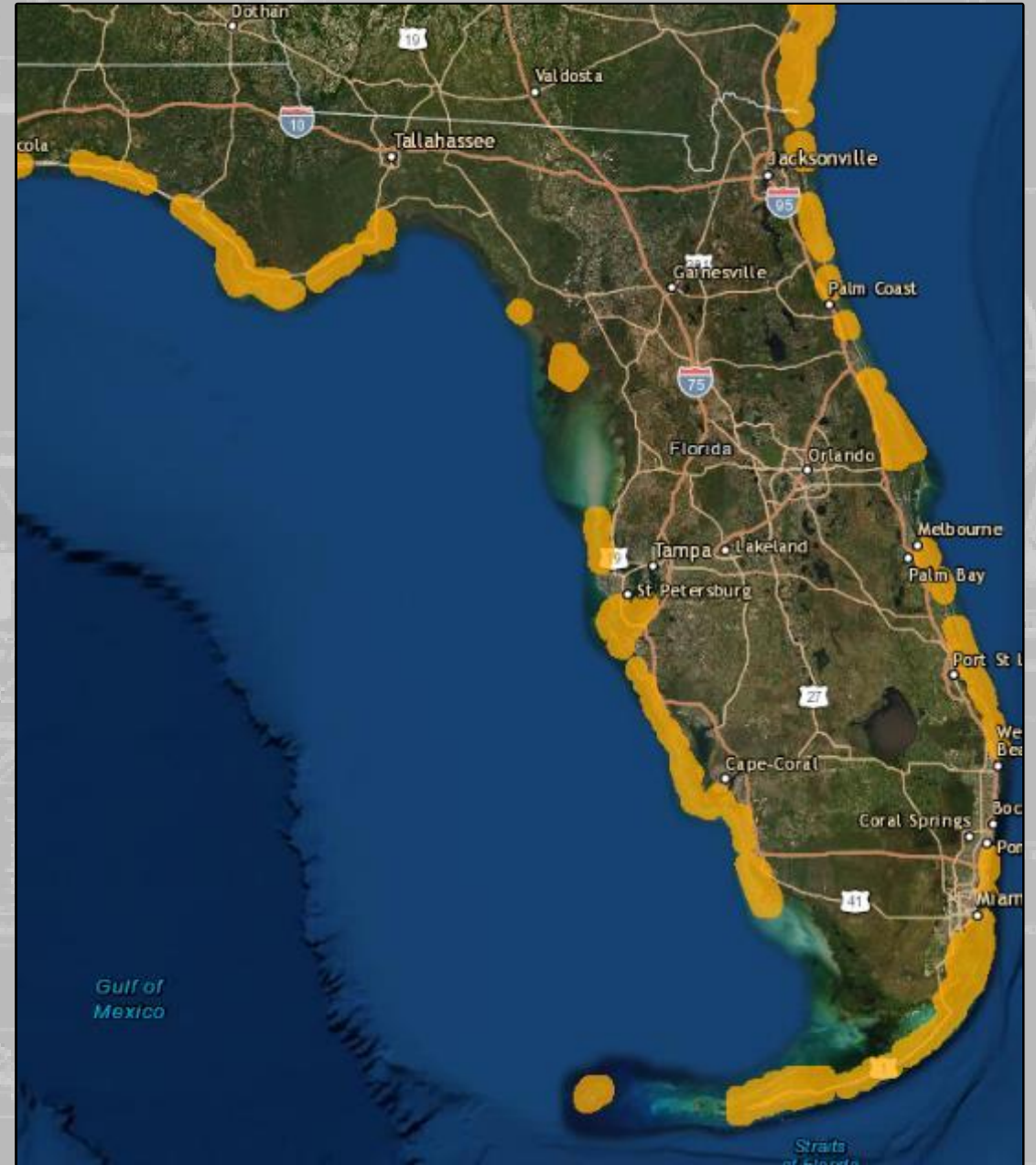


# NAVIGATING BARRIERS: PLANNING CIVIL WORKS PROJECTS WITH COORDINATION OF THE COASTAL BARRIER RESOURCES ACT (CBRA)

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# CBRA HISTORY



- Congress passed the Coastal Barrier Resources Act (CBRA) of 1982 (16 U.S.C. 3501 *et seq.*)
- Established John H. Chafee Coastal Barrier Resources System (CBRS)
- Aimed at addressing coastal barrier development
- Restricted most Federal expenditures and financial assistance
- U.S. Fish and Wildlife Service is responsible for oversight and enforcement of CBRA





# CBRA HISTORY CONT.

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- **Three Purposes of CBRA**
  - ✓ Minimize loss of human life by discouraging development in high-risk areas;
  - ✓ Reduce wasteful expenditure of federal resources; and
  - ✓ Protect the natural resources associated with coastal barriers

