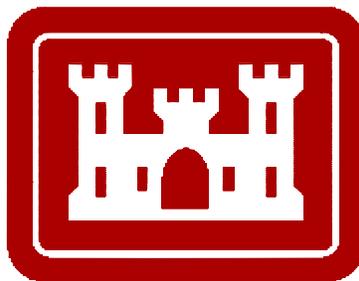


USACE - LOS ANGELES DISTRICT
COASTAL PLANNING PROGRAM



August 2006

Ballona Creek Ecosystem Restoration (Feasibility)

Study Purpose:

Ballona Creek is located in the Los Angeles River Drainage Basin and is the historic course of the River. The watershed (covering an area of 329 sq. kilometers) has been severely altered by urban development and subsequent channelization of natural creeks and storm drainage infrastructure. The creek is in a trapezoidal channel and currently comes (daylights) above ground in the mid-city district of Los Angeles at Cochran Ave. and Venice Blvd. continuing through Culver City, and ends at the Santa Monica Bay estuary in what was once a large coastal wetland complex where now Marina del Rey and Harbor are situated. This study will take a comprehensive watershed approach to



restore and enhance the creek and remaining wetlands. It will study the feasibility of riparian restoration and soft bottom configuration along the Creek and at the confluences of Centinella and Sepulveda wash. It will also investigate opportunities for water storage in the upper watershed to reduce the impact of storms and sediment coming down the creek. In the lower watershed the study will examine restoration options for scarce coastal wetlands and lagoons, which have since been degraded due to loss of hydrologic connection, reduced tidal prism, encroachment of invasive and non-native species, the placement of fill, and malfunctioning tide gates.

Congressional Interest:	Local Sponsor(s):
<p>Jane Harman - D (CA-36) 2321 Rosecrans Boulevard., Suite 3270 El Segundo, CA 90245 (310) 643-3636 –fax (310) 643-6445</p> <p>Maxine Waters – D(CA-35) 10124 Broadway Ave. - Suite 1 Los Angeles, Ca. 90003 323.757.8900</p> <p>Diane E. Watson D (CA-33) 4322 Wilshire Blvd. - Suite 302 Los Angeles, CA. 90010 323.965.1422</p>	<p>Shelley Luce Executive Officer Santa Monica Bay Restoration Authority 320 W. 4th Street 2nd Floor Los Angeles, CA. 90013 (213) 576-6639</p>

Ballona Creek Ecosystem Restoration (Feasibility)

Stakeholders	
Joseph Chesler LA County Department of Beaches & Harbors 13837 Fiji Way Marina del Rey, CA 90292 (310) 305-9533	Rama Rydman LA County Dept. of Public Works Watershed Management Division PO Box 1460 Alhambra, CA. 91802-1460 (626) 458-4336
Paul Edleman Santa Monica Mountains Conservancy 5750 Ramirez Canyon Rd. Malibu, CA. 90265 (323) 221-8900 ex.183	Mary Small California Coastal Conservancy 1330 Broadway, 11 th floor Oakland, Ca. 94612-2530 510.286.0470
David McNeil Baldwin Hills Conservancy 6133 Bristol Pkwy, Suite 301 Culver City, CA. 90230 (310)641-3497	Wing Tam City of LA Watershed Protection Division 2714 Media Center Dr. Los Angeles, CA 90065 (323) 342-1574
John Rivera Culver City 9770 Culver Boulevard Culver City, CA 90232 (310) 253-6423	

Study (Projected Feasibility) Cost:	
Total	\$4,612,000
Federal	\$2,306,000
Non-Federal	\$2,306,000

Federal Study Funding	
Funding through FY05	\$180,000
FY06 Appropriations	\$200,000
FY06 Allocations	\$200,000
FY07 President's Budget	\$0
FY07 Optimal Funding	\$900,000
FY07 House	\$0
FY07 Senate	\$450,000
FY07 Conference	

Milestone/Schedule	
PMP Complete & FCSA Signed	30Jun05
F2 Public Meeting	Sep05
Hydrology Draft Appendix	Sep06
Draft Baseline Conditions Report for lower watershed	May06
Draft Coastal Hydrodynamic Model	Oct06

Points of Contact		
Project Manager	Ehsan Eshraghi	213.452.4013
Study Manager	MaLisa Martin	213.452.3828

Status and Other Issues:

The PMP and FCSA were finalized and executed on 30 June 2005. F2 Initial Public Meeting was held in Culver City on 29 September 2005. FY06 funding is being used to produce GIS mapping of the watershed and to undertake hydrologic and hydraulic modeling. The non-Federal share for the cost of the feasibility study will be 100% in-kind services. FY07 Optimal Funding is \$900,000 to continue the feasibility study.

California Coastal Sediment Master Plan (Feasibility)

Study Purpose:

The Master Plan study area encompasses the entire California coastline, including the nearshore ocean environment and the coastal watersheds. The purpose of the study is to develop a comprehensive plan, for the management, restoration, protection, and preservation of the sediment resources along the coast of California. Ultimately, the Master Plan will provide analyses that will enable Federal, state, and local entities to assess and prioritize regionally based projects for potential investment of program funds. The study will evaluate alternatives for reducing damages from coastal storms; increasing the natural sediment supply to the coast through dam removal and other means; restoring aquatic ecosystems; and identifying potential sources of sediment, such as material dredged from ports and harbors. Some of these alternatives may lie outside the Federal interest. The Master Plan will provide Federal and non-Federal entities with an adaptive, programmatic road map to plan and program potential future coastal resources projects. The Master Plan will allow these entities to develop water resources projects within a system-oriented context where data can be easily shared and technical expertise and tools can be efficiently directed to solve coastal resources problems on a regional basis.



Because of the large geographic area (1100-miles of California coastline) covered by the Master Plan, a Geographic Information System (GIS) based application and database will be required to manage the voluminous data to be collected. The Master Plan GIS applications along with the economic analysis contained within the Master Plan will provide the backbone for running physical and economic optimization decision support tools to assist Federal, State, and local decision makers in identifying, ranking, and selecting projects for investment that would yield potentially significant regional benefits, relative to the costs.

The intent of the Master Plan is to minimize the number of discrete water resources projects by regionalizing solutions that holistically address individual problem areas. Any subsequent regionalized projects recommended in the Master Plan will be considered in collaboration with other Federal and non-Federal agencies, including USEPA, California State Resources Agency, NOAA, regional & local governments, and USGS.

Congressional Interest:	Local Sponsor(s):
<p>Ken Calvert –R (CA-44) 3400 Central Avenue, Suite 200 Riverside, CA 92506-2156 (951)784-4300 – fax (951) 784-5255</p> <p>Lois Capps –D (CA-23) 1411 Marsh Street, Suite 205 San Luis Obispo, CA 93401 (805) 546-8348 –fax (805) 546-9368</p> <p>Jane Harman - D (CA-36) 2321 E. Rosecrans Ave., Suite 3270 El Segundo, CA 90245 (310) 643-3636 – fax (310) 643-6445</p> <p>Darrell Issa –R (CA-49) 1800 Thibido Road, Suite 310 Vista, CA 92081-7515 (760) 599-5000 –fax (760) 599-1178</p> <p>Linda T. Sanchez –D (CA-39) 4007 Paramount Boulevard Lakewood, CA 90712 (562) 429-8499 – fax (562) 938-1948</p> <p>Henry A. Waxman –D (CA-30) 8436 W. Third St., Suite 600 Los Angeles, CA 90048 (323) 651-1040 – fax (323) 655-0502</p>	<p>California Resources Agency Brian Baird Assistant Secretary for Ocean and Coastal Policy 1416 Ninth Street Sacramento, CA 95814 (916) 657-0198</p> <p>California Department of Boating and Waterways Raynor Tsuneyoshi - Director Kim Sterrett, Manager, Beach Restoration Program 2000 Evergreen Street, Suite 100 Sacramento, CA 95815 (916) 263-8157</p> <p>Clifton Davenport State Project Manager, California Coastal Sediment Master Plan (707) 576-2986</p>

Study (Projected Feasibility) Cost:	
Total	\$13,796,000
Federal	\$6,898,000
Non-Federal	\$6,898,000

Federal Study Funding	
Funding through FY05	\$15,000
FY06 Appropriations	\$600,000
FY06 Allocations	\$600,000
FY07 President's Budget	\$300,000
FY07 Optimal Funding	\$900,000
FY07 House	\$300,000
FY07 Senate	\$300,000
FY07 Conference	

Milestone/Schedule	
PMP Complete & FCSA Signed	6Sep05
F2 Public Meeting	Feb06

Points of Contact		
Project Manager	Rick Leifield	213.452.4008
Study Manager	Heather Schlosser	213.452.3810
GIS Technical Planner	MaLisa Martin	213.452.38287

Status and Other Issues:

FY06 funds are being used to continue the feasibility study, to include inventory and map existing resources, conduct geotechnical field investigations, develop a comprehensive GIS database, develop GIS based decision support applications, and hold State-wide multiple public scoping meetings. For more information on the Master Plan please visit: <http://dbw.ca.gov/csmw/csmwhome.htm>.

FY07 Optimal Funding is \$900,000 to continue the feasibility study.

Carpinteria Sand Dunes (Section 103)

Study Purpose:

Under the Section 103 Continuing Authority Program, conduct an initial appraisal to reduce the potential for storm damages caused by wave attack and coastal flooding and investigate alternatives to restore the ecosystem of coastal dune habitat to support a diversity of plant, invertebrate, shorebird, waterfowl, and wildlife species.



Aerial photograph from the 2002 California Coastal

Congressional Interest:	Local Sponsor(s):
Lois Capps –D (CA-23) 1411 Marsh Street, Suite 205 San Luis Obispo, CA 93401 (805) 546-8348 –fax (805) 546-8368	Matthew Roberts, Director City of Carpinteria Parks and Recreation 5775 Carpinteria Avenue Carpinteria, CA 93013 (805) 684-5405 ext 449

Study (Projected Feasibility) Cost:	
Total	\$400,000
Federal	\$250,000
Non-Federal	\$150,000

Federal Study Funding	
Funding through FY05	\$85,400
FY06 Appropriations	\$0
FY06 Allocations	\$0
FY07 President’s Budget	\$0
FY07 Optimal Funding	\$300,000
FY07 House	\$0
FY07 Senate	\$0
FY07 Conference	

Milestone/Schedule	
IAR completed	Jan04

Points of Contact		
Project Manager	Se-Yao Hsu	213.452.4016
Study Manager	Alejandro Hernandez	213.452.3835

Status and Other Issues:

An initial appraisal report has been completed and approved in January 2004 and updated in June 2004. An additional \$15,000 is required to complete the PMP and execute the FCSA. The Carpinteria Sand Dunes study is currently not slated to receive CAP funding in FY06 to continue with the project efforts. It is estimated the cost to construct the dune restoration project will not be in excess of \$350,000. After consulting with Economics, the project may not be economically justified since there is only one structure behind sand dune. This study may be included in the Carpinteria Creek restoration plan.

Carpinteria Shoreline (Feasibility)

Study Purpose:

This study is investigating shoreline protection and coastal storm damage reduction along the 1200-ft stretch of shoreline at the City of Carpinteria. Beach widths during the winter months are non-existent, causing strong potential for damages from storm induced waves to multi-million dollar single and multi-family residential structures.



Carpinteria Shoreline (January 2003)

Congressional Interest:	Local Sponsor(s):
Lois Capps –D (CA-23) 1411 Marsh Street, Suite 205 San Luis Obispo, CA 93401 (805) 546-8348 –fax (805) 546-8368	Matthew Roberts, Director City of Carpinteria Parks and Recreation 5775 Carpinteria Avenue Carpinteria, CA 93013 (805) 684-5405 ext 449

Study (Projected Feasibility) Cost:	
Total	\$2,200,000
Federal	\$1,100,000
Non-Federal	\$1,100,000

Federal Study Funding	
Funding through FY05	\$173,000
FY06 Appropriations	\$99,000
FY06 Allocations	\$99,000
FY07 President's Budget	\$0
FY07 Optimal Funding	\$400,000
FY07 House	\$0
FY07 Senate	\$200,000
FY07 Conference	

Milestone/Schedule	
PMP Complete & FCSA Signed	Jun03
F2 Public Meeting	Sep03
Coastal Baseline Complete	Aug06

Points of Contact		
Project Manager	Se-Yao Hsu	213.452.4016
Study Manager	Alejandro Hernandez	213.452.3835

Status and Other Issues:

The Carpinteria Shoreline study was originally tied to the Ventura and Santa Barbara Counties study and a separate Section 103 study. The Carpinteria Shoreline study “spun out” of the Ventura & Santa Barbara Counties Shoreline study as a storm damage reduction study for the City of Carpinteria. The Section 103 study terminated because of estimated cost for a solution at Carpinteria exceeds the per project Federal financial program authority.

The Carpinteria shoreline is a strong candidate site for beneficial reuse of maintenance dredged material from Ventura Harbor, as modeled by the prototype Coastal Sediment Analyst Tool developed for the California Coastal Sediment Master Plan and funded by the Regional Sediment Management (RSM) Program.

FY06 funding of \$99,000 will enable the team to complete the baseline conditions. F3 document is underway. Coastal Engineering and Environmental anticipates completing their baseline by September 2006.

