



Contact:

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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 Water-hole), 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 Re-evaluation 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.

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 Re-evaluation 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.

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



Contact:

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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 Navigation Project

Baytown

State Hwy 146

Bayou

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Cedar Bayou

Background:

The navigation project extends from its junction with the Houston Ship Channel near Barbour's 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-foot deep channel rather than 12-foot 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

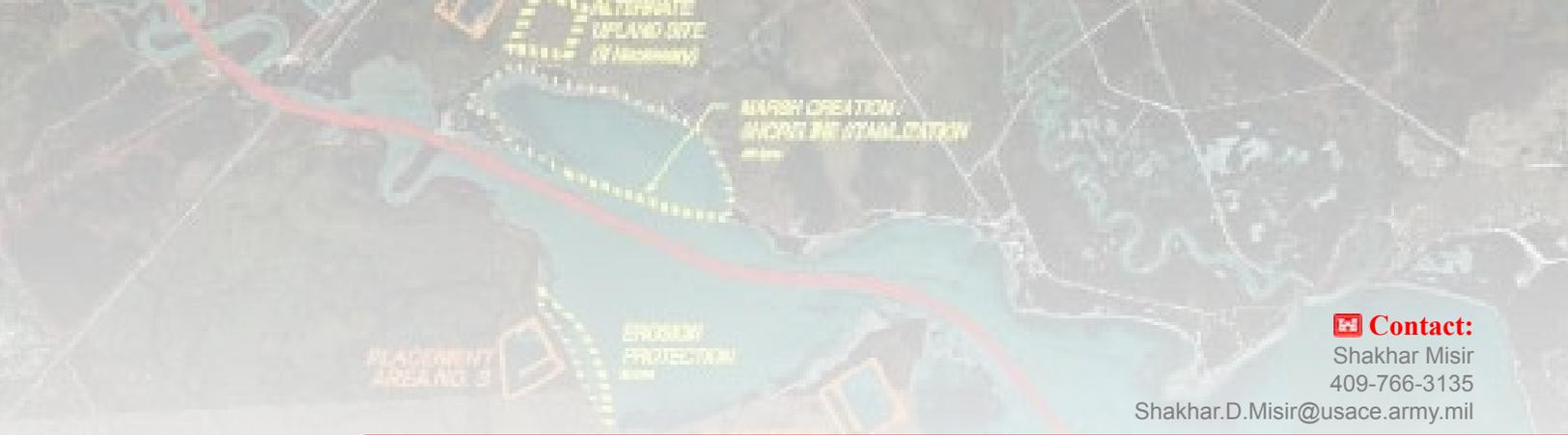


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Chocolate Bayou

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-foot deep (mean low tide) by 125-foot 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



Barge Traveling up Chocolate Bayou.

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.