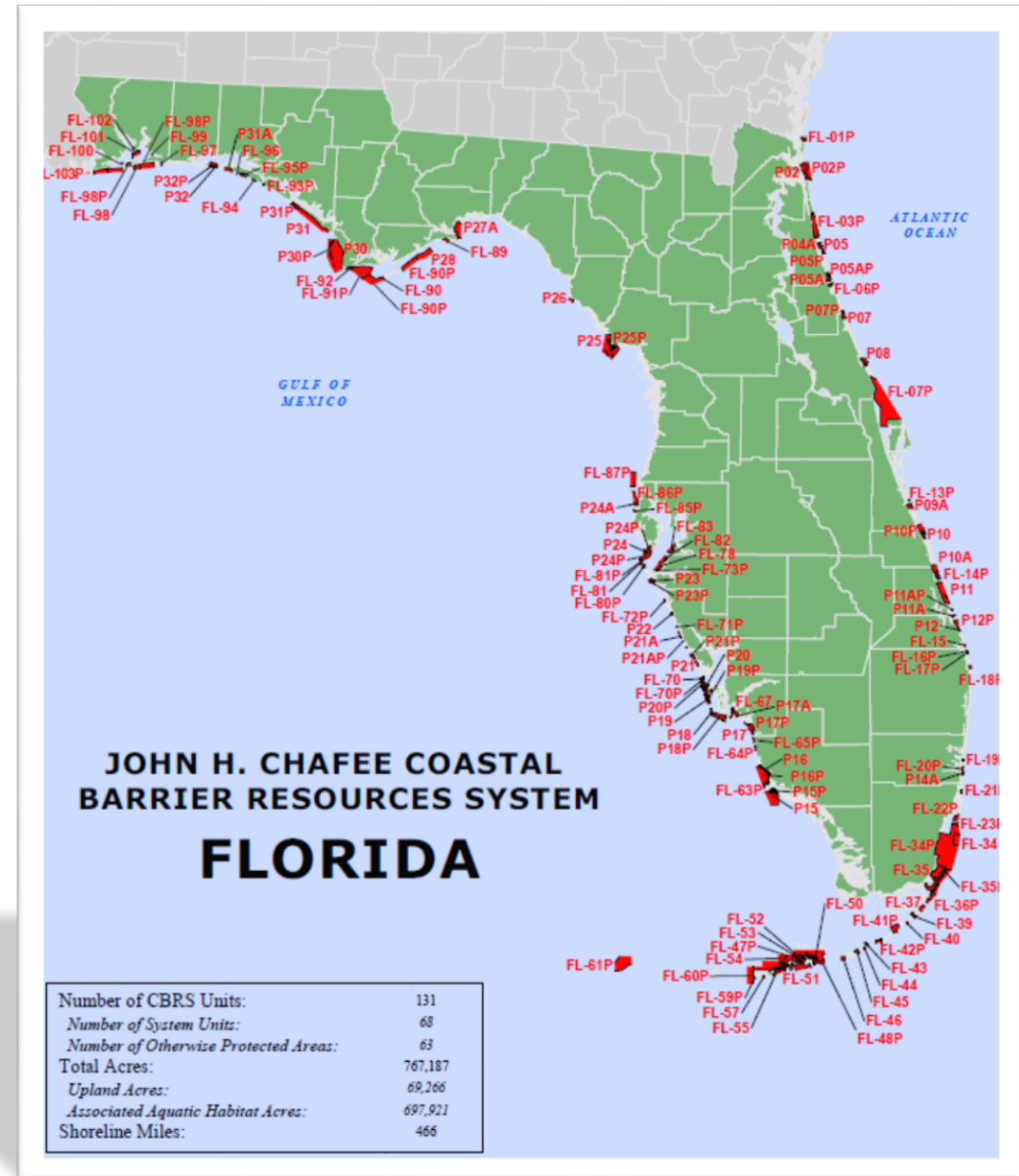




# COASTAL BARRIER RESOURCE SYSTEM



- CBRS designated areas along the Atlantic and Gulf Coasts
  - 131 Units in Florida
    - System Units – 68
      - OPAs – 63
    - 767,187 acres
  - 466 shoreline miles





# TYPES OF CBRs UNITS



- **System Units**
  - Relatively undeveloped at time of designation
  - Predominantly privately owned
  - Boundaries generally follow geomorphic, development, or cultural features
  - Most new Federal expenditures are prohibited within System units
- **Otherwise Protected Areas**
  - Predominantly comprised of conservation and/or recreation lands
    - Wildlife refuges, state and national parks, private conservation areas
  - Boundaries coincide with conservation or recreation areas
  - Only Federal spending prohibition within OPAs is on Federal flood insurance





# COASTAL BARRIERS – CBRA DEFINITION



- A depositional geologic feature subject to wave, tidal, and wind energies
- Protects landward aquatic habitats, including adjacent wetlands, marshes, estuaries, inlets and near-shore waters
- **ONLY** if such features and associated habitats contain few man-made structures and these structures do not significantly impede geomorphic and ecological processes





# CBRA PROHIBITIONS



- The Act restricts Federal financial assistance
  - Loans
  - Grants
  - Insurance (Including Flood and Mortgage)
  - Subsidies
  - Other forms of Direct or Indirect Assistance



- Examples of Federal activities
  - Structures
  - Facilities
  - Related Infrastructure
  - Bridges or Causeways



