

*1. Administrative Details*

**Proposal Name: Feasibility Study to Review Modifications of the Gulf Intracoastal Waterway, Matagorda County, TX**

**by Agency: Texas Department of Transportation**

**Locations: TX**

**Date Submitted: 09/23/2015**

**Confirmation Number: 2f1c6fb0-16ea-493c-8697-3398683149e4**

*Supporting Documents*

<b>File Name</b>	<b>Date Uploaded</b>
GIWW Matagorda County Sect 7001.pdf	09/23/2015

**2. Provide the name of the primary sponsor and all non-Federal interests that have contributed or are expected to contribute toward the non-Federal share of the proposed feasibility study or modification.**

Sponsor	Letter of Support
Texas Department of Transportation(Primary)	TXDOT fully supports this study effort and is committed to maintaining the GIWW as a viable navigation resource to the Nation. We look forward to partnering with USACE and associated resource agencies on this effort.

**3. State if this proposal is for a feasibility study, a modification to an authorized USACE feasibility study or a modification to an authorized USACE project. If it is a proposal for a modification, provide the authorized water resources development feasibility study or project name.**

Feasibility Study

***4. Clearly articulate the specific project purpose(s) of the proposed study or modification. Demonstrate that the proposal is related to USACE mission and authorities and specifically address why additional or new authorization is needed.***

. A GI feasibility study is proposed to address the impacts of relative sea level rise, coastal storm forces, and historical losses to adjacent coastal features, on waterway's commercial navigation conditions and functions, with the purposes that adjacent coastal features provide:

- (1) calm water shelter for resilient transit of commercial vessels on the waterway against waves and currents
- (2) a reduction to channel sedimentation from GoM open seas for sustainable maintenance scopes, timing, and cost

b. Scope. The study would involve describing waterway reaches that are most vulnerable to losses in GIWW resiliency.

5. To the extent practicable, provide an estimate of the total cost, and the Federal and non-Federal share of those costs, of the proposed study and, separately, an estimate of the cost of construction or modification.

	Federal	Non-Federal	Total
<b>Study</b>	\$3,000,000	\$0	\$3,000,000
<b>Construction</b>	\$30,000,000	\$0	\$30,000,000

**Explanation (if necessary)**

Study. Total \$3 M (100% Federal, GI Appropriation, pursuant to 33 U.S.C. §2215 (a) (2)).

Construction. Total \$30 M (100% Federal, Construction General Appropriation, pursuant to 33 U.S.C. §2215 (a) (2)).

***6. To the extent practicable, describe the anticipated monetary and nonmonetary benefits of the proposal including benefits to the protection of human life and property; improvement to transportation; the national economy; the environment; or the national security interests of the United States.***

Replacement of these land losses will decrease the vulnerability of continued safe and reliable barge tow transit on the GIWW to disruption. Decreased vulnerability includes less exposure of the GIWW to the forces of GoM open sea conditions to shallow draft navigation. It also would reduce exposure of sedimentation from the GoM, diminishing the frequency and volume of channel shoaling and associated maintenance dredging requirements. This would result in a cost savings to the USACE GIWW channel maintenance program.

**7. Does local support exist? If 'Yes', describe the local support for the proposal.**

Yes

### **Local Support Description**

The Texas Department of Transportation fully supports this study effort and is committed to maintaining the GIWW as a viable navigation resource to the Nation. We look forward to partnering with USACE and associated resource agencies on this effort.

**8. Does the primary sponsor named in (2.) above have the financial ability to provide for the required cost share?**

Yes

# Additional Proposal Information

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**GIWW Matagorda County Sect 7001.pdf**

September 22, 2015

U.S. Army Corps of Engineers  
ATTN: CECW-CE  
441 G Street NW  
Washington, DC 20314-1000

**RE: Section 7001 of Water Resources Reform and Development Act (WRRDA 2014) - Request for a Feasibility Study to Review Modifications of the Gulf Intracoastal Waterway, Matagorda County, TX**

**1. Non-Federal Sponsor.** As the non-Federal sponsor for the Gulf Intracoastal Waterway (GIWW) in Texas, Texas Department of Transportation (TXDOT), herewith submits this proposal for a feasibility study to Review Modifications of the Gulf Intracoastal Waterway, Matagorda County, Texas, pursuant to Sec 216 of the Flood Control Act of 1970. The GIWW is part of the Nation's system of inland waterways and pursuant to 33 U.S.C. §2215 (a) (2), we understand that the study would be funded at 100% Federal cost from the General Investigations (GI) Appropriation, and thus does not require a non-Federal cost share partner contribution.