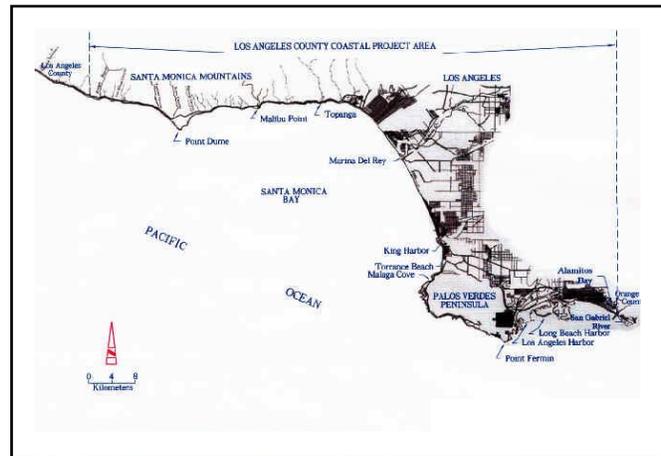
Fish and Wildlife services is delayed in meeting the scheduled completion of the Planning Aid Report (PAR) in August 2006. The environmental baseline will be completed with the existing information. Once the PAR is completed, the information will be updated and modified accordingly if warranted.

There are no funds in the President’s FY’07 budget nor in the House budget, however there were \$200K in the Senate budget. FY07 Optimal Funding is \$400,000 to continue complete both F3 and F4 milestones.

Coast of California Storm & Tidal Wave Study (CCSTWS) – Los Angeles County (Feasibility)

Study Purpose:

The area for this study is located along the coastline of Los Angeles County, extending along an 80-mile stretch from Pt. Dume to the San Gabriel River. The purpose of this study is to establish the coastal processes along Los Angeles County’s shoreline through an oceanographic data collection and beach survey program, culminating in developing sediment budgets, predicting future shoreline changes, and developing a regional sand management plan for Los Angeles County.



Congressional Interest:	Local Sponsor(s):
<p>Jane Harman - D (CA-36) 2321 Rosecrans Boulevard., Suite 3270 El Segundo, CA 90245 (310) 643-3636 –fax (310) 643-6445</p> <p>Linda T. Sanchez –D (CA-39) 4007 Paramount Boulevard Lakewood, CA 90712 (562) 429-8499 – fax (562) 938-1948</p> <p>Henry A. Waxman –D (CA-30) 8436 W. Third St., Suite 600 Los Angeles, CA 90048 (323) 651-1040 – fax (323) 655-0502</p>	<p>Department of Public Works – Los Angeles County Mr. James Noise - Director</p> <p>Department of Beaches and Harbors - Los Angeles County Mr. Stan Wisniewski - Director Mr. Joseph Chesler 13837 Fiji Way Marina del Rey, CA 90292 (310) 305-9533</p>
Senate Interest:	
<p>Senator Dianne Feinstein 331 Hart Senate Office Building Washington, DC 20510-0504 (212) 224-3841; f (202) 228-3954</p>	

Study (Projected Feasibility) Cost:	
Total	\$5,246,000
Federal	\$2,623,000
Non-Federal	\$2,623,000

Federal Study Funding	
Funding through FY05	\$1,699,000
FY06 Appropriations	\$100,000
FY06 Allocations	\$100,000
FY07 President's Budget	\$0
FY07 Optimal Funding	\$817,500
FY07 House	\$200,000
FY07 Senate	\$0
FY07 Conference	

Milestone/Schedule		
Reconnaissance Study/905(b) Analysis		
PMP & FCSA Signed		

Points of Contact		
Proj. Manager	Rick Leifield	213.452.4008
Study Manager	Heather Schlosser	213.452.3810

Status and Other Issues:

The data collections efforts were completed in FY05. FY 06 funds are being used to continue the coastal processes analysis, complete the data collection analysis and sediment budget. FY07 Optimal Funding is \$817,500 to complete the feasibility study.

Coast of California Storm and Tidal Wave Study (CCSTWS) - Ventura and Santa Barbara County Shoreline (Feasibility)

Study Purpose:

This is a study to evaluate the coastal processes for Ventura and Santa Barbara Counties (Coast of California Storm and Tidal Wave Study-CCSTWS), also known as the Ventura & Santa Barbara Shoreline Study.



Congressional Interest:	Local Sponsor(s):
Lois Capps –D (CA-23) 1411 Marsh Street, Suite 205 San Luis Obispo, CA 93401 (805) 546-8348 –fax (805) 546-9368 Elton Gallegly- R (CA-24) 2829 Townsgate Rd., Suite 315 Thousand Oaks, CA 91361-3081 (800) 654-0023 - fax (805) 497-0039	Brian Brennan, Executive Director Beach Erosion Authority for Clean Oceans and Nourishment (BEACON) 501 Poli Street Ventura, CA 93001 (805) 654-7740

Study (Projected Feasibility) Cost:	
Total	\$2,780,000
Federal	\$1,390,000
Non-Federal	\$1,390,000

Federal Study Funding	
Funding through FY05	\$40,000
FY06 Appropriations	\$100,000
FY06 Allocations	\$100,000
FY07 President’s Budget	\$0
FY07 Optimal Funding	\$800,000
FY07 House	\$0
FY07 Senate	\$0
FY07 Conference	

Milestone/Schedule	

Points of Contact		
Proj. Manager	Rick Leifield	213-452-4008
Study Manager	Heather Schlosser	213.452.3810

Status and Other Issues:

Using the Ventura and Santa Barbara County Shoreline study authority, HQUSACE approved the 905(b) Analysis Report for the CCSTWS for Ventura and Santa Barbara Counties in December 2003. The PMP has been prepared through negotiations with BEACON, Scripps, and the Coastal Engineering Section. The PMP and FCSA were executed in June 04.

FY06 funds were used to initiate the feasibility study which included holding the initial public workshop. The State of California Department of Boating and Waterways has encumbered funds to partially cover the non-Federal cash contribution for the study effort.

FY07 Optimal Funding is \$800,000 to be used to continue with beach profiles surveys, collect offshore wave and current data, establish physical characteristics of the sediments within the littoral zones, and investigate sediment sources.

Coronado Shoreline (Section 103)

Study Purpose:

The purpose of the study is to investigate measures to provide storm damage reduction and shoreline protection to the Bay side of the Coronado Shoreline, located immediately adjacent and south of the North Island Naval Air Station aircraft carrier piers.



Congressional Interest:	Local Sponsor(s):
Susan Davis – (CA-53) 4305 University Ave, Ste 515 San Diego, CA 92105 (619) 280-5353 - fax (619) 280-4311	Port of San Diego Ms. Eileen Maher 3165 Pacific Coast Highway San Diego, CA 92112-0488 (619) 686-6254

Study (Projected Feasibility) Cost:	
Total	\$360,000
Federal	\$180,000
Non-Federal	\$180,000

Federal Study Funding	
Funding through FY05	
FY06 Appropriations	\$0
FY06 Allocations	\$0
FY07 President's Budget	\$0
FY07 Optimal Funding	
FY07 House	
FY07 Senate	\$0
FY07 Conference	

Milestone/Schedule	

Points of Contact		
Project Manager	Se-Yao Hsu	213.452.4016
Study Manager	Susie Ming	213.452.3789

Status and Other Issues:

After analysis of the wave dynamics within the Bay, it was determined that natural wave action was not causing the erosion problem along Coronado's shoreline. The study efforts have migrated to investigate other potential causes for the receding shoreline that could potentially justify converting the study from Section 103 to Section 111. Coastal engineering has determined that the erosion is being caused by ship wake and there is not Federal authority to pursue this study. The IAR needs to be updated and completed without Federal interest and the project will be terminated.

**Fletcher Cove, Solana Beach - Regional Sediment Management
Demonstration Program**

Study Purpose:

Fletcher Cove is located along the shore of the City of Solana Beach approx. 35 miles north of San Diego. Fletcher Cove is the highest use public beach in Solana Beach and experiences storm due to wave attack from coastal storms and has caused significant recreational beach loss and threatens the stability of surrounding public and private structures and public safety. A study under Section 103 of the Continuing Authorities Program is underway and involves investigating the potential to couple innovative shoreline stabilization measures with the beneficial reuse of maintenance dredged material from the San Diego County region (Mission Bay) to stabilize Fletcher Cove. The study will be funded under RSM and will be used to develop processes and protocols to beneficially reuse dredged sediments from San Diego County’s harbors to renourish the region’s beaches, under disposal alternatives that may not be least cost. To maximize benefits, stabilization structures may be required in some locations to accompany renourishment activities that would be implemented under other programs. Therefore, to better assess the potential benefits, the RSM work will also include identifying locations that may require beach stabilization structures and a review of the effectiveness of designs for innovative shoreline stabilization structures proposed for Fletcher Cove and possibly other locations in San Diego County. Long-term management strategies for controlling sediments at Fletcher Cove will be developed that shall (1) include assessments of sediment rates and composition, sediment reduction options, dredging practices, long-term management of any dredged material disposal facilities, remediation of such facilities, and alternative disposal and reuse options; (2) include a timetable for implementation of the strategy; and (3) incorporate relevant ongoing planning efforts, including remedial action planning, dredged material management planning, harbor and waterfront development planning and watershed management planning.

Congressional Interest:	Local Sponsor(s):
Susan Davis (CA-53) 4305 University Avenue, Suite 515 San Diego, CA 92105 (619) 280-53333 – fax (619) 280-5311	City of Solana Beach Mr. Steve Apple Director of Community Development 635 S. Highway 101 Solana Beach, CA 92075 858-720-2440
Senate Interest	
Barbara Boxer Senator Dianne Feinstein 331 Hart Senate Office Building Washington, DC 20510-0504 (212) 224-3841; f (202) 228-3954	

Study (Projected) Cost:	
Total	\$2,300,000
Federal	\$0
Non-Federal	\$0

Federal Study Funding	
Funding through FY05	\$0
FY06 Appropriations	\$300,000
FY06 Allocations	\$300,000
FY07 President's Budget	\$0
FY07 Optimal Funding	\$2,000,000
FY07 House	
FY07 Senate	

Milestone/Schedule	
Draft IAR	July 06
Preliminary Design	Sep06

Points of Contact		
Project Manager	Rick Leifield (RSM)	213.452.4008
	Greg Boghossian (CAP 103)	213-452-3982
Study Manager	Heather Schlosser	213.452.3810

Status and Other Issues:

The unique physical characteristics preclude this reach from receiving protection under the traditional comprehensive shoreline protection project currently proposed by the Encinitas & Solana Beach feasibility study. In FY04, \$100,000 was earmarked under the Section 103 program to be applied to the Fletcher Cove study.

An Initial Appraisal Report (IAR) was initiated in FY04, and will continue through FY05. An amount of \$35,000 has been allocated to the study in FY05. An additional \$15,000 will be required to complete the study.

The intent of the IAR is to investigate concepts for innovative shoreline stabilization measures that potentially could be implemented at Fletcher Cover. Additionally, the IAR will investigate the feasibility and cost to transport sand from Mission Bay harbor to Fletcher Cove as part of an initiative to beneficially reuse maintenance dredged material on a regional scale.

The IAR will be used as a justification document to request funds from ERDC under the RSM program to prepare detailed design plans for the coupled project. Additionally, it is believed the IAR will be used by special interests to gain support to plus up the RSM and O&M programs to fund the design work for both the innovative structure project at Fletcher Cove (RSM) and the maintenance dredging project (O&M) at Mission Bay harbor. Mission Bay harbor is a low priority navigation project that currently is experiencing significant shoaling at the entrance channel resulting in a hazard to navigation from breaking waves. The cost to transport dredged material (sand) from Mission Bay harbor to Fletcher

cove will be borne by the local sponsor, and the placement volume at Fletcher Cove would probably not exceed 10% of the total amount of material dredged from Mission Bay. FY05 funds were used to complete the IAR.

Implementation and construction of the innovative shoreline stabilization measure would be at 100% Federal cost if the project were to be funded under the RSM program. The project concept is very similar to the Section 227 Innovative Shoreline Erosion Control Demonstration Program, whose authority is scheduled to expire at the end of FY05. The estimated cost to build the shoreline stabilization project is \$2,000,000.

This project will receive additional funding in the amount of \$300,000 through the Regional Sediment Management Program to begin looking at Fletcher Cove in terms of the entire region. Funds will be used to develop processes and protocols to beneficially reuse dredged sediments from San Diego County's harbors to renourish the region's beaches, under disposal alternatives that may not be least cost. To maximize benefits, stabilization structures may be required in some locations to accompany renourishment activities. The work will also include identifying locations that may require beach stabilization structures and a review of the effectiveness of designs for innovative shoreline stabilization structures proposed for Fletcher Cove and possibly other locations in San Diego County

Goleta Beach (Section 103)

Study Purpose:

Goleta Beach is located on the Santa Barbara County coastline, 10 miles west of the City of Santa Barbara. Goleta Beach has and continues to suffer severe erosion, which is causing backshore development to be vulnerable to storm damages. In addition, the loss of beach width has degraded the recreational value of the beach area.



Congressional Interest:	Local Sponsor(s):
Lois Capps –D (CA-23) 1411 Marsh Street, Suite 205 San Luis Obispo, CA 93401 (805) 546-8348 –fax (805) 546-9368	Brian Brennan, Executive Director Beach Erosion Authority for Clean Oceans and Nourishment (BEACON) 501 Poli Street Ventura, CA 93001

Study (Projected) Cost:	
Total	\$100,000
Federal	\$100,000
Non-Federal	\$0

Federal Study Funding	
Funding through FY05	\$100,000
FY06 Appropriations	\$53,000
FY06 Allocations	\$153,000
FY07 President’s Budget	\$0
FY07 Optimal Funding	
FY07 House	\$0
FY07 Senate	\$0
FY07 Conference	

Milestone/Schedule	
IAR	Oct 06

Points of Contact		
Project Manager	Se-Yao Hsu	213.452.4016
Study Manager	Joe Johnson	213.452.3829

Status and Other Issues:

Over 1.5 million people visit Goleta Beach annually. The shoreline is eroding due to wave attack from the ocean. The beach is publicly owned, and is managed by the County of Santa Barbara. Continued erosion along with storm-induced waves will result in future damages to State Park structures and infrastructure. BEACON (the non-Federal sponsor) understands the Federal/non-Federal cost sharing for a project is 65/35 with a federal limit of \$3 million. BEACON is a California Joint Powers agency established to deal with coastal erosion and beach problems on the Central Coast of California. The agencies making up BEACON are Santa Barbara and Ventura Counties and the cities of Port Hueneme, Oxnard, San Buenaventura, Carpinteria and Santa Barbara. FY06 funds will be used to complete the IAR.

