US Army Corps of Engineers®
Galveston District

UPDATE REPORT FOR THE STATE OF TEXAS

Current as of May 2012

John Cornyn
U.S. Senate
State of Texas

About the Galveston District

With its rich heritage in Texas history, the U.S. Army Corps of Engineers Galveston District plays a key role in America's well-being by keeping waterways open for navigation and commerce and serves the nation as part of the world's largest public engineering, design and construction management agency.

Encompassing the Texas coast from Louisiana to Mexico; an area that spans across 50,000 square miles, includes 48 counties, two parishes and 16 congressional districts, the Galveston District successfully executes its mission of providing vital public engineering services in peace and war to strengthen our nation's security, energize the economy and reduce risks from disasters.

With its 340 dedicated professionals and annual budget of approximately $150 million, the Galveston District will continue to provide valuable navigation, flood risk mitigation, environmental, shoreline protection, regulatory, military construction and emergency management services to our nation and remains fully committed to continuing our mission of building strong.

"It is a great privilege to serve our nation as the commander of the U.S. Army Corps of Engineers Galveston District."

– Col. Christopher W. Sallese
District Engineer and Commanding Officer
U.S. Army Corps of Engineers Galveston District

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Brays Bayou

Background:

The authorized project, located in southwest Houston (within Harris County), consists of four regional detention basins (Sam Houston, Old Westheimer Road, Eldridge Road and Willow Waterhole), enlargement or modification of 21.1 miles of earthen channel, replacement and/or lengthening of 27 bridges and recreation features including hike-and-bike trails, picnic facilities, comfort stations and parking areas. As stated in the Water Resources Development Act of 1996, Section 211, subject to the approval of the Secretary of the Army, the non-federal interest may design and construct an alternative to the diversion component. The General Reevaluation Report (GRR) for the alternative to the diversion component was approved April 3, 2009. The Project Corporation Agreement was amended in March 2010, uniting the upstream and downstream (formally the diversion component) into one project.

Brays Bayou.

Issue:

The sponsor is seeking reimbursement for the federal share on the GRR ($2,094,000) for an alternative to the authorized diversion feature (downstream element), and reimbursement for the federal share of the completed construction in both the upstream and downstream detention areas. The sponsor is constructing both upstream and downstream elements. To date, the sponsor has completed 49 percent of the detention basins and received federal reimbursement for 100 percent of the completed detention basins.

Current Status:

Fiscal year 2012 funds are being used to reimburse the sponsor for Channel Rectification Discrete Segment (DS) 102, Lawndale to Old Spanish Trail, ($7.6 million) and final reimbursement for DS 101, Mouth to Lawndale, ($800,000). It is unlikely the sponsor will be reimbursed the full federal share for DS102 since the anticipated funds are expected to be $2.9 million.

Federal dollars to date:	$118,091,000
Sponsor dollars to date:	$ 9,023,413
Total cost of project:	$576,435,000
FY12 President's Budget:	$3,000,000
FY13 President's Budget:	$2,100,000

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Buffalo Bayou and Tributaries, Addicks and Barker Dams

Background:

The Addicks and Barker Reservoirs are federally funded and operated dams located adjacent to each other on the upper watershed of Buffalo Bayou. They serve as detention basins designed to collect excessive amounts of rainfall and release that rainfall down Buffalo Bayou at a controlled rate that prevents flooding in downtown Houston and the urban areas west of downtown. The dams underwent an evaluation in 2009 in which two structural areas of concern were identified. The areas of concern include the outlet structures in the dams that allow outflow into Buffalo Bayou and the embankments at the ends of the dams. When these two areas of risk are combined with the potential consequences to the Houston metropolitan area should there be a failure, Addicks and Barker dams were designated as extremely high risk and classified as Dam Safety Action Classification (DSAC) I dams.

The intent of the ongoing Dam Safety Modification (DSM) Study is to identify a preferred alternative risk management plan that will address the areas of concern that drove the DSAC I classification and support the ultimate goal of having a safe dam that meets USACE guidelines and for which the total residual risk for the dams is considered tolerable.

Issue:

The Risk Management Center requested the development of additional detailed designs, cost estimates, associated engineering evaluations and analyses to document the alternative risk management plans being evaluated to support the recommendation of a preferred plan in the DSM Study. The Dam Safety Team's most recent risk assessment in November 2011 reaffirmed the findings of 2009 which indicated that both dams required repairs to the outlet works, which include the conduits, parabolic spillway and stilling basin.

Current Status:

Fiscal year 2012 activities included completing the Dam Safety Modification Study and initiating development of plans and specifications for construction of the preferred alternative risk management plan.

Outlet structure at Barker Dam.

Federal dollars to date:
$7,431,000
Sponsor dollars to date:
N/A
Total cost of project:
$134,481,000
FY12 President's Budget:
$1,500,000
FY13 President's Budget:
$2,160,000

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Cedar Bayou

Background:

The navigation project extends from its junction with the Houston Ship Channel near Barbours Cut Container Terminal at Mile 25, eastward across Galveston Bay, to the mouth of Cedar Bayou to a point three miles upstream. The proposed project extends the channel by eight miles to Highway 146 (dimensions are 10 by 100 feet). The Water Resources Development Act (WRDA) 2007 not only authorized the Assistant Secretary of the Army (Civil Works) to reimburse the sponsor for their portion of the cost of the feasibility study (50 percent), but also established project cost sharing based on Section 101 of WRDA 1986 for projects under 20 feet, which includes Cedar Bayou. The cost sharing would be 90/10, federal/non-federal, and amends the project authorization to construct a 10-feet deep channel rather than 12-feet deep.

Cedar Bayou and the Houston Ship Channel.

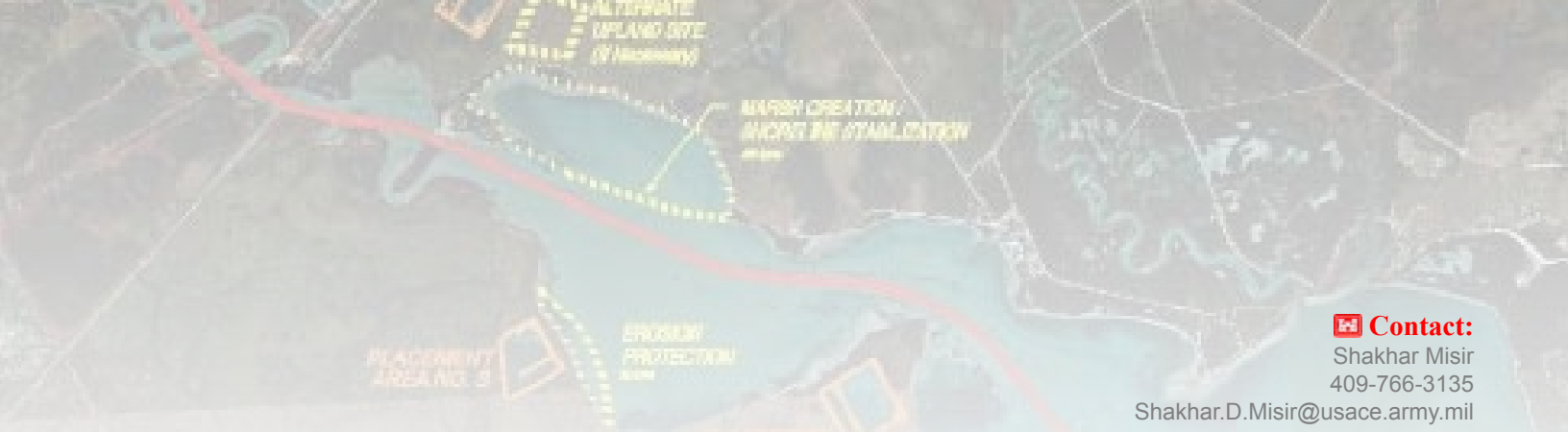
Issue:

The project is authorized and waiting for construction appropriations to deepen and widen the existing channel to more efficiently serve the existing industries along the bayou.

Current Status:

The project is not in the fiscal year 2012 or FY13 president's budgets and is on hold pending receipt of new start construction funding.

Federal dollars to date:
$418,000
Sponsor dollars to date:
$717,000
Total cost of project:
$18,190,000
FY12 President's Budget:
$0
FY13 President's Budget:
$0



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Chocolate Bayou

Background:

The Chocolate Bayou Channel is a federally-authorized 8.2 mile channel traversing Chocolate Bay and connecting industries at the northwest end of the bay within Chocolate Bayou and the Gulf Intracoastal Waterway. The channel, currently maintained at 12-feet deep (mean low tide) by 125-feet wide, is primarily used for transportation of crude petroleum and petrochemical products. The maintenance dredging frequency for the channel is every four years. This project provides a long-term management plan that will use maintenance material from dredging of the Chocolate Bayou Channel, over a 20-year period, to create and enhance approximately 560 acres of marsh and bird-nesting habitat within the Chocolate Bay area.

Barge Traveling up Chocolate Bayou.

Issue:

Since 1950, approximately 32,400 acres of wetlands have been lost in the Chocolate Bay system. The development of long-term beneficial use sites will have a cumulative beneficial effect on the biological resources of the Chocolate Bayou system and will extend the life of existing upland confined placement areas.

