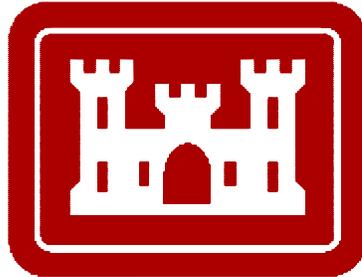


USACE - LOS ANGELES DISTRICT

COASTAL PLANNING PROGRAM



May 2005

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1. California Coastal Sediment Master Plan (Reconnaissance)



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.

Local Sponsor:

California Resources Agency
Mr. Brian Baird

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

Mr. Kim Sterrett
California Department of Boating and Waterways
Manager, Beach Restoration Program
(916) 263-8157

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

Congressional Interests:

Lois Capps –D (CA-23)
1216 State St., Suite 403
Santa Barbara, CA 93101
(805) 730-1710 –fax (805) 730-9153

Darrell Issa –R (CA-49)
1800 Thibodo Road #310
Vista, CA 92083
(760) 599-5000 –fax (760) 599-1178

Randy Cunningham –R (CA-50)
613 West Valley Parkway, Suite 320
Escondido, CA 92025
(760-773-8438 –fax (760) 737-9132

Linda Sanchez –D (CA-39)
4007 Paramount, Suite 106
Lakewood, CA 90712
(562) 429-8499 – fax (562) 938-1948

Jane Harman - D (CA-36)
2321 E. Rosecrans Ave., Suite 3270
El Segundo, CA 90245
(310) 643-3636 – fax (310) 643-6445

Henry Waxman –D (CA-30)
8436 W. Third St., Suite 600
Los Angeles, CA 90048
(323) 651-1040 – fax (323) 655-0502

Study (Feasibility) Cost:

Total \$10,380,000
Federal \$ 5,190,000
Non-Federal \$ 5,190,000

Federal Study Funding:

Funding Through FY04 \$ 187,000
FY05 Appropriations: \$ 116,000
FY05 Allocation \$ 92,000
FY06 Budget \$ 600,000
FY06 Optimal Funding: \$ 900,000

Status and Other Issues:

Dams and debris basins are important facets of the Master Plan study, as they act as man-made sediment traps that interfere with the transport of sediments from the coastal watersheds to the shoreline. California's shorelines have been adversely affected by the reduced transportation of natural sediment sources from rivers and streams into the nearshore littoral cells. The removal of Matilija Dam, which is part of an ongoing study, could provide a major source of sediments for the Ventura County coastline, and thus a continuous level of natural shoreline stabilization.

A PB-6 to increase the recon study cost to \$240,000 was submitted to SPD for approval in Spring 2004. SPD rejected the request, but subsequently approved an underestimated revision of \$200,000. However, the actual cost to complete the reconnaissance study remains at \$240,000. In Feb 2005, the remaining balance of \$40,000 was provided to SPL by the State of California under the California Sediments Resources Plan "work for others" Memorandum of Agreement.

With the funds provided by the State, the PMP is scheduled to complete in June 2005 and the FCSA is scheduled to execute in July 2005. The California State Resources Agency has acted as the local sponsor, and will be the non-Federal signatory party on the FCSA. To date, the Resources Agency has encumbered \$800,000 to fund a portion of the total non-Federal cash requirement. The remaining non-Federal cash requirement will be secured through subsequent State budget cycles. It is estimated that 70% of the total non-Federal share for the feasibility study will be provided through in-kind services.

The State of California Resources Agency and the California Coastal Coalition (CalCoast) have demonstrated strong interest to undertake the California Coastal Sediment Master Plan study effort. Several Congressional members, as listed in the previous page, have shown interest in the Master Plan.

The 905(b) Analysis Report was completed in December 2003, and approved by HQUSACE in May 2004. FY05 funds along with contributed funds from the State will be used to complete the reconnaissance study in May 2005. An amount of \$67,000 is available in FY05 to initiate the feasibility study.

The current total cost of the feasibility phase of the study is \$10,000,000. The FY06 President's budget amount for the Master Plan is \$600,000. SPL reflects an optimal funding of \$900,000 for FY06. FY06 funds will be 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.

In absence of an executed FCSA, Regional Sediment Management (RSM) funds (O&M, General) have been used to develop some of the tools necessary to support the feasibility phase of the Coastal Sediments Master Plan study. A description of the RSM program can be found under project #27 in this document.

For more information on the Master Plan please visit: <http://dbw.ca.gov/csmw/csmwhome.htm>.

Project Manager: Tony Risko, x4004
Lead Planner: Susie Ming, x3789
Co-Planner: Heather Sumerell x3810
GIS Technical Planner: MaLisa Martin, x3828

2. Ballona Creek Ecosystem Restoration (Reconnaissance)



Study Purpose: The study area is located near Marina Del Rey, California about 20 miles southwest of the city of Los Angeles. The Ballona Creek study area extends upstream from its outlet, for possible channel modification and water storage, to the Pacific Ocean at Marina Del Rey. This area has been degraded by encroachment of non-native plants, the placement of fill from Marina Del Rey, the interruption of the hydrologic regime, trash accumulation and attempts at bank protection along the creek using rock and concrete. The lower watershed is still an important resource for both recreational uses and for fish and wildlife. Further degradation could potentially jeopardize the remaining fish and wildlife habitat within the watershed. The study will evaluate habitat restoration, improvements to water quality, trash mitigation, recreation and related purposes along the lower reach of the Creek.

Local Sponsor's:

There are six Letters of Intent from local sponsors. The Santa Monica Restoration Commission has approved the signing of the FCSA. In addition, the other stakeholders will provide in-kind services for the study.

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

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

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

Ms. Cathy Chang (Potential Partner)
Culver City
9770 Culver Boulevard
Culver City, CA 90232
(310) 253-5619

Congressional Interest:

Jane Harman - D (CA-36)
2321 E. Rosecrans Ave., Suite 3270
El Segundo, CA 90245
(310) 643-3636 –fax (310) 643-6445

Study (Feasibility) Cost:

Total	\$4,800,000
Federal	\$2,400,000
Non-Federal	\$2,400,000

Federal Study (Feasibility) Funding:

Funding Through FY04	\$ 180,000
FY05 Appropriations:	\$ 225,000
FY05 Allocation	\$ 178,000
FY06 Budget	\$ 0
FY06 Optimal Funding:	\$ 900,000

Status and Other Issues:

As proposed by the Santa Monica Bay Restoration Commission and LA County Dept of Public Works, the Lower Ballona Creek Watershed study will carry on with the efforts of the Marina del Rey & Ballona Creek feasibility study (project #7), but shift the study efforts to identify “soft” measures to reduce the sediment loading from Ballona Creek into Marina del Rey’s entrance channels. The Marina del Rey & Ballona Creek feasibility study will terminate in FY05.

The PMP is undergoing revisions as a result of sponsor and stakeholder inputs. It is anticipated the PMP and the FCSA will be finalized and executed in May 2005. The Santa Monica Bay Restoration Commission intends to act as the formal non-Federal sponsor for the feasibility phase of the study. The Commission has requested an expansion in the current scope to include the entire creek bed from where it daylight to the Pacific Ocean. Specifically, they are interested in riparian restoration opportunities, and water storage.

Congresswoman Jane Harman has demonstrated strong support for the Lower Ballona Creek Watershed study, and has actively participated in collaboration meetings among the stakeholders. With the potential for undertaking ecosystem restoration projects, the Lower Ballona Creek Watershed study should compliment the Congresswoman’s “Park to Playa” initiative.

FY06 Optimal Funding is \$900,000 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.

