

GI	POD	POA	ANCHORAGE HARBOR DEEPENING, AK	CN	3	\$200	DD	C	0	0	4412628	0		Continue feasibility.		
GI	POD	POA	CRAIG HARBOR, AK	CN	3	\$300	LDD	C	1.2	1.2	40	0		Continue feasibility		
GI	POD	POA	DELONG MOUNTAIN HARBOR, AK	CN	3	\$750	DD	C	1.3	1.3	1500000	7500000		Complete feasibility.	WRDA 2006 Candidate.	
GI	POD	POA	DELONG MOUNTAIN HARBOR, AK	NP	3	\$200	DD	N	1.3	1.3	1500000	7500000		Initiate PED		
GI	POD	POA	HAINES HARBOR, AK	CN	3	\$200	LDD	C	1.2	1.2	1000	35000		Continue PED.	Agreement executed.	
GI	POD	POH	HILO HARBOR NAVIGATION IMPROVEMENTS, HAWAII, HI	NP	3	\$80	DD	N			1400	383		FUNDS WILL BE USED TO INITIATE A RECON STUDY		
GI	POD	POA	HOMER HARBOR MODIFICATION, AK	CN	3	\$300	DD	C	0	0	275	13750000		Continue feasibility.		
GI	POD	POH	KAWAIHAE DEEP DRAFT HARBOR MODIFICATIONS, HAWAII, HI	CN	3	\$343	LDD	C			630	357		ADDITIONAL FUNDS WILL ALLOW FOR COMPLETION OF THE EIS.		
GI	POD	POA	KLAWOCK HARBOR	CN	3	\$300	LDD	C	1.1	1.1	1	0		Continue feasibility. Subsistence Harbor.		
GI	POD	POA	KOTZEBUE SMALL BOAT HARBOR, AK	CN	3	\$200	LDD	C	1.5	1.5	35	0		Continue feasibility. Subsistence Harbor.		
GI	POD	POA	LITTLE DIOMEDE HARBOR, AK	CN	3	\$200	LDD	C	1.3	1.3	500	0		Continue feasibility. Subsistence Harbor and Harbor of Refuge		
GI	POD	POA	MEKORYUK HARBOR, AK	CN	3	\$200	LDD	C	1.3	1.3	1.1	0		Continue feasibility. Subsistence Harbor and Harbor of Refuge		
GI	POD	POH	NAWILIWILI HARBOR MODIFICATION, KAUAI, HI	CN	3	\$100	LDD	C	1.64	1.64	620	114		ADDITIONAL FUNDS WILL BE USED FOR ENVIRONMENTAL ACTIVITIES.		
GI	POD	POH	PORT ALLEN HARBOR NAVIGATION IMPROVEMENTS, KAUAI, HI	NP	3	\$80	LDD	N			200	120		FUNDS WILL BE USED TO INITIATE A RECONNAISSANCE STUDY.		
GI	POD	POA	PORT LIONS HARBOR, AK	CN	3	\$400	LDD	C	1.5	1.5	40	4150000		Complete feasibility. Subsistence Harbor.	WRDA 2006 candidate.	
GI	POD	POA	PORT LIONS HARBOR, AK	NP	3	\$200	LDD	N	1.5	1.5	40	4150000		Initiate PED. Subsistence Harbor.		
GI	POD	POH	ROTA HARBOR MODIFICATIONS, CNMI	CN	3	\$100	LDD	C			14	1		ADDITIONAL FUNDS WILL ALLOW FOR FUNDING OF ENVIRONMENTAL ISSUES		
GI	POD	POA	SAINT GEORGE NAVIGATION IMPROVEMENTS, AK	CN	3	\$200	DD	C	1.1	1.1	250000	0		Continue feasibility.		
GI	POD	POH	TINIAN HARBOR MODIFICATIONS, CNMI	CN	3	\$100	LDD	C				11000		ADDITIONAL CAPABILITY TO PROVIDE FUNDS FOR ENVIRONMENTAL ACTIVITIES.	SOLE COMMERCIAL HARBOR FOR THE ISLAND. HIGH PRIORITY OF CNMI GOVERNMENT.	
