LOS ANGELES DISTRICT
COASTAL PLANNING
GENERAL INVESTIGATIONS PROGRAM

Coastal Sediments Management Workgroup
April 2004

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1. 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 EEC grass habitat, marine and salt marsh habitats, and associated destruction of habitat for threatened and endangered species, and degradation of water quality.

Local Sponsor:
County of San Luis Obispo and
Morro Bay National Estuary Program
Mr. Mike Multari
601 Embarcadero, Suite 11
Morro Bay CA 93442
(805) 772-3834

Other Local Interest(s):
City of Morro Bay
Mr. Rick Algert - Harbor Director
1275 Embarcadero
Morro Bay, CA 93442
(805) 772-6259

Study (Feasibility) Cost:

Total	$2,400,000
Federal	$1,200,000
Non-Federal	$1,200,000

Federal Study (Feasibility) Funding:

FY04 Appropriation	$250,000
FY04 Allocation	$157,000
FY05 President's Budget:	$
FY05 Capability:	$300,000
FY05 House	$

Status and Other Issues:

Baseline (F3) Conditions conference was waived by SPD in July 03. FY03 funds were used to complete Baseline, future without project conditions and initiate Plan Formulation. FY04 funds will be used to complete Plan Formulation. Currently, SPL is in negotiations with the local sponsor regarding expanding the scope of the study to include evaluation of sediment capture projects in the Los Osos and Chorro Creek watersheds. An amended PMP is scheduled for completion by end of April. Local sponsor will approve modified PMP early May. Execute an amended FCSA end of May 04.

Lead Planner: Robert Blasberg, x3836

2. Ventura & Santa Barbara County Shoreline (Feasibility) - Carpinteria

Carpinteria Shoreline (January 2003)

Study Purpose: This study is investigating shoreline protection and coastal storm damage reduction at the City of Carpinteria.

Local Sponsor:
City of Carpinteria
Mr. Matthew Roberts
Director, Parks and Recreation
5775 Carpinteria Avenue
Carpinteria, CA 93013
(805) 684-5405 ext 449

Study Feasibility Cost:

Total	$2,200,000
Federal	$1,100,000
Non-Federal	$1,100,000

Status and Other Issues:

Issues: The Carpinteria component of this study was embedded in the original Ventura and Santa Barbara County Shoreline Reconnaissance Report (1997). The 1997 Reconnaissance report recommended proceeding forth with a feasibility level study at Carpinteria. However, at the time of the recommendation, the City of Carpinteria did not have the resources to cost share a feasibility study with the Corps of Engineers. It was only until recently through the State's Public Beach Restoration Program that the City was able to secure funding to cost share a feasibility level study initially under the Continuing Authorities Program. Based upon the scope of the study, SPD had recently recommended that SPL shift the Carpinteria study effort back to the GI program. Using the Ventura and Santa Barbara County

Shoreline study authority and program account, HQUSACE approved in June 2003, the 905(b) Analysis Report for the Carpinteria Shoreline Study.

Status: The FCSA was executed in June 2003 and the public scoping meeting was held in Sep 2003. FY04 funds are being used to initiate field studies. However, Coastal Engineering Section prefers to perform the field studies during winter conditions. Coordination with the City, Coastal Engineering Section and Coastal Studies Group is in process regarding the in-kind services for the City to perform portion of the field studies. Economics group will be establishing with out project conditions for Carpinteria.

Lead Planner: Alex Bantigue, x3837

3. <u>Ventura & Santa Barbara County Shoreline (Reconnaissance) - Coast of California Storm & Tidal Wave Studies (CCSTWS)</u>

<u>Study Purpose</u>: This study evaluates the coastal processes for Ventura and Santa Barbara Counties (Coast of California Storm and Tidal Wave Study-CCSTWS).

<u>Local Sponsor:</u>
Beach Erosion Authority for Clean Oceans and Nourishment (BEACON)
Mr. Brian Brennan
Executive Director
Santa Barbara, Ca 93101

<u>Study Feasibility Cost</u>:

Total	$2,780,000
Federal	$1,390,000
Non-Federal	$1,390,000

Status and Other Issues:

Using the Ventura and Santa Barbara County Shoreline study authority and program account, HQUSACE approved in December 2003 SPL's 905(b) Analysis Report to undertake a CCSTWS for Ventura and Santa Barbara Counties. The PMP have been prepared through negotiations with BEACON, Scripps, and the Coastal Engineering Section and is being routed for Corps approval. The PMP and FCSA are be executed by April 2004.

Lead Planner: Susie Ming, x3825

4. Ventura Sand Bypass (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.

Local Sponsor:
Ventura Port District and
City of San Buenaventura
Mr. Richard Parsons
2271 Los Encinos Drive
Ojai, CA 93023
(805) 649-9759

Study (Feasibility) Cost:

Total	$1,960,620
Federal	$ 980,310
Non-Federal	$ 980,310

Federal Study (Feasibility) Funding:

FY04 Appropriation	$121,000
FY04 Allocation	$ 78,000
FY05 President's Budget:	$
FY05 Capability:	$300,000
FY05 House:	$
FY05 Senate:	$

Status and Other Issues:

Baseline (F3) conditions conference is scheduled for May 04. The F3 report has been sent to the ITR team. Baseline circulation modeling complete. Least term monitoring program (2 years) completed. EIS scope of work is being negotiated with A/E contractor. FY04 funds were used to complete the draft baseline conditions report. FY05 funds will be used to complete Detailed Alternative Analysis report. Local sponsor desires to minimize annual study expenditures to permit continuous fiscal year budgeting of local funds.

Lead Planner: Heather Sumerell, x3810

5. Port Hueneme Deepening (Section 107 - Construction)

Project 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.