Project Manager: Ehsan Eshraghi, x4013

Lead Planner: MaLisa Martin, x3828

3. 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 Harbour study is investigating the need for a second entrance channel to Anaheim Bay to provide uninterrupted recreational boat access to Huntington Harbour, stabilize the shoreline at Surfside Colony to reduce storm damages, increase the tidal prism to improve the aquatic ecosystems within the Wildlife Refuge and Huntington Harbour, 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.

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
California Department of Boating and Waterways
2000 Evergreen Street, Suite 100
Sacramento, CA 95815
(916) 263-8157

Congressional Interest:

Dana Rohrabacher –R (CA-46)
101 Main Street, Suite 380
Huntington Beach, CA 92648
(714) 960-6483

Study (Feasibility) Cost:

Total	\$7,000,000
Federal	\$3,500,000
Non-Federal	\$3,500,000

Federal Study (Reconnaissance) Funding:

Funding Through FY04	\$ 46,000
FY05 Appropriations:	\$ 0
FY06 Budge	\$ 0
FY06 Optimal Funding:	\$ 550,000

Status and Other Issues:

Effort is underway to roll the Anaheim Bay Second Entrance Channel study proposal into the Huntington Harbour study. The 905(b) Analysis was completed in November 2003 and approved by HQUSACE on 3 February 2004. Funding was not received in FY04 and FY05 to complete the PMP.

An amount of \$50,000 could be used in FY05 to complete the PMP and draft the FCSA. Orange County may approach SPL to request internal reprogramming to continue with PMP development in FY05.

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.

The California Department of Boating & Waterways has indicated a strong interest in the study and possible project, and is willing to budget to provide non-Federal cost-sharing cash contribution for the feasibility phase of the study.

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 \$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.

Congressman Rohrabacher has yet to support a Congressional plus up for the study effort, primarily because of his concern that the occupants of Huntington Harbour would be the primary beneficiary, and because he believes a first tier security apparatus (a reinforced floating boom) can provide the required force protection for the Weapons Station.

FY06 Optimal Funding is \$550,000 to complete the reconnaissance study and initiate the feasibility study.

Project Manager: Tony Risko, x4004

Lead Planner: Susie Ming, x3789

Co-Planner: Alex Hernandez, X3835

3. Huntington Harbour (Anaheim Bay 2nd Entrance)

4. Carpinteria Shoreline (Feasibility)



Carpinteria Shoreline (January 2003)

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.

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

Federal Study Funding:

Funding Through FY04	\$ 44,000
FY05 Appropriations:	\$ 100,000
FY05 Allocation	\$ 79,000
FY06 Budget	\$ 0
FY06 Optimal Funding:	\$ 400,000

Congressional Interest(s):

Lois Capps-D (CA-23)
1216 State St., Suite 403
Santa Barbara, CA 93101
(805) 730-1710- fax (805) 730-9153

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 authority under Section 103. The Ventura and Santa Barbara Counties Shoreline study ultimately evolved into the Coast of California Storm & Tidal Wave Study (CCSTWS) for Ventura and Santa Barbara Counties (project #18).

The FCSA for the Carpinteria Shoreline feasibility study was executed in Jun 2003, and the public scoping meeting was held in Sept 2003. The technical support teams continue to develop the baseline conditions report. Study progress has been slowed due to receiving only 10% of the total required federal funds to date.

The CCSTWS-Ventura/Santa Barbara study and the Carpinteria Shoreline study are dependent upon each other to complete the coastal processes analysis for the two study areas, and to accomplish major milestones.

The City of Carpinteria desires a submerged artificial reef to stabilize the City’s 1200-ft stretch of shoreline. An artificial reef (or submerged breakwater) coupled with a small beach fill project is estimated to cost \$9 million.

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

FY06 Optimal Funding is \$400,000 to complete the baseline conditions report and continue with the feasibility study.

Project Manager: Se-Yao Hsu, x4016

Lead Planner: Alex Bantigue, x3837

5. 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.

Local Sponsor:

City of Huntington Beach
Mr. Dave Webb
City Engineer
Huntington Beach, California

Congressional Interest:

Dana Rohrabacher –R (CA-46)
101 Main Street, Suite 380
Huntington Beach, CA 92648
(714) 960-6483

Study (Feasibility) Cost:

Total	\$1,022,000
Federal	\$ 511,000
Non-Federal	\$ 511,000

Federal Study (Feasibility) Funding:

Funding Through FY04	\$ 430,000
FY05 Appropriations:	\$ 0
FY06 Budget	\$ 0
FY06 Optimal Funding:	\$ 0

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.

Project Manager: Tony Risko, x4004

Lead Planner: Robert Blasberg, x3836

6. 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.

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

Congressional Interest(s):

Dana Rohrabacher –R (CA-46)
101 Main Street, Suite 380
Huntington Beach, CA 92648
(714) 960-6483

Jane Harman –D (CA-36)
2321 E. Rosecrans Ave., Suite 3270
El Segundo, CA 90245
(310) 643-3636 –fax (310) 643-6445

Study (Feasibility) Cost:

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

Federal Study (Feasibility) Funding:

Funding Through FY04	\$ 583,000
FY05 Appropriations:	\$ 668,000
FY05 Allocation	\$ 530,000
FY06 Budget	\$ 850,000
FY06 Optimal Funding:	\$ 850,000

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). FY05 funds will be used to complete the F3 report and commence the alternative analysis report and EIS. A NEPA public scoping meeting for this study was held February 26, 2003. The draft F3 report was received by the Architect-Engineer in June 04.

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.

The F3 conference has been delayed to reconstruct the F3 report. Baseline economic analysis and plan formulation were limited in the F3 report. The restructured economic conditions report will integrate economic analysis from the recently completed LA-3 Dredged Material Ocean Disposal Site Designation study. F3 conference will be held on 11 May 2005.

FY05 funds will be used to complete the "without project" plan formulation and economic analysis, and initiate the "with project" analysis. The LA DMMP study is in the FY06 budget for \$850,000. Optimal Funding for FY06 is \$850,000. FY06 funds will be used to complete the "with project" analysis report and prepare the final report.

Project Manager: Ehsan Eshraghi, x4013

Lead Planner: Robert Blasberg, x3836

7. 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
Mr. Rod Kubomoto
900 S. Fremont Ave.
Alhambra, CA 91803

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

Congressional Interest:

Jane Harman - D (CA-36)
2321 E. Rosecrans Ave., Suite 3270
El Segundo, CA 90245
(310) 643-3636 – fax (310) 643-6445

Study (Feasibility) Cost:

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

Federal Study (Feasibility) Funding:

Funding Through FY04	\$2,139,000
FY05 Appropriations:	\$ 175,000
FY05 Allocation	\$ 139,000
FY06 Budget	\$ 0
FY06 Optimal Funding:	\$ 0

Status and Other Issues:

The Marina del Rey & Ballona Creek feasibility study had two primary components on separate schedule tracks: 1) Dredged Material Management Plan (DMMP) for contaminated sediments, and 2) Sediment Control Plan to reduce contaminated sediment loading into Marina del Rey from Ballona Creek. The Marina del Rey DMMP was terminated after the F4 conference, and rolled into the Los Angeles County Regional DMMP study. Advance dredging was implemented at Marina del Rey in 1999 as recommended by the F4 DMMP. Next dredging cycle is scheduled for FY06...an interval of 7 years.