GI	POD	POH	TUTUILA HARBOR, AS	CN	3	\$50	LDD	C	7.91	7.91		2500		ADDITIONAL FUNDS TO CONTINUE ENVIRONMENTAL ACTIVITIES		
GI	POD	POA	UNALAKLEET HARBOR, AK	CN	3	\$700	LDD	C	1.2	1.2	40	0		Complete feasibility. Subsistence Harbor.	WRDA 2006 Candidate.	
GI	POD	POA	UNALAKLEET HARBOR, AK	NP	3	\$200	LDD	N	1.2	1.2	40	4000000		Initiate PED. Subsistence Harbor and Harbor of Refuge.		
GI	POD	POA	UNALASKA HARBOR, AK	CN	3	\$100	LDD	C	1.4	1.4	454	43082500		Complete feasibility. Harbor of Refuge.		
GI	POD	POA	UNALASKA HARBOR, AK	NP	3	\$300	LDD	C	1.4	1.4	453	43082500		Harbor of Refuge. Initiate PED		
GI	POD	POA	VALDEZ HARBOR EXPANSION, AK	CN	3	\$300	LDD	C	2	2	275	13750000		Complete feasibility.	WRDA 2006 Candidate.	
GI	POD	POA	VALDEZ HARBOR EXPANSION, AK	NP	3	\$200	LDD	N	2	2	275	13750000		Initiate PED.		
GI	SAD	SAS	SAVANNAH HARBOR EXPANSION, GA	CN	1	\$800	DD	C	3	2.94	12000	64260		Further delays in project completion will occur and economic analysis.	Non-Fed interest has been carrying the project because of previous FED funding constraints. Most of the under pinning work will have been completed and Fed work needs to be done to move project forward.	
GI	SAD	SAW	AIWW-NORFOLK, VA TO ST. JOHN'S RIVER, FL		3	\$300	LW	N	18.3	18.3	1271	137		INITIATE RECON TO DETERMINE LEVEL OF USEAGE & APPROP LEVEL OF MAINTENANCE.	REF MARCH 12 2004 WOODLEY LETTER, SUBJECT: FORMULATION OF FISCAL YEAR 2006 BUDGET. GI STUDY REQUIRED TO IDENTIFY MAINT NEEDS FOR AND ASSOCIATED DEPTHS THAT ARE REQUIRED ALONG SEGMENTS OF THE PROJECT FOR PROJECT USERS.	
													Additional lawsuits for project impacts.	Initiate recon under authority Review of Completed Projects. Study will assess impacts to the redirection contract and our options and look at ways of mitigating the project impacts of increased flows into the Santee River.	Project was built to reduce shoaling in Charleston Hbr by diverting flow from Cooper River to Santee River. Project has hydropower features but authorization was for navigation. Project operations have resulted in a shoaling reduction of over 60% in Charleston Hbr. The powerhouse built by the Corps was for the SC Public Service Authority's use. Landowners filed suit for flooding damages alleged to be as high as \$72 million. Trial for damages will occur in 2005. The Armed Services Board of Contract Appeals ruled in June 2004 that the "government must indemnify Santee Cooper", including the costs of defending such claims and /or lawsuits, subject to the exceptions in the contract and other matters."	
GI	SAD	SAC	COOPER RIVER, CHARLESTON HARBOR, SC	NP	3	\$100	LDD	N						Additional lawsuits for project impacts.	Initiate feasibility under authority Review of Completed Projects. Study will assess impacts to the redirection contract and our options and look at ways of mitigating the project impacts of increased flows into the Santee River.	Project was built to reduce shoaling in Charleston Hbr by diverting flow from Cooper River to Santee River. Project has hydropower features but authorization was for navigation. Project operations have resulted in a shoaling reduction of over 60% in Charleston Hbr. The powerhouse built by the Corps was for the SC Public Service Authority's use. Landowners filed suit for flooding damages alleged to be as high as \$72 million. Trial for damages will occur in 2005. The Armed Services Board of Contract Appeals ruled in June 2004 that the "government must indemnify Santee Cooper", including the costs of defending such claims and /or lawsuits, subject to the exceptions in the contract and other matters."