Local Sponsor:

Oxnard Harbor District
Mr. William Buenger
Executive Director
333 Ponoma Street
Port Hueneme, CA 93044-0608
(805) 488-3677

Project (Construction) Cost:

Total	$4,300,000
Federal	$3,320,000
Non-Federal	$1,100,000

Federal Project (Construction) Funding:

FY04 Appropriation	$0
FY04 Allocation	$0
FY05 President's Budget:	$0
FY05 Capability:	$0

Status and Other Issues:

Two areas (Approach Channel and Turning Basin) within the proposed dredged footprint contain small volumes of 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 have been tentatively slated for transport and disposal at the Port of Long Beach's Pier J Expansion Site. A preliminary evaluation by Coastal Engineering reveals that the contaminated area in the turning basin may not need to be dredged. However, additional information and analysis is required by Coastal Engineering to confirm this assumption. The District is in the process of resolving issues of contaminated sediments in coordination with the Local Sponsor, U.S. Navy, DTSC, EPA, RWQCB, CCC and the Port of Long Beach. Assuming the issues regarding the contaminated dredged sediments are resolved in a very short manner, construction of the deepening project is tentatively scheduled to initiate in September 2004. FY04 funds will be used to initiate construction of the project. Issues with DTSC have been resolved. Working with RWQCB for 401 certification of the materials to be placed on the beach. Coordination is ongoing with Port of Long Beach to locate suitable disposal area for contaminated sediments. Currently working to complete supplemental EA. Project still scheduled for construction start September 04.

Lead Planner: Robert Blasberg, x3836

6. Marina del Rey and Ballona Creek (Feasibility)

Study Purpose: Provide navigation improvements to the existing Federal navigation features in order to reduce the shoaling rates within Marina del Rey harbor's navigation channels. Investigation included development of a Dredged Material Management Plan and the development of Sediment and Trash & Debris Control Plans.

Local Sponsor:
Department of Beaches and Harbors - Los Angeles County
Mr. Stan Wisniewski - Director

Department of Public Works
Mr. James Noyes, Director
Rod Kubomoto
900 s. Fremont Ave.
Alhambra, CA 91803

Mr. Joseph Chesler
13837 Fiji Way
Marina del Rey, CA 90292
(310) 305-9533

Study (Feasibility) Cost:

Total	$5,300,000
Federal	$2,650,000
Non-Federal	$2,650,000

Federal Study (Feasibility) Funding:

FY04 Appropriation	$150,000
FY04 Allocation	$ 8,000
FY05 President's Budget:	$ 175,000
FY05 Capability:	$ 600,000
FY05 House:	$
FY05 Senate:	$

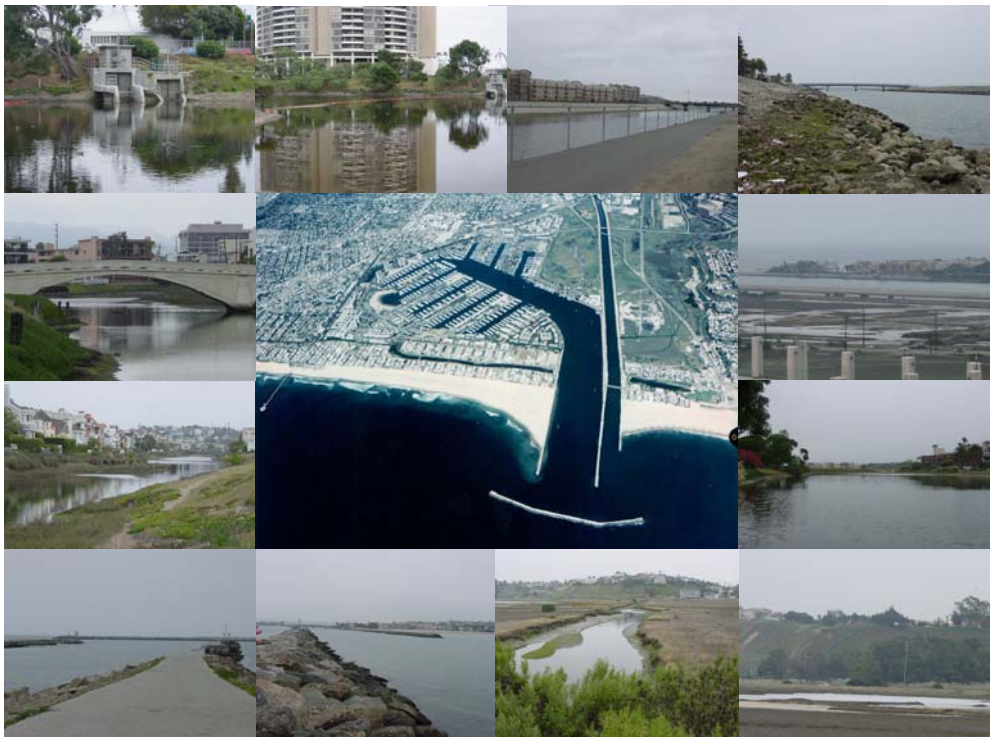
Status and Other Issues:

Sediment Control Management Plan F4 evaluated three alternatives in detail: In-stream sediment basin, reconfiguration of the Ballona Creek jetties and a combination of the two. Jetty reconfiguration is the recommended plan. Tracking analysis of contaminants was performed to confirm no significant water quality impacts to adjacent beaches with the reconfiguration plan. Propose to optimize jetty reconfiguration during PED. Heal the Bay has voiced strong opposition to the reconfiguration alternative. A briefing to the Santa Monica Bay Restoration Commission (SMRBC) was held to solicit additional opinions from the stakeholder community. Corps has received a recommendation letter from the SMBRC. The sponsor has withdrawn support for the jetty extension alternative due to stakeholder opposition. A meeting will be held with the sponsor to determine the next step. The AFB has been delayed until this issue is resolved. FY03 funds were used to complete the Draft Sediment Control Plan (SCP) Report. FY04 funds will be used to finalize the SCP report and initiate the Trash & Debris study. The Trash & Debris Management Plan Project Management Plan is being negotiated with the sponsor.

An amendment to the FCSA has been prepared to change the sponsor cost share allocation to a 100% in-kind share in lieu of cash and to increase the study cost to $5.7 million to complete the Trash and Debris study. Corps is awaiting signed FCSA amendment from County.

Lead Planner: Kathleen Anderson, x3829

7. Lower Ballona Creek Watershed (Reconnaissance)



Study Purpose: Ecosystem restoration of the Lower Ballona Creek Watershed and development of a quasi-watershed management plan to manage resources of stakeholders desiring to enhance or restore wetland parcels within the lower watershed.