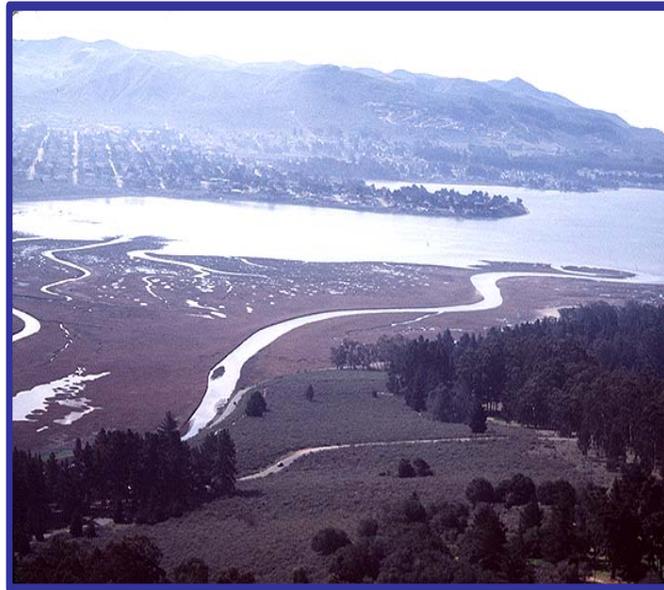
Sediment Control Plan component evaluated three alternatives in detail: In-stream sediment basin, reconfiguration of the Ballona Creek jetties and a combination of the two. Jetty reconfiguration was the recommended plan. Tracking analysis of contaminants was performed to confirm no significant water quality impacts to adjacent beaches with the reconfiguration plan. SPL proposed 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. SPL received a recommendation letter from the SMBRC that encouraged developing watershed solutions to reduce the contaminated sediment loading into Marina del Rey. The sponsor (Los Angeles County Public Works) withdrew their support for the jetty extension alternative due to stakeholder opposition and lack of local funding for construction. The sponsor has requested that the study be shut down and the F4 report be finalized as is. The report has not undergone public review

Watershed “soft” solutions, such as best management practices and ecosystem restoration projects, to solve the sedimentation problem at Marina del Rey from Ballona Creek, will be investigated under the upcoming Lower Ballona Creek Watershed (or Ecosystem Restoration) feasibility study, as recommended by the SMBRC and at the concurrence of the Los Angeles County Department of Public Works.

An amended FCSA is in the process of being executed to increase LA County’s cash contribution by \$100,000. Receipt of the non-Federal funds will balance the Marina del Rey & Ballona Creek project financial books, and allow for closeout of the project.

Project Manager: Ehsan Eshraghi, x4013
Lead Planner: Alex Bantigue, x3837

8. 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. Dan Berman
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

Congressional Interest(s):

Lois Capps -D (CA23)
1216 State St. Suite 403
Santa Barbara, CA 93101
(805) 730-1710 – fax (805) 730-9153

William Thomas - R (CA-22)
6500 Palma Ave., Suite 210
Atascadero, CA 93422
(805) 461-1034 – fax (805) 461-1323

Study (Feasibility) Cost:

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

Federal Study (Feasibility) Funding:

Funding Through FY04	\$ 713,000
FY05 Appropriations:	\$ 175,000
FY05 Allocation	\$ 139,000
FY06 Budget	\$ 0
FY06 Optimal Funding:	\$ 348,000

Status and Other Issues:

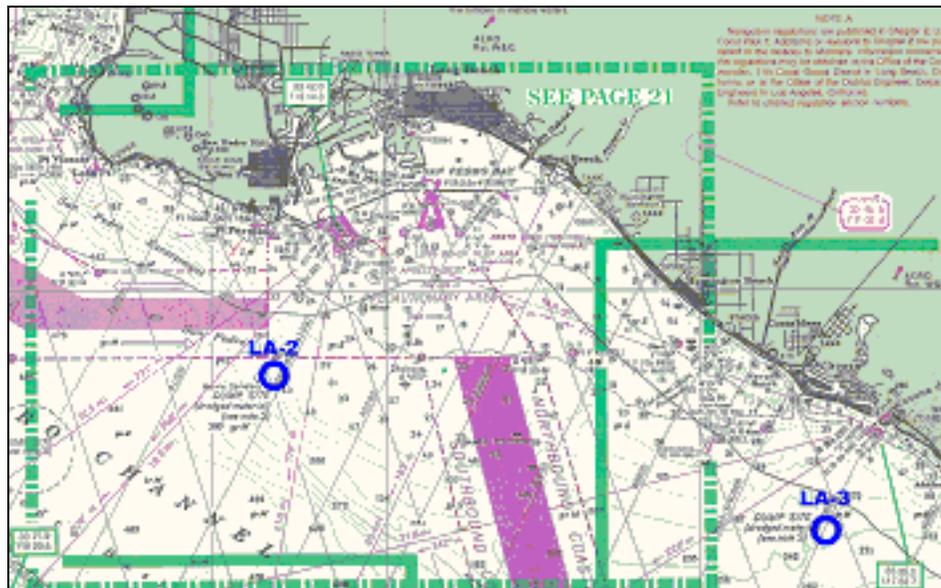
Baseline (F3) Conditions conference was completed in Aug 03. FY04 funds will be used to complete Plan Formulation. Project Management Plan (PMP) has been amended to expand the scope of the study to investigate sediment capture projects within the Chorro Creek Watershed. This increases the cost of the study from \$1.6 million to \$2.4 million. District and local sponsor have approved the amended PMP. FCSA amendment was signed by local sponsor on 18 Aug 04. Plan Formulation phase has been initiated. FY06 Optimal Funding is \$348,000 and would be used to complete the F4 (“with project” analysis) report.

Identifying cost effective disposal facilities for the sediments dredged as part of the ecosystem restoration project may prove to be significantly challenging. It is estimated the maximum amount of material that could be dredged from the estuary is 2 million CY, of mostly fine grain silts.

Project Manager: Se-Yao Hsu, x4016

Lead Planner: Robert Blasberg, x3836

9. 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
Ms. Susan Brodeur
300 N. Flower St.
Santa Ana, California 92703
(714) 489 -9473

City of Newport Beach
Tom Rossmiller
(949) 644-3041

Congressional Interest:

Christopher Cox –D (CA-48)

Study (Feasibility) Cost:

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

Federal Study (Feasibility) Funding:

Funding Through FY04	\$ 2,516,000
FY05 Appropriations:	\$ 100,000
FY05 Allocation	\$ 79,000
FY06 Budget	\$ 0
FY06 Optimal Funding:	\$ 0

Status and Other Issues:

Temporary designation of the LA-3 ocean disposal site expired on January 1, 2003. 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 was completed in May 04. Public review of the draft report is currently out for public comment. A Coastal Consistency Determination will be necessary at the final draft stage. A final proposed rule is to be completed by Aug 05.

FY05 Appropriations will be used to respond to public comments and for coordination- activities with USEPA and other stakeholders to designate the LA-3 Site in FY05. Public meetings on the draft report were held in Newport Beach on 9 Feb 2005. FY06 Optimal Funding is \$0.

Upper Newport Ecosystem Restoration project will utilize LA-3 for placement of 2.0 million CY of dredged material. The construction project was “grandfathered in” prior to LA-3 closing in Jan 2003. However, subsequent maintenance activities for Upper Newport require the permanent designation of LA-3 for disposal of maintenance dredged material. Although, not in the FY06 budget, Lower Newport Bay will require dredging in FY06 under SPL’s maintenance dredging program. Material dredged from Lower Newport Bay will need to be placed at LA-3, therefore designation of LA-3 as a permanent ocean disposal site is critical for this year.