- Does not prohibit work by private entities without Federal assistance

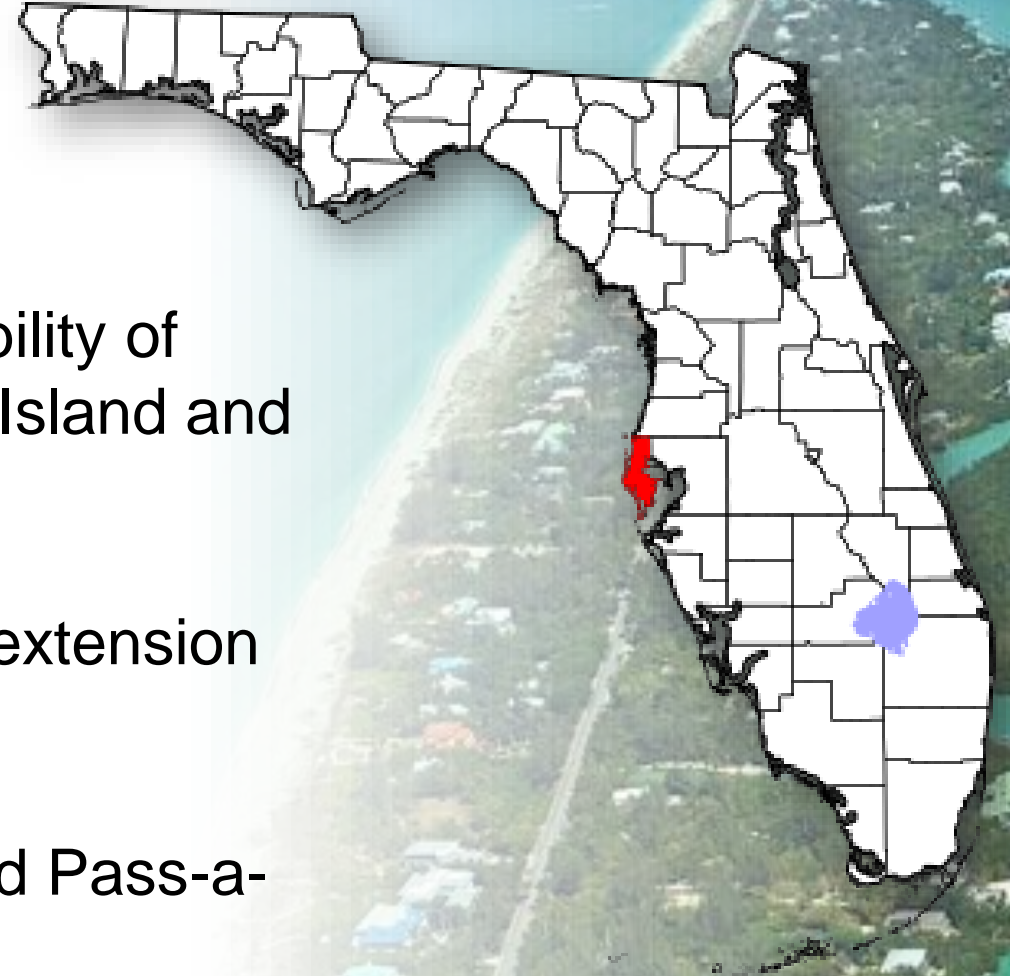




# CASE STUDY – PINELLAS COUNTY CSR



- Coastal Storm Risk Management Project
- Existing Federal beach erosion control project
- Erosion and potential storm damage susceptibility of structures along two barrier islands: Treasure Island and Long Key
- Plan is for periodic beach nourishment, berm extension and dune rehabilitation
- Sand sources are Johns Pass, Blind Pass, and Pass-a-Grille







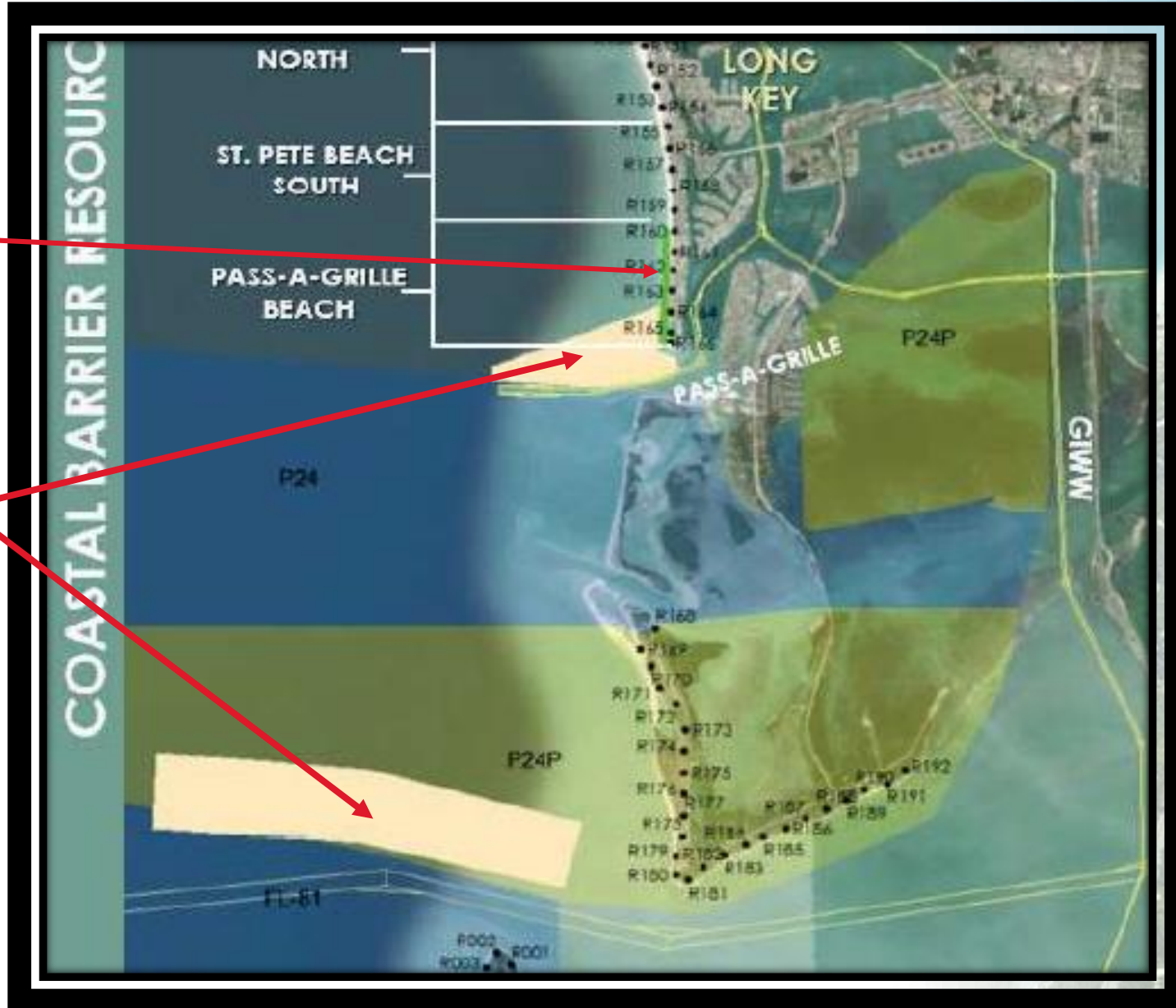
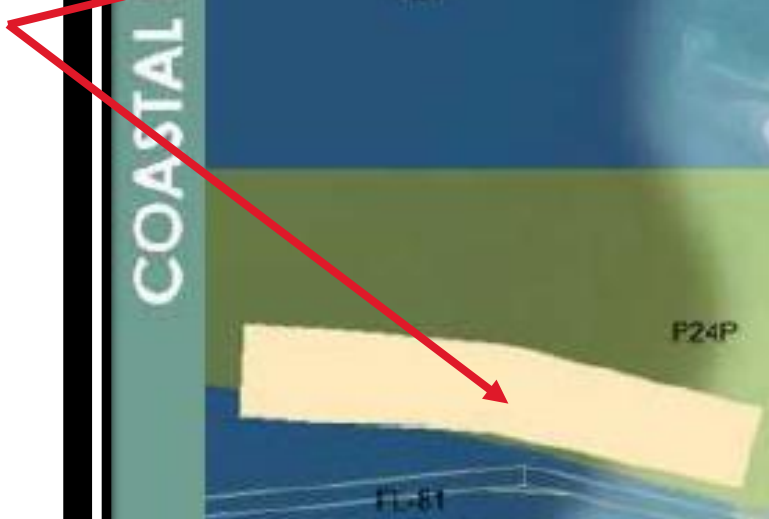
# CASE STUDY – PINELLAS COUNTY CSR