GI	SAD	SAC	COOPER RIVER, CHARLESTON HARBOR, SC	NP	3	\$300	LDD	N						Can not continue Feasibility and will delay authorization.	Continue Feasibility	Strategic Port as part of Jax Harbor, study addressing harbor restriction
GI	SAD	SAJ	MILE POINT, FL		3	\$350	DD	C			17900			Will not complete Feasibility and will not make WRDA 06	Complete Feasibility and initiate PED	Supports Navy. Substantial benefits will not be realized if project is not authorized.
GI	SAD	SAJ	PORT EVERGLADES HARBOR, FL		3	\$206	DD	C			21300			Will not complete Feasibility and will not make WRDA 06.	Complete Feasibility and initiate PED.	Complete Feasibility and initiate PED.
GI	SAD	SAS	PORT EVERGLADES HARBOR, FL		3	\$1,000	DD	C			21300					
GI	SAD	SAS	SAVANNAH HARBOR SEDIMENT CONTROL WORKS, GA & SC	NP	3	\$150	DD	N			20664000	18597600		Deepening new Current Canal.		
GI	SAD	SAS	SAVANNAH HARBOR SEDIMENT CONTROL WORKS, GA & SC	NP	3	\$350	DD	N			20664000	18597600		Optional Dredge size, shape.		
GI	SAD	SAS	SAVANNAH HARBOR SEDIMENT CONTROL WORKS, GA & SC	NP	3	\$70	DD	N			20664000	18597600		Fresh Water Canal.		
GI	SAD	SAJ	ST PETERSBURG HARBOR, FL		3	\$150	LDD	C						Will not complete GRR and obtain benefits of Harbor improvements.	Continue GRR	Large US Coast Guard presence. The project has strong local government and congressional support.
GI	SPD	SPL	LOS ANGELES COUNTY, CA	LY (CN)	1	\$580	DD	C	1	1	120100	188000		Permanent disposal sites are not available & continued buildup raises concerns of potential impact on public health & the health of the marine environment.	Complete/Continue Feasibility Phase	The Port of LA, Port of LB, City of LB and Marina del Rey will collectively generate 8 to 48 Million cubic meters of contaminated dredged sediment over the next 20 yrs. The LA DMMP will create a regional strategy for managing these sediments using an array of disposal alternatives. Info generated from this study effort will be used to complete a CA state mandated Contamination Sediment Mngmt Strategy. Navigation: CWIS 013666: Los Angeles County (DMMP) If this project is not funded in FY06 it will affect the following O&M projects: 4 marina's are located in the coastal LA waterways, Port of LA, Port of LB, Marina Del Rey and LA River Estuary. Mainly it becomes a navigational Hazard if the contaminated Material remains in these channels. In the LA estuary delays of ferry traffic will continue to be delayed and therefore will impact commercial navigation (ferry's and Charter boats). In Marina Del Rey, if the Dredging does not occur, this will in affect make available only one entrance and exit channel of the inner harbor which would hinder the Coast Guard's response time and could pose a potential effect on national security.
GI	SPD	SPL	LOS ANGELES COUNTY, CA	LY (CN)	1	\$170	DD	C	1	1	120100	188000		Permanent disposal sites are not available & continued buildup raises concerns of potential impact on public health & the health of the marine environment.	Complete/Continue Feasibility Phase	Port of LA: Port of LB: City of LB and Marina del Rey will collectively generate from 8 to 48 Million cubic meters of contaminated dredged sediment over the next 20yrs. Navigation: CWIS 013666: Los Angeles County (DMMP) If this project is not funded in FY06 it will affect the following O&M projects: 4 marina's are located in the coastal LA waterways, Port of LA, Port of LB, Marina Del Rey and LA River Estuary. Mainly it becomes a navigational Hazard if the contaminated Material remains in these channels. In the LA estuary delays of ferry traffic will continue to be delayed and therefore will impact commercial navigation (ferry's and Charter boats). In Marina Del Rey, if the Dredging does not occur, this will in affect make available only one entrance and exit channel of the inner harbor which would hinder the Coast Guard's response time and could pose a potential effect on national security.