Project Manager: Gregory Boghossian, x3982

Lead Planner: Robert Blasberg, x3836

10. 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

Congressional Interest(s):

Henry Waxman –D (CA-30)
8436 W. Third St., Suite 600
Los Angeles, CA 90048
(323) 651-1040 – fax (323) 655-0502

Jane Harman –D (CA 36)
2321 E. Rosecrans Ave., 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

Study (Feasibility) Cost:

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

Federal Study (Feasibility) Funding:

Funding Through FY04	\$ 118,000
FY05 Appropriations:	\$ 0
FY06 Budget	\$ 308,000
FY06 Optimal Funding:	\$ 308,000

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 FY05 budget. There are non-federal funds from the Department of Boating and Waterways that are available and will expire in FY06. FY06 funds in the amount of \$308,000 will be used to complete the study.

Project Manager: Ehsan Eshraghi, x4013
Lead Planner: Alejandro Hernandez, x3835

11. San Clemente Shoreline (Feasibility)



Study Purpose: 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.

Local Sponsor:

City of San Clemente
Mr. Bill Humphreys
San Clemente, California

Congressional Interest:

Ken Calvert –R (CA-44)
Christopher Cox –R (CA-48)
Darrell Issa –R (CA49)
Randy Cunningham –R (CA-50)
Susan Davis –D (CA-53)

Senator Feinstein

Study (Feasibility) Cost:

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

Federal Study (Feasibility) Funding:

Funding Through FY04	\$ 694,000
FY05 Appropriations:	\$ 178,000
FY05 Allocation	\$ 141,000
FY06 Budget	\$ 188,000
FY06 Optimal Funding:	\$ 388,000

Status and Other Issues:

Draft F3 report was completed in July 04. ITR was completed in October 2004. The F3 baseline conference was held in December 2004.

There is a study cost increase of \$400,000, which will raise the total cost of the study to \$2.1 million. The local sponsor is to decide in March 2005 whether or not to commit to the cost increase. The State of California Department of Boating and Waterways has committed to fund half of the non-Federal share of the cost increase, which equates to \$100,000. The City of San Clemente will need to fund the other \$100,000. Cost increase was due to unscheduled geotechnical investigations, side scan sonar surveys, and development of a risk & uncertainty model for the study area. If the City agrees to the cost increase, the amended FCSA will be executed in March 2005 to account for the revised study cost.

Project benefits are almost solely dependent upon providing protection for the rail line running along the coast on either side of the San Clemente pier. The damage category for the rail line is cost avoided by the Southern California Railroad Authority for building a seawall in lieu of a Federal project to provide shore protection and storm damage reduction.

Based upon the plan formulation to date, a beachfill project with periodic renourishment will be the recommended plan. Currently the study team is working to optimize the beachfill plan. 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.

FY05 funds will be used to complete the alternative analysis report. FY06 budgeted funds in the amount of \$188,000 will be used to complete the feasibility report. FY06 optimal funding of \$200,000 can be used to initiate PED.

Project Manager: Eddie Ireifej, x4012

Lead Planner: Regina Blasberg, x3801

12. San Diego County Shoreline – Oceanside (Feasibility)



Study Purpose: 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.

Local Sponsor:

City of Oceanside, Department of Harbors & Beaches
Mr. Don Hadley
Director
1540 Harbor Drive North
Oceanside, CA 92054-1070
(760) 435-4007

Congressional Interest:

Ken Calvert –R (CA-44)
Darrell Issa –R (CA49)
Randy Cunningham –R (CA-50)

Study (Feasibility) Cost:

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

Federal Study (Feasibility) Funding:

Funding Through FY04	\$ 1,193,000
FY05 Appropriations:	\$ 125,000
FY05 Allocation	\$ 99,000
FY06 Budget	\$ 0
FY06 Optimal Funding:	\$ 500,000

Status and Other Issues:

The study is being funded at 100% Federal cost 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.

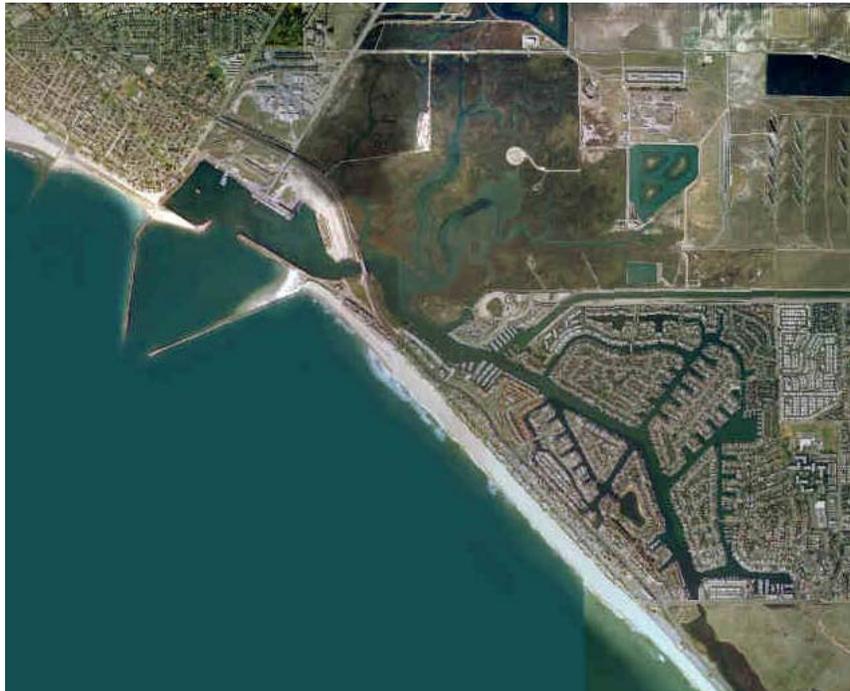
The study will not only investigate Federal interest in a project to reduce storm damage reduction along the City's shoreline, but it will also recommended apportioning the Federal and non-Federal costs to construct the project in accordance with the magnitude of interference of sand transport caused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

FY05 funds will be used to complete the F3 (without project conditions) report in Mar 2005, and continue with the feasibility study.

Based upon 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, it is estimated the date to complete the feasibility report will be Dec 2006. Therefore, the District's Optimal Funding for FY06 is \$500,000, which will allow us to complete the draft report. It is anticipated the local sponsor (City of Oceanside) will attempt to have Congress add over \$700,000 in the FY06 E&W appropriations bill.

Project Manager: Eddie Ireifej, x4012
Lead Planner: Regina Blasberg, x3801

13. San Gabriel to Newport (Feasibility)



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.

Local Sponsor:

City of Seal Beach
Mr. John Bahorski
City Manager
Seal Beach, California

Congressional Interest(s):

Dana Rohrabacher –R (CA-46)
101 Main Street, Suite 380
Huntington Beach, CA 92648
(714) 960-6483

Christopher Cox –R (CA-48)

Study (Feasibility) Cost:

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

Federal Study (Feasibility) Funding:

Funding Through FY04	\$ 107,000
FY05 Appropriation:	\$ 0
FY05 Allocation	\$ 0
FY06 Budget	\$ 0
FY06 Optimal Funding:	\$ 500,000

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 (project #11) 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 (project #3).

Project Manager: Tony Risko, x4004

Lead Planner: Susie Ming, x3825

14. 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.
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 Encinitas
Mr. Kerry Miller
City Manager
Encinitas, California

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

Congressional Interest(s):

Randy Cunningham –R (CA-50)
613 West Valley Parkway, Suite 320
Escondido, CA 92025
(760-773-8438 –fax (760) 737-9132

Senator Feinstein

Study (Feasibility) Cost:

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

Federal Study (Feasibility) Funding:

Funding Through FY04	\$ 1,729,000
FY05 Appropriation:	\$ 121,000
FY05 Allocation	\$ 96,000
FY06 Budget	\$ 0
FY06 Optimal Funding:	\$ 750,000

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.