Beach Nourishment



Sediment Sources





# CASE STUDY – PINELLAS COUNTY CSR

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- Exception in this case - 16 U.S.C. § 3505(a)(2)
- Maintenance or construction of improvements of existing Federal navigation channels to include the disposal of dredged material
- As long as Federal channel was authorized before the date the relevant System unit was included in the CBRS
- Sand sources in this case are coming from the navigation channel and ebb shoals associated with the Federal channel
- Corps provided additional monitoring plans to address concerns over the stability of the unit post-dredging
- Construction not expected to begin until 2028 – Additional consultation will be required in the future

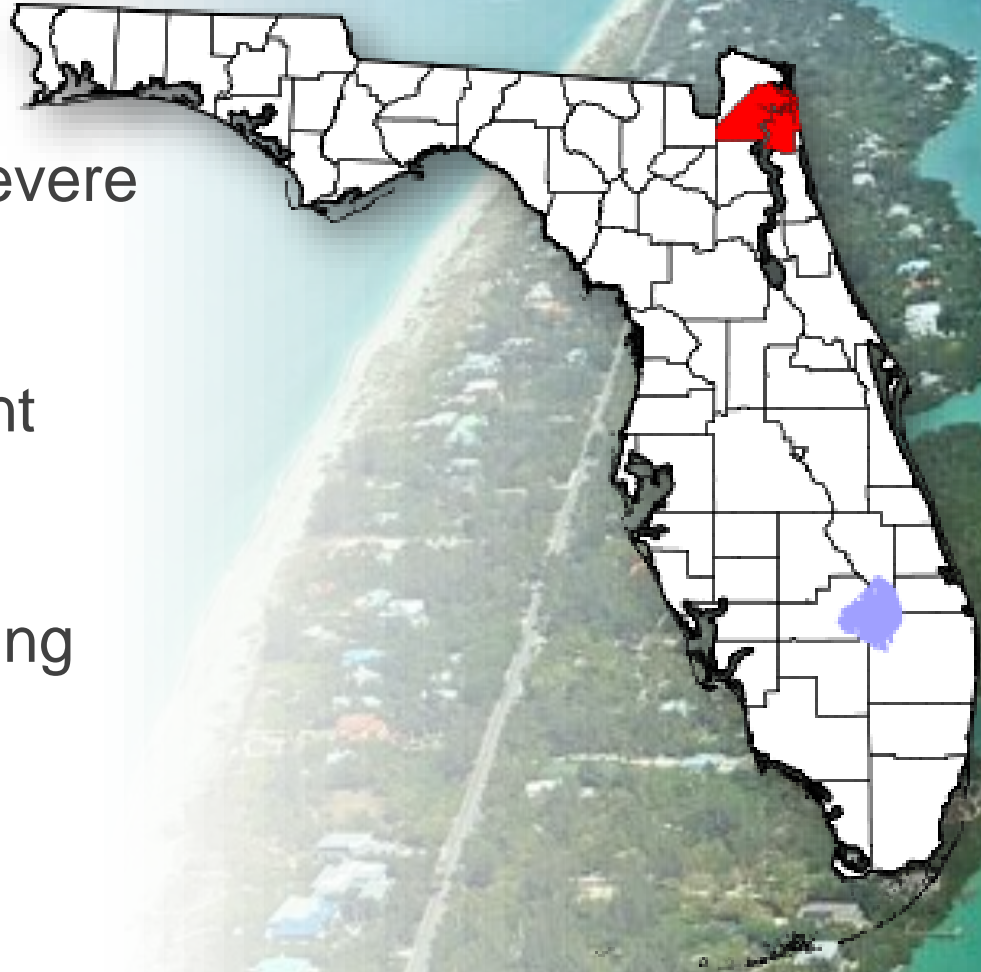




# CASE STUDY – FORT GEORGE INLET



- Federal project to mitigate shore damage attributable to Federal navigation works
- Shoreline of Fort George Inlet has experienced severe erosion
- Federal navigation channel experienced significant shoaling
- 17 additional groins constructed to address shoaling
- Fort George Inlet migrating north and Little Talbot Island eroding
- A large storm event could close the channel