Huntington Beach Blufftop (Feasibility)

Study Purpose:

Investigate Federal interest in stabilizing the coastal bluffs at Huntington Beach. Erosion of the bluffs currently threaten recreational infrastructure and pose a hazard to the public.



Congressional Interest:	Local Sponsor(s):
Dana Rohrabacher –R (CA-46) 101 Main Street, Suite 380 Huntington Beach, CA 92648 (714) 960-6483	City of Huntington Beach Dave Webb, City Engineer Huntington Beach, California

Study (Projected Feasibility) Cost:	
Total	\$1,022,000
Federal	\$511,000
Non-Federal	\$511,000

Federal Study Funding	
Funding through FY05	\$430,000

Milestone/Schedule	
Study Terminated	Jul04

Points of Contact		
Proj. Manager	Rick Leifield	213.452.4008
Study Manager	Susie Ming	213.452.3789

Status and Other Issues:

Based on the current erosion rate of the bluffs and the economic damages computed under future without project conditions and conceptual plan formulation with preliminary cost estimates, there had appeared to be no Federal interest in implementing protective and stabilization measures at the bluffs. Meeting was held 26 July 04 with the City of Huntington Beach and Kim Sterrett from CA Department of Boating and Waterways. Decision was reached to terminate the study due to lack of Federal Interest.

Huntington Harbour Dredging (Anaheim Bay Second Entrance Channel) (Reconnaissance)

Study Purpose:

This study encompasses the Huntington Harbour channels. Huntington Harbour is a recreational harbor located adjacent to Seal Beach, between Anaheim Bay and Huntington Beach. The main transit corridor for recreational boats utilizing Huntington Harbour is shared with U.S. Naval vessels at the Naval Weapons Station, Seal Beach.



The Huntington Harbor Study is investigating the need for a second entrance channel to Anaheim Bay to provide uninterrupted recreational boat access to Huntington Harbor, stabilize the shoreline at Surfside Colony to reduce storm damages, increase the tidal prism to improve the aquatic ecosystem within the Wildlife Refuge and Huntington Harbor, and to provide added force protection for the Naval Weapons Station's mooring areas by diverting private and commercial maritime traffic away from the Station's ship basin.

Congressional Interest:	Local Sponsor(s):
Dana Rohrabacher –R (CA-46) 101 Main Street, Suite 380 Huntington Beach, CA 92648 (714) 960-6483 – fax (714) 960-7806	California Department of Boating & Waterways Raynor Tsuneyoshi, Director Kim Sterrett, Beach Restoration Program 2000 Evergreen Street, Suite 100 Sacramento, CA 95815 (916) 263-8157

Study (Projected Feasibility) Cost:	
Total	\$7,000,000
Federal	\$3,500,000
Non-Federal	\$3,500,000

Federal Study Funding	
Funding through FY05	\$96,000
FY06 Appropriations	\$0
FY06 Allocations	\$0
FY07 President's Budget	\$0
FY07 Optimal Funding	\$550,000
FY07 House	\$0
FY07 Senate	\$0
FY07 Conference	

Milestone/Schedule	
Reconnaissance Study/905(b) Analysis	26Nov03
Draft Project Management Plan	9Nov05

Points of Contact		
Proj. Manager -Temp-	Rick Leifield	213.452.4008
Study Manager	Alex Hernandez	213.452.3835

Status and Other Issues:

The 905(b) Analysis was completed in November 2003 and approved by HQUSACE on 3 February 2004. The Anaheim Bay Second Entrance Channel study is being rolled into the Huntington Harbour study. The Navy has demonstrated strong interest in a 2nd entrance channel, and is currently undertaking a parallel path to design a modified ship basin in conjunction with a 2nd entrance channel. A modified ship basin will allow for larger class naval vessels (LHA/LHD) and multiple smaller class vessels (DDG) to dock at the Weapons Station. Project alternatives currently under investigation by the Navy range from \$66 million to \$200 million.

Construction of a second entrance channel will result in reducing the Surfside-Sunset Renourishment frequency from once every 5 years to once every 15 years. This equates to a cost savings of \$90 million over a 50-year period. Other benefits include: a) improve force protection at the Naval Weapons Station; b) allow the Weapons Station to reconfigure their ship basin to bring in larger class vessels and to remove the explosive arc from PCH; c) improve tidal circulation in the Wildlife Refuge; and, d) provide unrestricted boat access to Huntington Harbour.

Toward the latter part of FY'05, a contract was awarded to Nobel Consultants to prepare a draft project management plan (PMP). The draft was completed in November 2005. Some carryover funding was utilized to initiate an internal review of said PMP but the funding did not suffice to resolve some issues that surfaced from the PDT. Once funding materializes, the comments can be revisited and PMP can be finalized. Additional reprogrammed funding has been requested through the project manager but we have not heard anything thus far.

Imperial Beach– Silver Strand Shoreline (GRR)

Study Purpose:

Provide storm damage protection and reduction to the residences at Imperial Beach. The City of Imperial Beach project area is fronted by a recreational and protective beach that is subject to an average erosion rate of 6 ft/yr. The 1982-83 winter storms eroded 75 to 80 feet of beach. There presently is a good potential for damages arising from coastal storms that may endanger about 100 beachfront properties, which include houses, condos, apartments & hotels. Inland properties, businesses, streets and parking areas are subject to flooding when the beach is overtopped by waves.



Congressional Interest:	Local Sponsor(s):
Susan Davis –D (CA-53) 4305 University Ave., Suite 515 San Diego, CA 92105 (619) 280-5353 –fax (619) 280-5311	City of Imperial Beach Mr. Greg Wade Director, Community Planning Imperial Beach, CA (619) 628-1354
Senate Interest:	
Boxer Senator Dianne Feinstein 331 Hart Senate Office Building Washington, DC 20510-0504 (212) 224-3841; f (202) 228-3954	

PED (Projected) Cost:	
Total	\$1,500,000
Federal	\$1,125,000
Non-Federal	\$375,000

Federal Study Funding	
Funding through FY05	\$0
FY06 Appropriations	\$0
FY06 Allocations	\$0
FY07 President’s Budget	\$0
FY07 Optimal Funding	\$1,200,000
FY07 House	\$0
FY07 Senate	\$167,000
FY07 Conference	

Milestone/Schedule	
EIS/EIR Certified by City	3Aug06

Points of Contact		
Proj. Manager	Rick Leifield	213.452.4008
Study Manager	Susie Ming	213.452.3789

Status and Other Issues:

Chief's report signed December 30, 2003. PMP for PED completed, PED agreement executed in Aug 2003.

The Imperial Beach project was originally scheduled to be authorized in WRDA 2004. Authorization of the project will be required by Jul 2006 to advertise and award the contract to start construction in Sep 2006, under a continuing contract acquisition.

Because the environmental window for construction is from September to March, if authorization is not secured by Jul 2006, the construction start date will slip at least one year.

The study document for the recommended project was completed as a General Reevaluation Report at 100% Federal cost. The local sponsor is required to reimburse the Federal government 50% of the GRR cost at the time of construction. The local sponsor desires that the GRR cost be classified as sunk costs, to mitigate for local sponsor funds expended by the Corps of Engineers in the 1980s for a breakwater project that was enjoined by a Federal District Court. The breakwater project was never constructed, but mobilization costs were paid to the contractor.

The California Department of Boating & Waterways has assisted the City of Imperial Beach to pay for the non-Federal share of the PED costs and has encumbered funds to subsidize 85% of the non-Federal construction costs.

The Imperial Beach project is not in the FY06 budget because it is classified as new start construction and because shoreline protection projects are a low priority budget item. Additionally, the project was not in the FY05 budget. FY06 work allowance in the amount of \$133,000 will be used to complete the draft Plans & Specs and the draft DDR.

FY07 Optimal Funding is \$1,200,000 to complete Plans & Specs and initiate construction.

Los Angeles County DMMP (Feasibility)

Study Purpose:

The Port of Los Angeles, Port of Long Beach, City of Long Beach and Marina del Rey could collectively generate a total of 2.5 million cubic yards of contaminated dredged sediments over the next 5 years. The Los Angeles Regional DMMP study will create a regional strategy with regulatory approval for managing these sediments using an array or toolbox of disposal alternatives that may include the designation of a regional multi-user disposal site for contaminated dredged material.



Congressional Interest:	Local Sponsor(s):
<p>Jane Harman - D (CA-36) 2321 Rosecrans Boulevard., Suite 3270 El Segundo, CA 90245 (310) 643-3636 –fax (310) 643-6445</p> <p>Dana Rohrabacher –R (CA-46) 101 Main Street, Suite 380 Huntington Beach, CA 92648 (714) 960-6483</p>	<p>LAC Department of Beaches and Harbors - Walter Popoff 13483 Fiji Way, Tr. #3 Marina del Rey, CA 90292 (310) 305-9533</p> <p>Port of Los Angeles - Mr. John Foxworthy 425 S. Palos Verdes Street San Pedro, CA 90732 (310) 732-3571</p> <p>City of Long Beach - Mr. Dennis Eschen 2760 Studebaker Road Long Beach, CA 90815-1697 (562) 570-3130</p>

Study (Projected Feasibility) Cost:	
Total	\$4,000,000
Federal	\$2,000,000
Non-Federal	\$2,000,000

Federal Study Funding	
Funding through FY05	\$583,000
FY06 Appropriations	\$850,000
FY06 Allocations	\$850,000
FY07 President's Budget	\$0
FY07 Optimal Funding	\$500,000
FY07 House	\$200,000
FY07 Senate	\$300,000
FY07 Conference	

Milestone/Schedule	
F3 Report	
Preliminary Draft Management Plan and Programmatic EIS	Sep06

Points of Contact		
Project Manager	Ehsan Eshraghi	213.452.4013
Study Manager	Susie Ming	213.452.3789

Status and Other Issues:

The Los Angeles Regional Contaminated Sediments Task Force (CSTF) has been chartered with developing a long-term management strategy for the Los Angeles Region's contaminated dredged sediments. It has and continues to be the desire of the CSTF to coordinate with and utilize the LA Regional DMMP study to support the development of their strategy.

The Port of Los Angeles, the County of Los Angeles (Beaches & Harbors) and the City of Long Beach are the cost shared sponsors for this study. The Port of Long Beach is not a sponsor, but plays an active role in the study's development through the CSTF. Local sponsor contribution for the study is 100% in-kind services.

FY05 funds were used to complete the F3 report and commence a pilot study for treatment technology utilizing sand separation. FY06 Funds will be used to formulate alternative plans and commence a programmatic EIS. A NEPA public scoping meeting for this study was held February 26, 2003. F3 milestone was completed in May 2005

FY06 funds are being used to complete the draft management plan and draft programmatic EIS.

Optimal Funding for FY07 is \$500,000. FY07 funds will be used to complete the final management report and programmatic EIS.

Lower Santa Ana River and Newport Slough (Construction)

Project Purpose:

Lower Santa Ana River excavation and dredging consisting of Reaches 1 & 2 are part of the overall Santa Ana River mainstem project. As part of project implementation, the Newport Slough, located adjacent to the east bank of Reach 1 was acquired by the Corps of Engineers as a mitigation measure. Both Reaches 1 and 2 are within the tidal prism.



Congressional Interest:	Local Sponsor(s):
Lois Capps –D (CA-23) 1411 Marsh Street, Suite 205 San Luis Obispo, CA 93401 (805) 546-8348 –fax (805) 546-9368	

Study (Projected Feasibility) Cost:	
Total	
Federal	
Non-Federal	

Federal Study Funding	
Funding through FY05	
FY06 Appropriations	
FY06 Allocations	
FY07 President’s Budget	
FY07 Optimal Funding	
FY07 House	
FY07 Senate	
FY07 Conference	

Milestone/Schedule	

Points of Contact		
Proj. Manager Lower Santa Ana River	Ken Morris	213.452.4006
Proj. Manager Surfside-Sunset	Rick Leifield	213.452.4008

Status and Other Issues:

Excavation and dredging of Reaches 1 & 2 were completed in Dec 2006. Maintenance responsibility will be turned over to the Orange County Flood Control District (OCFCD) in Feb 06. Portions of sediments dredged from Reaches 1 & 2 were deposited in the nearshore environment adjacent to the West Newport groin field.

The California Department of Boating & Waterways (DBAW) and the City of Newport Beach have indicated the desire to beneficially reuse the sediments in Reaches 1 through 3 and Newport Slough for beach nourishment purposes. However, the District intends not to dredge Newport Slough as part of the Santa Ana River project until an agency or organization is willing to assume the responsibility to operate and maintain the slough once dredged. An option DBAW and Newport Beach would like to be considered is to utilize Newport Slough and Reaches 1 & 2 as source material for Stage 12 of the Surfside-Sunset project. As part of the design effort for Stage 12, SPL will look at the viability of mining sediments from the Lower Santa Ana River for the Surfside-Sunset project.