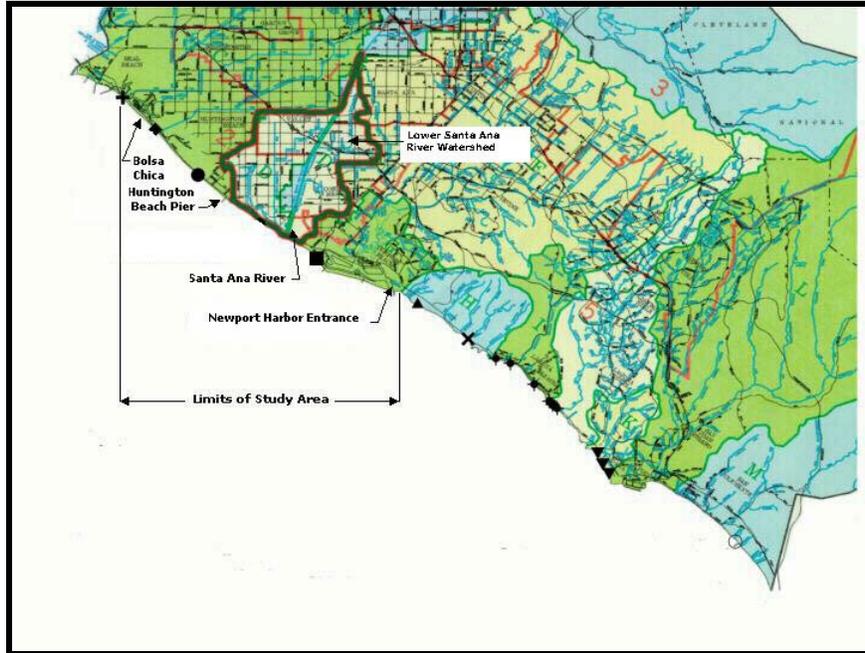
Our FY06 Optimal Funding is \$750,000, which would be used to complete the San Elijo Lagoon component of the feasibility study and to initiate PED for the shoreline component of the project.

The project area resides within Congressman Cunningham’s district, therefore there is a strong possibility the study/project will receive funds from Congress in FY06 and the out years. 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.

Project Manger: Greg Boghossian, x3982
Lead Planner: Bruce Williams, x3818

14. Solana Beach and Encinitas (Feasibility)

15. 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.

Local Sponsor(s):

Orange County Sanitation District
Mr. Robert P. Ghirelli, Director
Fountain Valley, CA
(714) 593-7400

Congressional Interest(s):

Dana Rohrabacher –R (CA-46)
101 Main Street, Suite 380
Huntington Beach, CA 92648
(714) 960-6483

Christopher Cox –R (CA-48)

Loretta Sanchez –D (CA 47)
12397 Lewis St., Suite 101
Garden Grove, CA 92840
(714) 621-0102 –fax (714) 621-0401

Study (Feasibility) Cost:

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

Federal Study (Feasibility) Funding:

Funding Through FY04	\$ 66,000
FY05 Appropriation:	\$ 0
FY06 Budge	\$ 0
FY06 Optimal Funding:	\$ 900,000

Status and Other Issues:

The FCSA signed on Sep 17, 2003. \$100,000 was received in FY04, but after S/S, there was only \$66,000 to initiate the feasibility phase. FY04 funds were used to 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) continues to collect data in support of the study as in-kind services. An amount of \$25,000 could be used in FY05 to oversee the data collection program and to hold the F2 conference (public scoping meeting). The local sponsor may approach SPL to request a reprogramming action of \$25,000 be undertaken to continue federal involvement in the study efforts through FY05. 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.

FY06 Optimal Funding is \$900K to continue with feasibility study to include inventory existing data, collect data from the wetlands, develop nested circulation and water quality numerical models, and build a GIS database for the study.

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 OCSD sewer outfall, discharges from Newport Bay harbor, and increased nutrient loading generated by coastal wetlands.

Project Manger: Greg Boghossian, x3982

Lead Planner: Susie Ming, x3789

16. 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.

Local Sponsor:

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

Congressional Interest:

Lois Capps -D (CA-23)
1216 State St., Suite 403
Santa Barbara, CA 93101
(805) 730-1710- fax (805) 730-9153

Study (Feasibility) Cost:

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

Federal Study (Feasibility) Funding:

Funding Through FY04	\$ 666,000
FY05 Appropriation:	\$ 211,000
FY05 Allocation	\$ 168,000
FY06 Budget	\$ 0
FY06 Optimal Funding:	\$ 0

Status and Other Issues:

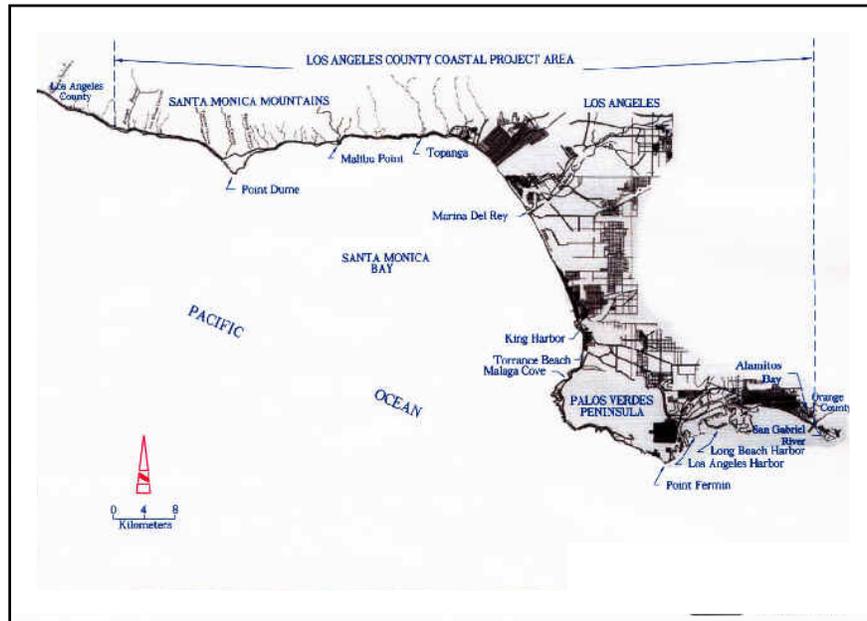
Baseline (F3) conditions conference was conducted May 04. The F3 report review process has been finalized. Baseline circulation modeling and least tern and snowy plover monitoring program (2 years) have been completed. EIS scope of work is being negotiated with A/E contractor. FY05 funds will be used to complete Detailed Alternative Analysis report.

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 FY05. Program funds for FY06 are not required. Local sponsor concurs with this course of action.

Project Manger: Se-Yao Hsu, x4016

Lead Planner: Heather Sumerell, x3810

17. 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 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

Congressional Interest(s):

Henry Waxman –D (CA-30)
8436 West Third Street, Suite 600
Los Angeles, CA 90048
(323) 651-1040 –fax (323) 655-0502

Jane Harman –D (CA-36)
2321 E. Rosecrans Ave., 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

Senator Feinstein

Study (Feasibility) Cost:

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

Federal Study (Special) Funding:

Funding Through FY04	\$ 1,341,000
FY05 Appropriation:	\$ 450,000
FY05 Allocation	\$ 357,000
FY06 Budget	\$ 0
FY06 Optimal Funding:	\$ 926,000

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 and will be repeated in May 05. 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 were used to conduct additional seasonal surveys (Fall 03 and Spring 04) and to commence the coastal processes analysis.