# CASE STUDY – FORT GEORGE INLET



**Ft. George River**

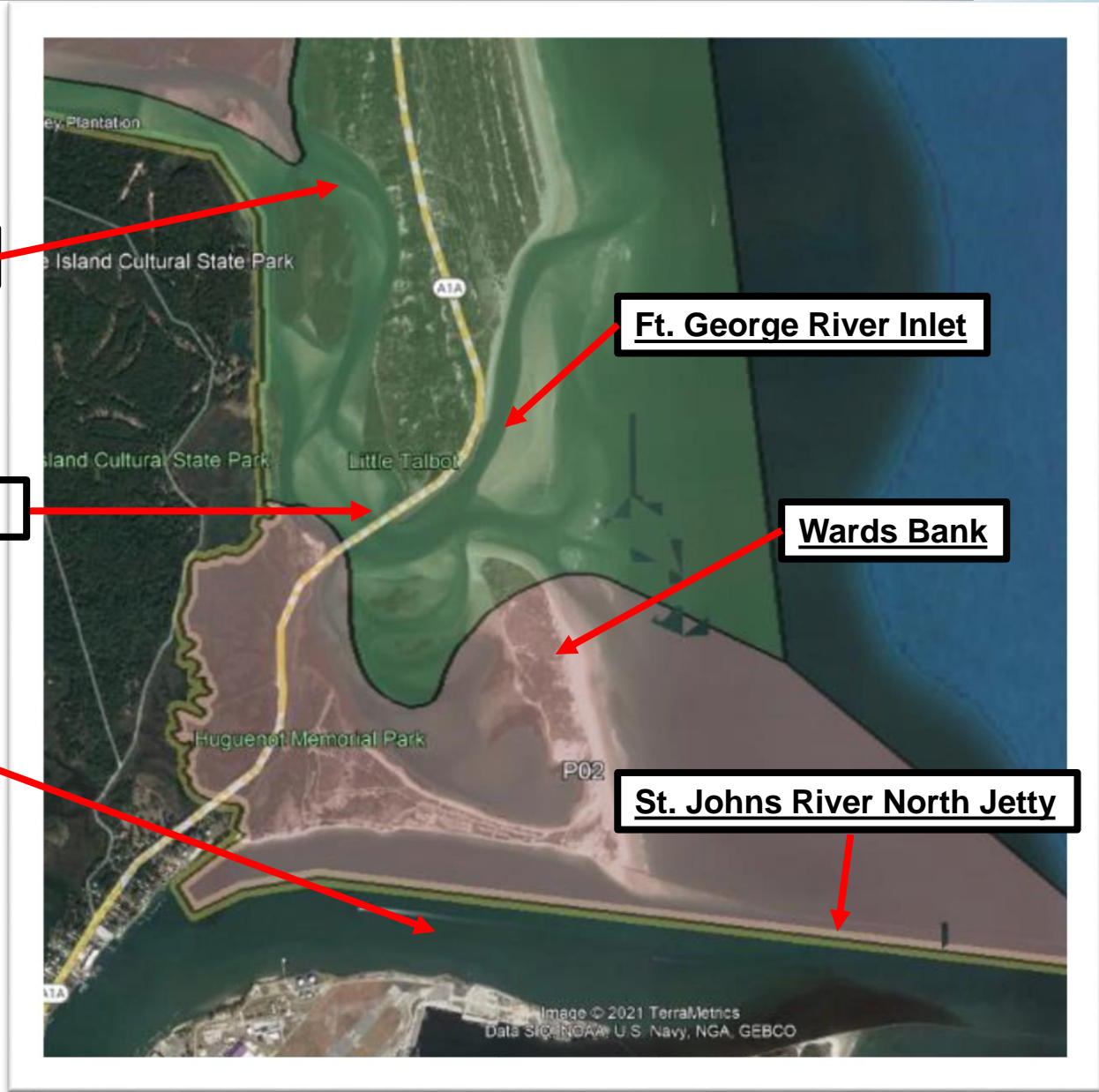
**Ft. George River Inlet**

**SR A1A**

**Wards Bank**

**St. Johns River**

**St. Johns River North Jetty**





# CASE STUDY – FORT GEORGE INLET

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- While the project is not directly located within the System unit, precautions are being taken to ensure the effects of the project do not have detrimental effects to the barrier resources to the south of the project site.
- Coordination with FWS is ongoing to ensure compliance with the CBRA and maintain the barrier resources within the System unit.
- Monitoring plans could be part of the post-construction agreement to ensure unit conservation