Stage 12 is scheduled to construct in FY07, and would involve the placement of over 2 million cubic yards of sand. FY06 allowance in the amount of \$297,000 will be used to initiate Stage 12 DDR and conduct offshore sediment surveys. FY07 budget includes funds in the amount of \$1,200,000 to complete Plans & Specs and initiate construction.

Malibu Creek (Rindge Dam) (Feasibility)

Study Purpose:

Malibu Creek Watershed is located about 30 miles west of the city of Los Angeles within the Santa Monica Mountains. A mixture of urban development and open space drains into Malibu Lagoon and Santa Monica Bay. The primary planning objective of the study focuses on environmental restoration of the watershed, specifically the potential for removal of Rindge Dam, an obsolete water supply dam, which currently acts as an impediment to passage of the endangered steelhead trout and other aquatic and terrestrial species. Other objectives that will be considered as appropriate may involve possible beneficial use of sediment for beach nourishment or other environmental

restoration (such as removal or modification of other, minor impediments to steelhead passage).



Congressional Interest:	Local Sponsor(s):
Rep. Henry Waxman—D, 30 th District Rep. Elton Gallegly—R, 24 th District	California Department of Parks and Recreation Suzanne Goode, Senior Ecologist

Study (Projected Feasibility) Cost:	
Total	\$3,200,000
Federal	\$1,600,000
Non-Federal	\$1,600,000

Federal Study Funding	
Funding through FY05	\$973,000
FY06 Appropriations	\$84,100
FY06 Allocations	
FY07 President's Budget	\$0
FY07 Optimal Funding	\$608,000
FY07 House	\$0
FY07 Senate	\$608,000

Milestone/Schedule	
F3 Report/Technical Review	Jun 06
F3 Conference	Jul 06
F4	Jan 07
F4A	Mar 07
F5	Jun 07
F8	Jul 07
F9	Aug 07

Points of Contact		
Project Manager	Ehsan Eshraghi	213.452.4016
Study Manager	Jodi Clifford	213.452.3854

Baseline condition report has undergone technical review. Baseline (F3) conference was completed on 20 July 07. Development of alternatives scheduled for January 2007 and release of a draft project feasibility report and EIS/EIR is expected in May or June 2007.

Matilija Dam (Preconstruction Engineering and Design, PED)

Study Purpose:

Matilija Dam is located on Matilija Creek, a tributary to the Ventura River, near the town of Ojai, in Ventura County. The aging dam's reservoir has almost entirely filled with sediment. The dam impedes natural sediment transport to 17 miles of the Ventura River and adjacent shoreline, and blocks terrestrial and aquatic species passage to pristine habitat areas, including the endangered Steelhead trout. The Plan includes dam removal and other ecosystem restoration measures along 33 miles of riverine habitat, downstream flood protection, and a recreation trail.



Congressional Interest:	Local Sponsor(s):
Elton Gallegly (CA-24), Lois Capps (CA-23)	Ventura County Watershed Protection District

Study (Feasibility) Cost:	
Total	\$5,300,000
Federal	\$2,650,000
Non-Federal	\$2,650,000
Design (PED) Costs	
Total	\$8,000,000
Federal	\$6,000,000
Non-Federal	\$2,000,000

Federal Study Funding	
Funding through FY06	\$3,551,000
FY06 Appropriations	\$800,000
FY06 Allocations	\$800,000
FY07 President's Budget	\$400,000
FY07 Optimal Funding	\$3,000,000
FY07 House	\$500,000
FY07 Senate	\$1,000,000
FY07 Conference	

Milestone/Schedule	
Complete Draft Detailed Design Report (DDR)	Jan 2007
Complete Foster Park Well Design	Feb 2007

Points of Contact		
Proj. Manager	Darrell Buxton	213.452.4007
Design Manager	Doug Chitwood	213.452.3587

Status and Other Issues:

Final Feasibility Report was completed in September 2004. Chief's report was completed in December 2004.

A Design Agreement was signed in July 2005. The design phase objective is to further refine the project plan and prepare the necessary detailed designs for project implementation. There are a number of project features included in the plan. These include the placement of wells, the raising and placement of levees, a sediment slurry line and associated preparation for fine sediment placement on specified locations, modification and replacement of bridges, dam removal, sediment landscaping, temporary slope stability bank protection, arundo removal and the creation of a recreation trail utilizing a portion of the slurry line footprint.

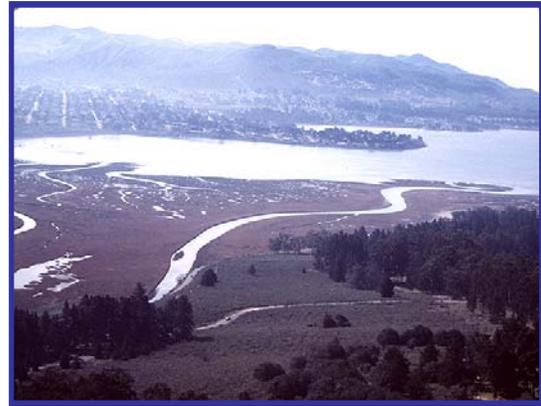
FY06 funds have been used to refine the Hydrologic, Hydraulic and Sediment Transport modeling for the project. Draft results are being reviewed with additional refinements completed during the summer. Other FY06 activities include additional agency environmental coordination and detailed design of the Foster Park Wells. The most up-to-date project-related information is available at www.matilijadam.org.

The local sponsor will continue efforts for WRDA authorization. Multiple resource agencies including US Fish & Wildlife Service, National Marine Fisheries Service, California Coastal Conservancy, and California Department of Fish & Game support this study.

Morro Bay Estuary (Feasibility)

Study Purpose:

Ecosystem restoration of the estuary at Morro Bay. Excessive sedimentation within the estuary causes various problems including loss of critical eelgrass habitat, marine and salt marsh habitats, and associated destruction of habitat for threatened and endangered species, and degradation of water quality.



Congressional Interest:	Local Sponsor(s):
Lois Capps –D (CA-23) 1411 Marsh Street, Suite 205 San Luis Obispo, CA 93401 (805) 546-8348 –fax (805) 546-9368 William M. Thomas - R (CA-22) 5805 Capistrano Avenue, Suite C Atascadero, CA 93422 (805) 461-1034 – fax (805) 461-1323	County of San Luis Obispo and Morro Bay National Estuary Program Mr. Dan Berman 601 Embarcadero, Suite 11 Morro Bay CA 93442 (805) 772-3834 City of Morro Bay Mr. Rick Algert - Harbor Director 1275 Embarcadero Morro Bay, CA 93442 (805) 772-6259

Study (Projected Feasibility) Cost:	
Total	\$2,400,000
Federal	\$1,200,000
Non-Federal	\$1,200,000

Federal Study Funding	
Funding through FY05	\$752,400
FY06 Appropriations (PED)	\$175,000
FY06 Allocations	\$173,000
FY07 President’s Budget	\$0
FY07 Optimal Funding	\$175,000
FY07 House	\$0
FY07 Senate (PED)	\$275,000
FY07 Conference	

Milestone/Schedule	
F4 Completed	Jan 07
AFB	Apr 07
Draft Report	Aug 07
Final Report	Feb 08
DE Notice	Apr 08
Chiefs Report	Oct 08

Points of Contact		
Proj. Manager	Se-Yao Hsu	213.452.4016
Study Manager	Joe Johnson	213.452.3829

Status and Other Issues:

The Without Project Conditions (F3) conference was held in August 2003. The Project Management Plan (PMP) was then amended to expand the scope of the study to investigate sediment capture projects within the Chorro Creek Watershed. This increased the cost of the study from \$1.6 million to \$2.4 million. Both the District and the local sponsor approved the amended PMP and the FCSA amendment was signed in August 2004.

Since October 2005, the Corps' efforts have been focused on completing several critical with project analysis components including hydrodynamic and sediment modeling, dredging design cuts for specific locations within the estuary, geotechnical sampling, GIS set up and data coordination, biological plan formulation, and environmental coordination for the HEP analysis.

Coastal Engineering has completed and analyzed all of the short and long term simulations and has provided the results to Environmental for the HEP analysis.

A TAC teleconference was held on 14 June 2006 to discuss the modifications proposed by Environmental. The meeting went well but we were unable to finalize the entire document in the time allotted. A follow-up meeting has been scheduled for 13 July 2006. Once this has been completed, Environmental will be able to complete the HEP analysis.

We are also continuing to work on the revised schedule, budget, and corresponding Gant chart.

Geotechnical engineering has started working on their F4 documentation and is waiting on the final preferred plan to finish up their appendix.

This fiscal year the Corps was allocated \$173,000 in federal funding to continue work on this study. The sponsor has provided matching funds. In addition, there was a remaining non-federal balance of approximately \$30,000 in the study. As of the 23rd of June, the Corps has expended \$265,000.

Reprogramming funds will be requested this year but typically are not available until some time during the 4th quarter. New funding guidance published this fiscal year has significantly impacted the manner in which funds are received, allocated, and expended. This has also impacted the overall availability of reprogrammed funds.

Preparation of the With Project Conditions (F4) draft report will begin in FY07 due to the limited funding received in FY06. Funding of the supplemental analysis including cost estimates and economic analysis of the alternatives will be highly dependent on the amount of progress Environmental will make yet this year. In an effort to keep the study on schedule and conduct as much analysis in parallel as possible, we are looking into the possibility of reducing the current budgeted funding for FY06 for Environmental in order to fund other areas. This will only be done if it does not negatively impact the project or overall schedule. The intent is to use the current funding as efficiently as possible and keep the study moving forward. FY06 Optimal Funding is \$348,000 and would be used to complete the F4 report. However, we will have the "raw" results and analysis available for the sponsor to review by August 2006.

One of the plan formulation challenges has been identifying a cost effective disposal facility for any sediments dredged as part of the ecosystem restoration project. The estimated maximum amount of

material that could be dredged from the estuary is 2 million CY, of mostly fine grain silts. Several alternatives for disposal are being considered by the sponsor including beneficial use of some of the material, disposal of the material at an established offshore disposal site such as LA2 which is a significant distance from the estuary, disposal at a yet to be determined one-time use local offshore disposal site, or disposal at a yet to be determined permanent local offshore disposal site. Hauling the material inland has also been considered. These options are still being evaluated by the sponsor since most of them are cost prohibitive.

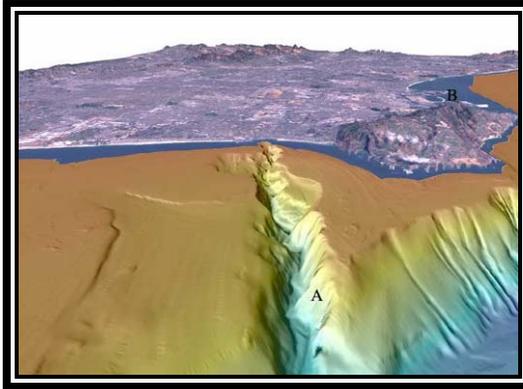
National Regional Sediment Management Program, State of California

Study Purpose:

WRDA Section 227, Subsection 4, authorizes the Corps to "... cooperate with any State in the preparation of a comprehensive State or regional plan for the conservation of coastal resources located within the boundaries of the State." 33 CFR Part 337.9 directs that, "District engineers should identify and develop dredged material disposal management strategies that satisfy the long-term (greater than 10 years) needs for Corps projects."

Accordingly, the objectives of this RSM demonstration program are:

- Develop and implement a Regional Sediment Management Plan as part of the California Coastal Sediment Management Master Plan for the State of California in conjunction with state and local partners.
- Include regional coastal program performance by developing an effective comprehensive statewide approach to solve complex sediment problems of shorelines, coastal wetlands and coastal watersheds.
- Identify sources and quantify the regional statewide sediment budget.
- Develop centralized GIS Database for use by all regional stakeholders.



Redondo Submarine Canyon



Rindge Dam

Study (Projected Feasibility) Cost:	
Total	\$
Federal	\$
Non-Federal	\$

Federal Demonstration Funding	
Funding through FY05	\$
FY06 Appropriations	\$300,000
FY06 Allocations	\$282,000
FY07 President's Budget	\$1,391,000
FY07 Optimal Funding	\$1,700,000
FY07 House	\$3,641,000
FY07 Senate	
FY07 Conference	

Milestone/Schedule	
Complete IAR	Feb 06
Preliminary Design	Sep 06

Points of Contact		
Proj. Manager	Rick Leifield	213.452.4008
Study Manager	Susie Ming	213.452.3789

Status and Other Issues:

The National Regional Sediment Management (RSM) program is funded through the O&M, General program. RSM is administered nationally by ERDC. Each District involved in the RSM program have and/or will produce individual regional sediment management tools beneficial to their own region and other regions within the country. SPD/SPL are in the forefront of developing programmatic tools utilizing RSM funds. These tools will provide the foundation for the California Coastal Sediment Master Plan feasibility study (project #1). RSM initiatives undertaken to date by SPL/SPD include:

Dredged Material Disposal Decision Support Tool. The purpose of this RSM project is to maximize net benefits from regional sediment management, as well as determine the incremental transport cost versus benefits. A prototype model has been developed for the Ventura County area to allow interactive management of sediments dredged from Ventura Harbor for placement along shoreline sites within the region. This is a near real-time GIS application that will allow decision makers to prioritize shorelines for the purpose of investing program funds to transport and dispose dredged material at these priority beaches. Items to be considered include (a) dredge platforms, (b) placement platforms, (c) physical sediment quality, (d) nourishment requirements, (e) environmental constraints, (e) distance to be moved, (f) erosion hot spot benefits, (g) available volume, and (h) hot spot shoreline contours. Ultimately the Dredged Material Disposal Decision Support Tool prototype model will evolve under the California Coastal Sediment Master Plan (project #1) to allow coverage of the entire California coastline.