Offshore wave buoys and current meters deployed and maintained by Scripps for the first three years of the study, have been redeployed off the Ventura County coast in support of the Coast of California Storm and Tidal Wave Study, Ventura & Santa Barbara Counties (project #18). The redeployment of the buoys and current meters to Ventura County has reduced the total cost of the total study costs for CCSTWS, Ventura & Santa Barbara Counties.

FY 05 funds will be used to complete the CCSTWS beach/nearshore survey program and to continue the coastal processes analysis.

FY06 Optimal Funding is \$926,000 to complete the coastal processes analysis, complete the sand management plan, implement the nearshore sediment compatibility pilot project, and prepare the final report.

Project Manager: Tony Risko, x4004

Lead Planner: Susie Ming, x3789

Co-Planner: Heather Sumerell x3810

18. CCSTWS - Ventura & Santa Barbara County Shoreline (Feasibility)



Study Purpose: This is a three-year 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.

Local Sponsor:

Beach Erosion Authority for Clean Oceans and Nourishment (BEACON)
Mr. Brian Brennan
Executive Director
501 Poli Street
Ventura, CA 93001

Congressional Interest(s):

Lois Capps-D (CA-23)
1216 State St., Suite 403
Santa Barbara, CA 93101
(805) 730-1710- fax (805) 730-9153

Elton Gallegly- R (CA-24)
2829 Townsgate Rd., Suite 315
Thousand Oaks, CA 91361
(805) 497-2224- fax (805) 497-0039

Study Feasibility Cost:

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

Federal Study (Special) Funding:

Funding Through FY04	\$ 540,000
FY05 Appropriations:	\$ 50,000
FY05 Allocation	\$ 40,000
FY06 Budget	\$ 0
FY06 Optimal Funding:	\$ 800,000

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 has been prepared through negotiations with BEACON, Scripps, and the Coastal Engineering Section. The PMP and FCSA were executed in June 04.

The study was appropriated \$50,000 in FY05. These funds will be used to initiate the feasibility study, to include holding the 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. An additional \$50,000 could be used in FY05 to receive matching non-Federal funds to undertake beach profile surveys.

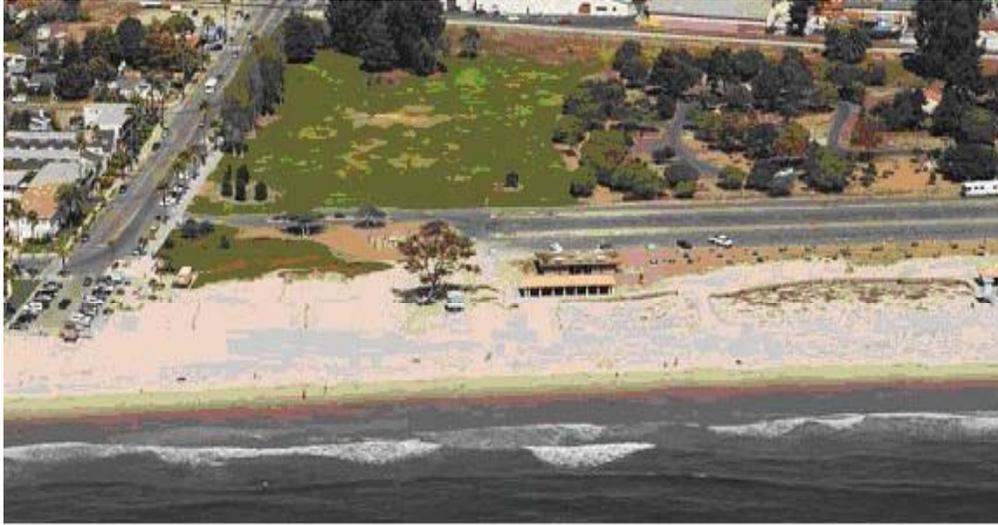
For FY06, our Optimal Funding is \$800,000 to be used to continue with beach profiles surveys, collect offshore wave and current data, establish physical characteristics of the sediments within the littoral zones, and investigate sediment sources.

Project Manager: Tony Risko, x4004

Lead Planner: Susie Ming, x3789

Co-Planner: Heather Sumerell x3810

19. Carpinteria Sand Dunes



Aerial photograph from the 2002 California Coastal Records Project

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.

Local Sponsor:

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

Congressional Interest:

Lois Capps-D (CA-23)
1216 State St., Suite 403
Santa Barbara, CA 93101
(805) 730-1710- fax (805) 730-9153

Study Feasibility Cost:

Total	\$400,000
Federal	\$250,000
Non-Federal	\$150,000

Status and Other Issues:

The study is being conducted under Section 103. 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 FY05 to continue with the project efforts.

City of Carpinteria is the local sponsor, and has taken a proactive stance in this effort. California State Parks is the landowner. California State Parks and the City of Carpinteria are supportive of the project. Memorandum of Understanding (MOU) may be required between the City and State Parks for the City to act as the local sponsor.

It is estimated the cost to construct the dune restoration project will not be in excess of \$350,000.

Project Manager: Se-Yao Hsu, x4016
Lead Planner: Alex Bantigue, x3837

20. 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.

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

Status and Other Issues:

The study initiated as a Section 103 shore protection study. 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.

Although, ship wake from the Federal navigation is probably one of several contributors to the erosion of the shoreline at Coronado, a Section 111 project cannot be implemented based upon this physical cause. Therefore the study is investigating the possibility of the Navy's aircraft carrier turning basin interfering with the longshore transport of sand to Coronado's shoreline by acting as a sediment trap.

To date, Coastal Engineering has completed the volumetric analysis and calculations within the turning basin. Additional funds will be needed to conclusively determine if the aircraft turning basin is a primary contributor to the shoreline erosion problem at Coronado.

Homeowners with property fronting the shoreline may not be supportive of a federally sponsored beach fill project, since the restored beach would be classified as public beach in areas where the homeowner's property lines historically extended.

An amount of \$1000 has been allocated to the study under the Section 103 program to continue oversight of the study.

Project Manager: Tony Risko, x4004

Lead Planner: Alex Bantigue, x3837

21. Fletcher Cove Regional Sediment Management Plan



Study Purpose: Fletcher Cove is located along the shore of the City of Solana Beach approx. 35 miles north of San Diego. Wave attack from coastal storms has caused significant recreational beach loss and threatens the stability of surrounding public and private structures. 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 to stabilize Fletcher Cove.

Local Sponsor:

City of Solana Beach

Mr. Steve Apple

Congressional Interest:

Senator B. Boxer

Senator H. Clinton

Congressman R. Cunningham (CA-50)

Initial Appraisal Report Cost:

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

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 (project #14). In FY04, Congressman Cunningham earmarked \$100,000 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 Cove. 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 (project #27) to prepare detailed design plans for the coupled project. Additionally, it is believed the IAR will be used by special interests to gain support of the local Congressional member (Cunningham) 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.

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 (project #28), whose authority is scheduled to expire at the end of FY05. The estimated cost to build the shoreline stabilization project is \$2,000,000.

Project Manager: Ed Louie, x4002
Lead Planner: Bruce Williams x3818

22. 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.

Local Sponsor:

Beach Erosion Authority for Clean Oceans and Nourishment (BEACON)
Mr. Brian Brennan
Executive Director
501 Poli Street
Ventura, CA 93001

Congressional Interest(s):

Lois Capps-D (CA-23)
1216 State St., Suite 403
Santa Barbara, CA 93101
(805) 730-1710- fax (805) 730-9153

Initial Appraisal Report Cost:

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

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.