Current Status:

This project was not funded in the fiscal year 11 budget and is not in the FY12 President's Budget. The Dredged Material Management Program (DMMP) is being revised to include current economic analysis and identify additional placement area capacity. Under the revised DMMP, the first dredging cycle is expected to occur in 2014 for which Construction General Funds will be required to build the levees for the placement areas and Operation and Maintenance (O&M) funds for maintenance dredging. This project was not funded in FY12 nor FY13 for either Construction General or O&M funds. Construction General Funds is required only for construction of the placement areas while O&M funds are used for the dredging of the channel.

Federal dollars to date:
$5,510,000
Sponsor dollars to date:
$631,000
Total cost of project:
$31,226,000
FY12 President's Budget:
$0
FY13 President's Budget:
$0

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Clear Creek

Background:

The proposed flood risk management project, located in Harris, Galveston and Brazoria counties, will include channel improvements and in-channel detention along the main channel and tributaries. Dredging and construction of the second outlet channel was completed in July 1997, and the outlet and gated structure were transferred in March 1998 to the local sponsor for operation and maintenance. The local sponsors are the Harris County Flood Control District (acting for Harris County), Galveston County and Brazoria Drainage District No. 4. Opposition to the authorized project over environmental concerns arose during construction in 1997 and, as a result, led to the preparation of a General Re-evaluation Report (GRR) that is currently ongoing.

Clear Creek area Flooding.

Issue:

The project was not funded in the fiscal year 2012 or FY13 president's budgets. Work is ongoing with FY11 carryover funds.

Current Status:

A determination by the U.S. Army Corps of Engineers Headquarters was made that the project does not need to be re-authorized. A public review of the Draft GRR/EIS occurred in January 2012 as well as a public meeting. Currently revisions to the report are being completed. Final report approval is expected by December 2012.

Federal dollars to date:
$35,182,000
Sponsor dollars to date:
$2,333,000
Total cost of project:
$277,832,000
FY12 President's Budget:
$0
FY13 President's Budget:
$0

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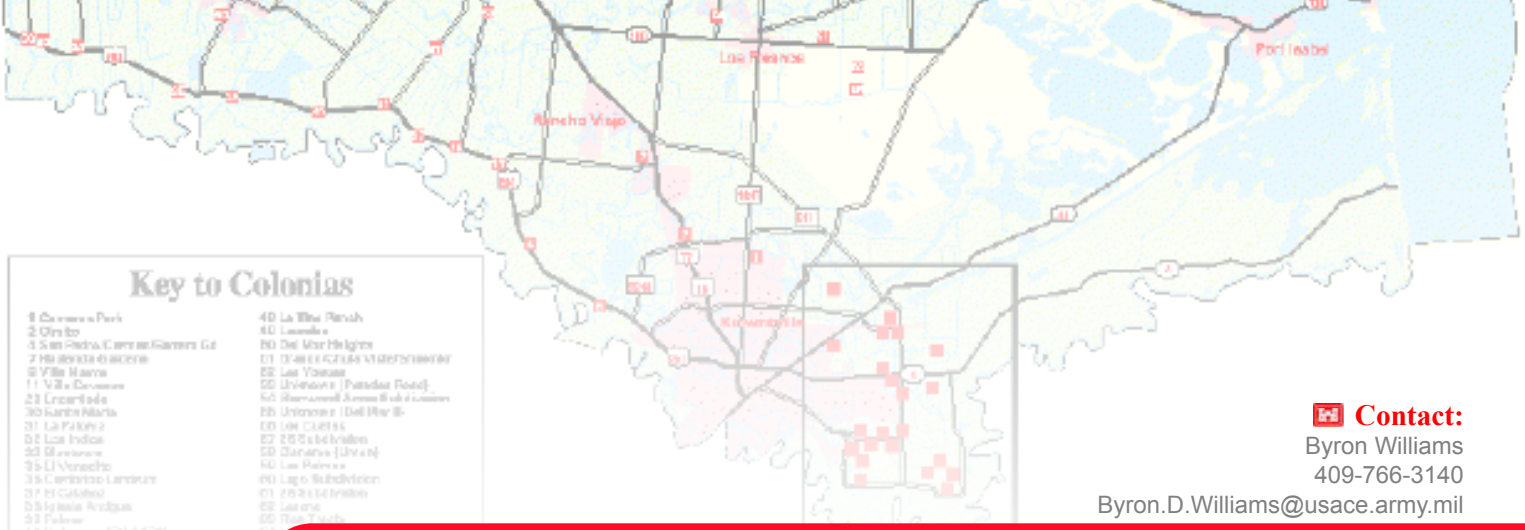

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Colonias

Background:

Colonias (or barrios) are extremely poor, unincorporated communities located within 100 kilometers of the U.S.–Mexico border. In the colonias, water and sewer services are limited as rapid population growth has occurred with little or no wastewater or water supply infrastructure development. The local utility companies have placed priority on potable water distribution with secondary emphasis on central wastewater collection and treatment. The work is authorized by Section 219 of the Water Resources Development Act (WRDA) 1992. The local sponsor is required to pay 25 percent of the costs allocated to the assistance in cash. Completion of technical assistance for all projects identified by the Texas Water Development Board (TWDB) is being determined. Originally, the USACE Galveston District was only able to provide design assistance; however, construction assistance was authorized by WRDA 2007 creating more requests where the need for construction funding is high.

An example of a colonia located in South Texas.

Issue:

Most residents use septic tanks or cesspools for sewage disposal. After years of use and with little sewage disposal regulatory enforcement, the tanks are failing and causing groundwater contamination. Without the development of infrastructure, groundwater contamination, health risks and other environmental, social and economic problems will continue to increase within the study area.

Current Status:

Fiscal year 2010 funds were used to coordinate with the State of Texas to identify potential colonias that need both design and construction. The project was not funded in the FY12 or FY13 president's budgets.

Federal dollars to date:	
	$871,000
Sponsor dollars to date:	
	$159,000
Total cost of project:	
	$27,828,000
FY12 President's Budget:	
	$0
FY13 President's Budget:	
	$0

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Corpus Christi Ship Channel

Background:

The Corpus Christi Ship Channel is a 45-foot deep, 34-mile long federally constructed deep draft navigation channel serving the ports at Harbor Island, Ingleside and Corpus Christi. The recommended plan of improvement will deepen the channel to 52 feet, widen to 530 feet, add barge shelves on both sides of the channel across Corpus Christi Bay and extend the La Quinta Channel 1.5 miles at a depth of 39 feet. Construction of this project was authorized in the Water Resources Development Act (WRDA) 2007. There are four separable elements that make up the project– the La Quinta Channel extension, ecosystem restoration, the main channel and barge shelves.

Corpus Christi Ship Channel improvements.

Issue:

Increases in fuel prices and construction costs since completion of the feasibility report in 2003 have resulted in a current working cost estimate that exceeds the congressionally authorized maximum project costs (often referred to as the 902 Limit) as set out in Section 902 of WRDA 1986. A Limited Re-evaluation Report (LRR) is currently under development to document if the project is still economically justified, document the current estimated project costs, and request congressional reauthorization at the higher cost.

Current Status:

American Recovery and Reinvestment Act (ARRA) funds were provided in FY10 to initiate the first construction contract, Placement Area 14, of the La Quinta Channel Extension. That contract was completed Oct. 12, 2010. Construction general funds in FY11 allowed for continued construction of the La Quinta Channel extension and ecosystem restoration elements. These contracts will conclude in July 2013 and June 2012 respectively. FY11 funds will also be used to complete a LRR to update the benefits and costs for the main channel and barge shelves in order to request reauthorization of the project as a result of the current working project estimated exceeding the authorized 902 limit.

Federal dollars to date:
$4,315,000
Sponsor dollars to date:
$954,458
Total cost of project:
$352,270,000
FY12 President's Budget:
N/A
FY13 President's Budget:
N/A

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Falfurrias

Background:

Falfurrias, located in Brooks County about 60 miles southwest of Corpus Christi, is subject to flooding from Palo Blanco, Cibolo creeks and watershed overflows from Los Olmos Creek. Repeat flooding causes approximately $9 million in damages annually, and with the conversion of brush land to pastureland, wildlife habitat has been minimized resulting in a decline in wildlife species in the area. The initiation of a feasibility phase of the project would enable staff to determine if the study would be in the federal interest and if it is, staff could proceed in developing a Project Management Plan and executing a Feasibility Cost Sharing Agreement to cost-share the study with the sponsor.

Falfurrias project area.

Issue:

The monetary damage will continue to burden the City of Falfurrias until the flooding is ceased. The project is not in the fiscal year 2012 or FY13 president's budget.

Current Status:

The project has never been funded and is not in the FY12 or FY13 president's budgets.

Federal dollars to date:
$0
Sponsor dollars to date:
$0
Total cost of project:
$100,000
FY12 President's Budget:
$0
FY13 President's Budget:
$0

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Fort Bend County

Background:

There is no comprehensive water supply system (with the exception of three small water supply companies) in the project area which is located south of the City of Houston along the Farm to Market Road 521 corridor east of Missouri City and west of Pearland (approximately 4,600 acres in the project area). The majority of all water is provided by private water wells. The existing wells produce low quality water. Environmental complaints within the Arcola region generally exceed the total complaints received in the remainder of Fort Bend County. Wastewater treatment is typically accomplished through the use of private septic tanks. Additionally, lot sizes are often too small to provide an adequate drain field area for a proper functioning system. The Fort Bend County Health Department reports serious health concerns resulting from malfunctioning septic systems in the area.