Submarine Canyons. This RSM initiative is investigating the technical feasibility of capturing alongshore drift sediments prior to them reaching submarine canyons, such as Newport Beach Canyon, Redondo Beach Canyon, Hueneme Canyon (project #26) or La Jolla Canyon. Captured sediments could then be distributed to areas that are experiencing sediment starvation. Detailed analysis and project alternatives for individual submarine canyon areas will be accomplished under separate studies.

Dam Removal Studies. Extensive alteration of the fluvial systems by the construction of dams and debris basins has led to the impoundment of much of the natural sediment load, thereby reducing the amount of sand reaching the coast. The potential loss of beach sand by reservoir impoundment exceeds the estimates obtained by river discharge models. The magnitude of human impact is large enough to warrant intervention to restore sediment supply to beaches. The nature of the intervention depends on the characteristics of individual dams – their purpose, condition, quantity and quality of impounded sand, distance from the coast, and the magnitude of local beach erosion. Alternatives to mitigate sediment trapping by dams include dam removal, dam bypassing, sand hauling, and the provision of sand credits. The dam removal study will identify dams within California coastal watersheds for potential of removal or modification to increase the sediment load to the coast. Both Matilija Dam and Rindge Dam will act as reference projects for the study.

GIS database. The California Coastal Sediment Management Master Plan (project #1) will evaluate and prioritize the statewide coastal sediment management needs through the development of a GIS database with the focus on the ecological functions of California's coastal watersheds, wetlands, and beaches. In addition, the Master Plan will identify the means to restore and manage high priority coastal wetlands and beaches with the goal of enhancing and preserving these valuable assets. The Master Plan, will for the first time, identify, evaluate, and prioritize sediment management

approaches in a framework that addresses natural and man-made influences on sediment sources, transport, and deposition. A low-resolution Master Plan GIS application and database have been constructed utilizing funds from the RSM program. The GIS application is currently being tested and prepared for implementation of IMS.

Coupling RSM, Section 227 & Maintenance Dredging. There are opportunities to couple the RSM initiatives with initiatives from the Section 227 program (project #28) and maintenance dredging projects. The proposed Section 227 project at the Ventura Oil Piers may rely on fill material from the Ventura Harbor Maintenance Dredging project. The differential cost to transport the dredged material from Ventura Harbor to the Oil Piers could potentially be funded under the RSM program. Additionally, implementation of the Fletcher Cove project (project #21) could be accomplished under the RSM program and would rely on material dredged from Mission Bay harbor to provide the beachfill material for the shoreline stabilization project.

FY06 funds have been provided for Fletcher Cove Regional Sediment Management Plan.

Newport Bay LA-3 Site Designation (Feasibility)

Study Purpose:

Conduct a baseline survey and complete an environmental impact statement for USEPA to designate LA-3 as a permanent ocean disposal site for dredged sediments. LA-3 is located approximately 6 miles offshore of Newport Bay Harbor.



Congressional Interest:	Local Sponsor(s):
John Campbell –D (CA-48) 1 Newport Place Suite 1010 Newport Beach, CA 92660-2412 (949) 756-2244; f (949) 251-9309	County of Orange - Ms. Susan Brodeur 300 N. Flower St. Santa Ana, California 92703 (714) 489 -9473 City of Newport Beach - Tom Rossmiller (949) 644-3041

Study (Projected Feasibility) Cost:	
Total	\$2,500,000
Federal	\$2,500,000
Non-Federal	\$

Federal Study Funding	
Funding through FY05	\$2,516,000

Milestone/Schedule		
Reconnaissance Study/905(b) Analysis		26 Nov03
Draft Project Management Plan		9 Nov05
Final Site Designation		12Sep05

Points of Contact		
Proj. Manager	Greg Boghossian	213.452.3982
Study Manager	Susie Ming	213.452.3789

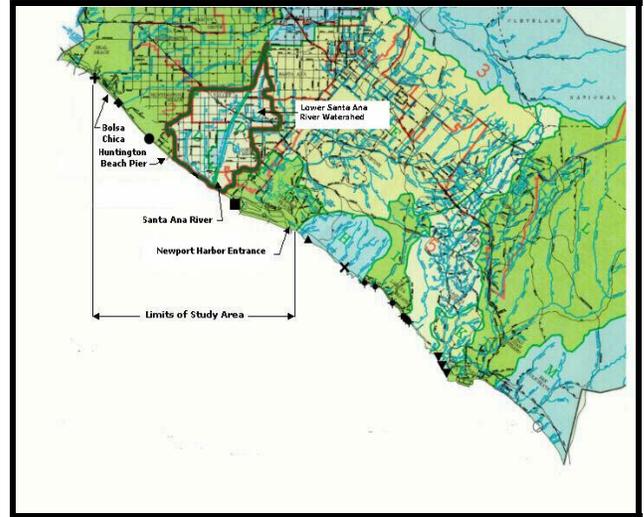
Status and Other Issues:

Temporary designation of the LA-3 ocean disposal site expired on January 1, 2003. Upper Newport Bay first construction (placement of 2.0 million cubic yards) has been grandfathered in to utilize LA-3 for the disposal of dredged material. The Zone of Siting feasibility study has been drafted and has undergone ITR. USEPA conducted public scoping meetings in July 2003. A draft EIS was completed in May 2004. A final proposed rule was completed in Aug 2005. The final EIS was mailed out in August 2005. Public meetings on the draft report were held in Newport Beach on 9 Feb 2005. Environmental Protection Agency (EPA) designated on 12 September 2005 LA-3 as a permanent ocean dredged material disposal site (ODMDS) located offshore of Newport Beach, California, managed at a maximum annual dredged material disposal quantity of 2,500,000 cubic yards, and adjusts the management of the permanently designated LA-2 ODMDS at an increased maximum annual dredged material disposal quantity of 1,000,000 cubic yards for the ocean disposal of clean dredged material from Los Angeles County and Orange County regions.

Orange County Shoreline – Lower Santa Ana River Watershed (Feasibility)

Study Purpose:

In 1999, the beach and nearshore environments at Huntington Beach experience significant bacteriological loading causing the beaches at Huntington Beach to be closed for long periods of time. Sampling and testing of the nearshore waters reveal that the loading has not ceased, yet the source of the contamination remains unsolved. This study will focus on watershed management of the Lower Santa Ana River Watershed, minimizing the effects of contaminated urban runoff to the beaches and nearshore, and evaluate restoring existing wetland parcels to reduce the total mass pollutant loading from the lower watershed.



Congressional Interest:	Local Sponsor(s):
<p>Dana Rohrabacher –R (CA-46) 101 Main Street, Suite 380 Huntington Beach, CA 92648 (714) 960-6483</p> <p>John Campbell –R (CA-48) 610 Newport Center Drive, Suite 330 Newport Beach, CA 92660-2412</p> <p>Loretta Sanchez –D (CA 47) 12397 Lewis St., Suite 101 Garden Grove, CA 92840 (714) 621-0102 –fax (714) 621-0401</p>	<p>Orange County Sanitation District Mr. Robert P. Ghirelli, Director Fountain Valley, CA (714) 593-7400</p>

Study (Projected Feasibility) Cost:	
Total	\$6,800,000
Federal	\$3,400,000
Non-Federal	\$3,400,000

Federal Study Funding	
Funding through FY06	\$66,000
FY06 Appropriations	\$0
FY06 Allocations	\$0
FY07 President's Budget	\$0
FY07 Optimal Funding	\$900,000
FY07 House	\$0
FY07 Senate	
FY07 Conference	

Milestone/Schedule	

Points of Contact		
Proj. Manager	Greg Boghossian	213.452.3982
Study Manager	Susie Ming	213.452.3789

Status and Other Issues:

The FCSA was signed on Sep 17, 2003. FY04 Funds of \$66,000 were used to initiate the feasibility phase and complete a cursory review of existing data within the study area.

FY05 funds were not appropriated; therefore work on the study has ceased. The local sponsor (Orange County Sanitation District) collected data in support of the study as in-kind services. Non-Federal contribution to the study is 100% in-kind services, since the local sponsor has been given the task of collecting the majority of the nearshore field data.

A study byproduct will provide Orange County and the Orange County Sanitation District with an integrated nearshore circulation and water quality model under the umbrella of a GIS management application that will accept real time data to assess and predict pollutant loading and fate. Close coordination with and involvement by ERDC, NOAA, SCWRRP, UCLA, USC, Scripps, University of Miami, and other research institutions are required to develop and link the circulation and water quality models.

Numerous theories exist regarding the source of pollutants within the study area to include (but not limited to): discharges from LA River, discharges for the OCSO sewer outfall, discharges from Newport Bay harbor, and increased nutrient loading generated by coastal wetlands.

FY07 Optimal Funding is \$900K to continue with feasibility study to include F2 conference (public scoping meeting), inventory existing data, collect data from the wetlands, develop nested circulation and water quality numerical models, and build a GIS database for the study.

Peninsula Beach (East Beach) and Vicinity (Feasibility)

Study Purpose:

The study area is located along the Pacific Ocean just west of the entrance to Alamitos Bay and North of the Long Beach Breakwater. The purpose of this study is to investigate shoreline protection and coastal storm damage reduction opportunities at the Peninsula Beach, Long Beach, CA. The existing protective beach is experiencing severe erosion that is exposing residential and commercial properties valued at over \$200M. The average rate of erosion is estimated to be 10 to 30 feet per year along the 100-foot wide beach, and winter storms could cause shoreline erosion of 50 to 150 feet along this area and result in damages to back shore development. During the 1983 storms the 175-foot protective beach was breached resulting in waves overtopping a seawall and causing damages to development.



Congressional Interest:	Local Sponsor(s):
Jane Harman –D (CA 36) 2321 E. Rosecrans Blvd., Suite 3270 El Segundo, CA 90245 (310) 643-3636 – fax (310) 643-6445 Linda Sanchez –D (CA-39) 4007 Paramount, Suite 106 Lakewood, CA 90712 (562) 429-8499 – fax (562) 938-1948	Mr. Dennis Eschen, Director, Parks and Recreation & Marine City of Long Beach 2760 Studebaker Road Long Beach, CA 90815-1697 (562) 570-3130 – fax (562) 570-3119

Study (Projected Feasibility) Cost:	
Total	\$860,000
Federal	\$430,000
Non-Federal	\$430,000

Federal Study Funding	
Funding through FY05	\$123,000
FY06 Appropriations	\$305,000
FY06 Allocations	\$305,000
FY07 President’s Budget	\$0
FY07 Optimal Funding	\$0
FY07 House	\$0
FY07 Senate	\$0
FY07 Conference	

Milestone/Schedule	
FCSA Signed	Jan02
F2 Milestone	13Nov02
F3 Milestone	Apr07

Points of Contact		
Proj. Manager	Ehsan Eshraghi	213.452.4013
Study Manager	Alex Hernandez	213.452.3835

Status and Other Issues:

The City of Long Beach currently maintains a protective beach at Peninsula Beach by backpassing sediments. However, the City has declared to the Corps that future backpassing operations are not to be expected on a continual basis due to loss of future reduction in the Tide Lands funding stream. Failure to continue to backpass sediments will result in erosion of the beach to the 1920 vintage timber bulkhead currently protecting the residents of Peninsula Beach against wave attack and inundation.

The Reconnaissance Phase was completed in April 1997. The Project Management Plan was completed in June 2001. The City of Long Beach signed the Feasibility Cost Sharing Agreement in January 2002. The F2 milestone for the feasibility study was completed on November 13, 2002.

Feasibility continued in FY'03 with some reprogrammed funding. However, during the last two years, the primary factor that has impacted the Peninsula Beach (East Beach) schedule and budget has been the lack of optimal Federal appropriations. Also, since FY'03, there have been significant changes to the existing conditions at Peninsula Beach including but not limited to the following: 1) over the last two years, the City has constructed sand bag groins at various “hot spot” locations that has helped to slow down the erosion rate at Peninsula Beach; and 2) the City has received half of the funding required to purchase equipment to continue the back-passing operation into the future providing the potential to use in-house labor to accomplish the operation instead of contracting out the work as has been done for past operations. The funding source was the Department of Boating and Waterways (DBAW). Based upon discussion with the City, it is our understanding that the City will receive the other half of the funding this year.

These conditions make it unlikely that a Federal construction project could be justified. The parties propose to revise the study to look at three conceptual alternatives and produce a technical report (i.e., hereinafter referred to as an “abbreviated F3 report”) summarizing the results. The Memorandum for Record which resulted from the 20-March-2006 Executive Committee Meeting was approved and executed by both the COE and the City of Long Beach in mid May 2006. The PDT commenced work on abbreviated F3 scope on 8-June-2006.

This study effort was not included President’s FY07 budget. A capability of \$170K was expressed for this study effort in both FY07 and FY08.

Port Hueneme Breakwater (Proposed Reconnaissance)

Study Purpose:

Purpose of this proposed study is to have the Corps investigate Federal interest in constructing a detached breakwater offshore Hueneme Beach, City of Port Hueneme to provide shore protection to the beach and to provide a recreational marina or anchorage area on the leeward side of the breakwater. An offshore breakwater may provide shoreline stabilization at Hueneme Beach, and could replace the mitigation dredging at Channel Islands harbor and the mitigation payment by the Navy of 19% for Port Hueneme maintenance dredging cycles. Therefore, the Port Hueneme breakwater study could potentially be undertaken as a GRR under the Channel Islands authorized project.



