharing Agreement and initiate feasibility.

FY 06 ACCOMPLISHMENTS: If funded, FY06 funds would be used to continue feasibility.

ISSUES AND OTHER INFORMATION: A Congressional Add was received in FY05 to complete the Reconnaissance phase and initiate feasibility. Initial estimates for feasibility are at \$16.5 Million, which may result in a phased approach to feasibility over the upcoming years.

CONGRESSIONAL INTEREST: 11<sup>th</sup> District, Rep. Richard Pombo; 14<sup>th</sup> District, Rep. Anna Eshoo; 15<sup>th</sup> District, Rep. Tom Campbell; 16<sup>th</sup> District, Rep. Zoe Lofgren

POINTS OF CONTACT: LTC Philip T. Feir (415) 977-8500 and Deputy District Engineer for Civil Works, Arijs Rakstins (415) 977-8702

LEAD PLANNER: Judy Sheen (415) 977-8678

LOCAL SPONSOR: TBD