Fort Bend County study area.

Issue:

Funds are needed to initiate and complete the construction of wastewater infrastructure near the City of Arcola and in multiple areas in Fort Bend County.

Current Status:

The project has not been started. Funds are not included in the fiscal year 2013 President's Budget.

Federal dollars to date:
$0
Sponsor dollars to date:
$0
Total cost of project:
$26,670,000
FY12 President's Budget:
$0
FY13 President's Budget:
$0

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Galveston County Municipal Utility District #12

Background:

The Galveston County Municipal Utility District (MUD) #12 ecosystem restoration project includes the residential canal communities of Bayou Vista and Omega Bay. The communities are adjacent to Interstate Highway 45 in an area known as the Texas City Wye, located northwest of the Galveston Causeway, in Galveston County, Texas.

Residential Canal at Bayou Vista.

The project is currently in the Feasibility stage to evaluate alternatives and identify a recommended plan. The study will evaluate alternatives to reduce the sedimentation rate and improve the circulation within the residential canals

Issue:

Sedimentation problems in the residential canals are restricting navigation and the poor circulation of many of the canals has contributed to anaerobic conditions and fish kills. Restricted navigation is most severe throughout the canals in the community of Omega Bay and some of the more northerly canals and the canal entrances of Bayou Vista. The canals in Bayou Vista were originally dredged to depths greater than -15 feet mean low tide (MLT) while Omega Bay was initially dredged to -6 feet MLT. The deeper depths at Bayou Vista have limited most of the sedimentation problems to the canal entrances. This project was not in the fiscal year 2012 or the FY13 president's budgets.

Current Status:

The local sponsor is the Galveston County MUD #12. Carryover funds were used in FY11 to review the historical information, evaluate current conditions, and begin evaluating project alternatives.

Federal dollars to date:
$216,000
Sponsor dollars to date:
$0
Total cost of project:
$7,655,000
FY12 President's Budget:
$0
FY13 President's Budget:
$0

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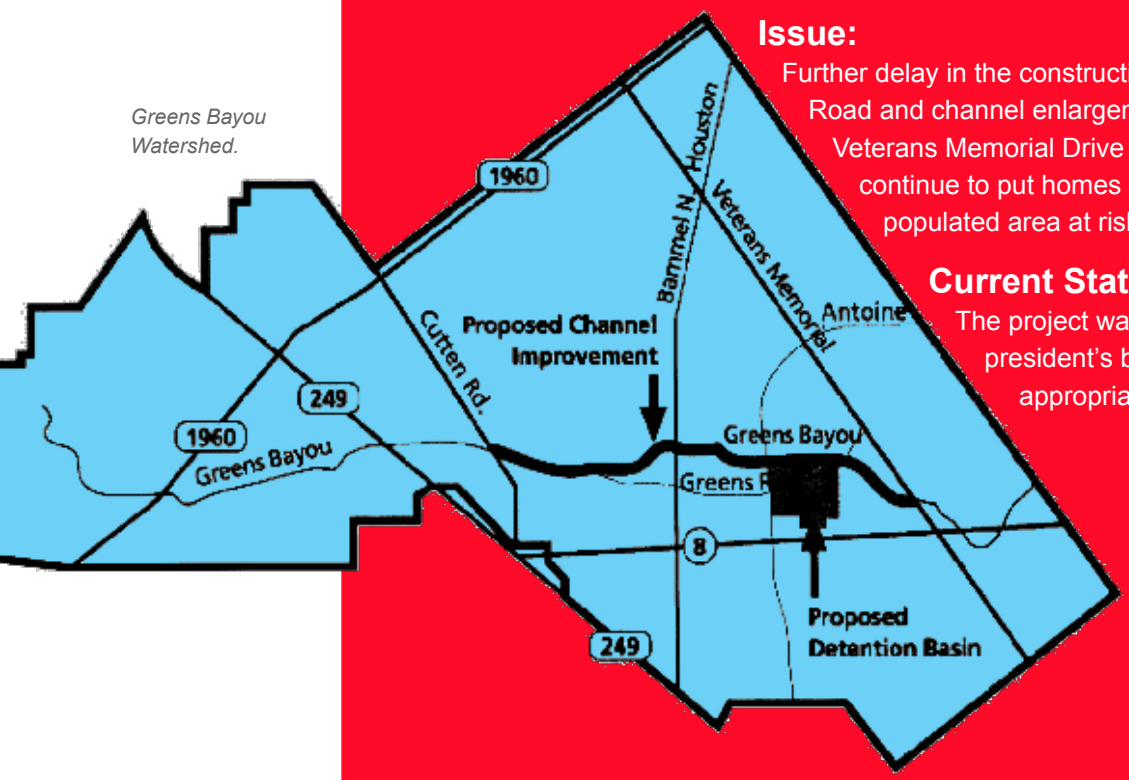
Greens Bayou

Background:

Greens Bayou is a tributary of Buffalo Bayou and is located in the north-central portion of Harris County, Texas. The purpose of the project is flood risk management for an extensively developed urban area. The original authorized plan has been re-evaluated. The reformulated plan consists of 3.7 miles of channel improvement in the upper reaches, between Veterans Memorial Drive and Cutten Road. The project was authorized for construction in the Water Resources Development Act of 2007.



Greens Bayou Watershed.

Issue:

Further delay in the construction of the lower reach at Greens Road and channel enlargement and rectification from Veterans Memorial Drive upstream to Cutten Road will continue to put homes and businesses in this highly populated area at risk for severe flood damage.

Current Status:

The project was not in the fiscal year 12 or FY13 president's budgets. The project is awaiting appropriation for initial construction.

Federal dollars to date:
$6,686,000
Sponsor dollars to date:
$0
Total cost of project:
$45,630,000
FY12 President's Budget:
$0
FY13 President's Budget:
$0

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Gulf Intracoastal Waterway - High Island to Brazos River

Background:

The project is a reach of the GIWW from High Island to Brazos River. This section contains significant wetland and environmental sensitive areas that must be protected. Navigational difficulties are caused by frequent shoaling at Rollover Pass and traffic congestion at Sievers Cove and Texas City Wye. This portion of the channel needs to be realigned and new mooring facilities established. The signed Chief's Report for this project was transmitted to Congress in April 2004. An Environmental Assessment will have to be completed prior to initiation of construction to address any changed conditions since completion of the Chiefs report. Commerce transported along this section of the GIWW totaled nearly $56 million in 2008 with petrochemicals as the major commodity shipped. The recommended project entails construction of a sediment basin at Rollover Pass, widening the channel area an additional 75 feet for a length of 1,400 feet at Sievers Cove, widening the channel at the Texas City Wye, setting back existing mooring facilities by 80 feet at Pelican Island, establishing a mooring basin at Greens Lake, and protecting existing open channels from wave action at the West Bay washout. The project was authorized for construction in the Water Resources Development Act of 2007.

High Island.

Issue:

The project is a new start for construction and is not in the FY2012 or FY2013 president's budgets. This project is part of the nation's inland waterways and as such, construction will be funded with a 50/50 match from the Inland Waterways Trust Fund. This section of the GIWW contains significant wetland and environmentally sensitive areas. Navigational difficulties are caused by frequent shoaling at Rollover Pass, and traffic congestion at Sievers Cove and Texas City Wye.

Current Status:

The project was not in the fiscal year 2012 or the FY13 president's budgets.

Federal dollars to date:
$607,000
IWTF dollars to date:
$0
Total cost of project:
$17,090,000
FY12 President's Budget:
$0
FY13 President's Budget:
$0

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Gulf Intracoastal Waterway - Mad Island Marsh

Background:

Mad Island Wildlife Management Area is located in Matagorda County, Texas, approximately 25 miles southwest of Bay City. The study will investigate the protection of over 900 acres of coastal marsh from erosion and provide optimum conditions for up to 35 acres of emergent wetlands to develop. Additionally, a 200-acre freshwater moist-soil unit (an area managed to simulate the dynamics of seasonally flooded wetlands and a freshwater lake system) will be protected from salt water intrusion and erosion. The objectives of this project are to reduce saltwater intrusion; restore emergent wetlands; and prevent further destruction of salt marsh, coastal prairie and shrub habitat.

Mad Island Wildlife Management Area.

Issue:

Saltwater intrusion and further destruction of the coastal marsh, coastal prairie and shrub habitat will continue if alternatives are not identified to address continuing erosion. This project was not in the fiscal year 2012 or the FY13 president's budgets.

Federal dollars to date:	$953,000
Sponsor dollars to date:	$0
Total cost of project:	$7,633,000
FY12 President's Budget:	$0
FY13 President's Budget:	$0

Current Status:

Carryover funds were used in FY11 to complete the analysis of the engineering alternatives and engineering appendixes, and initiate preparation of the Draft Detailed Project Report and environmental assessment.