Congressional Interest:	Local Sponsor(s):
Lois Capps –D (CA-23) 1411 Marsh Street, Suite 205 San Luis Obispo, CA 93401 (805) 546-8348 –fax (805) 546-9368	Oxnard Harbor District Mr. Anthony Taormina 333 Pomona Street Port Hueneme, CA 93044-0608 (805) 488-3677

Study (Projected Feasibility) Cost:	
Total	\$100,000
Federal	\$100,000
Non-Federal	\$0

Federal Study Funding	
Funding through FY05	\$0
FY06 Appropriations	\$0
FY06 Allocations	\$0
FY07 President’s Budget	\$0
FY07 Optimal Funding	\$0
FY07 House	\$0
FY07 Senate	\$0
FY07 Conference	

Milestone/Schedule	

Points of Contact		
Proj. Manager	Se-Yao Hsu	213.452.4016
Study Manager	Susie Ming	213.452.3789

Status and Other Issues:

The City of Port Hueneme has attempted unsuccessfully over the past four fiscal years to get a new start to initiate a reconnaissance study for a detached breakwater offshore of Hueneme Beach. The City has discussed the possibility of a reconnaissance study with Los Angeles District (SPL). SPL staff views possible benefits of a detached breakwater for regional sediment management, through capture of sediments prior to depositing within the submarine canyon. No Optimal Funding for FY07 since initial funding has yet to be received.

Port Hueneme Deepening (Section 107 - Construction)

Study Purpose:

Provide navigation improvements to the existing Federal navigation features to meet projected navigation needs of the Oxnard Harbor District. Plan is to dredged approximately 485,000 cubic meters of sediments and deepen the existing Federal navigation approach channel to -13.2 meters (-43.3 feet) MLLW and deepen the entrance channel, turning basin and Channel "A" to -12.2 meters (-40 feet) MLLW. The majority of the proposed dredged sediments will be placed on Hueneme Beach, located immediately down coast of the harbor.



Congressional Interest:	Local Sponsor(s):
Lois Capps –D (CA-23) 1411 Marsh Street, Suite 205 San Luis Obispo, CA 93401 (805) 546-8348 –fax (805) 546-9368	Oxnard Harbor District Mr. Anthony Taormina Executive Director 333 Pomona Street Port Hueneme, CA 93044-0608 (805) 488-3677 POC: Mr. Chris Birkelo

Study (Projected Feasibility) Cost:	
Total	\$4,300,000
Federal	\$3,320,000
Non-Federal	\$1,100,000

Federal Study Funding	
Funding through FY05	\$0
FY06 Appropriations	\$0
FY06 Allocations	\$0
FY07 President’s Budget	\$0
FY07 Optimal Funding	\$0
FY07 House	\$0
FY07 Senate	\$0
FY07 Conference	

Milestone/Schedule	

Points of Contact		
Proj. Manager	Ed Louie	213.452.4002
Study Manager	Susie Ming	213.452.3789

Status and Other Issues:

Two areas (Approach Channel and Turning Basin) within the proposed dredged footprint contain contaminated sediments. The Approach Channel contains 50,000 cubic meters of contaminated sediments. The turning basin contains approx. 20,000 cubic meters. The contaminated sediments were tentatively slated for transport and disposal at the Port of Long Beach's Pier J Expansion Site, but currently appears the site will not be ready to receive sediments for the foreseeable future.

The District is in the process of resolving issues of contaminated sediments in coordination with the Local Sponsor, U.S. Navy, DTSC, EPA, RWQCB and CCC. Currently working to complete supplemental EA. Also, investigating alternative technologies to separate contaminated sediments from clean sand material in an effort to reduce total volume of contaminated material for disposal. ERDC is conducting a beach test to determine if sand separation is feasible. Awaiting results to be incorporated into supplemental EA.

Construction could be initiated if the issue of contaminated sediment disposal is resolved, and could potentially be coupled with the maintenance dredging project.

Port of Los Beach Channel Deepening

Study Purpose:

The project consists of deepening the approach channel to -23.2 meters, from breakwater seaward, distance about 2 miles to accommodate deep crude tankers, and the dredging of approximately 600,000 cubic meters of material from the turning basin to -23.2 meters. As demand & import of foreign crude oil and other commerce increase, a greater demand exists for larger tankers & other liquid bulk vessels to gain economy of scale. PCA was executed in Jul 98. Dredging of approach channel to -23.2 meters completed in Dec 2000. Allowable pay over depth is 0.5 meters. Credit for completed portion of entrance channel assessed at \$7.3 million.



Congressional Interest:	Local Sponsor(s):
Dana Rohrabacher –R (CA-46) 101 Main Street, Suite 380 Huntington Beach, CA 92648 (714) 960-6483	Port of Los Beach

Construction Cost:	
Total	\$49,050,000
Federal	\$20,050,000
Non-Federal	\$28,870,000

Federal Study Funding	
Funding through FY05	\$14,348,000
FY06 Appropriations	
FY06 Allocations	
FY07 President’s Budget	\$5,700,000
FY07 Optimal Funding	\$5,700,000
FY07 House	
FY07 Senate	
FY07 Conference	

Milestone/Schedule	
Complete Plans and Specs	Jul 07
Award Construction Contract	Sep0 07

Points of Contact		
Proj. Manager	Dorota Kwiecinski	213.452. 4017
Study Manager	Joe Ryan	213.452.3679

Status and Other Issues:

POLB currently preparing CEQA documents to identify appropriate disposal facilities for the turning basin material. Original disposal site (Pier J Southwest Landfill) is no longer available due to regulatory constraints. Turning basin dredging can be accomplished approximately one-year after POLB has secured CEQA clearance for a disposal facility. An amount of \$1.0 million could be used to prepare plans & specs and initiate dredging of the turning basin. An additional amount of \$4.7 million could be used to complete dredging of the turning basin. A total of \$5.7 million is in the President’s FY07 budget to prepare plans & specs to complete dredging of the turning basin.

Port of Los Angeles Channel Deepening

Study Purpose:

The Port of Los Angeles Channel Deepening project consists of deepening the main channel by 8-ft from -45-ft to -53-ft. Approximately 10 million cubic yards of dredge material will be disposed at in-harbor disposal sites: Southwest Slip, Pier 300 Expansion, Cabrillo Shallow Water Habitat Expansion and submerged site at Pier 400. The deepened channel will accommodate vessels entering international maritime commerce with



drafts that extend beyond the current limit and will improve the efficiency of operations and reduce the costs for transporting containers to the region. The PCA was executed on July 25, 2002. Construction (NTP) started September 3, 2002.

Congressional Interest:	Local Sponsor(s):
Dana Rohrabacher –R (CA-46) 101 Main Street, Suite 380 Huntington Beach, CA 92648 (714) 960-6483	Port of Los Angeles

Study (Construction) Cost:	
Total	\$222,000,000
Federal	\$60,700,000
Non-Federal	\$161,300,000

Federal Study Funding	
Funding through FY05	\$55,358,000
FY06 Appropriations	\$2,700,000
FY06 Allocations	\$2,673,000
FY07 President's Budget	\$0
FY07 Optimal Funding	\$2,669,000
FY07 House	
FY07 Senate	
FY07 Conference	

Milestone/Schedule	
SEIS/SEIR Preliminary Draft	Apr 06
SEIS/SEIR Draft	Jun 06
SEIS/SEIR Final	Sep 06
Sign ROD	Nov 06

Points of Contact		
Proj. Manager	Dorota Kwiecinski	213.452. 4017
Study Manager	Jane Grandon	213.452.3679

Status and Other Issues:

Project was not budgeted for FY07 because 902 limit project costs and Federal allocations was to be reached in FY06. However, FY06 E&W Appropriations Act increased the authorized cost of the project to \$222 million. Cost sharing requirement for the general navigation feature is currently being reviewed pending a new cost estimate for the additional disposal capacity needed to complete the dredging of the Federal navigation channel to -53 ft which would increase the Federal requirement.

A Supplemental EIS/EIR is being prepared to evaluate and determine the best alternative for added disposal capacity. Once this document is completed the additional cost for disposal at the recommended site(s) can be ascertained, along with establishing the new cost sharing amounts. A preliminary estimate for the Federal share to complete the project in FY07 is \$2,669,000, but will most likely be revised once the cost for the recommended disposal alternative from the SEIS/SEIR is confirmed. The SEIS/SEIR is currently scheduled to be signed in Nov 2006.

San Clemente Shoreline (Feasibility)

Study Purpose:

This study is investigating alternatives to provide shoreline protection to San Clemente and the adjacent rail line. Loss of shore protections and recreational beach width is a continuous problem for the City of San Clemente. Damages to coastal, residential, and commercial properties from storm-induced waves have become a serious threat.



Congressional Interest:	Local Sponsor(s):
<p>Ken Calvert –R (CA-44) 3400 Central Avenue, Suite 200 Riverside, CA 92506-2156 (951)784-4300 – fax (951) 784-5255</p> <p>John Campbell –D (CA-48) 1 Newport Place Suite 1010 Newport Beach, CA 92660-2412 (949) 756-2244; f (949) 251-9309</p> <p>Darrell Issa –R (CA-49) 1800 Thibido Road, Suite 310 Vista, CA 92081-7515 (760) 599-5000 –fax (760) 599-1178</p> <p>Susan Davis –D (CA-53) 4305 University Avenue, Suite 515 San Diego, CA 92105 (619) 280-5353; f (619) 280-5311</p> <p>Senator Dianne Feinstein 331 Hart Senate Office Building Washington, DC 20510-0504 (212) 224-3841; f (202) 228-3954</p>	<p>City of San Clemente Mr. Bill Humphreys Marine Safety Chief 100 N. Calle Seville San Clemente, CA 92672 (949) 361-8260</p>

Study (Projected Feasibility) Cost:	
Total	\$2,100,000
Federal	\$1,050,000
Non-Federal	\$1,050,000

Federal Study Funding	
Funding through FY05	\$935,000
FY06 Appropriations	\$188,000
FY06 Allocations	\$115,000
FY07 President's Budget	\$0
FY07 Optimal Funding	\$450,000
FY07 House	\$300,000
FY07 Senate	\$329,000
FY07 Conference	

Milestone/Schedule	
F4 Completed	Dec 06
AFB	Feb 07
Draft Report	Aug 07
Final Report	Jan 08
DE Notice	May 08
Chiefs Report	Sep 08

Points of Contact		
Proj. Manager	Ehsan Eshraghi	213.452.4013
Study Manager	Joe Johnson	213.452.3829

Status and Other Issues:

The Feasibility Scoping Meeting, Without Project Conditions F3 conference was held in December 2004. Since that time we have been working on establishing the With Project Conditions F4 and related analysis. Our efforts to date have primarily been focused on completing the Coastal Engineering/Economic modeling and more recently revising the PMP.

In March 2006, the Corps met with the City of San Clemente to discuss the overall status of the study, the model, and funding related issues. It was agreed that revised assumptions should be used in the model based on updated information being provided by the rail authority and the City. In addition, the Corps and the City were in agreement that the PMP and ultimately the FCSEA needs to be revised. In the meantime, the City requested that we continue moving the study forward.

Economics has recently awarded a contract to complete the study modeling efforts with the updated assumptions and additional funding is being expended on updating the PMP and amending the FCSEA. Economics previously hired a consultant to review the model in detail and to insure that there are no calculation or logic errors within the model analysis. The consultant has completed reviewing the model and has resolved any calculation errors.

Other key components of the With Project Conditions analysis including Environmental, Real Estate, and Cultural Resources will be able to begin work once an optimal, NED plan alternative has been determined.

Geotech has completed work on their F4 documentation.

The model certification required by EC 1105-2-407 has also been completed. The Internal Technical Review Team (ITR) has reviewed the coastal engineering/economic model and

has determined that the model is appropriate for use for the evaluation of alternatives for this study.

An amended FCSA increasing the total study costs to \$2.1 million was signed in September 2005. This was an overall increase of \$400,000 which was primarily due to unscheduled geotechnical investigations, side scan sonar surveys, and the development of a risk & uncertainty model for the study area. A second amended FCSA will be drafted and signed after the revised PMP is completed. Current estimates indicate that the revised study cost will be approximately \$3.2 million.

If the optimal study alternative results in a beachfill with or without replenishment, it is anticipated that Surfrider Foundation (which is headquartered in San Clemente) will oppose any shoreline stabilization project proposed by the Corps. The T-street surf area is one of the most active surfing spots in southern California, and is located within the vicinity of the project site. Changes to the wave patterns will be the primary concern of Surfrider Foundation, particularly with a beachfill project. Once the NED plan has been determined by the analysis, we will consult with the City and the Surfrider Foundation to help alleviate any future opposition.

We expect to complete the draft F4 document in December 2006, conduct the Internal Technical Review (ITR) in January 2007, and hold the Alternative Review Conference (F4) in February 2007. Based on this schedule, the feasibility study will be completed during the 4th quarter of 2008. The Corps' ability to meet the current schedule is entirely dependent on both federal and non-federal funding.

San Diego County Shoreline – Oceanside, CA (Feasibility)

Study Purpose:

This study is investigating alternatives to mitigate the downcoast erosion caused by the Oceanside Harbor and to provide shoreline protection to the San Diego County Shoreline (Oceanside). This study involves evaluating the impacts to the shoreline due to the Camp Pendleton Harbor and estimating the impacts to the shoreline if the Harbor had not been constructed. The threat of damages to structures along the shoreline has been steadily increasing with the continued erosion of the beaches.



