



Brazos Island Harbor, Tx

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FACT SHEET as of February 21, 2012

AUTHORIZATION: Resolution of the House Committee on Public Works, 5 May 1966; Consolidated Appropriations Resolution, 2003 (PL 108-7), Section 113, (credit for wetlands)

TYPE OF PROJECT: Navigation

PROJECT PHASE: Feasibility



CONGRESSIONAL INTEREST: Senators Hutchison and Cornyn (TX); Representatives Farenthold (TX-27), Hinojosa (TX-15)

NON-FEDERAL SPONSOR: Brownsville Navigation District

BACKGROUND: The Port of Brownsville is located on the south Texas coast near the U.S. – Mexico border. The project is located in the vicinities of Port Isabel and Brownsville in Cameron County, Texas. It provides deep draft access from the Gulf of Mexico through a jettied entrance channel to Brownsville, and a side channel, authorized to 36 feet, and shallow draft Fishing Boat Harbor near Port Isabel. The project is 22.8 miles in length. The authorized depths are 42 feet for the main channel and 44 feet through the jetties and outer bar. The study area encompasses the entire Brownsville Ship Channel and surrounding region. The entrance channel is located offshore of Cameron County, Texas, in the Gulf of Mexico and ends at the Port of Brownsville Main Harbor. The primary purpose of the study is navigation, which consists of enlarging the existing Brownsville Ship Channel by deepening the entrance channel, jetty channel, and the lower section of the main channel and the upper section of the main channel and turning basin to new recommended depths. Authorization was received in the FY 2003 Consolidation Appropriations Act to credit work proposed to be accomplished by the Port of Brownsville for restoration of the Bahia Grande as wetland areas for mitigation against the non-Federal costs of deepening the Brazos Island Harbor (BIH) channels, if it is determined by the Secretary to be integral to the deepening project.

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STATUS: The Project Development Team completed Hydro Modeling and Ship Simulation, completed Oil Rig Geometrical Analysis, held the Value Engineering workshop, completed an Economic White Paper, awarded the Environmental Impact Statement contract, and began Sediment Modeling.

ISSUES: Study schedule was delayed due to additional alternatives added by Sponsor for incorporating oil drill platforms as well as ship transit modeling in to the study. The application of Sec. 6009 Legislation has also delayed benefit determination.

FINANCIAL SUMMARY (\$):

	<u>FEASIBILITY</u>
Federal Cost Estimate	\$4,861,000
Non-Federal Cost Estimate	4,861,000
Total Project Cost	\$9,722,000
Allocation thru FY 2010	\$2,655,000
ARRA Funding	0
Allocation for FY 2011	614,000
Allocation for FY 2012	695,000
President Budget FY 2013	726,000
Amount That Could Be Used for FY 2013	726,000
Balance to Complete	\$171,000

SCHEDULE:

FY 2012 Scheduled Work: Fiscal Year 2012 funds are being used to complete sediment modeling, storm surge analysis, Bio Assays, Storm Surge Modeling, Water Value Analysis, Interagency Coordination Team for mitigation, and NED design work will be completed.

FY 2013 Budget: Funds for Fiscal Year 2013 will be used to complete the mitigation and dredge disposal plan (\$256,000), hold an Agency Technical Review (\$60,000), Alternative Formulation Briefing (\$60,000), initiate Independent External Peer Review (\$350,000) and print/submit the Draft Feasibility Report/Draft Environmental Impact Statement for policy review.

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

For more information regarding the Brazos Island Harbor, 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.



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