



**HARBOUR COMMISSION  
MINUTES  
DRAFT**

**Thursday, June 26, 2025  
Meeting Room B-8  
2000 Main Street  
Huntington Beach, CA 92648**

KIMBERLEY MILLIGAN, Chair  
CHRIS NIELSEN, Vice Chair  
WILLIAM LARKIN, Board Member  
CRAIG SCHAUPPNER, Board Member  
VAN VU, Board Member  
MEL WILLIAMS, Board Member  
DIANE WOOD, Board Member

**COUNCIL LIAISONS**

PAT BURNS, Councilmember Liaison  
GRACEY VAN DER MARK, Councilwoman Liaison

**STAFF**

ERIC MCCOY, Fire Chief  
ERIC DIETERMAN, Marine Safety Division Chief  
KEVIN JUSTEN, Senior Management Analyst

**CALLED TO ORDER**

Schauppner called the meeting to order at 5:00 PM.

**PLEDGE OF ALLEGIANCE**

Larkin led the Pledge of Allegiance.

**ROLL CALL**

Commissioners Present: Larkin, Schauppner, Vu, Williams, Wood

Commissioner Absent: Milligan, Nielsen

Staff Present: Justen, McCoy, McDonald, West

**PUBLIC COMMENTS**

Amory Hansen spoke in support of the recommended revisions to Municipal Code Chapters 13.32, 13.36, 13.40 and 13.44. Allan Harriman spoke to express concern regarding bridge jumping in the Harbour.

**APPROVAL OF MINUTES**

Approval of Meeting Minutes – April 24, 2025

**MOTION:** A motion was made by Wood, seconded by Williams, to approve the April 24, 2025, meeting minutes.

The motion carried by the following vote, 5-0:

AYES: Larkin, Schauppner, Vu, Williams, Wood

NOES: None

**ADMINISTRATIVE ITEMS**

1. *Harbour Commission Review of Municipal Code Chapters 13.32, 13.36, 13.40, 13.44*

Schauppner reported that he met with Fire Department members and a representative of the City Manager's Office to review and finalize Harbour Commission recommended updates to the portion of the Municipal Code which pertain to the Harbour. These include Chapters 13.32, 13.36, 13.40 and 13.44. Justen said that there were twelve (12) recommendations that were submitted to the City Attorney's Office for evaluation and six (6) recommendations which were placed on hold due to the Murchison v. City of Newport Beach lawsuit, which has to do with permitting for rental vendors in Newport Harbor. He said that once this lawsuit is resolved the additional recommendations could be submitted, depending upon the outcome.

2. *Recommendation to the City Council to congratulate Captain Jessica J. O'Brien, USN, on a successful Major Command tour and welcoming Captain Kyle Caldwell, USN, as the new Commanding Officer of Naval Weapons Station Seal Beach*

The Commission expressed interest in recommending Captain Jessica J. O'Brien, USN, be recognized by the City Council for a successful Major Command Tour of Naval Weapons Station Seal Beach. Justen said that she could be submitted for the Mayor's Spotlight Award if the Commission votes to recommend this. The next presentation of awards will be on July 22, 2025. The Commission also said that they would like to invite the new Commanding Officer, Captain Kyle Caldwell, USN, to a future Harbour Commission meeting.

**MOTION:** A motion was made by Schauppner, seconded by Larkin, to recommend Captain Jessica J. O'Brien, USN, for the Mayor's Spotlight Award.

The motion carried by the following vote, 5-0:

AYES: Larkin, Schauppner, Vu, Williams, Wood

**COMMITTEE REPORTS**

1. *Vessels and Watercraft Ad Hoc Committee*

There was no report from the Vessels and Watercraft Ad Hoc Committee.

2. *Water Quality Ad Hoc Committee*

Wood reported that Committee members are building working relationships with 501(c)(3) organizations who support water quality initiatives in the Harbour.

3. *Policy Ad Hoc Committee*

Schauppner said that there was no report other than the Commission is waiting on a response from the City Attorney's Office regarding the recommended revisions to the Municipal Code.