Congressional Interest:	Local Sponsor(s):
<p>Ken Calvert –R (CA-44) 3400 Central Avenue, Suite 200 Riverside, CA 92506-2156 (951)784-4300 – fax (951) 784-5255</p> <p>John Campbell –R (CA-48) 610 Newport Center Drive, Suite 330 Newport Beach, CA 92660-2412</p> <p>Darrell Issa –R (CA-49) 1800 Thibido Road, Suite 310 Vista, CA 92081-7515 (760) 599-5000 –fax (760) 599-1178</p> <p>Susan Davis –D (CA-53) 4305 University Ave., Suite 515 San Diego, CA 92105 (619) 280-5353 –fax (619) 280-5311</p>	<p>City of Oceanside, Department of Harbors & Beaches Mr. Don Hadley, Director 1540 Harbor Drive North Oceanside, CA 92054-1070 (760) 435-4007</p>

Study (Projected Feasibility) Cost:	
Total	\$1,900,000
Federal	\$1,900,000
Non-Federal	\$0

Federal Study Funding	
Funding through FY05	\$1,374,000
FY06 Appropriations	\$100,000
FY06 Allocations	\$99,000
FY07 President's Budget	\$0
FY07 Optimal Funding	\$400,000
FY07 House	\$0
FY07 Senate	\$0
FY07 Conference	

Milestone/Schedule	
F4 Completed	Mar-08
FB	Oct 08
Draft Report	Dec 08
Final Report	Feb 09
DE Notice	Apr 09
Chiefs Report	Jun 09

Points of Contact		
Proj. Manager	Ehsan Eshraghi	213.452.4013
Study Manager	Joe Johnson	213.452.3829

Status and Other Issues:

The study is being funded at 100% Federal expense in accordance with WRDA 2000. The City of Oceanside was able to justify the study at full Federal cost based upon obvious impacts of the Federal jetty/breakwater at Camp Pendleton (Del Mar Harbor) on erosion of downcoast City beaches.

The study will not only investigate Federal interest in a project to reduce storm damage reduction along the City's shoreline, but it will also recommend apportioning the Federal and non-Federal costs to construct the project in accordance with the magnitude of interference of sand transport caused by the Federal jetty/breakwater. This study is akin to analysis that would be accomplished under Section 111 of the Continuing Authorities Program.

The draft F3 report was completed in June 2005. The F3 baseline conference was held in August 2005. FY06 allocation in the amount of \$99,000 will be used to complete the ITR review process for the F3 report, and to begin development of plan formulation methodologies for the study area.

Because of the complexity of the coastal engineering analysis (experts from the University of Florida, the University of Oregon, and Scripps have been involved) and the time required to resolve these complexities, the District's Optimal Funding for FY07 is \$400,000, which will allow us to continue with the feasibility report. Given the complexity of the study, a study cost increase is expected to complete.

With the \$99K provided in FY06, the Corps will be able to complete the F3 ITR responses. In addition we will likely be able to determine the direction and methodology for the plan formulation process, possibly resolving the policy guidance issue (WRDA language versus Storm Damage Reduction).

Significant funding (\$400K +) is required in FY07 to make any reasonable progress toward the F4 milestone. At a minimum there is a large amount of work with project modeling and economic analysis to be completed to reach an F4 document.

A large study cost increase, approximately \$1.0 million, will be needed to complete this study. In addition, the small amounts of annual funding this study has been receiving in recent years will not be sufficient to complete the F4, With Project Conditions analysis. The result of continued insufficient funding will be a higher overall study cost and a prolonged study period.

San Diego Harbor Deepening (Section 107)

Study Purpose:

Navigation improvements to the existing Federal navigation channel. The San Diego Port District has indicated a need for deepening the existing central bay navigation channel to their 10th Street Terminal facility from -40 feet to -42 feet to meet existing and future shipping requirements. As an initial Port of Call on the West Coast Trade Route, the limited channel depths are restricting access of commercial vessels to San Diego Harbor, and thus increasing shipping costs.



Congressional Interest:	Local Sponsor(s):
Susan Davis –D (CA-53) 4305 University Ave., Suite 515 San Diego, CA 92105 (619) 280-5353 –fax (619) 280-5311 Bob Filner –D (CA-51) 333 F Street, Suite A Chula Vista, CA 91910 (619) 4222-5963 –fax (619) 422-7296	Port of San Diego Mr. Charles (Tony) Heinrichs, P.E. San Diego, CA (619) 725-6026

Study (Projected Construction) Cost:	
Total	\$5,474,000
Federal	\$3,597,100
Non-Federal	\$1,879,900

Federal Study Funding	
Funding through FY05	\$0
FY06 Appropriations	\$0
FY06 Allocations	\$0
FY07 President’s Budget	\$0
FY07 Optimal Funding	\$0
FY07 House	
FY07 Senate	
FY07 Conference	

Milestone/Schedule	

Points of Contact		
Proj. Manager	Dorota Kwiecinski	213.452.4017
Study Manager	Susie Ming	213.452.3789

Status and Other Issues:

Project was awarded to Manson Construction in Sep 2004. Construction commenced on 24 Oct 2004, using a clamshell dredge. The dredged material was transported and placed in a nearshore disposal site offshore of Imperial Beach. The contractor ceased operations on 1 Feb 2005, and has dredged approximately 200,000 cubic meters of sediments from the San Diego Harbor Central Channel. SPL has not accepted the project. The contractor remains on standby until the post-dredge hydrographic survey data is analyzed and a decision is made regarding the need for additional dredging to obtain design dimensions throughout the project area. The decision will be made during the week on 21 Feb 2005.

San Gabriel to Newport (Feasibility) – See Huntington Harbor Dredging (Multipurpose Study)

Study Purpose:

This study will investigate structural measures, to include possible modification the Anaheim Bay’s east jetty, to reduce the shoreline erosion rate and to provide storm damage protection at Surfside Colony. A reduction in the erosion rate at Surfside Colony would equate to a decrease in the Surfside-Sunset Project renourishment frequency, and would result in incidental benefits derived by saving renourishment costs.



Congressional Interest:	Local Sponsor(s):
Dana Rohrabacher –R (CA-46) 101 Main Street, Suite 380 Huntington Beach, CA 92648 (714) 960-6483 John Campbell –R (CA-48) 610 Newport Center Drive, Suite 330 Newport Beach, CA 92660-2412	City of Seal Beach Mr. John Bahorski City Manager Seal Beach, California

Study (Projected Feasibility) Cost:	
Total	\$2,500,000
Federal	\$1,250,000
Non-Federal	\$1,250,000

Federal Study Funding	
Funding through FY05	\$107,000
FY06 Appropriations	\$0
FY06 Allocations	\$0
FY07 President’s Budget	\$0
FY07 Optimal Funding	\$500,000
FY07 House	\$0
FY07 Senate	\$0
FY07 Conference	

Milestone/Schedule	
F4 Completed	Mar 06
AFB	Oct 06
Draft Report	Dec 06
Final Report	Feb 07
DE Notice	Apr 07
Chiefs Report	Jun 07

Points of Contact		
Proj. Manager	Rick Leifield	213.452.4008
Study Manager	Alejandro Hernandez	213.452.3835

Status and Other Issues:

The City of Seal Beach has received assistance from the State of California, under the Public Beach Restoration Program, to cost share the feasibility study. However, the City of Seal Beach has become reticent in pursuing the study as the sole local sponsor. The original intent of this study was to analyze structural measures to decelerate the erosion rate at Surfside Colony, thereby reducing the renourishment frequency for the Surfside-Sunset project. Due to limited availability of local funds, the study evolved to build only the engineering foundation for a larger 2nd entrance channel study for Anaheim Bay, thus it was planned to not proceed with this study beyond the F3 stage.

Although, SPL reflects an optimal funding of \$500,000 in FY06, it is reasonable to assume based upon City of Seal Beach's lack of support, that the study will not be funded in FY06 or the out years. There is a high probability the study will formally terminate in FY06. The State's subsidy will only provide sufficient funds to take the study to the F3 (Baseline Conditions) stage.

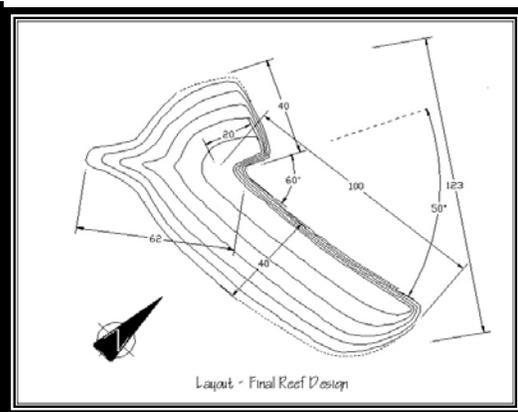
Orange County is concerned that the San Gabriel to Newport Study may result in reanalyzing the economics of the Surfside-Sunset project. Therefore, if the study were to proceed, Orange County has requested the District not undertake a reanalysis of the storm damage benefits unless directed otherwise.

Since it appears additional work for the San Gabriel to Newport study is not forthcoming, the State of California (Department of Boating & Waterways) intends to divert State funds encumbered to subsidize the City of Seal Beach's non-Federal share of cash. The diverted funds would be used to partially cover the local share of the San Clemente Shoreline study cost increase and to fund Orange County to continue in their efforts in developing and pushing forward the Huntington Harbour (Anaheim Bay 2nd Entrance Channel) study.

National Shoreline Erosion Control Development and Demonstration Program, Southern California (Oil Piers, Ventura County) Section 227 (Construction General)

Study Purpose:

The program is an applied research effort by U.S. Army Corps of Engineers, monitored by the U.S. Army Engineer Research and Development Center (ERDC), with the objective to provide state-of-the-art coastal shoreline protection. Its emphasis is on evaluation of innovative or nontraditional approaches to help prevent coastal erosion and to improve shoreline sediment retention. A variety of shore protection devices and methods are being constructed, administered, and evaluated at a number of sites throughout the United States with diverse shoreline morphologies.



Congressional Interest:	Local Sponsor(s):
<p>Lois Capps –D (CA-23) 1411 Marsh Street, Suite 205 San Luis Obispo, CA 93401 (805) 546-8348 –fax (805) 546-9368</p> <p>Elton Gallegly- R (CA-24) 2829 Townsgate Rd., Suite 315 Thousand Oaks, CA 91361-3081 (800) 654-0023 - fax (805) 497-0039</p>	<p>Brian Brennan, Executive Director Beach Erosion Authority for Clean Oceans and Nourishment (BEACON) 501 Poli Street Ventura, CA 93001 (805) 654-7740</p>

Study (Construction) Cost:	
Total	\$7,500,000
Federal	\$6,500,000
Non-Federal	\$1,000,000

Federal S. California Program Funding	
Funding through FY05	\$
FY06 Appropriations	\$0
FY06 Allocations	\$0
FY07 President's Budget	\$0
FY07 Optimal Funding	\$2,500,000
FY07 House	
FY07 Senate	
FY07 Conference	

Milestone/Schedule	
Secure necessary permits and leases in order to move forward with construction	

Points of Contact		
ERDC Program Manager	Bill Curtis	601.634.3040
ERDC Project Manager	Don Ward	601.634.2092
LA Project Manager	Rick Leifield	213.452.4008
LA Study Manager	Heather Schlosser	213.452.3810

Status and Other Issues:

According to the existing authority, the Section 227 Program ended in FY05. Language was embedded in the proposed WRDA bill to extend the program from six to ten years and increase the overall program authorization for appropriation from \$21M to \$31M. In addition, the proposed amendment will allow the Corps of Engineers to fund the removal of any structure constructed under the Section 227 program, if necessary. The proposed program modification would allow an increase in number of innovative projects to be implemented nationwide from 12 to 17.

According to the Energy and Water Appropriations Bill 2006, Conference Report, Section 227 was to receive an allocation of \$2.85M to continue implementation of demonstration projects located at Miami Beach, Florida and Sacred Falls Beach, Hawaii. Although appropriations language is included in the conference Report, Act language that reauthorizes the program or extends its limit in time and funding is not included. The Corps has been given emergency authorization through the end of FY06. The appropriations, however, are slated for the Florida and Hawaii projects.

When and if Section 227 authority is granted, the Corps and BEACON will continue to work with State Lands to obtain a lease for the project, as well as working with the Coastal Commission to obtain a permit for construction.

Solana Beach and Encinitas (Feasibility)

Study Purpose:

This study has a wide scope, which encompasses three different but related problems and needs in a large region, covering over 8 miles of coastline in the Cities of Encinitas and Solana Beach and a coastal lagoon of about 1000 acres (San Elijo Lagoon). As such, it is extremely large and complex.



1. Beach and Bluff Erosion – Much of the coast consists of bluffs, which are subject to wave attack, causing undermining and eventual blufftop collapse, threatening blufftop structures, and creating a serious public safety issue. The study will investigate Federal interest in addressing this problem. Alternatives include Beach Fill, Seawalls and some combination.

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2. Wave Attack and Flooding – In addition, one section of the coastline consist of a narrow strip of beach and sand spit in front of San Elijo Lagoon which supports Hwy 101 and several commercial structures. This area is subject to direct wave attack and flooding during storm events, resulting in structural damages and closure of Hwy 101. The study will investigate Federal interest in addressing this problem.

3 - Habitat Restoration – This component involves restoring and improving the function of habitat within San Elijo Lagoon, which suffers from limited tidal flushing, sedimentation, and excess man-made fresh water inflows. Alternatives are being developed and evaluated, including beneficial re-use of sediment removed from the lagoon by placing it along the adjacent beaches as nourishment.