GI	SPD	SPL	LOS ANGELES COUNTY, CA	LY	1	\$100	DD	C	1	1	120100	188000		Permanent disposal sites are not available & continued buildup raises concerns of potential impact on public health & the health of the marine environment.	Complete/Continue the Feasibility Phase	The Port of Los Angeles, Port of LB, City of Long Beach and Marina del Rey will collectively generate from 8 to 48 million cubic meters of contaminated dredged sediment over the next 20 yrs. the LADDM will create regional strategy for maning these sediment using an array of disposal sites. Navigation: CWIS 013666: Los Angeles County (DMMP) If this project is not funded in FY06 it will affect the following O&M projects: 4 marina's are located in the coastal LA waterways, Port of LA, Port of LB, Marina Del Rey and LA River Estuary. Mainly it becomes a navigational Hazard if the contaminated Material remains in these channels. In the LA estuary delays of ferry traffic will continue to be delayed and therefore will impact commercial navigation (ferry's and Charter boats). In Marina Del Rey, if the Dredging does not occur, this will in affect make available only one entrance and exit channel of the inner harbor which would hinder the Coast Guard's response time and could pose potential effect on national security.
GI	SPD	SPN	HUMBOLDT BAY LONG TERM SHOAL MGMT	NP	3	\$600	DD	N			1075			N/A	Initiate feasibility phase.	905 scheduled for completion at end of FY 2004.
GI	SPD	SPL	HUNTINGTON HARBOR DREDGING, CA	LY	3	\$54	WW	C	3.5	3.4	4			If shoaling of sediments continue & appropriate nav. depth cannot be maintained due to costly and problematic disposal the channel may close or partially close	Comp. Recon. Resolve contaminated shoaling nav. issue & improve benthic environ.	TO INITIATE NEW STUDIES, ACCELERATE PROJ COMPLETIONS, INCREASE NET BENEFITS (E.G. INCREASE IN NET BENEFITS = ACCELERATION IN YEARS MULTIPLIED BY AVERAGE ANNUAL BENEFITS).
GI	SPD	SPL	HUNTINGTON HARBOR DREDGING, CA	NP	3	\$246	WW	C	3.5	3.5	4			If shoaling of sediments continue and appropriate navigation depth cannot be maintained due to costly and problematic disposal the channel may close	COMPL PMP & SIGN FCSA. INITIATE NEW PHASE RECON TO FEAS.	TO INITIATE NEW PHASE (FROM RECON TO FEAS & FEAS TO PED) & CONSISTENT W/SPONSOR FUNDING & CAPABILITY TO SIGN NEW AGREEMENTS.

GI	SPD	SPL	HUNTINGTON HARBOR DREDGING, CA	CN	3	\$200	WW	C	3.5	3.5	4		If shoaling of sediments continue and appropriate navigation depth cannot be maintained due to costly and problematic disposal the channel may close	COMPLETE F3 BASELINE PROJECT CONDITIONS ANALYSIS & REPORTS.	TO INITIATE NEW STUDIES, ACCELERATE PROJ COMPLETIONS, INCREASE NET BENEFITS (E.G. INCREASE IN NET BENEFITS = ACCELERATION IN YEARS MULTIPLIED BY AVERAGE ANNUAL BENEFITS).
GI	SPD	SPL	HUNTINGTON HARBOR DREDGING, CA	CN	3	\$100	WW	C	3.5	3.5	4		If shoaling of sediments continue and appropriate navigation depth cannot be maintained due to costly and problematic disposal the channel may close	PLAN FORMULATION OF ALTERNATIVES.	INCLUDE ADDITIONAL CAPABILITY FUNDING LEVELS.
GI	SPD	SPL	MARINA DEL REY AND BALLONA CREEK, CA	LY	3	\$368	LDD	C	8.74	8.74	0		The channel may close or partially close reducing efficiency. The economy will be impacted by up to \$439 million per year.	Develop mangement alternatives to control the shaling of contaminated sediment	Sediment control in the Marina Del Rey Entrance channel emanating from Ballona Creek in order to reduce frequency of Maintenance Dredging. Study will also include trash and debris management plan.