## STAFF COMMENTS

McCoy introduced recently promoted Marine Safety Division Chief Trevor McDonald. McDonald reported that the Marine Safety Division is busy preparing for the summer season. Justen said that Wood requested that an overview of the Marine Safety Division be provided to the Commission and this will be proposed for the July meeting agenda.

## MEMBER COMMENTS

Williams provided the attached handout, *Huntington Harbour Infrastructure Report Summary and Comments*, and noted that Huntington Harbour received a letter grade of "D" for the condition of its infrastructure. Larkin asked if staff could follow up to see if there was an update on the report from the Navy on the water exchange rate for the Harbour. Justen said that he would attempt to determine this. Wood expressed interest in having presentations at future meetings, including things such as an overview of the Marine Safety Division, introduction of the new Commanding Officer for Naval Weapons Seal Beach, Captain Kyle Caldwell, USN, etc. Schauppner asked if the data on the amount of debris collected in the Harbour was available and Justen said that Tintle and Merid are still working on this. Schauppner also said that he thought a tour of the Police Department Crime Center would still be beneficial, even if it is not operational and Justen said he would contact the Police Department to set this up. Schauppner asked about setting up a tour of the trash wheel in Newport Beach, which he thought would have educational benefits even if the City is not going to pursue purchase of this device. He also asked if City Engineer Herbel had any feedback on the emergent technology handout Williams provided him and Justen said he would contact Herbel regarding this. Schauppner asked about the possibility of conducting a Harbour Commission strategic planning session and McCoy said that this could be scheduled in the future.

## ADJOURNMENT

**MOTION:** A motion was made by Wood, seconded by Vu, at 5:26 p.m. to adjourn to the July 24, 2025, meeting.

The motion carried by the following vote, 5-0:

AYES: Larkin, Schauppner, Vu, Williams, Wood

NOES: None

The next regularly scheduled meeting of the Harbour Commission will be on August 28, 2025, at a time and location to be announced.



## **Huntington Harbour Infrastructure Report Summary & Comments**

The City of Huntington Beach released their 2024 Infrastructure Report Card (78 pages).

[https://www.huntingtonbeachca.gov/departments/public\\_works/infrastructure\\_report\\_card.php](https://www.huntingtonbeachca.gov/departments/public_works/infrastructure_report_card.php)

### **Contributors to this report Card were:**

Mayor Pat Burns

Councilmember Gracey Van Der Mark

City Engineer Tom Herbel

Past Commissioner Michael Vanvoorhis

Commissioner Dee Wood

Commissioner Bill Larkin

### **Overview of the Harbour:**

Huntington Harbour received a "D" grade, signaling poor infrastructure conditions and heightened vulnerability, particularly related to flooding and pump station reliability.

Page 50 of the reported states Harbour facilities are in need of immediate attention at a cost of \$18,650,000 over the next 15 years. These facilities include 2,930 linear feet of city-owned bulkhead). By 2050, sea level is expected to rise 1 to 2 feet. The bulkheads and seawalls are not high enough to provide the necessary protection during King Tides that the City experiences twice a year making some parts of the harbour uninhabitable.

### **Impact on Huntington Harbour:**

Harbour infrastructure is under stress from aging pump stations, stormwater vulnerabilities, and projected sea-level rise.

Several pump stations lack redundancy, presenting a serious risk during major storm events.

Rising tides and climate pressures compound these issues.

Comparatively, Huntington Harbour is underperforming against other regional coastal communities like Naples (Long Beach) and Newport Beach.

### **Comparative Case Study: Naples (Long Beach)**

- Long Beach modernized Naples Island infrastructure through a \$9.8 million Phase I Seawall Repair Bond approved in 2015.
- The project was funded through a combination of General Fund contributions and Certificates of Participation (COPs), which do not require voter approval.
- Phase II and III were projected to cost an additional \$22 million and are being financed through utility user fees and deferred maintenance funding, spread over 10 years.

### **Comparative Case Study: Newport Beach**

- Newport Beach undertook seawall upgrades and harbor improvements through a \$26 million bond program approved in 2017.
- Funding sources included Tidelands Funds, Harbor Capital Funds, and a city-backed General Obligation Bond issued with a 20-year amortization.
- Private dock owners were also assessed improvement fees to fund public-private partnership projects.