Local Sponsor's:

There are six Letters of Intent from local sponsors. Below are POC's for each sponsor:

Mr. Joseph Chesler
Los Angeles County Department of Beaches and Harbors
13837 Fiji Way
Marina del Rey, CA 90292
(310) 305-9533

Mr. Steven Ross
Los Angeles County Department of Public Works Watershed Management Division
PO Box 1460
Alhambra, CA. 91802-1460
(626) 458-4316

Mr. David McNeil
Baldwin Hills Conservancy
6133 Bristol Pkwy, Suite 301

Culver City, CA. 90230
(310) 641-3497
Mr. Morad Sedrak
City of Los Angeles Watershed Protection Division
2714 Media Center Dr.
Los Angeles, CA 90065
(323) 342-1577

Dr. Guangyu Wang
Santa Monica Restoration Commission
320 W. 4th Street 2nd Floor
Los Angeles, CA. 90013
(213) 576-6639

Mr. Chuck Arnold
Santa Monica Mountains Conservancy
5750 Ramirez Canyon Rd.
Malibu, CA. 90265
(323) 221-8900 ex.183

Study (Feasibility) Cost:

Total	$3,200,000
Federal	$1,600,000
Non-Federal	$1,600,000

Federal Study (Feasibility) Funding:

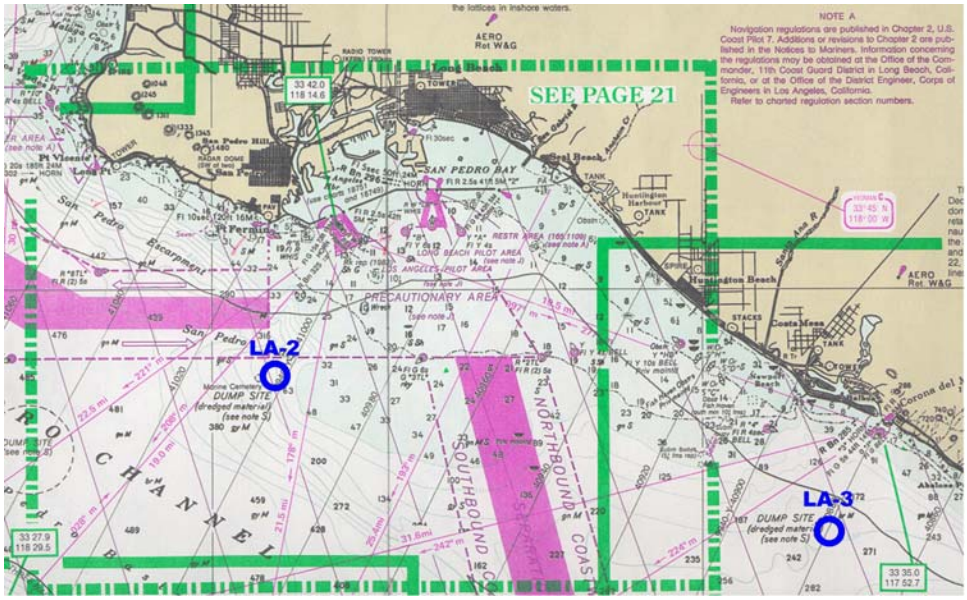
FY04 Appropriation	$250,000
FY04 Allocation	$148,000
FY05 President's Budget:	$ 0
FY05 Capability:	$800,000
FY05 House:	$
FY05 Senate:	$

Status and Other Issues:

The 905(b) Report was submitted and approved by headquarters in December 2003. The Draft PMP is currently being formulated in close consultation with Sponsors and the Coastal Conservancy. FY04 funds are being used to complete the PMP and negotiate the FCSA. The FCSA completion is projected by end of September 2004.

Lead Planner: Kathleen Anderson, x3829
Co-Planner: MaLisa Martin, x3828

8. 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.

Local Sponsor:
County of Orange
Susan Brodeur
300 N. Flower St.
Santa Ana, California 92703
(714) 489 -9473

City of Newport Beach
Tom Rossmiller

Study (Feasibility) Cost:

Total	$2,500,000
Federal	$2,500,000
Non-Federal	$ 0

Federal Study (Feasibility) Funding:

FY04 Appropriation	$ 0
FY04 Allocation	$ 26,000
FY05 President's Budget:	$ 0
FY05 Capability:	$ 200,000
FY05 House:	$ 0
FY05 Senate:	$ 0

Status and Other Issues:

Temporary designation of the LA-3 ocean disposal site expired on January 1, 03. Upper Newport Bay first construction 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. No major issues were identified. USEPA conducted public scoping meetings in July 2003. A draft EIS is due to be completed in May 04 and Final in Sep 04. A Coastal Consistency Determination will be necessary at the final draft stage. A final proposed rule is projected to be completed by March 05. Have used FY03 funds to complete the ZSF and continue preparing the EIS. Carried over sufficient FY03 funds into FY04 to finalize the EIS.

FY05 Capability of $200,000 is for coordination- activities with USEPA and other stakeholders to designate the LA-3 Site in FY05.

Lead Planner: Kathleen Anderson, x3829

9. Peninsula Beach Shoreline (Feasibility)

Study Purpose: The purpose of this study is to investigate shoreline protection and coastal storm damage reduction opportunities at the Peninsula Beach, Long Beach, CA.

Local Sponsor:
City of Long Beach
Mr. Dennis Eschen
Director, Parks and Recreation & Marine
Long Beach, California

Study (Feasibility) Cost:

Total	$ 820,000
Federal	$ 410,000
Non-Federal	$ 410,000

Federal Study (Feasibility) Funding:

FY04 Appropriation	$ 0
FY04 Allocation	$ 0
FY05 President's Budget:	$ 0
FY05 Capability:	$ **307,000**
FY05 House:	$
FY05 Senate:	$

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. Funds to continue the Peninsula Beach study are not in the President's or Congressional budget for FY04. FY04 funds could be used to continue with the feasibility study.

Lead Planner: Alejandro Hernandez, x3835

10. <u>Huntington Beach Blufftop (Feasibility)</u>

<u>Study Purpose</u>: 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.

<u>Local Sponsor</u>:
City of Huntington Beach
Mr. Dave Webb
City Engineer
Huntington Beach, California

<u>Study (Feasibility) Cost</u>:

Total	$1,000,000
Federal	$ 500,000
Non-Federal	$ 500,000

<u>Federal Study (Feasibility) Funding</u>:

FY04 Appropriation	$ 0
FY04 Allocation	$ 0
FY05 President's Budget:	$ 0
FY05 Capability:	$ 300,000
FY05 House:	$ 0
FY05 Senate:	$ 0

Status and Other Issues:

Based on the current erosion rate of the bluffs and the economic damages computed under future without project conditions, there had appeared to be no Federal interest in implementing protective and stabilization measures at the bluffs. However, based upon discussions at the F3 Conference held in Aug 2003, there may be an opportunity to revise the economic assessment to take into account the cost to the local sponsor for constructing a stabilizing seawall or the purchase of replacement parkland. The baseline conditions report and economic analysis will be revised to reflect these new potential costs. The State of California (Department of Boating & Waterways) is contributing funds to subsidize the local share of the study cost. The City and State Department of Boating and Waterways are interested in investigating potential solutions to arrest the eroding bluffs. Plan Formulation workshop was held March 03. Currently updating baseline econ analysis and developing preliminary alternatives and cost estimates.