Optimal Funding for FY05 is \$70,000 to prepare the Initial Appraisal Report and to prepare the draft PMP. The study will receive an allocation of \$20,000 in FY05.

Sediments from West Beach Santa Barbara will be the most likely source of sand to provide shore protection to Goleta Beach. The City of Santa Barbara has approached the Corps to reduce the size of West Beach. Congresswoman Capps earmarked funds in FY04 in the amount of \$10,000 to conduct the West Beach investigation. In accordance with the Corps' Engineering Regulations, cutting back West Beach under the O&M maintenance dredging program is not permitted because of the underlying boulders and cobbles.

Project Manager: Tony Risko, x4004

Lead Planner: Alex Bantigue, x3837

23. 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 dredge 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 Ponomo Street
Port Hueneme, CA 93044-0608
(805) 488-3677

Congressional Interest:

Lois Capps- D (CA-23)
1216 State St., Suite 403
Santa Barbara, CA 93101
(805) 730-1710- fax (805) 730-9153

Project (Construction) Cost:

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

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 had been 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 in Sept 05 if issue of contaminated sediment disposal is resolved, and could potentially be coupled with the maintenance dredging project.

Project Manager: Ed Louie, x4002

Lead Planner: Robert Blasberg, x3836

24. San Diego Harbor Deepening (Section 107)



Project 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.

Local Sponsor(s):

Port of San Diego
Mr. Charles (Tony) Heinrichs, P.E.
San Diego, CA
(619) 725-6026

Congressional Interest(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)
1101 Airport Road, Suite D
Imperial, CA 92251
(760) 355-8800 -fax (760) 355-8802

Project (Construction) Cost:

Total	\$5,474,000
Federal	\$3,597,100
Non-Federal	\$1,879,900

Federal Funding Costs

FY05 Appropriation: \$750,000

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

Project Manager: Dorota Kwiecinski x4017

Project Engineer: Joe Ryan x3789

Lead Planner: Susie Ming x3789

25. 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.

Local Sponsor(s):

City of Imperial Beach
Mr. Greg Wade
Director, Community Planning
Imperial Beach, CA

Congressional Interest(s):

Susan Davis –D (CA-53)
4305 University Ave., Suite 515
San Diego, CA 92105
(619) 280-5353 –fax (619) 280-5311

Senator Feinstein
Senator Boxer

Project (PED) Cost:

Total	\$1,500,000
Federal	\$1,125,000
Non-Federal	\$ 375,000

Federal Study (PED) Funding:

FY04 Allocation	\$ 634,000
FY05 Appropriation:	\$ 150,000
FY05 Allocation	\$ 133,000
FY06 Optimal Funding	\$1,200,000

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.

FY05 work allowance in the amount of \$133,000 will be used to complete the draft Plans & Specs and the draft DDR.

FY06 Optimal Funding is \$1,200,000 to complete Plans & Specs and initiate construction.

Project Manager: Tony Risko, x4004
Lead Planner: Robert Blasberg, x3836

26. 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.

Local Sponsor:

City of Port Hueneme

Study (Reconnaissance) Cost:

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

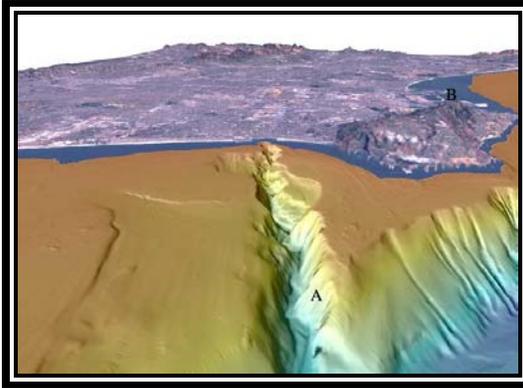
Status and Other Issues:

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 possibility 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 Optimal Funding for FY05 since initial funding has yet to be received.

Project Manager: Se-Yao Hsu, x4016

Lead Planner: Robert Blasberg, x3836

27. National 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

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.

27. Regional Sediment Management Program (RSM)

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.

Program Director: Ty Walmsley, ERDC 301.634.2099
SPD Manager: George Domurat, 415.977.8050
Project Manager, Tony Risko, x4004
Lead Planner: Susie Ming, x3789
Co-Planner: Heather Sumerell, x3810

**28. National Shoreline Erosion Control Development and Demonstration Program,
Southern California (Oil Piers, Ventura County) Section 227 (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 in Ventura County.

Local Sponsor:

Beach Erosion Authority for Clean Oceans and Nourishment (BEACON)
Mr. Brian Brennan
Executive Director
501 Poli Street
Ventura, CA 93001

Congressional Interest(s):

Lois Capps –D (CA-23)
1216 State St., Suite 403
Santa Barbara, CA 93101
(805) 730-1710 –fax (805) 730-9153

Randy Cunningham –R (CA-50)
613 West Valley Parkway, Suite 320
Escondido, CA 92025
(760) 773-8438 –fax (760) 755-8382

Program (Construction) Cost:

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

Status and Other Issues:

The Fiscal Year 2005 budget includes \$6,000,000 for the Section 227 Demonstration Program under the Construction General program. According to the existing authority, the Section 227 Program ends in FY05, whether project is in construction phase or not. Language was embedded in the proposed WRDA 2004 bill to extend the program to FY09. This same language is being considered for the WRDA 2005 bill.

Unless the program is extended, the Corps will not have the authority to participate in the Section 227 project after FY05, which would mean that the Corps could not conduct monitoring of the project. This would impact project construction for the Ventura Oil Pier project, since ERDC is not inclined to fund this project without assurance that monitoring funds could be obtained in the out years. The Ventura Oil Pier is currently scheduled to construct in the summer of 2005, and would entail a geotextile based submerged artificial reef to stabilize the shoreline and to provide a surfing break.

A second candidate in southern California for a Section 227 project is offshore of either Carlsbad or Encinitas. Currently, ERDC is not supportive of a second site for southern California unless the Section 227 authority is extended and unless funds are appropriated specifically for the site. Both Carlsbad and Encinitas have shown strong interest in Section 227 project for their respective cities. A technical review committee made up by members of the CERB, ERDC, SPL, SPD, HQUSACE and the State of California evaluated Carlsbad and Encinitas as good candidate sites for a Section 227 project. The City of Carlsbad has considered approaching Congressman Cunningham through Ron Packard to support the extension language for Section 227 and to plus up the Section 227 program to accomplish a project design for Carlsbad.

Currently ERDC and HQUSACE are working with Congressional staffs to secure language in WRDA 2005 to extend the Section 227 authority and financial limits. ERDC has approached SPL and other Districts to see if we can solicit local support for the proposed language. Since BEACON is acting as the local sponsor for the Ventura Oil Pier project, they will be approached to seek support through Congresswoman Capps. Additionally, the City of Carlsbad will be approached to seek support through Congressman Cunningham.

ERDC Program Manager: Bill Curtis
ERDC Project Manager: Don Ward
Project Manager, Tony Risko, x4004
Lead Planner: Susie Ming, x3789
Co-Planner: Heather Sumerell, x3810

29. 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 study will focus on environmental restoration of the watershed, and specifically, the potential for removal of Rindge Dam, an obsolete water supply dam, which currently acts as an impediment to steelhead and other fish passage and is blocking the flow of sediment to the ocean and area beaches.

