

1. Administrative Details

Proposal Name: Request for a Feasibility Study to Review Modifications of the Gulf Intracoastal Water Way, Matagorda County TX

by Agency: Port of Bay City

Locations: TX

Date Submitted: 09/22/2015

Confirmation Number: 3c0f525d-ba80-4c24-b1e1-4652822de53c

Supporting Documents

File Name	Date Uploaded
mg port ltr.pdf	09/22/2015

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
Port of Bay City(Primary)	Matagorda County Drainage District #1 County of Matagorda

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.

Removal of shoal for navigation.

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
Study	\$3,000,000	\$0	\$3,000,000
Construction	\$3,000,000	\$0	\$3,000,000

Explanation (if necessary)

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.

Shoal is preventing navigation through the mouth of Caney Creek.

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

Yes

Local Support Description

All users of the channel allowing shoal being removed for proper navigation. Matagorda County Drainage District #1 County of Matagorda

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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(Port of Bay City Authority Letterhead)

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

September 21, 2015

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

1. Non-Federal Sponsor. On behalf of Matagorda County, Texas, I wish to submit this proposal for a feasibility study to modify the existing Gulf Intracoastal Waterway (GIWW) Project in Texas, pursuant to Sec 216 of the Flood Control Act of 1970. 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, being part of the Nation's system of inland waterways, 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 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 stock across the coast. The pattern of 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 with disruption. Increased vulnerability includes greater exposure of the GIWW to the extreme forces of GoM open sea conditions to shallow draft navigation. It also comes with greater exposure of sedimentation source potential from the GoM, 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. 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. Study Cost Estimate: Total \$3 M (100% Federal, 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 county 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. Mike Griffith, Chairman, Port of Bay City Authority, POB 1426, Bay City TX 77404-1426; 979-245-9236 direct; 979-245-5831 office; Mike@franksonandgriffith.com email.

Mike Griffith