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Gulf Intracoastal Waterway - Matagorda Bay

Background:

The navigation project is located on the Gulf Coast in southeast Texas at approximately the mid-point between Corpus Christi and Galveston. The project provides for rerouting the GIWW in the vicinity of the Matagorda Ship Channel to avoid the strong currents and high shoaling occurring at the intersection. Several ecosystem restoration features and beneficial use of dredged material features are included in the placement plan. The project was authorized for construction in the Water Resources Development Act 2007.

Matagorda Ship Channel.

Issue:

The influences of the natural and man-made channels have created a dangerous cross-current at the intersection of the GIWW and MSC. Due to the various problems along this reach, the waterways industry has reported that numerous groundings have occurred and that vessels operate under reduced speeds. Rerouting of the channel will reduce or eliminate the groundings and allow vessels to operate more safely and efficiently as well as reduce annual maintenance costs.

Current Status:

This project was not in the fiscal year 2012 or FY13 president's budgets. Funding is required to complete the preconstruction, engineering and design phase and initiate construction of the new channel. Construction of this project requires a 50 percent cost share from the Inland Waterways Trust Fund.

Federal dollars to date:	
	$748,000
Sponsor dollars to date:	
	$0
Total cost of project:	
	$1,267,000
FY12 President's Budget:	
	$0
FY13 President's Budget:	
	$0

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Houston-Galveston Navigation Channel

Background:

The project is located in Texas, Chambers, Galveston and Harris counties. The project includes channel deepening of the Galveston Entrance Channel, Galveston Harbor Channel (GC) and the Houston Ship Channel (HSC) to Boggy Bayou in Houston, Texas, as well as the construction of environmental restoration and mitigation features. Deepening of the HSC and GC were completed in 2005 and 2010, respectively. The ecosystem restoration features of the project include 2,850 acres of marsh at Bolivar and Atkinson Island and a six-acre bird nesting Island. As much as 30 percent (45,000 acres) of estuarine emergent wetlands in Galveston Bay have been lost due to subsidence and development.

Houston-Galveston Navigation Channel map.

Issue:

The remaining marsh creation is to be linked to the continued maintenance of the Bay Reach of the HSC meaning that a new marsh cell will be filled during each maintenance dredging contract. In order for the environmental restoration to not impede channel maintenance, the federal government and the sponsor must diligently budget for the deferred construction so that funds are available when needed.

Current Status:

Current ongoing construction includes efforts to repair placement areas and ecosystem restoration sites damaged by Hurricane Ike, construction of additional marsh acreage at Bolivar and provision of additional capacity at Lost Lake, Mid Bay, Placement Area (PA) 14, and PA15 for maintenance dredging. Future efforts on this project will be dedicated solely to the creation of marsh within the Atkinson Island marsh complex.

Federal dollars to date:
$487,145,000
Sponsor dollars to date:
$152,452,000
Total cost of project:
$846,145,000
FY12 President's Budget:
$600,000
FY13 President's Budget:
N/A

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Hunting Bayou

Background:

The Hunting Bayou watershed is 29 square miles located approximately five miles northeast of downtown Houston in Harris County, Texas. The watershed is highly developed with a mix of residential, commercial and industrial land use. The proposed project will reduce the number of structures subject to the 100-year storm from 7,000 to 1,400. The reformulated project will be identified by the General Re-evaluation Report (GRR) and is anticipated to include channel modifications and detention features. The U.S. Army Corps of Engineers, Galveston District, will provide guidance and oversight to the Harris County Flood Control District during preparation of the report.

Hunting Bayou.

Issue:

Section 211(f) of Water Resources Development Act 1996 authorizes nonfederal interests to plan, design, and construct federal flood risk management projects. Federal funding is needed in order to provide federal oversight of the GRR, which the sponsor is currently working to complete.

Current Status:

This project was not in the fiscal year 2011 or FY12 president's budgets. Carry over funds will be used to continue oversight of sponsor efforts to continue GRR including a feasibility scoping meeting and Agency Technical Review of the draft GRR.

Federal dollars to date:
$1,192,000
Sponsor dollars to date:
$0
Total cost of project:
$187,560,000
FY12 President's Budget:
$0
FY13 President's Budget:
$0

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Keith Lake Fish Pass

Background:

In April 2002, Jefferson County requested assistance to investigate the erosion and associated degrading ecosystem at Keith Lake Fish Pass. The marsh has been adversely affected by saltwater intrusion and high-energy inflows from the adjacent 40-feet deep Port Arthur Canal, a part of the Sabine-Neches Waterway federal navigation project. This project is authorized under Section 1135 of the WRDA 1996, as amended. This study will evaluate alternatives to minimize the erosion at Keith Lake Fish Pass and the associated degrading ecosystem that has been adversely affected by saltwater intrusion and high-energy flows. The purpose of this project is to prevent the loss of further habitat by reducing the amount of saltwater intrusion and decreasing high-energy flows entering the marsh through the fish pass. The Corps' Engineering Research and Development Center prepared a model showing the effects of the project on salinity and a matrix of project impacts and was instrumental in the evaluation of the project alternatives.

Keith Lake Fish Pass.

Issue:

Marsh erosion at the Keith Lake Fish Pass and associated ecosystem will continue to degrade due to saltwater intrusion if solutions are not found to prevent further loss of habitat. This project was not in the fiscal year 2012 or the FY13 president's budgets.

Federal dollars to date:
$611,000
Sponsor dollars to date:
$0
Total cost of project:
$6,788,000
FY12 President's Budget:
$0
FY13 President's Budget:
$0

Current Status:

Carryover funds were used in FY11 to complete the analysis of the engineering alternatives and engineering appendixes, and initiate preparation of the Draft Detailed Project Report and Environmental Assessment.

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Sims Bayou

Background:

Located in south central Houston within Harris County, the project consists of 19.3 miles of channel improvements that provide flood damage reduction and erosion control. The project also includes environmental quality measures and recreational features. The recreation plan includes 13.9 miles of trail system along the banks of the improved channel with the trails connecting to seven city parks that currently exist along the bayou. Additional recreational support facilities include benches, picnic tables and drinking fountains.

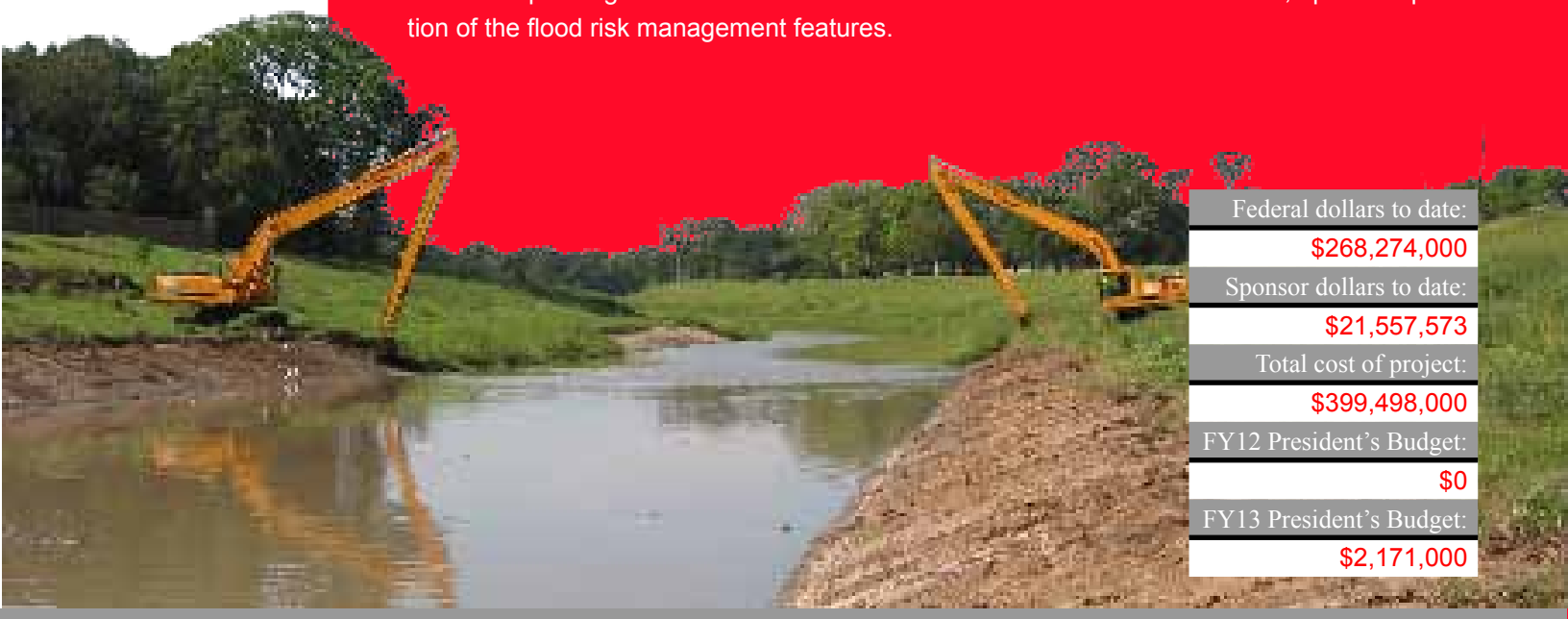
Issue:

Flood risk management is the primary purpose for this project while recreation, a separable element, is a value added benefit. Final segments of the flood risk management component are under construction and completion is expected by last quarter of fiscal year 2012. The recreation component of the project and Project Partnership Agreement with the non-federal sponsor cannot be executed until substantial completion of the flood risk management component. The recreational component is a secondary feature of work within the flood risk management project's footprint.