Local Sponsor:

California Department of Parks and Recreation
Suzanne Goode, Senior Ecologist

Study (Feasibility) Cost:

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

Federal Study (Feasibility) Funding:

Funding Through FY04	\$ 585,000
FY05 Appropriations:	\$ 325,000
FY06 Budget:	\$ 0
FY06 Optimal Funding:	\$ 167,000

Status and Other Issues:

Baseline condition studies are continuing. Geotechnical studies of deposited sediments and topographic surveys are complete. Baseline condition studies will be completed in early 2005. Development of alternatives and release of a draft project feasibility report and EIS/EIR is expected in early spring 2006.

Project Manager: Ehsan Eshraghi, x4013

Lead Planner: Jodie Clifford, x3854

30. Matilija Dam (Feasibility)



Study Purpose: Matilija Dam is located on Matilija Creek, a tributary to the Ventura River, near the town of Ojai, in Ventura County. The dam itself is no longer functional as a water supply structure, and is identified as a major impediment to the natural flow of the Matilija Creek, which traditionally supported a large population of Steelhead, a migratory fish related to the Salmon, which has recently been placed on the endangered species list. The study addresses hydrology, hydraulics, dam safety and removal issues, water allocation, flood control and flood plain management issues, sediment removal, transport and beach nourishment, and environmental restoration.

Local Sponsor:

Ventura County Watershed Protection District

Study (Feasibility) Cost:

Total	\$5,000,000
Federal	\$2,500,000
Non-Federal	\$2,500,000

Federal Study (Feasibility) Funding:

Funding Through FY04	\$ 2,474,000
FY05 Appropriations:	\$ 388,000
FY05 Allocation	\$ 307,000
FY06 Budget	\$ 0
FY06 Optimal Funding:	\$ 0

Status and Other Issues:

Final Feasibility Report was completed in September 2004. Chief's report was executed in Dec 2004. Design agreement is scheduled to be executed in May 2005. A total of \$307,000 was allocated in FY05 to complete the design PMP and initiate PED.

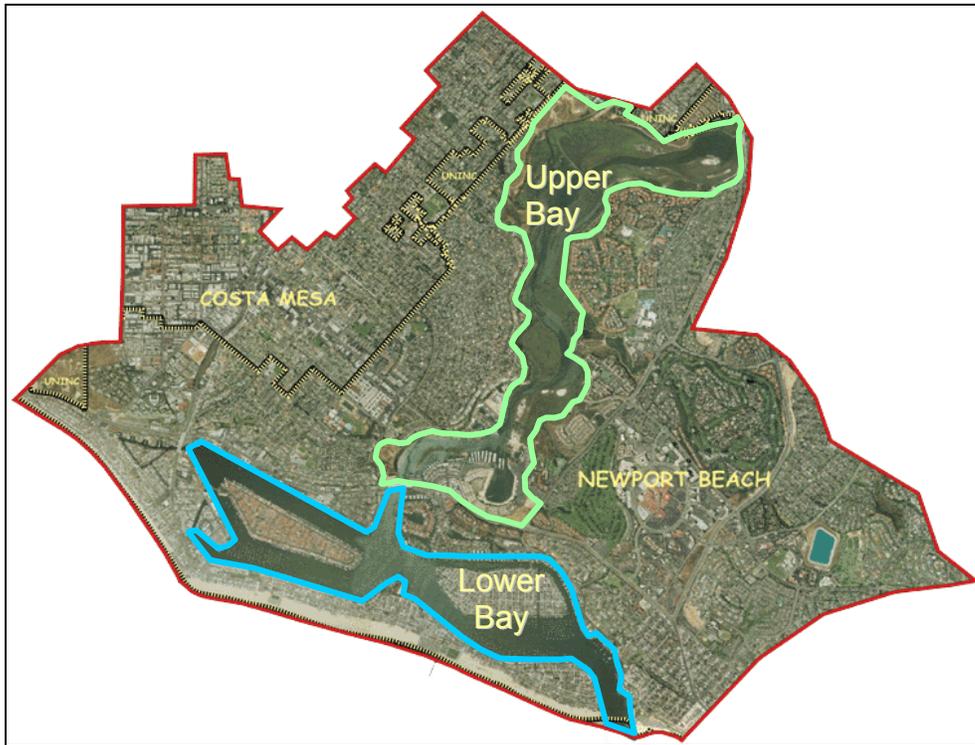
Matilija Dam is in the FY06 budget for \$2,200,000. These funds will be used to develop plans and specs for features 1 through 3. An additional \$1,000,000 can be used to complete individual plans & specs for multiple features.

The local sponsor will continue efforts for inclusion in WRDA for 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.

Project Manager: Darrell Buxton, x4007

Lead Planner: Jon Vivanti, x3809

31. 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 dredging access channels and two sediment basins; removal of a least tern island in Basin I and reconstruction of the island adjacent to Basin II; restore side channels around New, Middle and Shellmaker Islands; and, restore wetland habitat near Northstar Beach. 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.

Local Sponsor:

County of Orange (PCA signatory party)
California Department of Fish & Game (PCA signatory party)
California Coastal Conservancy (Non-Federal funding source)

Project Cost:

Total	\$39,200,000
Federal	\$25,500,000
Non-Federal	\$13,700,000

Federal Study (Feasibility) Funding:

Funding Through FY04	\$ 1,616,000
FY05 Appropriations:	\$ 1,000,000
FY05 Allocation	\$ 889,000
FY06 Budget	\$ 0
FY06 Optimal Funding:	\$13,000,000

Status and Other Issues:

The PCA reflects advance funding may be received from the local sponsor. Advance funding will allow us to undertake construction of discrete components of the project this fiscal year. SPL has prepared advance funding draft notification letter for Congress. Notification letter is currently undergoing legal review. HQUSACE has informally reviewed the draft PCA, and recommended the CERCLA clause be reverted back to the model language...this is the only significant comment. Other comments to clean up the PCA should be received by HQUSACE by the end of February. Once all comments are received, the PCA will be finalized and will be formally transmitted to HQUSACE. Estimated date for execution of the PCA is May 2005.

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.

Construction start is currently scheduled for Jul 05, with continuing contract acquisition needed for seamless construction. Award of the contract is timed to occur after release of the FY06 House appropriations bill. Contract will include options to implement discrete components of the project, should funding for full Optimal Funding in FY06 not be received. Request for approval to award a continuing contract has been submitted SPD/RIT.

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 Upper Newport Bay project is not in the FY06 budget. OMB believes the cause of the Upper Newport Bay degradation is a result of the locals not maintaining the Bay from sedimentation. Therefore OMB cleared the project as a low priority budget item. The local sponsors do not concur with OMB's assessment and have attempted to have OMB reclassify the project as a higher budget priority.

Sediments from Upper Newport Bay migrate to Lower Newport Bay, shoaling in the federal navigation channels. Maintenance dredging is required for FY06 to remove hazardous shoals within Newport Bay harbor. Sediment traps constructed in Upper Newport Bay as part of the ecosystem restoration project could capture material before it migrates to the Lower Bay, thus decreasing the Federal maintenance dredging cycle at Newport Bay harbor.

FY06 Optimal Funding is \$13,000,000 and will be used to continue with construction activities. If fully funded in FY06, the project can be completed in FY07.

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

Project Manager: Tony Risko, x4004
Lead Engineer: Jane Grandon, x3677

32. Surfside-Sunset Beach Nourishment (Stage 12)



Project 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.

Local Sponsor:

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) Funding:

Funding Through FY04	\$	0
FY05 Appropriations:	\$	0
FY05 Allocation	\$	0
FY06 Budget	\$	0
FY06 Optimal Funding:	\$	800,000

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.