



GIWW Port O'Connor to Corpus Christi Bay, Tx

U.S. ARMY CORPS OF ENGINEERS

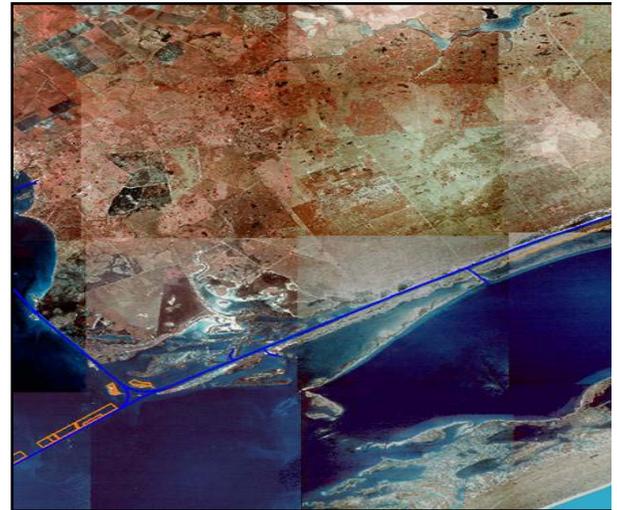
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FACT SHEET as of February 21, 2012

AUTHORIZATION: Section 216 1970 Flood Control Act

TYPE OF PROJECT: Navigation

PROJECT PHASE: Feasibility



CONGRESSIONAL INTEREST: Senators Hutchison and Cornyn (TX); Representatives Paul (TX-14) and Farenthold (TX-27)

NON-FEDERAL SPONSOR: Texas Department of Transportation

BACKGROUND: 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 their responsibility to provide dredged material disposal areas. With the deepening of the Panama Canal and increase in worldwide waterborne trade, over 766 million tons are expected to be moving on Texas waterways by 2030. The GIWW is designated as part of the Nation's Inland Waterway system, and therefore qualifies for 50-50 cost sharing from the Inland Waterways Trust Fund for construction of navigation improvements. Tonnage transported along the approximately 79 miles of the Texas section of the main channel of the Gulf Intracoastal Waterway (GIWW) totaled nearly 16.6 million tons in 2001. 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 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. FY2009 activities included preparing a preliminary Draft Feasibility Report and Environmental Write-up for the Feasibility Report

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STATUS: This project was not in the fiscal year 2011 President's budget.

ISSUES: Traffic congestion near Port O'Connor due to a lack of mooring facilities has created hazardous and difficult navigational conditions. Other alternatives evaluated to address traffic congestion and areas of frequent shoaling along various locations have not shown to be economically viable.

<u>FINANCIAL SUMMARY (\$):</u>	<u>Feasibility</u>
Federal Cost Estimate	\$5,107,000
Non-Federal Cost Estimate	0
Total Project Cost	\$5,107,000
Allocation thru FY 2010	\$4,147,000
ARRA Funding	0
Allocation for FY 2011	0
Allocation for FY 2012	0
President Budget FY 2013	0
Amount That Could Be Used for FY 2013	150,000
Balance to Complete	\$960,000

SCHEDULE:

FY 2012 Scheduled Work: Not in the President's FY2012 budget.

FY 2013 Budget: The study is not in the President's FY2013 budget. If funding is received it would be used to complete the draft Feasibility Report and environmental assessment, conduct an Agency Technical Review (ATR) and Alternative Formulation Briefing (\$350,000) perform final Project Guidance Memo; prepare final report for submittal (200,000).

COMPLETION: With optimum funding, the study completion date is September 2014.

For more information regarding the GIWW Port O'Connor to Corpus Christi Bay, TX study, contact Mr. Pete Perez, P.E. Deputy District Engineer, Chief Programs and Project Management Division at 409-766-3018 or Pete.G.Perez@usace.army.mil.