### **Proposed Huntington Harbour Strategy:**

Establish a dedicated Huntington Harbour Infrastructure Fund supported by:

- Matching state and federal grants (e.g., FEMA, Cal OES Office of Emergency Svcs)
- Localized benefit assessment district (Harbour-only)
- Revenue bond issued over 20 years backed by infrastructure fees
- Emulate Newport and Naples' bond models to fund seawall and flood control modernization with resident engagement and phased funding.
- Develop a public infrastructure dashboard for transparency and accountability.

### **Conclusion:**

Huntington Harbour's infrastructure is in a vulnerable state. Learning from neighboring coastal cities, Huntington Beach must prioritize dedicated funding strategies and resilience planning. Strategic investment now will mitigate future costs and protect this high-value asset from climate and infrastructure failure risks.

~ Mel Williams

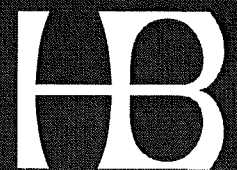


*City of*  
HUNTINGTON BEACH

## Infrastructure Report Card.

# City of Huntington Beach

## INFRASTRUCTURE REPORT CARD 2024



# INFRASTRUCTURE GRADES

- A:** Exceptional — Fit for the future  
**B:** Good — Adequate now  
**C:** Mediocre — Requires attention  
**D:** Poor — At risk  
**F:** Failing/Critical — Unfit for purpose

OVERALL

**C**

Total Needs 2024–2039: \$1.8B



COASTAL



\$23M



NON-ROAD  
PAVEMENT



\$87M



HARBOUR



\$19M



ROADS



\$270M



FACILITIES



\$180M



STORMWATER



\$877M



PARKS



\$129M



WASTEWATER



\$126M



INFORMATION  
SYSTEMS



\$21M



WATER



\$69M



BRIDGES



\$45M





assigned a lettered grade to individual technical subcategories. All assigned grades were discussed with the EC and the OCC. It is important to note that lettered grades are based upon numerical metrics and the

professional opinion of industry experts. Should a discrepancy occur between the lettered grade and community perception, technical findings were presented to adjust the grade.

GRADE	DEFINITION
<b>A</b>	<p><b>EXCEPTIONAL: FIT FOR THE FUTURE</b></p> <p>The infrastructure in the system or network is generally in excellent condition, typically new or recently rehabilitated, and meets capacity needs for the future. A few elements show signs of general deterioration that require attention. Facilities meet modern standards for functionality and resilient to withstand most disasters and severe weather events.</p>
<b>B</b>	<p><b>GOOD: ADEQUATE FOR NOW</b></p> <p>The infrastructure in the system or network is in good to excellent condition; some elements show signs of general deterioration that require attention. A few elements exhibit significant deficiencies. Safe and reliable with minimal capacity issues and minimal risk.</p>
<b>C</b>	<p><b>MEDIOCRE: REQUIRES ATTENTION</b></p> <p>The infrastructure in the system or network is in fair to good condition; it shows general signs of deterioration and requires attention. Some elements exhibit significant deficiencies in conditions and functionality, with increasing vulnerability to risk.</p>
<b>D</b>	<p><b>POOR: AT RISK</b></p> <p>The infrastructure is in poor to fair condition and mostly below standard, with many elements approaching the end of their service life. A large portion of the system exhibits significant deterioration. Condition and capacity are of significant concern with strong risk of failure.</p>
<b>F</b>	<p><b>FAILING/CRITICAL: UNFIT FOR PURPOSE</b></p> <p>The infrastructure in the system is in unacceptable condition with widespread advanced signs of deterioration. Many of the components of the system exhibit signs of imminent failure.</p>

- Operations and maintenance of City bridges is currently handled by a combination of Public Works Engineering projects, Public Works Roadway Maintenance, and Caltrans regular bridge inspections.
- Four Caltrans-owned bridges on Pacific Coast Highway and two bridges over the Santa Ana River owned by the City of Costa

Mesa provide key links into the City. All are potentially vulnerable to major climate change-related events.

### Recommended Projects

The City of Huntington Beach has developed a Bridge Maintenance List, prioritizing projects and preventative maintenance based on Caltrans Sufficiency Ratings and Structural Evaluations.