FY05 Capability of $300,000 is for completing the study and initiating PED.

Lead Planner: Robert Blasberg, x3836

11. <u>Solana Beach and Encinitas (Feasibility)</u>

<u>Study Purpose</u>: 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.

2. Wave Attack and Flooding – In addition, one section of the coastline consist of a narrow strip of beach and a 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 – The third component of the study 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.

Local Sponsor:
City of Encinitias
Mr. Kerry Miller
City Manager
Encinitas, California

City of Solana Beach
Mr. Barry Johnson
City Manager
Solana Beach, California

Study (Feasibility) Cost:

Total	$3,685,000
Federal	$1,842,500
Non-Federal	$1,842,500

Federal Study (Feasibility) Funding:

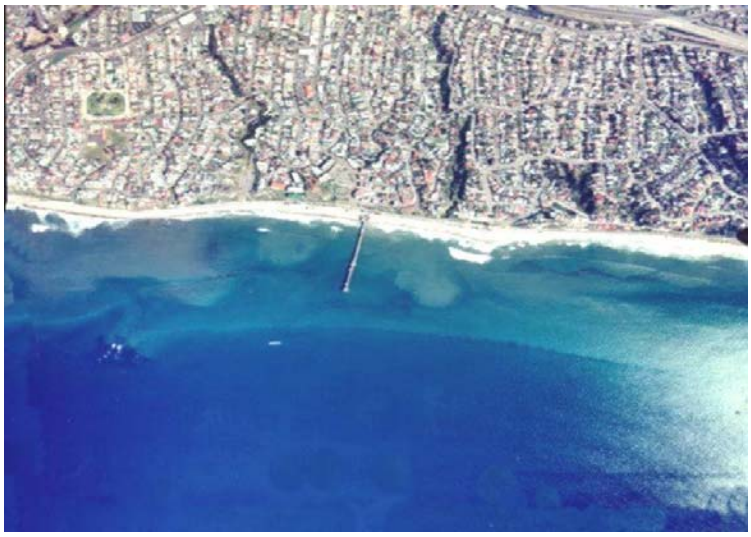
FY04 Appropriation	$900,000
FY04 Allocation	$585,000
FY05 President's Budget:	$
FY05 Capability:	$700,000
FY05 House:	$
FY05 Senate:	$

Status and Other Issues:

The F3 conference was held in July 2003. The main issues discussed at the F3 conference included: 1) Future without Project assumptions regarding the permitting and construction of coastal protection structures by individual homeowners to protect their property, and 2) the bluff erosion prediction model and results, reach by reach. FY04 funds will be used to complete the detailed alternative analysis report and the draft/final report. This study is a WRDA 2004 candidate, assuming contingent authorization is permitted.

Lead Planner: Bruce Williams, x3818

12. <u>San Clemente Shoreline</u> <u>(Feasibility)</u>



<u>Study Purpose</u>: This study is investigating alternatives to provide shoreline protection to San Clemente and the adjacent rail lines. 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.

<u>Local Sponsor</u>:
City of San Clemente
Mr. Bill Humphreys
San Clemente, California

<u>Study (Feasibility) Cost</u>:

Total	$1,700,000
Federal	$ 850,000
Non-Federal	$ 850,000

<u>Federal Study (Feasibility) Funding</u>:

FY04 Appropriation	$150,000
FY04 Allocation	$ 97,000
FY05 President's Budget:	$ 178,000
FY05 Capability:	$ 400,**000**
FY05 House:	$
FY05 Senate:	$

Status and Other Issues:

FY03 funds would be used to continue with study efforts. An F3 baseline conference is scheduled for Apr 04. Team members need additional funds to complete their assigned tasks. This project is behind schedule. Currently defining without project conditions.

Geotechnical has found borrow pits within –25 to –50 MLLW at the mouth of Santa Margarita River. They will proceed with writing their appendix once they receive money.

Economic is 75% complete on their write-up but is waiting on coastal input.

Coastal engineer is 60% complete and needs additional funds to complete their appendix.

Plan Formulation is defining the without project condition.

FY05 Capability of $400,000 is for completing the study and initiating PED.

Lead Planner: Regina Blasberg, x3801 and Priscilla Perry, x3831

13. <u>San Diego County Shoreline – Oceanside (Feasibility)</u>

<u>Study Purpose</u>: This study is assessing the impacts of the Federal navigation features at Oceanside/Camp Pendleton harbor to the shoreline recession problem currently experienced at the City of Oceanside. The study will also develop alternatives to provide storm damage protection to residential and commercial properties along Oceanside's shoreline.

<u>Local Sponsor</u>:
City of Oceanside
Mr. Don Hadley
Oceanside, California

<u>Study (Feasibility) Cost</u>:

Total	$1,900,000
Federal	$1,900,000
Non-Federal	$ 0

<u>Federal Study (Feasibility) Funding</u>:

FY04 Appropriation	$200,000
FY04 Allocation	$132,000
FY05 President's Budget:	$0
FY05 Capability:	$7**00,000**
FY05 House:	$
FY05 Senate:	$

Status and Other Issues:

1. This study is being funded at 100% Federal cost.

2. F2 meeting scheduled for June 11, 2003 at Oceanside, Ca.

3. Presentation on the shoreline modeling was given by Coastal Frontier late July 2003.

4. Coastal Frontiers / University of Florida are getting closer to finalizing the shoreline model. Latest update from the modeling team on Friday, October 31st, indicated that the shoreline was now being accurately modeled, but there was some ambiguity regarding the overtopping numbers (which directly impact the damage estimates). Dr. Bill McDougal was going to perform additional computer runs this past weekend to verify the overtopping information. However, he had a computer crash during this weekend process.

5. We are hoping that McDougal will be able to finalize the computer runs this week. If the overtopping numbers turn out to be of the correct magnitude, then the modeling will go into "production mode", and overtopping and damage numbers can start to be provided to the economists.

