

Channel Islands Harbor Sand Bypass Project Overview

Regional Sand Summit
February 18, 2021





Hueneme Canyon

Oxnard Coastline

Data CSUMB SFML, CA OPC
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Channel Islands Harbor Inception

- Port of Hueneme constructed in 1939
- Natural sand flow down coast unintentionally directed to submarine canyon by port jetties
- Following Navy seizure of Port Hueneme during World War II, coastal damages to Navy property occurred
- Material was permanently lost to Hueneme Canyon, and reduced natural protection on downcoast beaches
- Harbor approval received from Congress in 1954; Dredging begins 1960



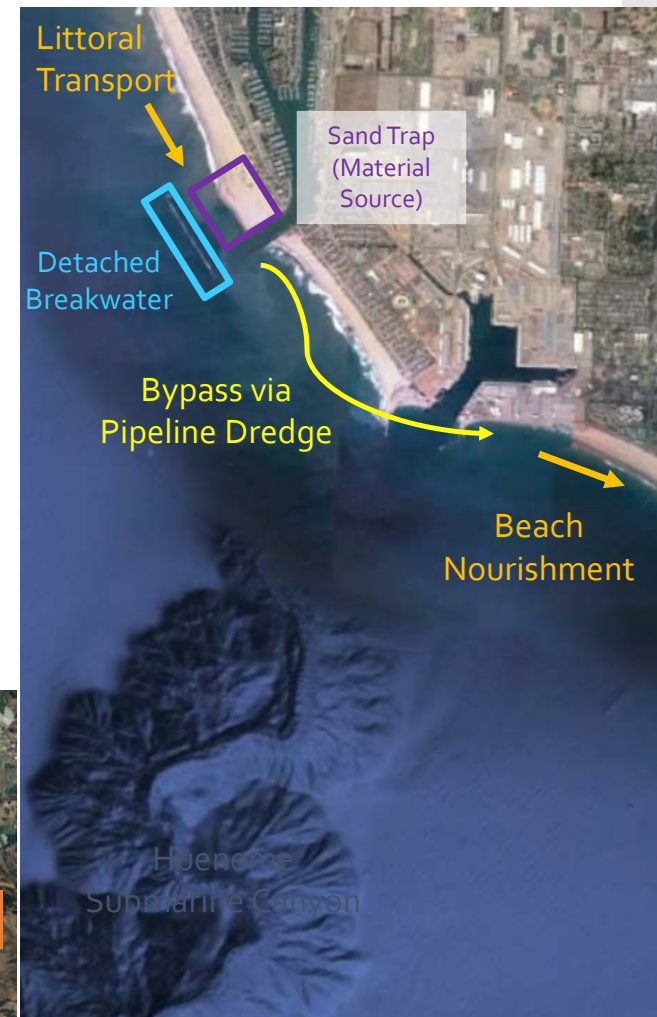
Project Authorization

- Channel Islands project authorized to:
 - Trap and bypass sand downcoast, to protect coastal property from Port Hueneme to Point Mugu
 - Create new small craft harbor to offset loss of Port Hueneme (due to Navy seizure of property during WWII)



Sand Bypass Solution

- Trap sand flow before port entrance jetty
- Move sand from trap to southern feeder beach every other year
- Natural movement of sand restores and maintains downcoast shoreline





Dredging Operation





Project Constraints

- Sand available to be removed to meet authorized/design depth in sand trap
- Environmental window for work
- Air Quality Permit Limits
- Federal funding to award dredging contract
 - USACE appropriations 81%
 - Navy match 19%



2020-21 Project Summary

- October 2020 – January 2021
- Moved 1.9M cubic yards of sand



Current Challenges

- Air Permits
 - Established Air Quality Permits allowed ~326,000 gallons of fuel usage
 - Contractor purchased additional fuel credits to continue work
 - The cost of increased credits will likely be included in future project costs
 - Project only receives 1/2 benefit of those permits
- Funding



Focus on Future Funding

- California Marine Affairs and Navigation Conference
- President's budget
- Congressional appropriations
- Communication & coordination with USACE





THANK
YOU!