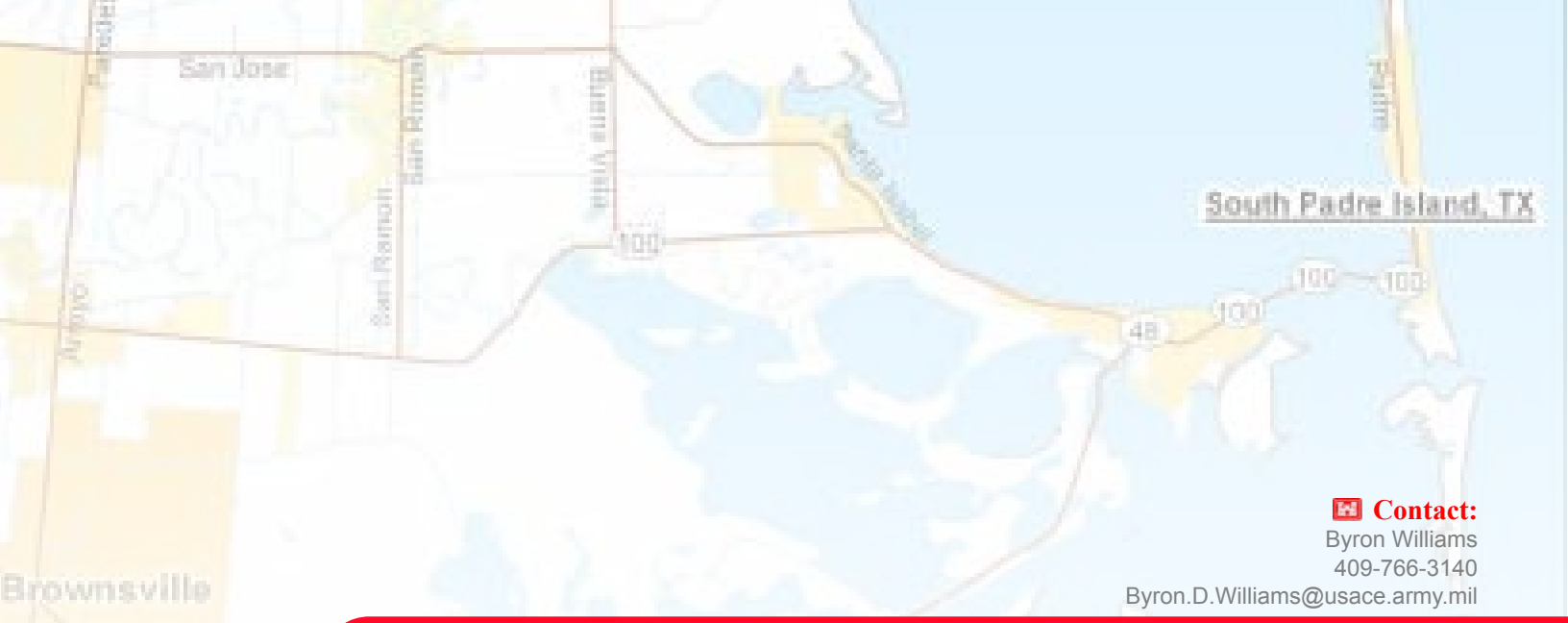
Current Status:

The Hurricane supplemental funds were used for storm repair and sediment removal while American Recovery and Reinvestment Act of 2009 funds were used to award a contract for the Martin Luther King Bridge plug removal and award the final for South Post Oak to Croquet. FY12 activities include completing the four channel construction contracts and awarding a tree and shrub planting contract. The recreation element will be initiated late FY12, upon completion of the flood risk management features.

Sims Bayou.



Federal dollars to date:
$268,274,000
Sponsor dollars to date:
$21,557,573
Total cost of project:
$399,498,000
FY12 President's Budget:
$0
FY13 President's Budget:
$2,171,000



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South Padre Island

Background:

The City of South Padre Island is on a barrier island, located at the southernmost tip of Texas near the border of Mexico. The beaches of South Padre Island are critical economic and environmental assets as they host approximately 22,100 visitors and inhabitants daily, generate an estimated $64 million in total retail sales, create about 3,170 jobs and generate annual property tax revenues of over $4.56 million.

Issue:

Erosion rates along this barrier island vary considerably based upon wind, currents and proximity to rivers and other sediment carrying locations. These factors affect the critical economic and environmental assets of the City of South Padre Island.

Current Status:

Funding was not in the fiscal year 2012 or FY13 president's budgets. Funding is needed to continue a feasibility study to determine the impact of placing sand obtained from the Brazos Santiago Pass on the beaches of South Padre Island.

Federal dollars to date:	
	$278,000
Sponsor dollars to date:	
	$0
Total cost of project:	
	$6,440,000
FY12 President's Budget:	
	$0
FY13 President's Budget:	
	$0

Beach renourishment on South Padre Island.

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Texas City Channel

Background:

Texas City Channel is a deep-draft navigation project located on the northern Texas coast in Galveston Bay, adjacent to Texas City, Galveston County, Texas. The channel, which intersects with the Houston/Galveston Navigation Channel to the east, serves the Port of Texas City which in 2010 ranked 10th in the U.S. in tonnage volume, with 56.6 million short tons (USACE Navigation Data Center). The main import is crude oil while primarily exporting gasoline, diesel, jet fuel, intermediate chemicals and petroleum coke.

Houston-Galveston Navigation Channel map.

Issue:

A deeper channel is necessary to enable larger vessels to have access to the port, bringing more efficiency to port operations and the associated petrochemical refineries that are located adjacent to the port.

Current Status:

Prior to 2010 the channel was maintained at a 40-feet depth. In October 2009, Weeks Marine Inc., was awarded a $61,810,000 contract, including $39,097,500 in American Recovery and Reinvestment Act (ARRA) funds, to deepen the 6.8 mile-long channel to a 45-foot depth and construct five new open water dredged material placement areas (to be converted to emergent marsh). The deepening of the channel is completed and work is on-going to complete the construction of the associated dredged material placement areas. All work is scheduled to be completed in April 2012.

Federal dollars to date:
$54,308,000
Sponsor dollars to date:
$16,652,000
Total cost of project:
$72,410,000
FY11 President's Budget:
$0
FY12 President's Budget:
$0

Contact:
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Texas Environmental Infrastructure Program

Background:

The program consists of providing environmental assistance in the form of planning, design and construction assistance for water-related environmental infrastructure and resource protection and development projects to non-federal interests in Texas. This work includes projects for water supply; storage; treatment and related facilities; water quality protection; wastewater treatment and related facilities; environmental restoration; and surface water resource protection and development; as identified by the Texas Water Development Board (TWDB). The TWDB, in coordination with the Texas Water Conservation Association, Texas Rural Water Association and individual local public entities, have identified $210 million in currently proposed projects that are in urgent need of funds to meet short-term water supply needs. Out of this $210 million, 12 high-priority projects have been identified totaling $46,086,000.

Example of a reservoir near Brownsville, Texas.

Issue:

The Texas State Water Plan regional planning groups identified about 4,500 water management strategies to meet water supply needs over the next 50 years. Many of these strategies have been initiated and federal assistance (under the Texas Environmental Infrastructure Program, coupled with significant funding appropriated by the Texas Legislature), will ensure that water supply needs are met in the most efficient and timely manner.

Current Status:

There were no funds allocated in the fiscal year 2012 or FY13 president's budgets for this program.

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State of Texas Authorized Studies

Brazos Island Harbor

NAVIGATION STUDY: The study area encompasses the entire Brownsville Ship Channel and surrounding region. The entrance channel is located offshore of Cameron County, Texas, in the Gulf of Mexico and ends at the Port of Brownsville Main Harbor. The primary purpose of the study is navigation, which consists of enlarging the existing Brownsville Ship Channel by deepening the entrance channel, jetty channel, and the lower section of the main channel to 50 feet and the upper section of the main channel to 48 feet. The feasibility report is scheduled for completion in FY14.

FY12 President's Budget:
$726,000
FY13 President's Budget:
$726,000
Total cost of project:
$9,721,000

Buffalo Bayou and Tributaries (Main Stem)

FLOOD RISK MANAGEMENT STUDY: Buffalo Bayou and Tributaries (main stem) is located entirely within the city limits of Houston, Texas. The study area includes 32 miles of channel extending from the Houston Ship Channel Turning Basin upstream through the business district of Houston to Barker Dam. Congressional interest in this project has increased since Tropical Storm Allison hit the area in June 2001, causing significant flooding within the Houston area and impacting an estimated 45,000 residences (approximately $1.76 billion in damages) and 1,656 businesses (reported damages estimated at $1.08 billion). The non-federal sponsor for this study, Harris County Flood Control District, chose to pause the federal project in January 2011 to focus on developing an overall comprehensive watershed plan that integrates a broad range of goals and is not limited by the current Corps' feasibility study process.