6. Milestones are as follows:

FEASIBILITY STUDY MILESTONE SCHEDULE

DESCRIPTION	DATE
F1- INITIATE STUDY	May 2002
F2 – PUBLIC WORKSHOP	June 2003
F3 – BASELINE CONFERENCE	?
F4 - PRE-DRAFT REPORT CONFERENCE	May 2004
AFB – ALTERNATIVE FORMULATION BRIEFING (or FRC)	August 2004
F5 – DRAFT REPORT	September 2004
F6 – INITIATE PUBLIC REVIEW	September 2004
F7 – FINAL PUBLIC MEETING	October 2004
F8 – FINAL REPORT TO SPD	November 2004
F9 – DIVISION ENGINEERS NOTICE	December 2004
SUBMIT FINAL REPORT TO HQ	December 2004
FINAL CHIEFS REPORT	March 2005
ASA REPORT TO CONGRESS	May 2005

Lead Planner: Priscilla Perry, x3831

14. <u>San Gabriel to Newport (Feasibility)</u>

<u>Study Purpose</u>: 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.

<u>Local Sponsor</u>:
City of Seal Beach
Mr. John Bahorski
City Manager
Seal Beach, California

<u>Study (Feasibility) Cost</u>:

Total	$2,500,000
Federal	$1,250,000
Non-Federal	$1,250,000

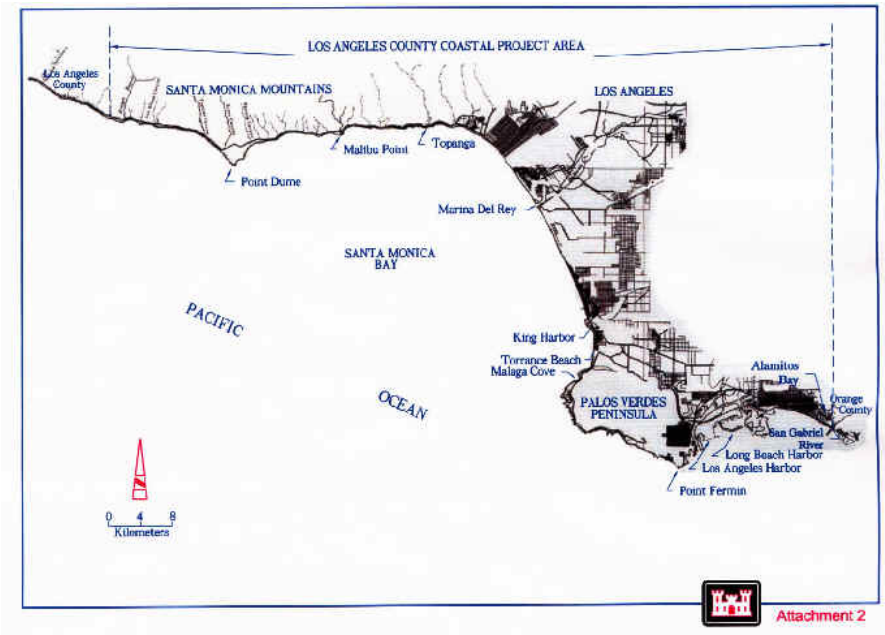
Status and Other Issues:

The City of Seal Beach is receiving assistance from the State of California, under the Public Beach Restoration Program, to cost share the feasibility study. However, the State subsidy will only provide sufficient funds to take the study to the F3 (Baseline Conditions) stage. Unless the City is able to secure additional funds, there is a high probability the study will terminate at the F3. Orange County is concerned that the San Gabriel to Newport Study may result in reanalyzing the economics of the Surfside-Sunset project, and has requested the District not undertake a reanalysis unless directed otherwise. No funds are in the FY04 President or Congressional budgets. There is a high probability this study will remain idle through FY04.

FY05 Capability of $500,000 is for developing baseline conditions report.

Lead Planner: Susie Ming, x3825

15. Coast of California Storm & Tidal Wave Study – 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 efforts, culminating in developing sediment budgets, predicting future shoreline changes, and developing a sand management plan for Los Angeles County.

Local Sponsor:
Department of Public Works – Los Angeles County
Mr. James Noise - Director
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

Study (Feasibility) Cost:

Total	$5,246,000
Federal	$2,623,000
Non-Federal	$2,623,000

Status and Other Issues:

This study has been undertaken with the collaboration of Scripps, UC Berkley, Los Angeles County Department of Public Works, Los Angeles County Department of Beaches & Harbors, and the State of California Department of Boating & Waterways. A 400 transect beach/nearshore baseline survey, along with a SHOALS survey, was completed in July 02. Baseline survey data has been received and is currently being processed. FY03 funds were used to conduct the Spring survey completed in June 03 and to continue processing wave and beach profile data. FY04 funds are being used to conduct additional seasonal surveys (Fall 03 and Spring 04) and to commence the coastal processes analysis. FY 05 funds will be used to complete the CCSTWS beach/nearshore survey program and to continue the coastal processes analysis.

Lead Planner: Susie Ming, 3825

16. 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 tool box of disposal alternatives that may include the designation of a regional multi-user disposal site for contaminated dredged material.

Local Sponsor(s):
Department of Beaches and Harbors - Los Angeles County
Mr. Stan Wisniewski - Director

Port of Los Angeles
Mr. John Foxworthy

City of Long Beach
Mr. Dennis Eschen

Study (Feasibility) Cost:

Total	$4,000,000
Federal	$2,000,000
Non-Federal	$2,000,000

<u>Federal Study (Feasibility) Funding</u>:

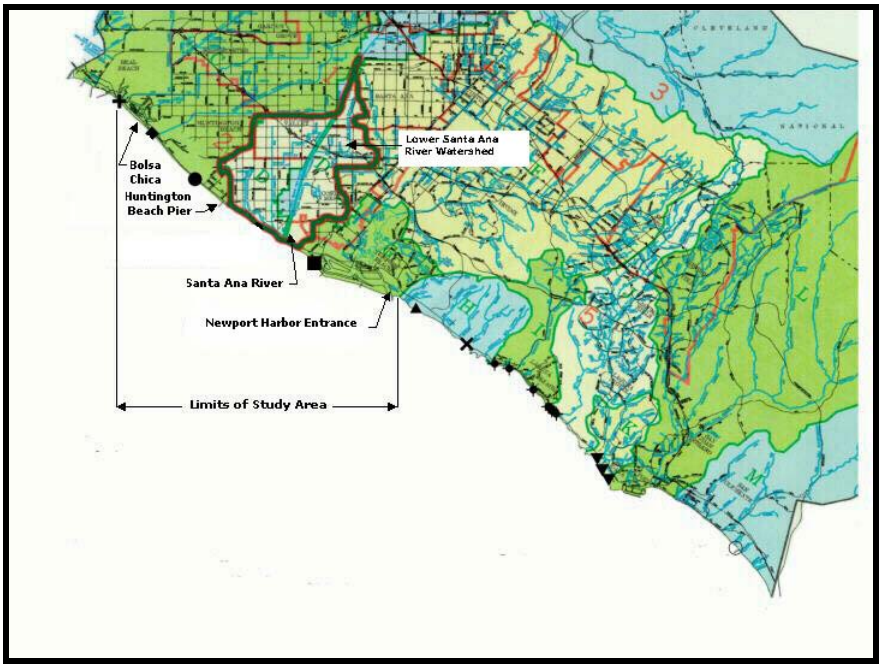
FY04 Appropriation	$400,000
FY04 Allocation	$260,000
FY05 President's Budget:	$629,000
FY05 Capability:	$8**00,000**
FY05 House:	$
FY05 Senate:	$

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. FY03 funds were used to initiate the feasibility study and to develop the baseline conditions report (F3). FY04 funds will be used to complete the F3 and commence the alternative analysis report and EIS. A NEPA public scoping meeting for this study was held February 26, 2003. The F3 report is due to be completed in June 04. FY05 funds will be necessary to complete the F4. Operations is requesting funding for FY05 for the dredging of the Marina del Rey entrance channel and implementation of a pilot study for the treatment/storage/recovery facility to process contaminated sediment dredged from the channel. Results from this study will be intergraded into DMMP alternatives analysis.

Lead Planner: Kathleen Anderson, x3829

17. <u>Orange County Shoreline – Lower Santa Ana River Watershed (Feasibility)</u>



<u>Study Purpose</u>: 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, and ecosystem restoration of existing wetland parcels.

<u>Local Sponsor(s)</u>:
Orange County Sanitation District
Mr. Robert P. Ghirelli, Director
Fountain Valley, CA
(714) 593-7400

<u>Study (Feasibility) Cost</u>:

Total	$6,800,000
Federal	$3,400,000
Non-Federal	$3,400,000

<u>Federal Study (Feasibility) Funding</u>:

FY04 Appropriation	$ 100,000
FY04 Allocation	$ 65,000
FY05 President's Budget:	$
FY05 Capability:	$1,2**00,000**
FY05 House:	**$**
FY05 Senate:	$

Status and Other Issues:

1. FCSA signed on Sep 17, 2003.

2. $100,000 received in budget, but have the capability of $600,000. After S/S, we have approximately $66,000 to initial feasibility phase. Completed partial review with funds.

3. Although there is great interest from the public on the subject project, I am told from PM that the funds just aren't there to make it to the F2 in September. Unless, additional funds appear we have to suspend our work on the project at this time.

4. FY05 Capability is $1.2 million to continue with feasibility study to include data gathering and development of nested circulation and water quality on mathematical models.

Lead Planner: Priscilla Perry, x3831

18. <u>Imperial Beach – Silver Strand Shoreline (GRR)</u>

<u>Study Purpose:</u> Provide storm damage protection and reduction to the residences at Imperial Beach. .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.

<u>Local Sponsor(s)</u>:
City of Imperial Beach
Mr. Greg Wade
Director, Community Planning
Imperial Beach, CA

<u>Project (PED) Cost</u>:

Total	$2,000,000
Federal	$1,500,000
Non-Federal	$ 500,000

<u>Federal Study (PED) Funding</u>:

FY04 Appropriation	$300,000
FY04 Allocation	$634,000
FY05 President's Budget:	$
FY05 Capability:	$ 1,2**00,000**
FY05 House:	$
FY05 Senate:	$

Status and Other Issues:

Chief's report signed December 30, 2003. House WRDA 03 bill includes language that authorizes the Imperial Beach project. PMP for PED completed, PED agreement executed in Aug 2003.

PED initiated. Tech Review meeting conducted Jan 04, currently investigating the suitability of the offshore borrow areas. On schedule for construction in Sep 05.

Lead Planner: Robert Blasberg, x3836

19. <u>San Diego Harbor Deepening (Section 107)</u>

<u>Project Purpose:</u> 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.

<u>Local Sponsor(s)</u>:
Port of San Diego
Mr. Charles (Tony) Heinrichs, P.E.
San Diego, CA
(619) 725-6026

<u>Project (Construction) Cost</u>:

Total	$5,260,000
Federal	$3,460,800
Non-Federal	$1,799,200

Federal Project (Construction) Funding

FY04 Appropriation	$0
FY04 Allocation	$750,000
FY05 President's Budget:	$ 0
FY05 Capability:	$

Status and Other Issues:

1. Notice of Determination on EIR (CEQA) is complete. Sponsor filed it on May 21, 2003.
2. Final Feasibility Report sent to SPD for review Sep 2003. Received minor comments. Transmitted responses
3. Nov 2003. ROD signed February 17, 2004.
4. Environmental 401-certificate letter sent to water Board November 5, 2003.
5. Received funds for Plans&Spec Feb 2004. See Schedule below.

The implementation schedule for the Project is presented in Table 7-2.

TABLE 7-2
MILESTONES FOR IMPLEMENTATION OF RECOMMENDED PLAN

Description	SCHEDULE
Complete Feasibility Report	Sep 2003
Final EIS/EIR Signed	Oct 2003
Record of Decision Approved	Feb 17, 2004
Initiate Plans and Specifications	Feb 2004
Execute Project Cooperation Agreement (PCA)	May 2004
Complete Plans and Specifications	June 2004
Advertise Project	Jul 2004
Award Construction/Dredging (Navigation Channel)	Sep 2004
Initiate Construction/Dredging (Navigation Channel)	Sep 2004
Complete Construction/Dredging (Navigation Channel)	Feb 2005

3. PCA Negotiations. PCA negotiations will start Jan 2004.

4. Funds. Port Commissioners (Board) Resolution 2003-77 approved the sponsor funds for construction. Money available July 2004.