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

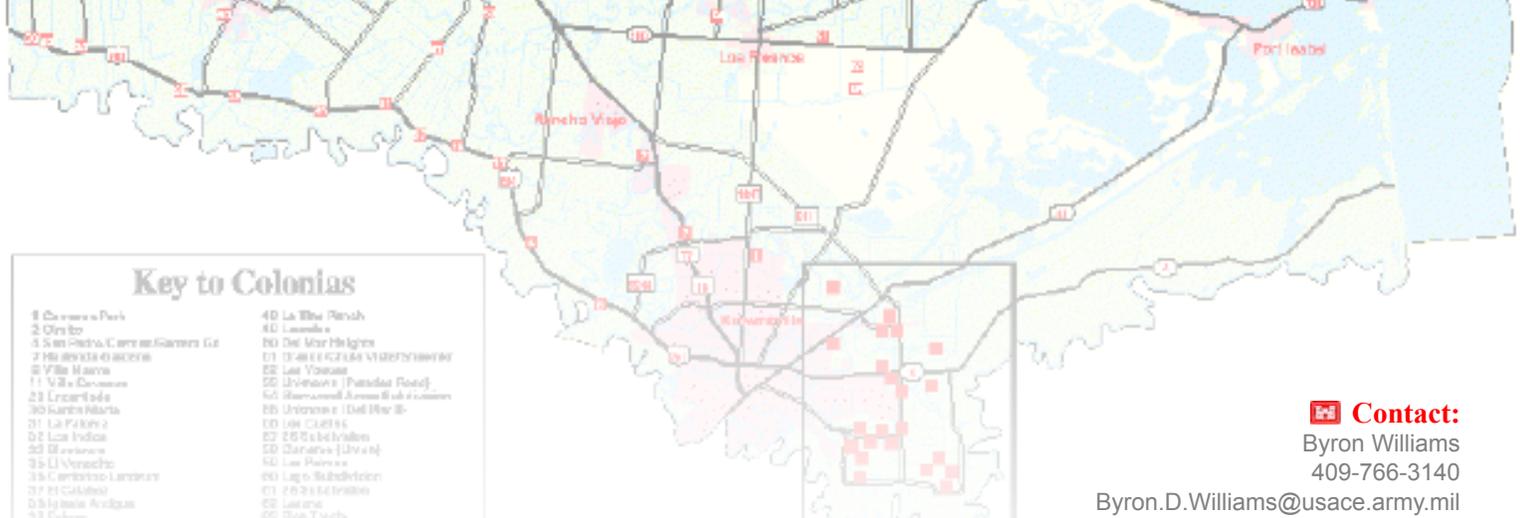


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Colonias

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.

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.



An example of a colonia located in South Texas.

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.

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 re-authorization 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



Corpus Christi Ship Channel improvements.



Contact:

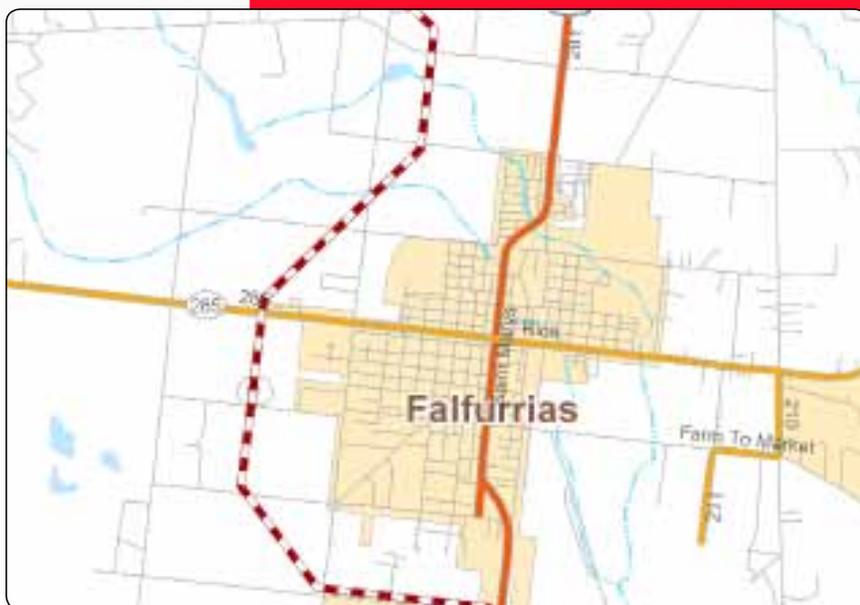
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Falfurrias

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.



Falfurrias project area.

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.

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.

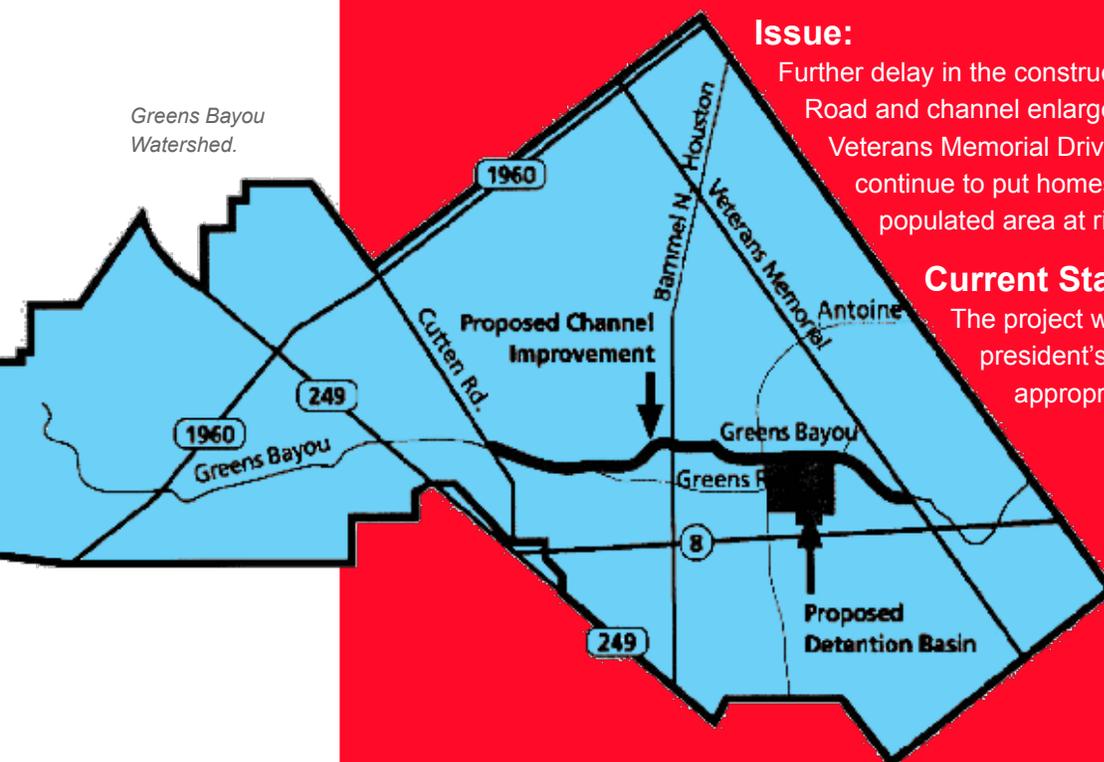
Issue:

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.

Greens Bayou Watershed.



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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Mad Island WMA

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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.

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.

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.

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

Mad Island Wildlife Management Area.



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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



Houston-Galveston Navigation Channel map.

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.

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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Map Legend



Hunting Bayou Flood Damage Reduction Project

- Will save about 1 million of lives (up to 100 lives from 1,000-200 in 100-year return period)
- Will be funded by more than 20 bridges
- Provides high Levee Service system improvement in protecting 10,000 residents
- Estimated 15 years, 100 million up to 150 million for construction costs

Contact:

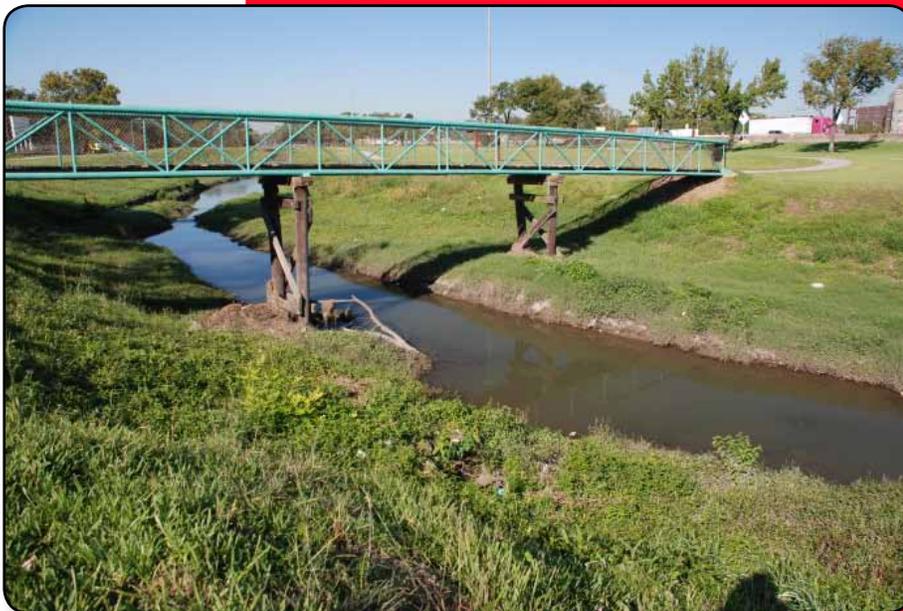
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Hunting Bayou

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.

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.

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-foot 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:

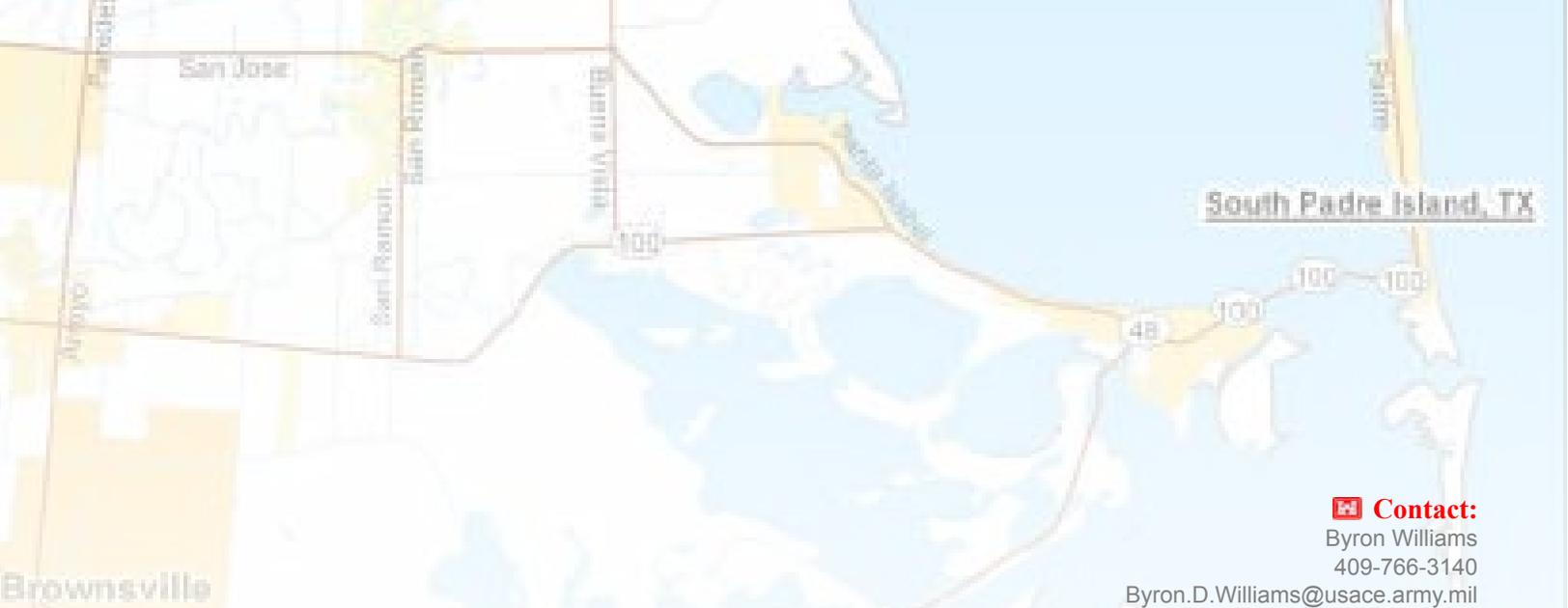
Marsh erosion at the Keith Lake Fish Pass and associated ecosystem will continue to degrade due to saltwater intrusion if solutions are not found to prevent further loss of habitat. This project was not in the fiscal year 2012 or the FY13 president's budgets.

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.





South Padre Island, TX

Contact:

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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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Contact:

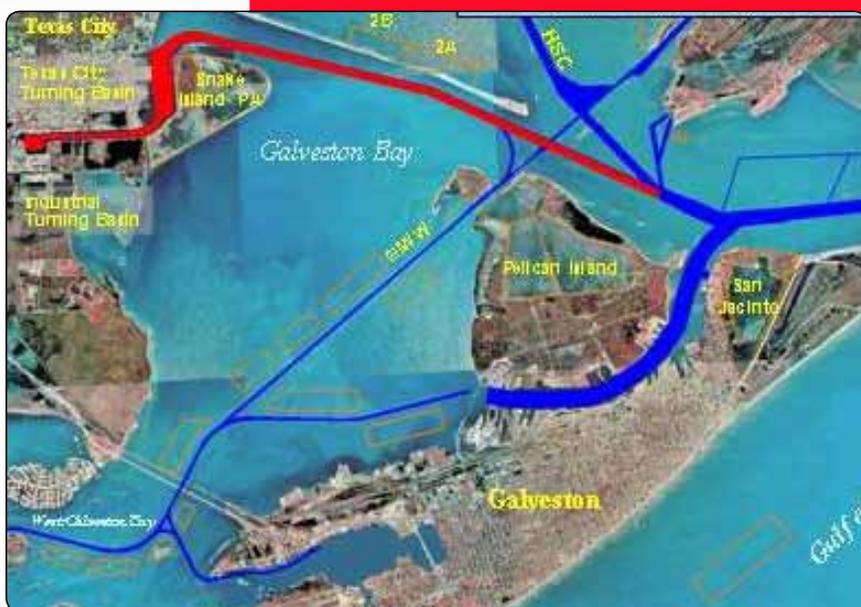
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Texas City Channel

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



Houston-Galveston
Navigation Channel
map.

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.

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-foot depth. In October 2009, Weeks Marine Inc., was awarded a \$61,810,000 con-

tract, 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



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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.

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.



Example of a reservoir near Brownsville, Texas.



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