

**DRAFT**

**SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT**

**MODIFICATIONS TO THE  
PORT OF HUENEME DEEPENING PROJECT  
VENTURA COUNTY, CALIFORNIA**

*Governor's Office of Planning & Research*

**MAR 05 2019**

**STATE CLEARINGHOUSE**

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**Department of the Army  
Los Angeles District Corps of Engineers**

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**U.S. ARMY CORPS OF ENGINEERS  
SOUTH PACIFIC DIVISION  
LOS ANGELES DISTRICT**

**FINDING OF NO SIGNIFICANT IMPACT  
FOR THE  
MODIFICATIONS TO THE  
PORT OF HUENEME DEEPENING PROJECT  
VENTURA COUNTY, CALIFORNIA**

I have reviewed the attached Supplemental Environmental Assessment (SEA) prepared for the project in Ventura County. The primary project purposes include efficient accommodation of larger, deep-draft vessels; increased cargo efficiency of product delivery; and reduced overall transit costs. The project would also provide beneficial uses for most of the dredged sediments as nourishment at Hueneme Beach, either directly onto the beach or into the nearby nearshore area. The plan selected (Alternative 2a with Disposal Option 1) is the National Economic Development Plan (NED Plan). Under this alternative, the Main Approach Channel would be dredged to -44 feet MLLW, and the Entrance Channel and Turning Basin (which includes Channel A) would be dredged to -40 feet mean lower low water (MLLW). Approximately 390 kilo-cubic yards (kcy) of material would be dredged over two months with 363 kcy of sand placed onto Hueneme Beach, 7 kcy placed into the nearshore, and 20 kcy disposed of on the existing Confined Aquatic Disposal (CAD) Site located within the harbor. In addition, if determined needed, approximately 14,000 tons of stone would be placed along the toe of the eastern slope of the Entrance Channel to stabilize the slope and prevent slumping into the deepened navigation channel. Construction could begin as early as June 2019 with an estimated 4-month duration.

Environmental resources and attributes addressed in the SEA include: topography and geology, oceanography and water quality, marine resources, air quality, noise, cultural resources, land and water use, ground transportation, vessel transportation, socioeconomic effects, and aesthetics are not expected to result in significant adverse impacts for the Recommended Plan as well as for all action alternatives.

Construction activities would be subject to environmental commitments specified in the original 1999 Environmental Assessment, as modified in Chapter 6 of this SEA. The project is in compliance with all applicable regulations including Section 404 and 401 of the Clean Water Act. A Section 404(b)(1) evaluation has been prepared (Appendix C) and the project received a Section 401 water quality certification, a copy of which can be found in Appendix \_\_ in the final SEA. The total direct and indirect emissions from the federal action are below applicability rates. Therefore, a conformity determination is not required. The project meets the requirements of Section 176(c) of the Clean Air Act. A supplemental Consistency Determination was submitted to the California Coastal Commission (CCC) for project concurrence for compliance with the Coastal Zone Management Act. A copy of the concurrence letter can be found in Appendix \_\_ in the final SEA. No federally-listed species or designated critical habitat would be affected by project implementation. Therefore, formal consultation is not required pursuant to