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANTICIPATED COST
1	Admiralty Bridge Rehabilitation	Essential	Immediate	\$6,000,000
2	Humboldt Bridge Rehabilitation	Essential	Near Future	\$6,000,000
3	Davenport Bridge BPMP	Highly Desirable	Near Future	\$3,000,000
4	Gilbert Bridge BPMP	Highly Desirable	Near Future	\$3,000,000
5	Broadway Bridge Rehabilitation	Highly Desirable	Future	\$6,000,000
6	Trinidad Bridge Rehabilitation	Highly Desirable	Future	\$6,000,000
<b>Total Capital Need (2024-2039)</b>				<b>\$30,000,000</b>

## Recommended Annual Programs

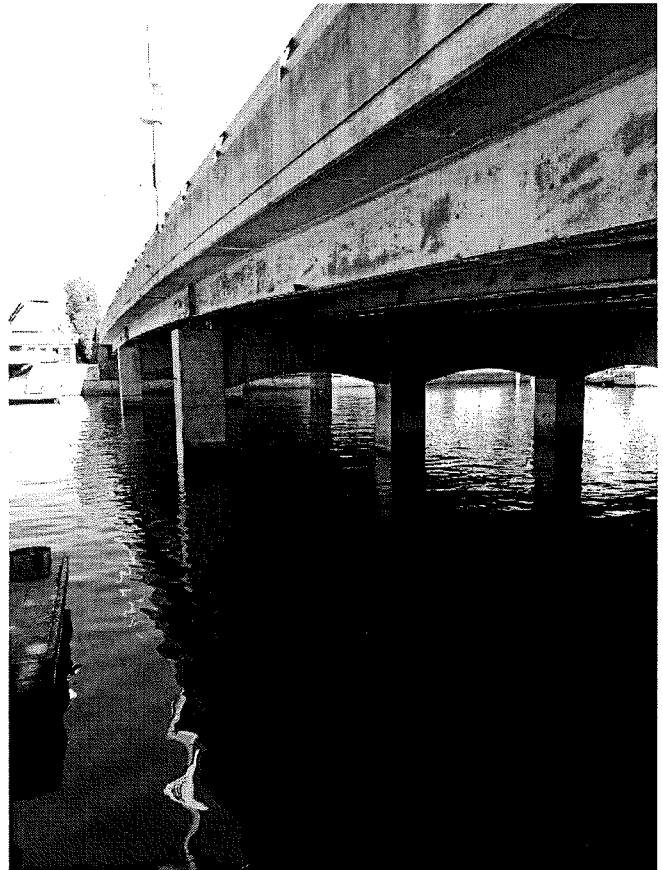
To address programmatic planning for preventative maintenance, the establishment of two programs is also recommended:

- a bridge preventative maintenance program
- a minor operational maintenance program

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANNUAL COST
1	Bridge Preventative Maintenance Program	Highly Desirable	Immediate	\$1,000,000
Recommended Annual Program Needs (2024-2039)				\$1,000,000/Year



Deck Cracks at Admiralty Drive Bridge (2023)



Girders Rust at Admiralty Drive Bridge (2023)



## Recommended Annual Programs

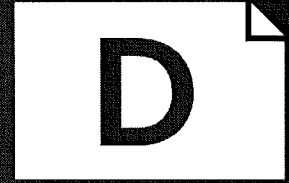
#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANNUAL COST
1	Annual Storm Drain Maintenance Program	Essential	Immediate	\$500,000
2	CDS/Hydrodynamic Separator Maintenance Program	Essential	Immediate	\$60,000
3	Pump Station Maintenance	Essential	Immediate	\$452,000
Recommended Annual Program Needs (2024-2039)				\$1,012,000/Year



Flooding caused by a King Tide at Sunset Beach



# Harbour



Total Needs (2024-2039):

\$18,650,000

## Grade

D – Harbour facilities need immediate attention as most were constructed during the 1970's and have been subject to the marine environment. These include City-owned bulkhead, public dock, boat launch, and public restrooms.