Lead Planner: Priscilla Perry, x3831

20. <u>California Coastal Sediments Master Plan (Reconnaissance)</u>

<u>Study Purpose:</u> The 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. Additionally, the study will evaluate Federal interest in reducing damage associated with shoreline erosion and coastal storms; increasing natural sediment supply to the coast; restoring and preserving beaches; improving water quality along coastal beaches; restoring and preserving ecological systems; beneficially using material dredged from ports and harbors and other opportunistic sediment sources.

<u>Local Sponsor</u>:
California Department of Boating and Waterways
Mr. Raynor Tsuneyoshi
Director
2000 Evergreen Street, Suite 100
Sacramento, CA 95815

Mr. Kim Sterrett
Manager, Beach Restoration Program
(916) 263-8157

Mr. Clifton Davenport
State Project Manager, Master Plan and Coastal Sediment Compatibility Study
(707) 576-2986

<u>Study (Feasibility) Cost</u>:

Total	$10,000,000
Federal	$5,000,000
Non-Federal	$5,000,000

Status and Other Issues:

The State of California and the California Coastal Coalition (CalCoast) have demonstrated a strong interest to establish a California Coastal Sediment Master Plan. The State of California has indicated a willingness to act as a partner in the development of a Coastal Sediment Master Plan. The current total cost of the study is roughly estimated at $10,000,000, but most likely will be revised as the scope of the plan is further refined. Several California Congressional representatives have indicated interest in the California Coastal Sediment Master Plan. FY03 funds were used to initiate the reconnaissance study for the Master Plan. FY04 funds will be used to complete the reconnaissance study (PMP) and initiate the feasibility study. FY05 Capability is $900,000 to conduct surveys, mapping, compilation of existing data, geotechnical field investigations & exploration, initiate the development of a comprehensive GIS database for the entire coast of California, and holding state-wide multiple public scoping meetings. 905(b) analysis report is completed. awaiting HQUSACE approval. Anticipate completing Project Management Plan in August 2004, and executing Feasibility Cost Sharing Agreement with the State Resources Agency in September 2004. For more information please see webpage: http://dbw.ca.gov/csmw/sedimentmasterplan.htm.

Lead Planner: Susie Ming, x3825

21. Huntington Harbour Dredging (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 purpose of this study is to determine if there is Federal interest in reducing the sediment loading and pollutant loading from urban runoff and the Westminister watershed into harbor, along with excavating sediments from within the harbor's local channels to improve ambient water quality.

Local Sponsor:
City of Huntington Beach & County of Orange

Federal Study (Special) Funding:

FY04 Appropriation	$0
FY04 Allocation	$0
FY05 President's Budget:	$0
FY05 Capability:	$**600,000**
FY05 House:	$
FY05 Senate:	$

Status and Other Issues:

Effort is underway to roll the Anaheim Bay 2nd Entrance Channels study proposal into the Huntington Harbour study. No funding was received in FY04 to complete a PMP. A disproportionate Federal cost share, due the Force Protection or National Security component for the Seal Beach Naval Weapons Station, may be justified. The PMP will provide a recommendation for what the cost-sharing ratio ought to be. The 905(b) Analysis was completed in November 2003.

Lead Planners: Kathleen Anderson, x3829 and Susan Ming, X3825

22. 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.

Local Sponsor:
City of Port Hueneme

Study (Reconnaissance) Cost:

Total	$100,000
Federal	$100,000
Non-Federal	$ 0

Status and Other Issues:

The City of Port Hueneme has attempted unsuccessfully over the past two 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 possibly of a reconnaissance study with 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 capability for FY04 since initial funding has yet to be received.

Lead Planner: Robert Blasberg, x3836

23. Coronado Shoreline (Section 103)

Study Purpose: The purpose of the study is to investigate measures to provide storm damage reduction and shoreline protection.

Local Sponsor:
Port of San Diego
Ms. Eileen Maher
3165 Pacific Coast Highway
San Diego, CA 92112-0488
(619) 686-6254

Study cost:

Total	$360,000
Federal	$180,000
Non-Federal	$180,000

Federal Study(Reconnaissance) Funding:
Original Allocation: $100,000
Allocation Thru FY03: $145,000

Federal Study (Feasibility) Funding:

FY04 Appropriation	$0
FY04 Allocation:	$0
FY05 Conference:	$0
FY05 President's Budget:	$0
FY05 Capability	$0

Status and Other Issues:

1. Coastal Engineering has completed volumetric analysis and calculation within the turning basin.

2. Coastal Studies Group is reviewing the initial appraisal report.

3. The study was originally authorized under section 103 and will proceed under section 103.

4. Coorination with the sponsor is needed before continuting the reconnaissance study.

5. An increase of $45,000 is needed because of additional report review, report preparation and study management. This increase also includes research, volumetric analysis and calculation.

6. The PMP could be completed by end of FY04 and FCSA could be executed within one month or two months after completion of the PMP. The DPR feasibility is scheduled by second quarter of FY05.

Lead Planner: Alex Bantigue, x3837

24. <u>National Shoreline Erosion Control Development and Demonstration Program, Southern California (Ventura County) Section 227</u> (Construction General)

Study Purpose: Program provides a vehicle by which shore protection devices, designs, and methods can be constructed, monitored and evaluated. A minimum of seven project areas along the shores of the United States have been specified for the Program, with at least one project targeted for the California coastline, either in northern San Diego County and/or in Ventura County.

Local Sponsor:
Beach Erosion Authority for Clean Oceans and Nourishment (BEACON)
Mr. Brian Brennan
Executive Director

<u>ERDC POC</u>:
Dr. Don Ward
ERDC

Program (Construction) Cost:

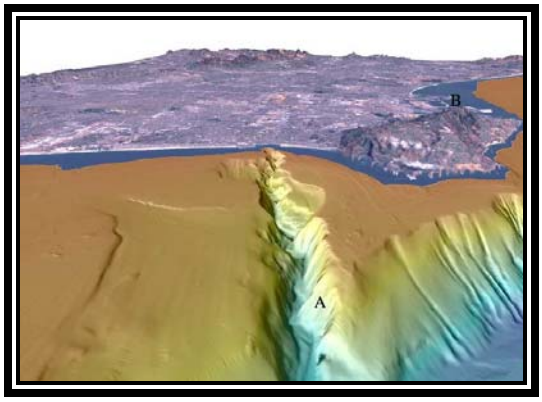
Total	$7,500,000
Federal	$6,500,000
Non-Federal	$1,000,000

Status and Other Issues:

The Fiscal Year 2003 budget includes $8,000,000 for the Section 227 Demonstration Program. FY03 project funding allocation for all project areas has yet to be finalized. The Coastal Engineering Research Board has indicated to HQUSACE and ERDC their desire to review the Los Angeles District recommended Section 227 project(s) prior to proceeding forth with detailed design and construction. It is anticipated that a shoreline erosion abatement pilot project along the coast of northern San Diego County will require a substantial structure to withstand the typical wave forces in the area. The estimated cost to design and construct such a structure is $4,000,000. Three cities in the northern San Diego County area have displayed significant interest in hosting a Section 227 Demonstration project along their shorelines. These cities include the City of Encinitas, the City of Solana Beach and the City of Carlsbad. Additionally, a site in Ventura County is being considered for implementation of a multi-program innovative shoreline abatement project, securing financial resources from the Section 227 program, the National Regional Sediment Management Program (RSM), the O&M General program and the State of California Beach Restoration Program. It is estimated that approximately $2,000,000 from the Section 227 program to construct a shore protective device and $1,000,000 from the State of California Beach Restoration Program for beach restoration will be required in FY04 to construct a shore protective device for this multi-program project at Ventura County. FY05 O&M General and RSM funds will be required to complete the Ventura County multi-program project. The District and technical evaluation team have reviewed shoreline erosion abatement project proposals received for northern San Diego and Ventura counties and have made a formal recommendation to ERDC and CERB for developing detailed designs for three proposals at three sites in southern California (City of Carlsbad, City of Encinitas and Oil Piers at Ventura County). The District awarded contracts to three designers to further their proposals to 30% detailed design, with the intent to achieve 100% detailed design by the end of FY03. The District held an evaluation meeting for the 30% detail design submissions. Decision on the 100% design has been made for an offshore geotextile container structure near the Oil Piers in Ventura County. However, the District and the Technical Review Committee does see merit in the Carlsbad Nearshore Nourishment Cell proposal and would be willing to proceed forth with 100% design and construction should funds be available in FY05 specifically for this project. FY04 funds are being used to complete 100% design that includes plans and specifications, environmental assessment and documents, coastal engineering performance matrix, permit application, construction and construction management. Currently waiting for the final Memorandum of Agreement to be finalized for District Engineer signature authority. Working with BEACON to have signature of MOA.

Lead Planner: Susie Ming, x3825

25. Regional Sediment Management Program, State of California



Redondo Submarine Canyon

Rindge Dam

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:

a. 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
b. Include regional coastal program performance by developing an effective comprehensive statewide approach to solve complex sediment problems of shorelines, coastal wetlands and coastal watersheds
c. Identify sources and quantify the regional statewide sediment budget
d. Develop centralized GIS Database for use by all regional stakeholders

ERDC POC:
Julie Rosati
U.S. Army Engineer Research and Development Center
601-634-3005

Status and Other Issues:

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. Part of the difference can be attributed to sediment storage within the drainage system and on the alluvial plain. Nevertheless, the net impact is substantial. 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.

Construction of Rindge Dam obstructed the natural flow of Malibu Creek. Heavy silt loads in the creek resulted in sediment deposition in the reservoir, which was completely filled with sediment by the late 1950's and therefore, became useless as a water storage reservoir. The amount of sediment stored behind the dam is estimated to be between 800,000 and 1,600,000 cu yd.

Matilija dam is located on Matilija Creek, a tributary of the Ventura River, approximately 16 miles upstream from the Pacific Ocean coastline. Silty material carried by Matilija Creek deposited behind the dam, filling the reservoir with sediment, deeming the structure useless as a water storage facility. It is estimated that 2 to 4 million cu yd of sediment lies trapped behind the dam.

GIS database. The California Coastal Sediment Management Master Plan 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. The initial master plan GIS has been completed and is being tested and prepared for implementation of IMS.

Submarine canyons. This RSM initiative will evaluate the feasibility of capturing alongshore drift sediments prior to them reaching submarine canyons, such as Newport Beach Canyon, Redondo Beach Canyon, or La Jolla Canyon.

Incremental cost analysis. The purpose of this RSM project is to maximize net benefits from regional sediment management, as well as determine the incremental cost versus benefits. Interactive management will be accomplished through real-time GIS applications. 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.

Coupling RSM and Section 227. RSM will (a) assess littoral cell needs in areas of maintenance, (b) compute cost differential from Operations and Maintenance placement sites and hot spots, (c) compute benefits for beach placement at hot spots, and (d) demonstrate projects to fund the incremental cost. Section 227 (National Shoreline Erosion Control Development and Demonstration Program) has four potential sites in northern San Diego and Ventura countries. A workshop in conjunction with the University of Southern California Sea Grant Program was held to advertise a request for proposals in October 2002. Refer to Section 227 data sheet for more updated information.

Lead Planners: Susie Ming x3825, Tony Risko x3789 and George Domurat 415-977-8050

26. Huntington Harbour (Anaheim Second Entrance Channel) Reconnaissance

Study Purpose: Purpose of this proposed special study is review modifying the existing project at Anaheim Bay to: 1) provide added and permanent security measures for the U.S. Naval Weapons Station, Seal Beach against possible sea based attacks to moored Naval combatants and munitions barges; 2) provide public safety to recreational boaters and the surrounding communities by diverting small craft maritime traffic originating from Huntington Harbour away from the ordnance handling operations at the U.S. Naval Weapons Station, Seal Beach; 3) stabilize the Seal Beach shorelines immediately adjacent to either sides of the Anaheim Bay jetties for the purpose of reducing storm related damages; and, 4) enhance the surrounding aquatic ecosystem, to include possibly improving water quality and establishing additional habitats for fish & wildlife.

Local Sponsor:
California Department of Boating and Waterways
Mr. Raynor Tsuneyoshi
Director
2000 Evergreen Street, Suite 100
Sacramento, CA 95815

Mr. Kim Sterrett
Manager, Beach Restoration Program
(916) 263-8157

Study (Reconnaissance) Cost:

Total	$100,000
Federal	$100,000
Non-Federal	$ 0

Status and Other Issues:

The 905(b) Analysis (Recon) Report was completed in Nov 2003. HQUSACE approved the 905(b) report in Feb 2004. There were insufficient funds available in FY04 to initiate and complete the PMP. FY05 Capability is $600,000 is to complete the PMP, and initiate the feasibility study. CA DBAW has submitted an LOI indicating interest as a local sponsor estimated feasibility cost is $7.8 million.

Lead Planner: Susie Ming, x3825