# CASE STUDY – PORPOISE POINT

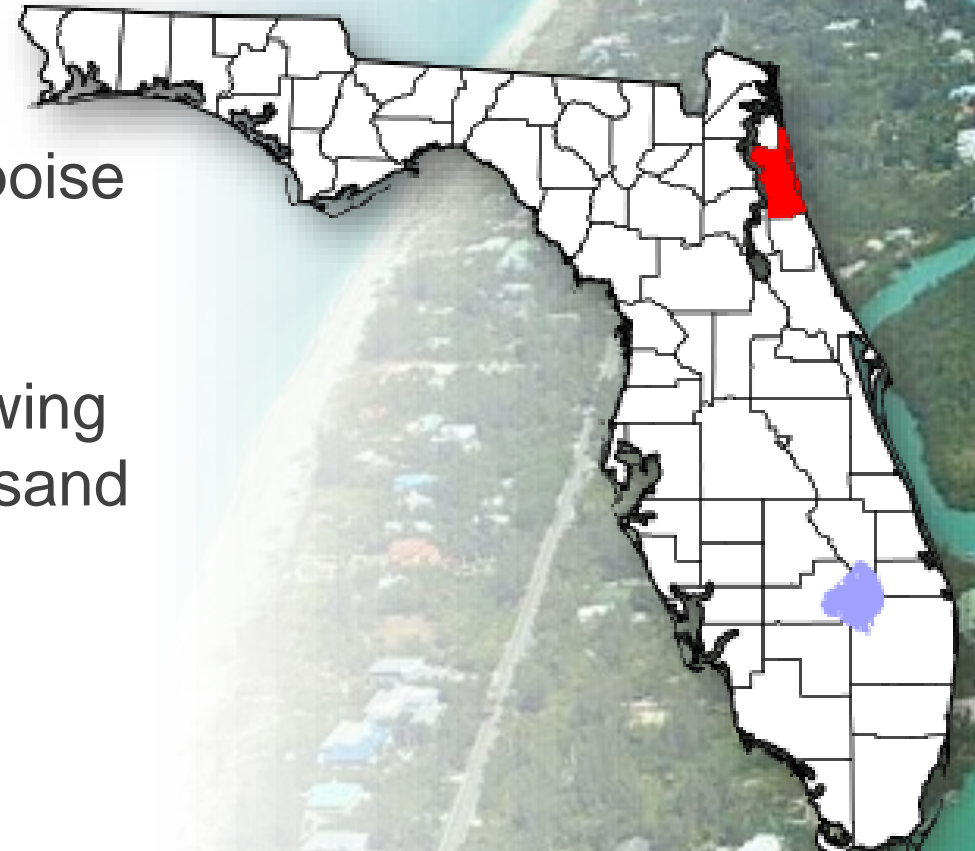


Porpoise Point is a rapidly changing barrier island point with heavy erosion and accretion; subject to many storm events in recent years to include Hurricanes Matthew and Irma.

Federal groin was constructed seaward from Porpoise Point in 1941 and was designed to be sand tight.

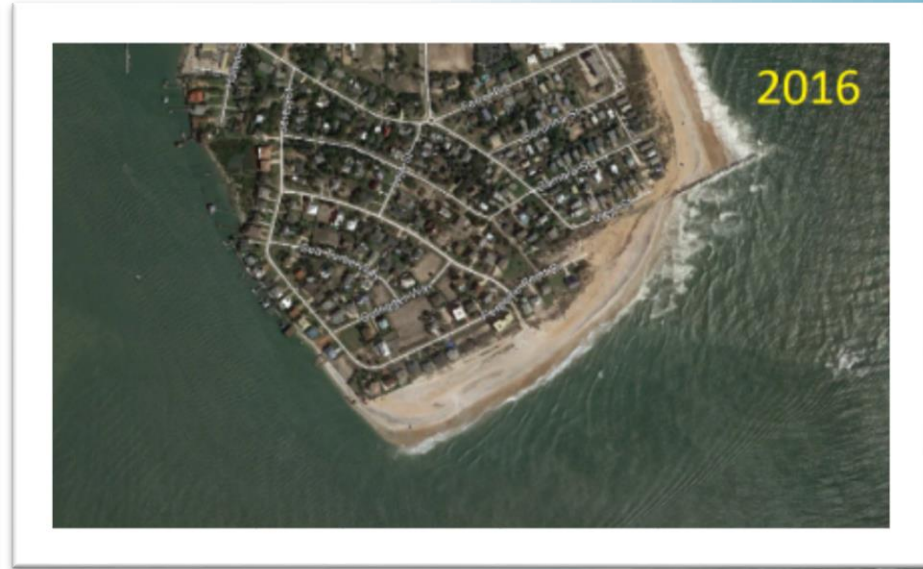
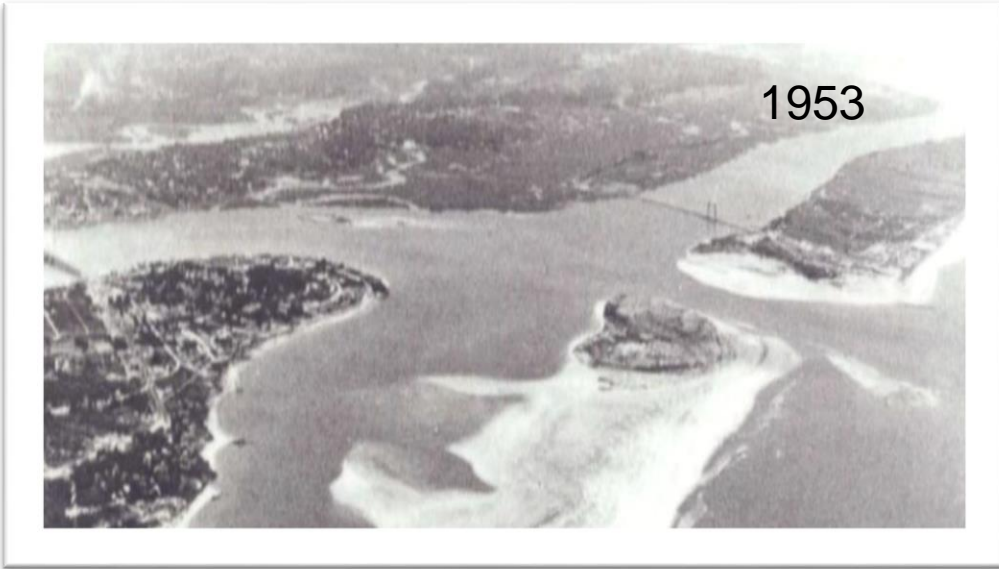
Over the years the groin has become porous allowing sand to transfer to Porpoise Point aiding in some sand accumulation and preventing some erosion.

Recent storm events have left homes extremely vulnerable, roads damaged and utilities exposed.