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$6,900,000

Buffalo Bayou and Tributaries, White Oak Bayou

FLOOD RISK MANAGEMENT STUDY: White Oak Bayou is located in central Harris County, covers about 111 square miles and includes three primary streams: White Oak Bayou, Little White Oak Bayou and Cole Creek. Frequent flooding of residential properties along White Oak Bayou and its tributaries occurs. A series of detention reservoirs and channel adjustments in the upper reaches could facilitate drainage in the watershed. A General Re-evaluation Report is currently being conducted by the non-federal sponsor, Harris County Flood Control District, under the authority of Section 211(f) of WRDA 1996.

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$9,522,000

Clear Creek

FLOOD RISK MANAGEMENT STUDY: Located in Harris and Galveston counties, Texas, the authorized project consists of approximately 15.3 miles of channel enlargement and bend easing, more stringent regulations restricting development of the 100-year floodplain and a second outlet channel with a gated structure between Clear Lake and Galveston Bay. Opposition to the project over environmental concerns arose during construction in 1997

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$16,355,000

and as a result led to the preparation of a General Re-evaluation Report that is still ongoing. Currently the proposed project includes channel improvements in the mainstem and three tributaries and in-line detention in parts of the mainstem. The project, once completed, will reduce flooding in residential and commercial developments and provide ecosystem restoration along some stretches of Clear Creek. A General Re-evaluation Report is currently scheduled for completion in FY13.

Freeport Harbor

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$8,226,898

NAVIGATION STUDY: The Freeport Harbor project is located along the mid to upper Texas Coast and is formed by the improvement of the Brazos River, Texas, from the mouth about six miles upstream to Freeport, Texas. It provides for a 47-feet deep, 400-feet wide entrance channel; 45-feet deep, 400-feet wide main channel with three associated 45-feet deep turning basins; plus the 36-feet deep, 200-feet wide Brazos Harbor channel and associated 36-feet deep Brazos Harbor Turning Basin. The locally preferred plan (recommended by the ongoing feasibility study) deepens the existing channel to 55 feet and widens to 600 feet. The feasibility study will also determine the federal interest in expanding the reach of the navigation channel to the Stauffer Channel and turning basin. The feasibility study is scheduled for completion in FY13.

Freeport Harbor, Non-Federal Widening with Federal Assumption of Maintenance

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$32,638,000

NAVIGATION STUDY: The Freeport Harbor project is located along the mid to upper Texas Coast and is formed by the improvement of the Brazos River, Texas, from the mouth about six miles upstream to Freeport, Texas. It provides for a 47-feet deep, 400-feet wide entrance channel; 45-feet deep, 400-feet wide main channel with three associated 45-feet deep turning basins; plus the 36-feet deep, 200-feet wide Brazos Harbor channel and associated 36-feet deep Brazos Harbor Turning Basin. The locally preferred plan (recommended by the ongoing feasibility study) deepens the existing channel to 55 feet and widens to 600 feet. Port Freeport would like to receive approval to initiate channel widening in the entrance channel only using 100 percent non-federal funds. Port Freeport received a permit to widen the entrance channel in March 2009. A Memorandum of Agreement for assumption of maintenance of this project is currently under review at HQUSACE.

Gulf Intracoastal Waterway, Brazos River to Port O'Connor

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$6,550,000

NAVIGATION STUDY: The study area includes approximately 72 miles of the Gulf Intracoastal Waterway (GIWW) in Brazoria, Matagorda and Calhoun counties, from the Brazos River near Freeport to Port O'Connor, Texas. Tonnage transported along this section of the GIWW totaled over 53 million tons in 2008, with petrochemicals as the major commodity shipped. This study will evaluate operational problems along this reach of the GIWW. Initial problems identified by users along this reach include difficulties navigating currents encountered as a result of river flows from

the San Bernard; high shoaling at Jones Creek, bank erosion, safety concerns and dangerous currents across Matagorda Bay, and delays and one-way traffic at Caney Creek. In order to expedite identifying a viable solution to these safety issues, the Matagorda Bay reach was studied separately as an interim to the overall feasibility study. No feasibility cost sharing agreement is required and all study costs are 100 percent federal. This study is currently unfunded.

Gulf Intracoastal Waterway, Matagorda Bay (Reroute)

NAVIGATION STUDY: The navigation project is located on the Gulf Coast in southeast Texas at approximately the midpoint between Corpus Christi and Galveston. Severe crosscurrents and shoaling have resulted in a serious navigation hazard for barges traversing Matagorda Bay, threatening both loss of life and property. The authorized alternate channel would provide a safer passage for navigation traffic. The plan of improvement is to realign the navigation channel from Mile 460 to Mile 472, with a channel approximately 6,000 feet north of and paralleling the existing route. This project is currently unfunded.

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
PED Cost $1,267,000

Gulf Intracoastal Waterway, Modifications

NAVIGATION STUDY: The Brazos River Floodgates are located at the intersection of the Gulf Intracoastal Waterway and the Brazos River. The Colorado River Locks are located at the intersection of the Gulf Intracoastal Waterway and the Colorado River. The study will assess modifying the configuration of the crossings at the Brazos River Floodgates and the Colorado River Locks on the GIWW to reduce traffic accidents and navigation delays. Two feasibility studies have been recommended (one for each crossing). This study is currently unfunded.

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$10,640,000

Gulf Intracoastal Waterway, Port O'Connor to Corpus Christi Bay

NAVIGATION STUDY: The study area includes approximately 79 miles of the Texas section of the main channel of the Gulf Intracoastal Waterway (GIWW), extending from Port O'Connor to the Kennedy Causeway at Corpus Christi Bay. Thirty-one miles of this reach of the waterway are within the critical habitat of the endangered whooping crane. This segment has been addressed under a separate feasibility study for the Aransas National Wildlife Refuge, and is therefore excluded from consideration. Navigational difficulties caused by frequent shoaling at various locations within the remainder of this reach, traffic congestion near Port O'Connor, and the lack of navigational aids and mooring facilities have been previously identified by users as areas of concern. The State of Texas is the non-federal sponsor of the GIWW and continues to maintain a high interest in the waterway because of the economic importance of the waterway to the state and its responsibility to provide dredged material disposal areas. This study is funded and work is ongoing in FY12, but it is not in the FY13 President's Budget.

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$5,107,000

Halls Bayou, Houston

FLOOD RISK MANAGEMENT STUDY: The Halls Bayou basin lies between Greens Bayou to

the north, and White Oak and Hunting Bayous to the south. This location is about eight miles north of the central business district of Houston. The watershed area comprises older established neighborhoods and is now about 60 percent developed, with a 2009 population of about 309,000 (U.S. Census). The proposed project consists of the construction of 18 miles of stream improvements, recreation trails, picnic facilities, boat ramps, parking facilities and a comfort station. The project will provide an average of about a 30-year flood protection for existing urban developments. The non-federal sponsor for this study, Harris County Flood Control District, chose to pause the federal project in January 2011 to focus on developing an overall comprehensive watershed plan that integrates a broad range of goals and is not limited by the current Corps' feasibility study process.

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$9,775,000

Hunting Bayou

FLOOD RISK MANAGEMENT STUDY: The Hunting Bayou watershed is 29 square miles. The project will reduce the number of structures subject to the 100-year storm from 7,000 to 1,400. A General Re-evaluation Report is currently being conducted by the non-federal sponsor, Harris County Flood Control District, under the authority of Section 211(f) of WRDA 1996. The reformulated project is anticipated to include channel modifications and detention features. The Corps will provide guidance and oversight to the Harris County Flood Control District during preparation of the report. The project allows the sponsor to conduct the GRR and be reimbursed once it is completed and approved.

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$5,678,000

Sabine Neches Waterway

NAVIGATION STUDY: The Sabine Neches Waterway (SNWW) is a federally constructed deep draft navigation project, which serves the Ports of Port Arthur, Beaumont, and Orange in Jefferson and Orange counties, Texas, and Cameron and Calcasieu Parishes, La. The waterway is ranked third in the nation for tonnage volume in foreign trade (according to data from the Waterborne Commerce Statistics Center) and supplies 55 percent of the nation's strategic petroleum reserves. The current study has recommended modifying the existing waterway by deepening the channel to 48 feet to avoid delays, increase safety and improve efficiency. The estimated construction cost is $1.2 billion with a 1.3 benefit-to-cost ratio. OMB has approved the Feasibility Report and Environmental Impact Statement and the Assistant Secreatary of the Army (CW) transmitted the SNWW Report to Congress on Feb. 14, 2012.