GI	SPD	SPL	MARINA DEL REY AND BALLONA CREEK, CA	NP	3	\$100	SD	C	8.74	8.74	70		the channel may close or partially close reducing efficiency. The economy will be impacted by up to \$439 million per year.	Develop Management alternatives to contol the shaling of contaminated sediment	Sediment control in the Marina del Rey Entrance Channel emanating from Ballona Creek in order to reduce frequency of maintenance dredging
GI	SPD	SPL	NEWPORT BAY (LA-3 SITE DESIGNATION STUDY),CA	LY	3	\$0	DD	C	1	1	120000		Desig of a perm LA3 ocean disp site is necesse to spt USACE, Port of LA, Port of LB maint. & cap improv proj, dredging activs. W/O site, sedi. disp is costly/prob	To permanently designate an ocean disposal site w/ OC harbor & Upp Newport Bay.	Project is being closely coordinated with the US EPA.
GI	SPD	SPL	VENTURA HARBOR SAND BYPASS, CA	LY	3	\$346	LDD	C	1.5	0	7		Project would reduce Fed maint dredging costs at Ventura Harbor. Nonimplementation of this project would lead to non-efficient operations & cont high costs.	Complete feasibility phase to include NED plan, AFB Conf, EIR and alternatives	To determine the advisibility of modifying the existing Federal navigation project at Ventura Harbor, California to include a sand bypassing system and other measures for the purposes of improving the maintenance of the harbor in a manner that allows for more efficient operations and beneficial uses of the dredged material.
GI	SPD	SPL	VENTURA HARBOR SAND BYPASS, CA	NP	3	\$0	LDD	C	1.5	0	7		Project would reduce Federal maintenance dredging costs at Ventura Harbor. Nonimplementation of this project would lead to continuing high cost and dredging fr	Complete final report	To determine the advisibility of modifying the existing Federal navigation project at Ventura Harbor, California to include a sand bypassing system and other measures for the purposes of improving the maintenance of the harbor in a manner that allows for more efficient operations and beneficial uses of the dredged material.
GI	SWD	SWG	CEDAR BAYOU, TX	LY	1	\$300	SD	C	2.6	2.6	965			CONTINUE PED	
GI	SWD	SWG	CORPUS CHRISTI SHIP CHANNEL, TX	LY	1	\$285	DD	C	4.1	4.1	72000			COMPLETE PED.	LS CURRENTLY COMPLETING FEASIBILITY UNDER SECTION 203. % REDUCTION, PROJECT ANNUAL COSTS (SPONSOR IS DEVELOPING), NET BENEFITS TBD. TOO EARLY IN PROJECT PHASE TO COMPLETE.
GI	SWD	SWG	FREEPORT HARBOR, TX	CN	1	\$500	DD	C	0	0	27164			Continue feasibility study.	RANKED 24TH NATIONALLY. Too early in project phase to determine total BCR, RB/RC, % red in delay costs, annual benefits, annual costs, net benefits.
GI	SWD	SWG	GIWW, HIGH ISLAND TO BRAZOS RIVER, TX	LY	1	\$500	WW	C	2.4	2.4	46512	3060527	THIS PROJECT WILL ADDRESS WATERWAY SAFETY AND ECONOMIC EFFICIENCY ISSUES AT 5 CRITICAL LOCATIONS.	FY06 FUNDS TO BE USED ON DESIGN WORK AT REACH NO 3. AND CONSTR OF REACH NO. 2.	COMPLETE IN FY08 BASED ON FULLY FUNDING PROJECT NEEDS.
GI	SWD	SWG	GIWW, MATAGORDA BAY, TX	LY	1	\$384	DD	C	4.1	4.1	25362	3115920		Complete PED	WILL REDUCE HAZARDOUS CURRENTS IN CHANNEL.
GI	SWD	SWG	MATAGORDA SHIP CHANNEL, TX	CN	1	\$500	DD	C	3.8	3.8	4700		JETTIES, VESSEL SAFETY, AND GIWW THREATENED BY EXCESSIVE CURRENT VELOCITY.	CONTINUE FEASIBILITY STUDY.	% REDUCTION IN DELAY COST TBD. TOO EARLY IN PROJECT PHASE TO DETERMINE.
GI	SWD	SWG	SABINE - NECHES WATERWAY, TX	LY	1	\$200	DD	C	1.9	1.9	135088			Complete Feasibility Report and EIS.	Beaumont/Port Arthur tonnage Rank 4th in Nation.