# CASE STUDY – PORPOISE POINT





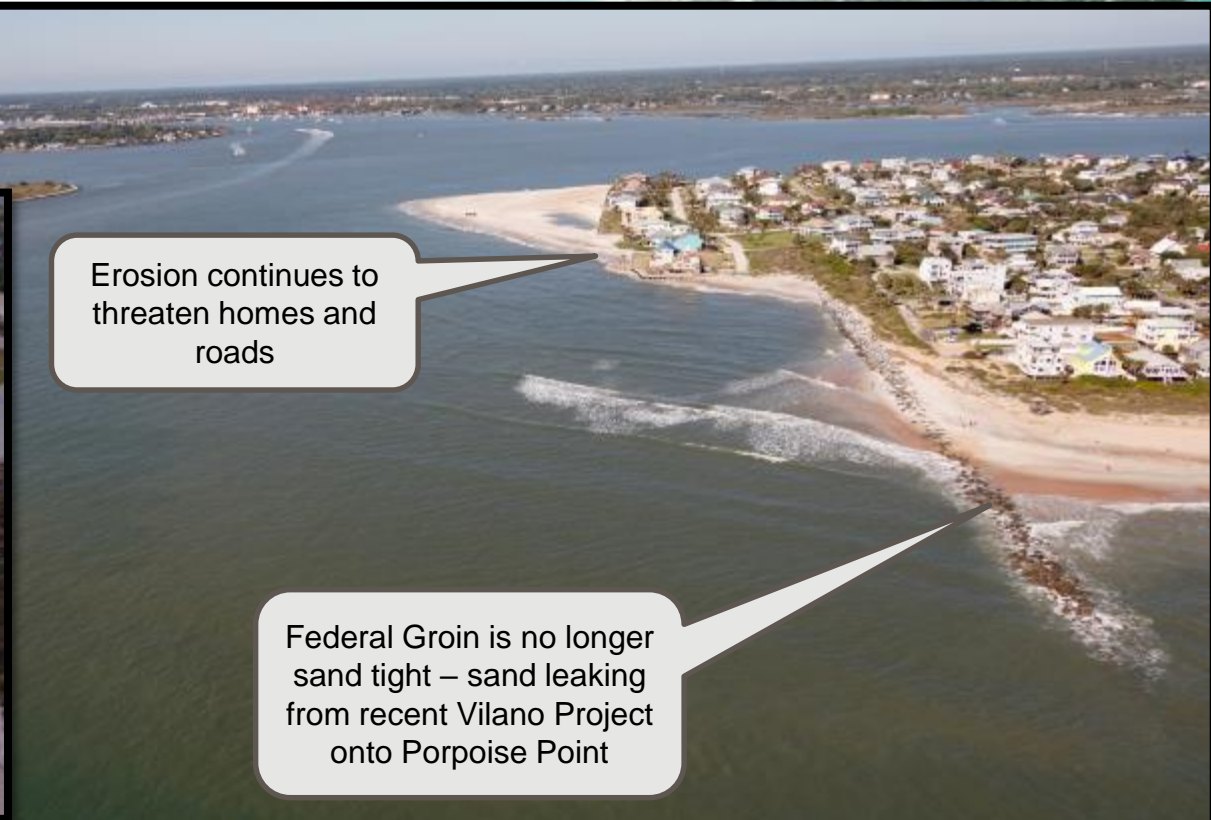
# CASE STUDY - PORPOISE POINT



Vilano Federal Beach Project



Erosion continues to threaten homes and roads

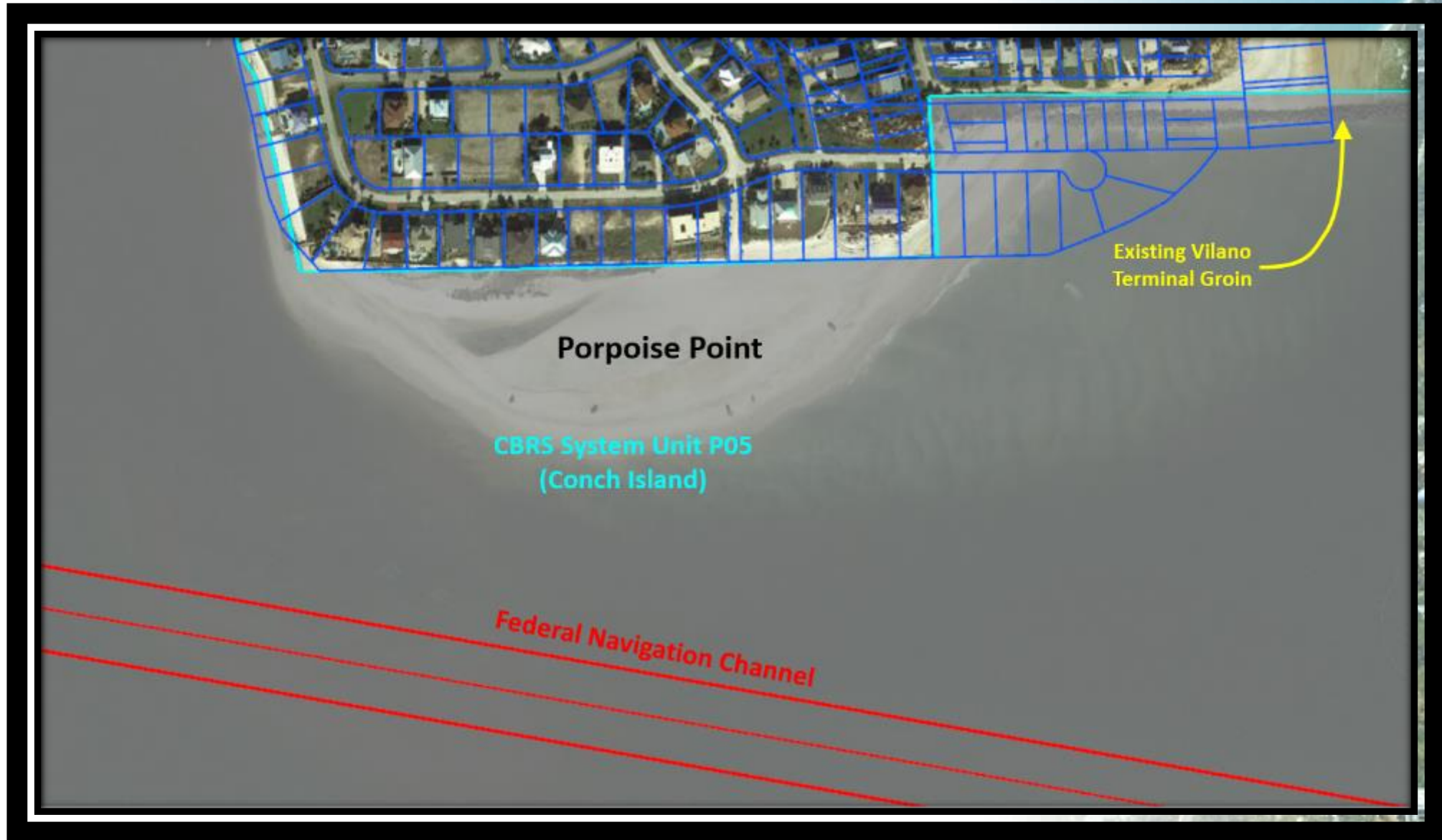


Federal Groin is no longer sand tight – sand leaking from recent Vilano Project onto Porpoise Point





# CASE STUDY – PORPOISE POINT





# CASE STUDY – PORPOISE POINT

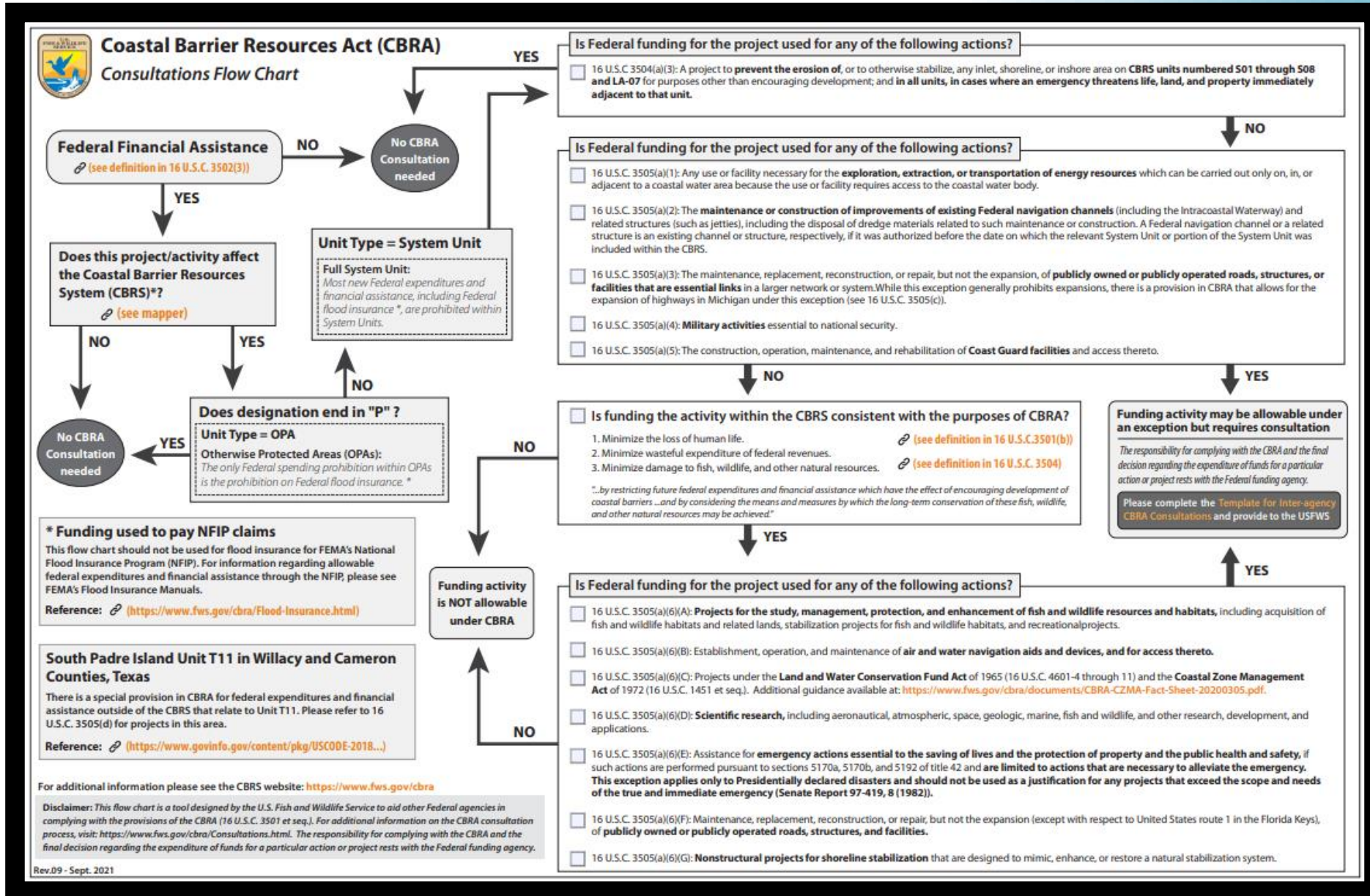


- FWS was consulted and the project went through multiple iterations of alternatives to attempt to either meet the three purposes of CBRA or meet an exception
- Project Team attempted to meet exceptions to the CBRA rule (protection of property and restoration of natural system)
- CBRA restricted the use of hardened structures within a System unit (i.e. groins, jetties, bulkheads)
- The project would not be financially feasible or successful without the use of hard features
- Attempts at requesting Porpoise Point to be removed from the current System unit were denied due to undeveloped status at the time of designation
- Project, as proposed, was determined to not comply with CBRA
- Federal action agency has final decision on moving forward with the project





# CONSULTATION PROCESS





# CONCLUDING NOTES

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- Understanding restrictions and limitations of CBRA can influence design of the project to meet purpose of the Act at the outset of design
- Early coordination with FWS is essential in determining acceptable design of projects located within System units
- Understanding exceptions and how they fit to a project will provide a baseline for design and construction