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
PED $3,506,000

Sabine Pass to Galveston Bay

FY12 President's Budget:
$200,000
FY13 President's Budget:
$200,000
Total cost of project:
$3,000,000

ENVIRONMENTAL RESTORATION STUDY: The study area is located along the southeastern Texas shoreline and consists of approximately 92 miles of Gulf of Mexico shoreline in Jefferson, Chambers, and Galveston counties from Sabine Pass to San Luis Pass at the western end of Galveston Island. This study will address the significant shoreline erosion occurring along the upper Texas Coast causing the destruction of nationally significant wetlands, loss of land, and damage to homes, commercial property, and State Highway 87. An effort to rescope this feasibility study to include four additional counties (Orange, Chambers, Harris and Brazoria) is currently ongoing. Once completed the feasibility study will be re-initiated to include a six county area, and the new non-federal sponsor will be the Texas General Land Office (GLO). The new re-scoped feasibility study will be multi-purpose and will look at potential solutions in the study area for storm damage reduction, flood risk management and environmental restoration. A Feasbility Cost Sharing Agreement with GLO is scheduled to be executed in late FY12.

Raymondville Drain

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$8,393,000

FLOOD RISK MANAGEMENT STUDY: The Raymondville Drain flood damage reduction project provides drainage for a large area in western Hidalgo and northern Willacy counties. The authorized plan provides for enlarging existing and constructing new channels - a total of 43.8 miles of channel work. Edinburg, Texas, in Hidalgo County and the City of Raymondville, in Willacy County, would receive flood protection against a 9.5-year storm. Additional flood protection features proposed include new drainage channels, enlarging existing channels, water control structures, and on-site and off-site retention basins. The project is located in one of the most economically depressed areas of the country. The non-federal sponsor, Hidalgo County Drainage District No. 1, is currently conducting this study under the authority of Section 211 of WRDA 1996.

Jacintoport Channel

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$519,000

ASSUMPTION OF MAINTENANCE (AOM) STUDY: The less than one-mile-long Jacintoport Channel and Plateau are located as a branch channel off the Houston Ship Channel (HSC). The Jacintoport Channel is currently maintained by the Port of Houston Authority under U.S. Army Corps of Engineers (USACE) and state permitting to a depth of 40 feet mean low tide (MLT) and the Plateau to 39 feet MLT. The channel serves three terminal facilities, two of which are private. The analysis conducted for the AOM assessment is limited to the existing channel dimensions and no widening or deepening beyond the currently-constructed limits is included in the evaluation. The LRR for assumption of maintenance is expected to be completed in FY12.

State of Texas Operations and Maintenance

Barbour Terminal Ship Channel

The Barbour Terminal Channel and Turning Basin is a 1.7-mile-long deep draft waterway that extends from the Houston Ship Channel at Mile 26.3 west across Galveston Bay. The project is located in the vicinities of Houston, Pasadena, La Porte, and Shore Acres in Harris County, Texas. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, as the commodities imported and exported through the ship channel contribute to the economic success of the nation.

FY12 President's Budget:
$0
FY13 President's Budget:
$3,011,000

Bayport Ship Channel

The Bayport Ship Channel and Turning Basin is a 4.5-mile-long deep draft waterway that extends from the Houston Ship Channel at Mile 20.5 west across Galveston Bay. The project is located in the vicinities of Houston, Pasadena, La Porte, and Shore Acres in Harris County, Texas. The flare of the Bayport Ship Channel serves as the entrance to the Bayport Terminal and its facilities. It has become a high shoal area that requires annual dredging to maintain project depth in this high volume container terminal for the Port of Houston. The Houston Pilots and Coast Guard Vessel Traffic Service closely monitor this section and have imposed draft restrictions in prior years. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, as the commodities imported and exported through the ship channel contribute to the economic success of the nation.

FY12 President's Budget:
$3,776,000
FY13 President's Budget:
$1,398,000

Brazos Island Harbor

The Brazos Island Harbor project in Cameron County, Texas provides deep draft access from the Gulf of Mexico through a jettied entrance channel to Brownsville, a side channel (authorized to 36 feet) and a shallow draft fishing boat harbor near Port Isabel. The project is 22.8 miles in length. The authorized depths are 42 feet for the main channel and 44 feet through the jetties and outer bar. Operations and maintenance funds allow for the continued maintenance of the waterway, which fulfills the Corps' mission of keeping waterways open for navigation so that vessels carrying steel are not forced to be rerouted to Mexico.

FY12 President's Budget:
$3,878,000
FY13 President's Budget:
$3,560,000

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Buffalo Bayou and Tributaries (Addicks and Barker Dams and Reservoirs)

The project is located on Buffalo Bayou and Mayde Creek on the west side of the City of Houston, in Harris and Fort Bend counties, Texas. Addicks Dam and Reservoir is an earthen dam 61,166-feet long and 48.5 feet above the Mayde Creek streambed with a storage capacity of 199,650 acre-feet. Barker Dam and Reservoir is an earthen dam 71,900-feet long and 36.5 feet above the Buffalo Bayou streambed with a storage capacity of 209,600 acre feet. Operations and maintenance funds for the Addicks and Barker dams and reservoirs allow for the project to continue serving its purpose of reducing flooding in the City of Houston, protecting residents downstream in the nation's fourth largest city.

FY12 President's Budget:
$3,670,000
FY13 President's Budget:
$2,862,000

Cedar Bayou

This shallow draft channel is an important navigation channel adjacent to the Houston and Bayport Ship Channels. The improved portion of the channel extends from its junction with the Houston Ship Channel near Mile 25 eastward across Galveston Bay to the mouth of Cedar Bayou to a point three miles upstream. The project dimensions are 10 by 100 feet and supports heavy barge traffic to facilities. Operations and maintenance funds allow the Corps to keep the waterway open for navigation and reduce safety hazards.

FY12 President's Budget:
$350,000
FY13 President's Budget:
$227,000

Channel to Harlingen

The project is located in the vicinity of Rio Hondo and Harlingen in Cameron and Willacy counties, Texas. The project consists of a channel 25.8-miles long. The channel extends from its junction with the main channel of the Gulf Intracoastal Waterway through the Arroyo Colorado to the turning basin at Harlingen. It also includes a barge-mooring basin near the channel's junction with the Gulf Intracoastal Waterway. Authorized channel dimensions are 12 feet by 125 feet. The inability to maintain the project to the authorized depth will cause safety hazards and severe economic loss to the agricultural and petrochemical industries in the region.

FY12 President's Budget:
$0
FY13 President's Budget:
$0

Channel to Port Bolivar

The project is located near the City of Port Bolivar, Galveston County, Texas. The Channel to Port Bolivar is an approximately 14-feet deep, 200-feet wide, and 950-feet long shallow-draft channel, extending from the entrance to Galveston Bay northward to the tip of Bolivar Peninsula. The channel is maintained to accommodate Texas Department of Transportation's Galveston-Port Bolivar ferry. The ferry system serves as the only feasible access to/from Bolivar Peninsula from/to Galveston Island. It provides a hurricane evacuation route for the residents of Bolivar Island, an emergency services system for transporting Bolivar Island residents to Galveston hospital facilities, and a means for businesses and residents to traverse the area. Operations and maintenance funds allow for the channel to remain open for navigation, reducing draft restrictions, navigation hazards, possible channel closures, loss of commerce and increase future maintenance costs.

FY12 President's Budget:
$0
FY13 President's Budget:
$409,000

Channel to Port Mansfield

The project is located in the vicinity of Port Mansfield in Willacy County, Texas. The Channel to Port Mansfield is a 10.3 mile shallow draft channel from the Gulf of Mexico across the lower Laguna Madre to Port Mansfield. It includes a jettied entrance channel of about 0.7-mile long from the barrier island into the Gulf of Mexico. The channel crosses the main channel of the Gulf Intracoastal Waterway at Mile 630, making it a harbor of refuge for mariners traveling between Brownsville and Corpus. In addition to local economic concerns, the United States Coast Guard and Texas Parks and Wildlife are negatively affected by the channel conditions, as the current condition of the channel hinders Homeland Security and law enforcement.

FY12 President's Budget:
$0
FY13 President's Budget:
$0

Corpus Christi Ship Channel

The Corpus Christi Ship Channel (CCSC) is a 45-feet deep channel that extends from the Gulf of Mexico 34 miles into the Port of Corpus Christi. The Port of Corpus Christi is ranked 6th in the nation for tonnage shipped (2010). The CCSC is used by both commercial and recreational traffic – oil tankers, barges, and private fishing and recreational vessels. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, address high shoaling area to prevent navigation restrictions.

FY12 President's Budget:
$5,912,000
FY13 President's Budget:
$8,129,000

Double Bayou

Double Bayou is located just north of the junction of Farm Roads 1985 and 562, 50 miles southwest of Beaumont in Chambers County, Texas. The Double Bayou project consists of a shallow draft channel that extends from the seven-foot contour in Trinity Bay to the Mouth of Double Bayou at Oak Island, Texas, and then follows the meanders of the West Fork of Double Bayou for two miles. Total length of the Channel is 5.9 miles. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, which benefits barges servicing offshore oil rigs, commercial fishing, deep-draft shrimp boats, marine service vessels, and recreational boaters.

FY12 President's Budget:
$0
FY13 President's Budget:
$0

Freeport Harbor

This navigation project is located in the vicinity of Freeport, in Brazoria County, Texas. The project is a deep draft channel, 8.5 miles in length, extending from deep water in the Gulf of Mexico, through a jettied entrance channel, to the Upper Turning Basin. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, as the commodities imported and exported through the channel contribute to the economic success of the nation.