## Assets

- 2,930 linear feet of bulkhead
- 1 public dock
- 1 public boat launch and parking lot
- 1 public marine vessel sewage pump-out station
- 2 public restroom facilities

## Key Facts

- Bulkheads: most of the bulkheads (2,930 linear feet) are in poor to very poor shape and require immediate attention to rehabilitate and/or replace. The age of the bulkheads is the primary cause of the deterioration as these were constructed in the early to mid-1970s and also due to the marine environment.
- Resiliency to Climate Change: Huntington Harbour and other coastal assets are especially vulnerable to expected rise in sea levels. By 2050, the National Ocean and Atmospheric Administration and the City's own Sea-Level Rise study the expected sea level rise of 1 to 2 feet could jeopardize the City's infrastructure in the Harbour along with the surrounding community. The bulkheads and seawalls are not high enough to provide the necessary protection if expected sea-level rise comes to fruition in combination with King Tides that the City experiences twice a year. This combination of rising sea-level and King Tides could render a large part of the Harbour as uninhabitable unless the bulkheads and seawalls are raised to address this issue.
- Public Restroom Facilities: The Harbour beaches and parks do not have adequate restroom facilities and the existing facilities at Seabridge Park and the public dock at Warner Fire Station are in very poor shape in addition to being undersize to serve the number of visitors in the summer months. Those facilities are in dire need of a major rehabilitation as ongoing maintenance is

not the solution. In addition, other restroom facilities need to be seriously considered as visitors to the beaches in Huntington Harbour tend to be young families with children which makes it very challenging to stay for more than a couple of hours at a time.

- Condition of Public Dock and Boat Dock Launch Ramp: The public dock and boat launch at Warner Fire Station need immediate attention to provide safe access to launch boats and to access docked boats at the public dock. The parking lot has severe degradation of the asphalt and the dock is composed of natural wood which is warped and in need of constant maintenance.
- Water Quality: Huntington Harbour is listed as an impaired waterbody on the Clean Water Act's 303(d) List for PCBs, chlordane, copper, sediment toxicity, bacteria and lead. The costs related to addressing these pollutants could run into the millions of dollars.
- Public Safety and Navigation in the Harbour: The lack of signage and lighting makes it very challenging for visitors and residents of the Harbour to safely navigate in the Harbour, especially at night. This also presents a challenge to marine safety staff to locate vessels and other watercraft in distress. Adding lighting and navigation signs is a low-cost and effective means to address this issue which requires minimal long-term maintenance.