Congressional/Senate Interest:	Local Sponsor(s):
Senator Barbara Boxer 112 Hart Senate Office Building Washington, D.C. 20510-0505 202-224-3553; f: 202-228-2382	City of Encinitas Mr. Kerry Miller City Manager Encinitas, California City of Solana Beach Mr. David Ott City Manager Solana Beach, California

Study (Projected Feasibility) Cost:	
Total	\$3,685,000
Federal	\$1,842,500
Non-Federal	\$1,842,500

Federal Study Funding	
Funding through FY05	\$1,729,000
FY06 Appropriations	\$375,000
FY06 Allocations	\$375,000
FY07 President's Budget	\$0
FY07 Optimal Funding	\$1,000,000
FY07 House	\$0
FY07 Senate	\$500,000 (PED)
FY07 Conference	

Milestone/Schedule	
Final Report	Nov 06
CWRB	Dec 06
Chiefs Report	Jan 07

Points of Contact		
Proj. Manager	Greg Boghossian	213.452.3982
Study Manager	Susie Ming	213.452.3789

Status and Other Issues:

The study is currently tracking along two separate schedules. The shoreline component of the study is scheduled to complete in FY05 (with the F4 conference held in Oct 2004), and will be ready for WRDA 2005 authorization. The San Elijo Lagoon ecosystem restoration component is scheduled to complete in FY06. To mitigate for upcoming projects, it appears CALTRANS has shown strong interest in undertaking an ecosystem restoration project at San Elijo Lagoon above and beyond what is proposed in the Encinitas & Solana Beach feasibility study. Therefore, there is a chance the ecosystem restoration component of the study may terminate following the completion of the San Elijo Lagoon alternative analysis report. If not, the San Elijo Lagoon component will be ready for WRDA 2006 authorization.

For the shoreline component, the project will entail an initial placement of 1.5 million cy of sand along two shoreline segments each approximately 8000 ft in length with the boundaries of the City of Encinitas and the City of Solana Beach. The project may also include the filling of notches (shallow caves created by wave attack) along the lower bluffs. The beaches would be renourished once every 5 years during a Federal participation period of 50 years. First construction cost is estimated at \$15 million, cost shared 65% Federal and 36% non-Federal. Total estimated project cost is \$44 million (\$15 million for first construction and \$29 million for renourishment). Renourishment activities would be cost shared at 50/50. Benefit to cost ratio currently stands at 1.5.

Due to a death caused by a collapsing coastal bluff at the City of Encinitas in 1998, Senator Boxer has shown interest in undertaking the shoreline/bluff stabilization project since the study's inception in 1999.

Our FY07 Optimal Funding is \$1,000,000, which would be used to complete the San Elijo Lagoon component of the feasibility study and to initiate PED for the shoreline component of the project.

Surfside-Sunset Beach Nourishment (Stage 12)

Study Purpose:



The Surfside-Sunset continuing construction project is located 15 miles south of Los Angeles, along the upper coastline to Orange County, and extends 12.5 miles between Anaheim Bay and the Newport Beach pier. Stages 1 through 11 have been completed, resulting in the construction of the West Newport groin field and the implementation of reoccurring beach replenishment activities at the Surfside-Sunset feeder beach and the beach at Newport Beach. Beach renourishment cycle for this project is typically once every 5 years. The project was authorized under PL 87-874, as recommended by HD 602, and allows for periodic beach nourishment with no time limit. The authorized project stretches 17 miles from the mouth of the San Gabriel River to the entrance to Newport Bay harbor. The project is cost shared at 67% Federal and 33% non-Federal.

Congressional Interest:	Local Sponsor(s):
	State of California Department of Boating and Waterways (PCA & Non-Fed Funds) Orange County (Non-Fed Funds) City of Huntington Beach (Non-Fed Funds) City of Newport Beach (Non-Fed Funds) City of Seal Beach (Non-Fed Funds)

Stage 12 Project Cost:	
Total	\$15,700,000
Federal	\$10,519,000
Non-Federal	\$5,181,000

Federal Stage 12 Study Funding	
Funding through FY05	\$0
FY06 Appropriations	\$0
FY06 Allocations	\$0
FY07 President's Budget	\$0
FY07 Optimal Funding	\$800,000
FY07 House	\$1,200,000
FY07 Senate	\$1,200,000
FY07 Conference	

Milestone/Schedule	

Points of Contact		
Proj. Manager	Rick Leifield	213.452.4008

Status and Other Issues:

In accordance with the 2005 Omnibus Appropriations language, the Secretary of the Army shall not implement policy changes to existing shoreline protection projects without specific authorization from Congress. Therefore, ASA's recent policy that renourishment activities are akin to O&M at 100% non-Federal costs is negated.

Surfside-Sunset is a continuing construction project with authorization for perpetual renourishment, cost-shared at 67% Federal and 33% non-Federal. Perpetual renourishment and the cost sharing split has been challenged by OMB and ASA in the past, and will most likely be challenged in the future.

Sources of offshore sand are dwindling, which will result in an increase in renourishment costs, as sand will need to be imported from further distances.

Reconfiguration of the Anaheim Bay jetties, to possibly include a 2nd navigation channel, would reduce the Surfside-Sunset renourishment frequency from once every 5 years to once every 15 years. The result would be a project savings of \$90 million over a period of 50 years. A 2nd navigation channel for Anaheim Bay is currently being investigated under the Huntington Harbour reconnaissance study.

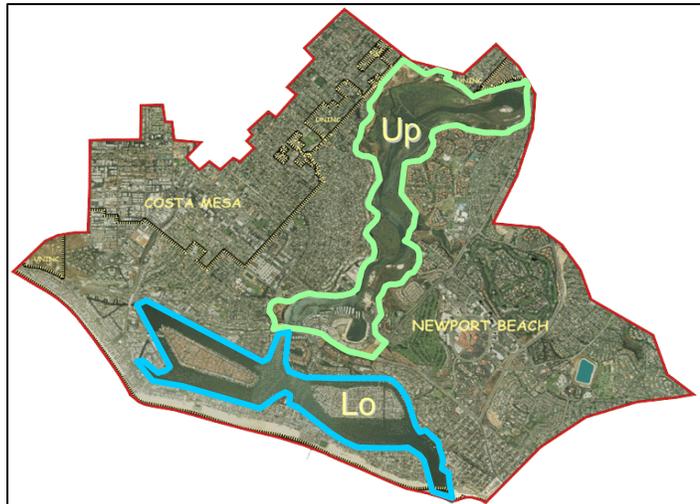
Stage 12 is scheduled to construct in FY07, and would involve the placement of over 2 million cubic yards of sand. However, because of relatively benign coastal storms over the past couple of years, the beach at Surfside Colony is currently in decent condition. Therefore, Stage 12 construction could possibly be delayed by 1 to 2 years. Stage 12 is not in the FY06 budget. Optimal Funding for FY06 is \$800,000 to undertake geotechnical field investigations to identify potential sources of sand for Stage 12 and initiate plans & specs, and will position the District well for construction should harsher coastal storm conditions be experienced next year.

It is believed that the Surfside-Sunset project was not in the FY06 budget because shoreline protection projects are low priority and because Stage 12 would involve issuing a new construction contract.

Upper Newport Bay Ecosystem Restoration

Study Purpose:

Upper Newport Bay is one of the last remaining coastal wetlands in Southern California that continues to play a significant role in providing critical habitat for a variety of migratory waterfowl, shorebirds, and endangered species of birds and plants. Bay sedimentation has significantly increased in the last several decades due to the rapid urbanization of the watershed. As a result, open water areas are disappearing in the Bay, tidal circulation has diminished, and shoaling is occurring within Federal and local navigation channels and slips.



The authorized project entails the following: (1) expanding and deepening the Unit I/III basin and the Unit II basin, with an access channel dredged between the two basins; (2) extending and deepening a grouted stone apron at the mouth of San Diego Creek and at the upper end of the Unit I/III basin; (3) dredging an access channel, located below the Unit II basin and to the Pacific Coast Highway (hereinafter “PCH”) Bridge; (4) removing Skimmer Island (also known as the “kidney shaped” island) occupied by least terns from the Unit I/III basin and reconstructing a new island in the Unit II basin adjacent to the western segment of the salt dike for least terns; (5) restoring habitat for least terns including the creation of side channels around the small least tern island adjacent to the Unit I/III basin (known as the “hotdog” island), and around New Island, Middle Island, and Shellmaker island; (6) capping the small least tern island (i.e. the “hotdog” island) with clean sand; (7) restoring wetlands along Northstar Beach, Shellmaker Island, and along the edge of the upper basin; (8) mudflats in the northeast corner of the uppermost segment would be maintained, and about 100 feet of mudflats would be retained around the shoreline perimeter of the deepened Unit II and Unit I/III basins and New Island; (9) segmenting the main dike above the Unit II basin to decrease potential terrestrial disturbances; (10) restoring eelgrass beds along the southwestern edge of Shellmaker Island; (11) adding education kiosks along Back Bay Drive and near the Interpretive Center; (12) prohibiting the use of Shellmaker Island as a construction equipment staging area; and (13) conducting post-construction environmental monitoring for sediment loads and flora and fauna in habitat areas. Approximately 2.3 million CY of material will be dredged, of which 2 million CY will be placed at the LA-3 ocean disposal site.

The Upper Newport Bay restoration project will allow for the effective management of sediments deposited into the bay; reduce the frequency of maintenance dredging; improve or restore estuarine habitats; sustain a mix of open water, mudflat and marsh habitat; increase tidal circulation for water quality; reduce predator access to sensitive habitats; improve public use and recreational access; and improve educational opportunities.

Congressional Interest:	Local Sponsor(s):
	County of Orange (PCA signatory party)
	California Department of Fish & Game (PCA signatory party)
	California Coastal Conservancy (Non-Federal funding source)

Study (Projected Feasibility) Cost:	
Total	\$39,200,000
Federal	\$25,500,000
Non-Federal	\$13,700,000

Milestone/Schedule	

Federal Study Funding	
Funding through FY04	\$1,616,000
FY05 Appropriations	\$1,000,000
FY05 Allocations	\$889,000
FY06 President's Budget	\$0
FY06 Optimal Funding	\$13,000,000
FY06 House	\$5,000,000
FY06 Senate	\$5,000,000
FY06 Conference	

Points of Contact		
Proj. Manager	Rick Leifield	213.452.4008
Study Manager	Jane Grandon	213.452.3677

Status and Other Issues:

Orange County and the California Department of Fish & Game will act as the non-Federal Sponsors, with the California Coastal Conservancy providing grants in an amount of \$13,000,000 to Orange County to fund the non-Federal cash requirement for the project.

Approximately 2 million cubic yards of dredged material will be placed at the LA-3 Ocean Disposal Site. The Ocean Disposal Site was closed in January 2003, however the ROD was signed prior to the closure date, therefore the Upper Newport Bay project will be allowed dispose its initial construction dredged material at LA-3.

The first phase of physically constructing the ecosystem restoration project commenced on 6 April 2006. Phase I consists of habitat restoration of the upper bay and will be predominantly financed with non-federal funds (granted by the California Coastal Conservancy to the County of Orange). The remaining phases will include the dredging of large capacity sediment basins within the upper bay, to capture sediment discharged from San Diego Creek. When complete, the total project (to include design, construction, and management) is estimated to cost \$39 Million with the overall project costs shared between the U.S. Army Corps of Engineers at 65%, and the state and local agencies at 35%.

The Corps of Engineers' construction contractor, DD_M Crane & Rigging mobilized its marine construction equipment to undertake dredge operations within the access channel nearby Dover Shores. It is expected to complete Phase I construction by June 2007.

Once the project is constructed, operations and maintenance will occur within Upper Newport Bay once every 21 years at 100% non-Federal cost.

Ventura Sand Bypass and Beneficial Reuse (Feasibility)

Study Purpose:

Navigation study to assess the viability to implement a sand bypassing system within the sand trap adjacent to the north jetty. A fixed sand bypass system would supplement the existing Federal maintenance dredging at Ventura Harbor, by reducing the dredge frequency and quantity. Additionally, study is investigating the potential regional reuse of the bypassed sediments for erosional beaches within Ventura County.



Congressional Interest:	Local Sponsor(s):
Lois Capps –D (CA-23) 1411 Marsh Street, Suite 205 San Luis Obispo, CA 93401 (805) 546-8348 –fax (805) 546-9368	Ventura Port District and City of San Buenaventura Mr. Richard Parsons 2271 Los Encinos Drive Ojai, CA 93023 (805) 649-9759

Study (Projected Feasibility) Cost:	
Total	\$1,960,620
Federal	\$980,310
Non-Federal	\$980,310

Federal Study Funding	
Funding through FY05	\$877,000
FY06 Appropriations	\$0
FY06 Allocations	\$0
FY07 President's Budget	\$0
FY07 Optimal Funding	\$0

Milestone/Schedule	
F4	July 06

Points of Contact		
Proj. Manager	Se-Yao Hsu	213.452.4016
Study Manager	Heather Schlosser	213.452.3810

Status and Other Issues:

It has been decided by the sponsor, as well as concurrence from the Corps, to end the study at the F4 level. The high-cost and technical feasibility issues of the sand bypass system led to the decision to terminate the study.

Study will conclude that a fixed sand bypass system for Ventura Harbor will not be economically advantageous over the existing maintenance dredging practice. Therefore the bypass component of the study will terminate in FY05, but the sediment management plans for Ventura Harbor area will continue to completion in FY06. Program funds for FY06 are not required. Local sponsor concurs with this course of action