FY12 President's Budget:
$4,796,000
FY13 President's Budget:
$8,848,000

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Galveston Harbor and Channel

The project is located in the vicinity of Galveston in Galveston County, Texas. Galveston Harbor and Channel is a 14.4-mile deep draft channel that is maintained to 45 feet. The channel extends from deep water in the Gulf of Mexico to Galveston Bay near Bolivar Roads and turns into the Galveston Inner Harbor where it extends to 43rd Street in Galveston, Texas. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, as the commodities imported and exported through the channel contribute to the economic success of the nation.

FY12 President's Budget:
$3,738,000
FY13 President's Budget:
$3,914,000

Greens Bayou Channel

The project is located in the vicinities of Houston and Channelview in Harris County, Texas. The Greens Bayou Channel is a 1.6-mile long deep and shallow draft waterway that extends from the Houston Ship Channel at mile marker 42.9 up into Greens Bayou. Operations and maintenance funds allow the Corps to keep the waterway open for navigation.

FY12 President's Budget:
$800,000
FY13 President's Budget:
$0

Gulf Intracoastal Waterway

The project traverses the entire Texas Coast, from the Sabine River to Port Isabel, Texas. The navigation portion of the main channel of the Gulf Intracoastal Waterway covers a distance of 423 miles, along with other tributaries. The authorized depth and width is generally 12 feet by 125 feet. The Texas portion of the GIWW is critical in the intermodal transportation between the Texas deep draft ports. The amount of commercial navigation on the Gulf Intracoastal Waterway is equivalent to the fourth largest port in the nation. Operations and maintenance funds allow the Corps to keep the waterway open for navigation.

FY12 President's Budget:
$24,277,000
FY13 President's Budget:
$25,580,000

Gulf Intracoastal Waterway - Channel to Victoria

This navigation project is located near the communities of Seadrift and Victoria in Calhoun and Victoria Counties, Texas. The project provides a 12-foot deep, 125-foot wide shallow draft channel, extending 34.8 miles, from its junction with the main channel of the Gulf Intracoastal Waterway at Mile 492, northwesterly across San Antonio Bay, through a landlocked section lying east of the Guadalupe River, and terminating at the turning basin near the City of Victoria.

FY12 President's Budget:
$3,519,000
FY13 President's Budget:
$363,000

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Gulf Intracoastal Waterway - Chocolate Bayou

FY12 President's Budget:
$500,000
FY13 President's Budget:
$0

This navigation project is located between the communities of Galveston and Freeport in Brazoria County, Texas. The project provides a 12-foot-deep, 125-foot-wide shallow draft channel, extending 8.2 miles, from its junction with the main channel of the Gulf Intracoastal Waterway at Mile 376, through Chocolate Bay and Chocolate Bayou to a point 8.2 miles north of the Gulf Intracoastal Waterway.

Gulf Intracoastal Waterway - Mouth of Colorado River

FY12 President's Budget:
$0
FY13 President's Budget:
$0

The project is located near the community of Matagorda in Matagorda County, Texas. The project includes a 15-foot-deep, 200-foot-wide jettied entrance channel, a 12-foot deep, 100-foot wide shallow draft navigation channel, extending 6.5 miles, a harbor and turning basin adjacent to the Gulf Intracoastal Waterway, and two recreation areas. Additionally, the project includes a 20-foot-deep, 250-foot-deep, and 3.1-mile-long channel and diversion dam to divert the flow of the Colorado River into Matagorda Bay.

Houston Ship Channel

The Houston Ship Channel consists of the main channel, Barbour Terminal Channel, Bayport Ship Channel and Greens Bayou Channel. The main channel is a 54-mile long deep draft waterway which extends from Bolivar Roads near Galveston, Texas, north through Galveston Bay, the San Jacinto River, and Main Turning Basin at Houston, Texas, and includes a 6.5-mile long shallow draft reach. The light draft channel extends upstream of the main turning basin. The channel is maintained to 45-feet from Bolivar Roads up to the Upper Bayou where it transitions from 40 feet to 36 feet at the turning basin. The Barbour Terminal Channel and turning basin is a 1.7 mile long deep draft waterway (authorized depth of 40 feet) that extends from the HSC at Mile 26.3 west across Galveston Bay. The Bayport Ship Channel and turning basin is a 4.5-mile long deep draft waterway (authorized depth of 40 feet) that extends from the HSC at Mile 20.5 west across Galveston Bay. The Greens Bayou Channel is a 1.6-mile long shallow and deep draft waterway which extends from the HSC at mile 42.9 northeast up Greens Bayou. Operations and maintenance funds allow the Corps to keep the waterway open for navigation.

FY12 President's Budget:
$18,188,000
FY13 President's Budget:
$19,701,000

Inspection of Completed Works

FY12 President's Budget:
$193,000
FY13 President's Budget:
$485,000

This project provides for the inspection of federal flood protection projects that have non-federal sponsors responsible for operations, maintenance, repair, replacement and rehabilitation. The primary purposes of these inspections are to prevent loss of life and catastrophic damages; preserve the value of the federal investment; and to encourage nonfederal sponsors to bear responsibility for their own protection. Funding allows the program to assure sponsor compliance with existing agreements that the structures and facilities constructed by the U.S. for flood control protection will be continuously maintained as necessary to obtain the maximum benefits.

Matagorda Ship Channel

The navigation project is located in the vicinities of Port O'Connor, Port Lavaca, and Point Comfort (in Matagorda and Calhoun counties, Texas). The project consists of a 38-feet deep by 300-feet wide entrance channel through a jettied entrance and a 36-feet draft by 200-feet wide main channel that extends 25.2 miles and terminates at a 1,000-feet by 1,000-feet wide turning basin at Point Comfort. The Matagorda Ship Channel is ranked number 54 out of the top 100 of U.S. ports with respect to foreign and domestic tonnage. Operations and maintenance funds allow the Corps to keep the ship channel open for navigation.

FY12 President's Budget:
$4,307,000
FY13 President's Budget:
$4,920,000

Project Condition Surveys

Project condition surveys provide information to project users, stakeholders and USACE for the purpose of identifying the channel conditions of un-funded and/or under-funded projects.

FY12 President's Budget:
$100,000
FY13 President's Budget:
$225,000

Sabine-Neches Waterway

The Sabine-Neches Waterway is a 67-mile deep draft ship channel which extends from the 42-feet contour in the Gulf of Mexico through a jettied channel to Port Arthur, to Beaumont via the Neches River Channel, and to Orange via the north part of Sabine Lake and continues via the Sabine River Channel. The project is located in the vicinities of Beaumont, Port Arthur, Orange, and Sabine Pass in Jefferson and Orange counties, Texas, and Cameron and Calcasieu Parishes, La. The channel is authorized to 40 feet from the Jetty Channel to the intersection of the Neches and Sabine River, where it is authorized at 30 feet. The Sabine Neches Waterway is ranked 4th in the nation by tonnage and supports a large percentage of the nation's petrochemical industry and has two Liquefied Natural Gas (LNG) facilities. The Port of Beaumont is a strategic military outload port that supports the war efforts. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, as the commodities imported and exported through the channel contribute to the economic success of the nation.

FY12 President's Budget:
$14,182,000
FY13 President's Budget:
$19,591,000

Texas City Channel

The Texas City Ship Channel was recently deepened to a 45-feet channel that extends 9.4 miles from intersection with the Galveston Entrance Channel to the Port of Texas City. The Port of Texas City is ranked 10th in the nation for tonnage shipped. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, as the petrochemical commodities imported and exported through the Texas City Ship Channel contribute to the economic success of the nation.

FY12 President's Budget:
$4,667,000
FY13 President's Budget:
$2,234,000

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Trinity River and Tributaries

The Trinity River project is a 47-mile shallow draft waterway beginning with the Anahuac Channel and extends for 5.6 miles from the six-feet depth in upper Trinity Bay to the mouth of Trinity River at Anahuac, Texas. From the mouth of Trinity River, the Channel to Liberty proceeds for 41.4 miles along the meanders of the Trinity River to the Port of Liberty. The project also includes a nine-feet depth channel (Channel to Smith Point) extending from the Houston Ship Channel along the east shore of the Trinity Bay to a point one mile south of Anahuac, Texas. Operations and maintenance funds allow the Corps to keep the Trinity River and tributaries open for navigation, as the commodities imported and exported through the channel contribute to the economic success of the nation.

FY12 President's Budget:
$0
FY13 President's Budget:
$0

Wallisville Lake

Wallisville Lake is a multiple purpose project built on the Trinity River to prevent salinity intrusion and provide water supply, recreation, navigation, and fish and wildlife enhancements. The project includes approximately eight miles of earthen dam and an overflow spillway with a taintor gate assembly, and an 84-feet by 600-feet navigation lock with a sill depth of 16 feet for commerce and pleasure craft use. Construction initially began in the late 1960s but was stopped due to environmental concerns. Modifications resulted in a saltwater barrier project, with no reservoir pools, to emulate pre-project conditions as closely as possible. Construction resumed in 1996 and was completed in 1999. Operations and maintenance funds for the Wallisville Lake Project allow for water supply to continue, as well as recreation, navigation and fishing for the community.

FY12 President's Budget:
$1,990,000
FY13 President's Budget:
$2,482,000