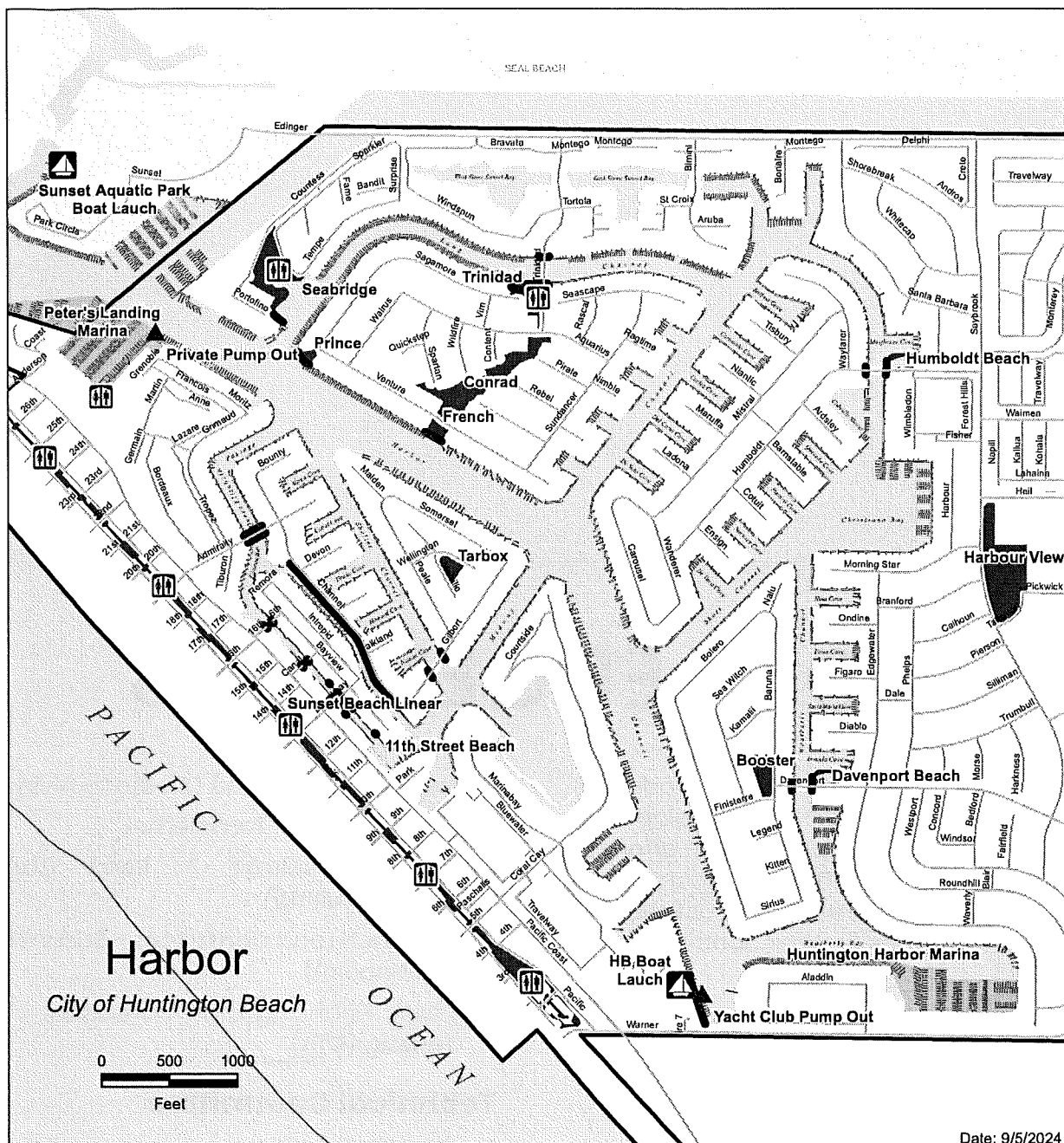
## Recommended Projects

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANTICIPATED COST
1	Bulkhead rehabilitation	Highly Desirable	Future	\$13,500,000
2	Rehabilitation of Public Dock and Auxiliary	Highly Desirable	Immediate	\$1,700,000
3	Dredging of City owned section	Essential	Future	\$3,000,000
4	Public Restroom Rehabilitation (Seabridge Park)	Highly Desirable	Immediate	\$450,000
Total Capital Need (2024-2039)				\$18,650,000

## Recommended Annual Programs

No annual programs have been identified or recommended by members of the Technical Committee.





Dock / Marina

Boat Launch

Restrooms

Sewer Pump Out

City Bulkheads (2,930 ft)

City Parks

City Boundary

Streets

#### CAUTION WHEN USING THIS MAP

Information shown hereon is a compilation of data from sources of varying accuracy and is provided as a convenience to the user. The City of Huntington Beach does not guarantee its completeness or accuracy.

It is the user's responsibility to verify all information to their own satisfaction.

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# ACKNOWLEDGEMENTS

The Infrastructure Report Card is a product of the City of Huntington Beach. The development of the IRC was a comprehensive effort of numerous contributors. The City would like to sincerely thank all team members, as listed per Committee hereafter, for their contributions.

## City Council

- Mayor Gracey Van Der Mark
- Mayor Pro Tem Pat Burns
- City Council - Rhonda Bolton
- City Council - Dan Kalmick
- City Council - Casey McKeon
- City Council - Natalie Moser
- City Council - Tony Strickland

## Executive Committee

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- Public Works Director - Chau Vu

- Deputy Public Works Director - Alvin Papa
- City Engineer - Tom Herbel
- Lead Consultant - Remi Candaele (Q3 Consulting)
- Outreach Lead Consultant - Susan Harden (Circlepoint)
- Public Financing Lead Consultant - David Taussig (DTA)

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- Brent Yamasaki
- Tai Tseng
- Stewart Griffin
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- Teisha Nim-Husaini
- Thomas Wood
- Tony Giambone
- Valentina Bankhead
- Vanessa Chow
- VC Rhone
- Walt Reece
- William Larkin

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