GI	SWD	SWG	SABINE - NECHES WATERWAY, TX	LY	1	\$119	DD	C	1.9	1.9	135088	3982275			
GI	SWD	SWG	TEXAS CITY CHANNEL (50-FOOT PROJECT), TX	CN	1	\$900	DD	C	8.3	8.3	63300			CONTINUE PED.	RANKED 9TH NATIONALLY. % REDUCTION IN DELAY COSTS TBD (TOO EARLY IN PROJECT TO DETERMINE.
GI	SWD	SWG	BRAZOS ISLAND HARBOR, BROWNSVILLE CHANNEL, TX	CN	3	\$350	DD	C	0	0	4741			FY06 FUNDS TO BE USED IN CONTINUING FEASIBILITY STUDIES.	THIS PROJECT WILL ADDRESS NAVIGATION EFFICIENCY ISSUES WITHIN THIS DEEP DRAFT CHNL. TOTAL BCR, RB/R, % RED, PROJECT ANNUAL BENEFITS & COST, NET BENEFITS TBD. TOO EARLY IN PROJECT PHASE TO DETERMINE.
GI	SWD	SWG	BRAZOS ISLAND HARBOR, BROWNSVILLE CHANNEL, TX	CN	3	\$150	DD	C			4741				
GI	SWD	SWG	CEDAR BAYOU, TX	LY	3	\$205	SD	C	2.6	2.6	965				
GI	SWD	SWG	FREEPORT HARBOR, TX	CN	3	\$250	DD	C			27164			CONTINUE FEASIBILITY STUDY.	RANKED 24TH NATIONALLY. TOTAL BCR, RB/RC, % REDUCTION, PROJECT ANNUAL BENEFITS & COSTS, NET BENEFITS TBD. TOO EARLY IN PROJECT PHASE TO DETERMINE.
GI	SWD	SWG	GIWW MODIFICATIONS, TX	CN	3	\$500	WW	C	0	0	25362	3115920	CURRENT DELAY COSTS EXCEED \$1 MIL ANNUALLY.	CONTINUE FEASIBILITY STUDY ON THE COLORADO RIVER LOCKS.	TOTAL BCR, RB/RC, PROJECT ANNUAL COST, NET BENEFITS TBD. TOO EARLY IN PROJECT PHASE TO DETERMINE.
GI	SWD	SWG	GIWW MODIFICATIONS, TX	CN	3	\$500	WW	C			25362	3115920	CURRENT DELAY COSTS EXCEED \$1 MILLION ANNUALLY.	CONTINUE FEASIBILITY STUDY ON THE COLORADO RIVER LOCKS.	TOTAL BCR, RB/RC, PROJECT ANNUAL COSTS, & NET BENEFITS TBD. TOO EARLY IN PROJECT TO DETERMINE.
GI	SWD	SWG	GIWW, BRAZOS RIVER TO PORT O'CONNOR, TX	CN	3	\$300	WW	C	1.7	1.7	25362	3115920	HAZARDOUS BENDS; HIGH SHOALING RATES; WETLAND LOSS	COMPLETE FEASIBILITY STUDY.	HAZARDOUS BENDS; HIGH SHOALING RATES; WETLAND LOSS.
GI	SWD	SWG	GIWW, HIGH ISLAND TO BRAZOS RIVER REALIGNMENTS, TX	CN	3	\$600	WW	C	0	0	46512	3060527	NAVIGATION SAFETY ISSUES AT THIS LOCATION OF THE GIWW.	FY06 FUNDS TO BE USED IN CONTINUING FEASIBILITY STUDIES.	TOTAL BCR, RB/RC, % REDUCTION, PROJECT ANNUAL BENEFITS & COSTS, NET BENEFITS TBD. TOO EARLY IN PROJECT PHASE TO DETERMINE.
GI	SWD	SWG	GIWW, HIGH ISLAND TO BRAZOS RIVER REALIGNMENTS, TX	CN	3	\$250	WW	C			46512	3060527		Funds to be used in coninuing feasibility studies.	This project will address navigation safety issues at this location of the GIWW.