**2. Problem Description.** Unimpeded commercial navigation on the GIWW is critical to the economic well being of the Gulf Coast region and the Nation. Coastal petrochemical industries such as Dow Chemical, BASF, Phillips 66 and Chevron in the region depend on the GIWW to move finished product and feedstock across the coast. Coastal storm events and rising seas have significantly eroded the land barrier on the Gulf of Mexico (GoM) side of the GIWW, as well as adjacent wetlands on both sides of the channel that provide calm water shelter to shallow draft navigation. These land losses increase the vulnerability of continued safe and reliable barge tow transit on the GIWW. Increased vulnerability includes greater exposure of the GIWW to the extreme forces of GoM open sea conditions to shallow draft navigation. These erosional forces increase the GIWW to exposure of sedimentation source potential, inducing greater frequencies and volumes of channel shoaling and associated maintenance dredging requirements.

**3. Proposed Project Description.**

**a. Purpose.** A GI feasibility study is proposed to address the impacts of relative sea level rise, coastal storm forces, and historical losses to adjacent coastal features, on waterway's commercial navigation conditions and functions, with the purposes that adjacent coastal features provide:

(1) calm water shelter for resilient transit of commercial vessels on the waterway against waves and currents of the open GoM, and

(2) a reduction to channel sedimentation from GoM open seas for sustainable maintenance scopes, timing, and costs into the future.

**b. Scope.** The study would involve describing waterway reaches that are most vulnerable to losses in GIWW resiliency and sustainability, identifying sediment resources regionally, with emphasis on renewable sources, for harvesting and restoration of degraded adjacent coastal features, with periodic maintenance of these features over the project life cycle on the intended purposes. As an example, a potential renewable resource for investigation is the implementation of sedimentation basins at the confluence of Caney Creek and the GIWW to prevent shoal material from settling out directly into the GIWW navigation channel. This material is predominately sand and could be used to nourish eroding shorelines in the region, which suffer from chronic losses, posing potential reduction in GIWW sustainability and resiliency. Strategically, the recommended project modifications will also inform the comprehensive component of the Coastal Texas Protection and Restoration Study, which the USACE, Galveston District, and its non-Federal sponsors, to include the Texas General Land Office, are pursuing.

#### **4. Cost Estimate:**

**a. Study.** Total \$3 M (100% Federal, GI Appropriation, pursuant to 33 U.S.C. §2215 (a) (2)).

**b. Construction.** Total \$30 M (100% Federal, Construction General Appropriation, pursuant to 33 U.S.C. §2215 (a) (2)).

**5. Description of Anticipated Benefits.** Replacement of these land losses will decrease the vulnerability of continued safe and reliable barge tow transit on the GIWW to disruption. Decreased vulnerability includes less exposure of the GIWW to the forces of GoM open sea conditions to shallow draft navigation. It also would reduce exposure of sedimentation from the GoM, diminishing the frequency and volume of channel shoaling and associated maintenance dredging requirements. This would result in a cost savings to the USACE GIWW channel maintenance program.

**6. Statement of Local Support.** The TXDOT fully supports this study effort and is committed to maintaining the GIWW as a viable navigation resource to the Nation. We look forward to partnering with USACE and associated resource agencies on this effort.

**7. Non-Federal Sponsor Statement of Financial Capability.** Non-Applicable, pursuant to 33 U.S.C. §2215 (a) (2).

**8. Point of Contact.** Matthew Mahoney, Waterways Program Coordinator, Texas Department of Transportation, 118 Riverside Drive, Austin, TX 78701; Office: (512)486-5630; [Matthew.mahoney@txdot.gov](mailto:Matthew.mahoney@txdot.gov)

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**MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY**

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