GI	SWD	SWG	GIWW, HIGH ISLAND TO BRAZOS RIVER REALIGNMENTS, TX	CN	3	\$200	WW	C			46512	3060527			
GI	SWD	SWG	GIWW, HIGH ISLAND TO BRAZOS RIVER, TX	LY	3	\$463	WW	C	2.4	2.4	46512	3060527		Funds to be used on design work at reach no. 3 and construction of reach no. 2.	This project will address waterway safety and economic efficiency issues at 5 critical locations.
GI	SWD	SWG	GIWW, PORT O'CONNOR TO CORPUS CHRISTI BAY, TX	CN	3	\$450	WW	C			25362	3115920	HAZARDOUS BENDS; HIGH SHOALING RATES; WETLAND LOSS.	CONTINUE FEASIBILITY STUDY.	TOTAL BCR, RB/RC, % REDUCTION IN DELAY COST, PROJECT ANNUAL COST, NET BENEFITS TBD. TOO EARLY IN PROJECT PHASE TO DETERMINE.
GI	SWD	SWG	GIWW, PORT O'CONNOR TO CORPUS CHRISTI BAY, TX	CN	3	\$375	WW	C			25362	3115920	HAZARDOUS BENDS; HIGH SHOALING RATES; WETLAND LOSS.	CONTINUE FEASIBILITY STUDY.	TOTAL BCR, RB/RC, % REDUCTION, PROJECT ANNUAL BENEFITS, PROJECT ANNUAL COSTS, & NET BENEFITS TBD. TOO EARLY IN PROJECT PHASE TO DETERMINE.
GI	SWD	SWG	GIWW, PORT O'CONNOR TO CORPUS CHRISTI BAY, TX	CN	3	\$200	WW	C			25362	3115920			
GI	SWD	SWG	GIWW, VICINITY OF PORT ISABEL, TX	CN	3	\$750	WW	C	0	0	25362	3115920	2001 BARGE COLLISION RESULTED IN MULTIPLE DEATHS.	FY06 FUNDS TO BE USED TO CONTINUE FEASIBILITY STUDIES.	TOTAL BCR, RB/RC, % REDUCTION, PROJECT ANNUAL BENEFITS & COSTS, AND NET BENEFITS TBD. TOO EARLY IN PROJECT PHASE TO DETERMINE
GI	SWD	SWG	GIWW, VICINITY OF PORT ISABEL, TX	CN	3	\$250	WW	C			25362	3115920	2001 BARGE COLLISION RESULTED IN MULTIPLE DEATHS.	FY06 FUNDS TO BE USED TO CONTINUE FEASIBILITY STUDIES.	TOTAL BCR, RB/RC, % REDUCTION, PROJECT ANNUAL COSTS, & NET BENEFITS TBD. TOO EARLY IN PROJECT TO DETERMINE.
GI	SWD	SWG	GIWW-SABINE RIVER TO HIGH ISLAND, TX	NP	3	\$100	WW	N	0	0	46512	3060527		Initiate recon.	Hazardous bends; high shoaling rates; wetland loss.
GI	SWD	SWG	MATAGORDA SHIP CHANNEL, TX	CN	3	\$250	DD	C	3.8	3.8	4700		JETTIES, VESSEL SAFETY, AND GIWW THREATENED BY EXCESSIVE CURRENT VELOCITY.	CONTINUE FEASIBILITY STUDY.	% REDUCTION IN DELAY COSTS TBD. TOO EARLY IN PROJECT PHASE TO DETERMINE. JETTIES, VESSEL SAFETY, AND GIWW THREATENED BY EXCESSIVE CURRENT VELOCITY.
GI	SWD	SWG	MATAGORDA SHIP CHANNEL, TX	CN	3	\$250	DD	C	3.8	3.8	4700				
GI	SWD	SWG	MITCHELL'S CUT CHANNEL (CANEY FORK CUT), TX	NP	3	\$100	HSD	N	0	0	25400			Initiate Recon	Navigation safety issue.
GI	SWD	SWG	TEXAS CITY CHANNEL (50-FOOT PROJECT), TX	CN	3	\$600	DD	C	8.3	8.3	63300				