



**FACT SHEET as of February 21, 2012**

**AUTHORIZATION:** House Document 257, 89th Congress, 1st Session and Section 819, PL 99-662

**TYPE OF PROJECT:** Navigation

**PROJECT PHASE:** O&M



**CONGRESSIONAL INTEREST:** Senators Hutchison and Cornyn (TX), Representatives Jackson-Lee (TX-18), G. Green (TX-29), A. Green (TX-9), Olson (TX-22), Paul (TX-14), Poe (TX-2), and Culberson (TX-7), McCaul (TX-10)

**NON-FEDERAL SPONSOR:** Port of Houston Authority

**BACKGROUND:** The Houston Ship Channel consists of the main channel, Barbour Terminal Channel, Bayport Ship Channel, and Greens Bayou Channel. The main channel is a 54.0 mile long deep draft waterway which extends from Bolivar Roads near Galveston, Texas, north through Galveston Bay, the San Jacinto River, and Main Turning Basin at Houston, Texas and includes a 6.5 mile long shallow draft reach that extends upstream of the Main Turning Basin. The main channel is maintained to 45 feet from Bolivar Roads up to the Upper Bayou where it transitions from 40 feet to 36 feet at the Turning Basin.

The HSC services the Port of Houston, which provides \$118 billion in annual economic benefit to the state of Texas, including more than 785,000 jobs. The HSC has 115 private and public facilities, including more than 160 deep-draft berths and a large number of barge docks and industries. Insufficient funds are impacting the ability to maintain authorized project depth and maintain dredge material PA capacity.

**STATUS:** FY11 activities include DAMP activities at Lost Lake Placement Area and Spilman Placement Area, rehabilitation of levees at East and West Clinton Placement Areas, the dredging of HSC Exxon to Carpenters Reach, and conducting a DMMP study for the Houston Ship Channel system.

**ISSUES:** Imperative that DAMP activities are utilized in order to regain the capacity that was lost from the deposited dredge material in FY12. Current funding only provides for minimal DAMP activities. DAMP allows for consolidation of the material to facilitate levee construction and increase the lifespan of the Placement Areas (PAs). The lack of capacity is leading to increased costs in conducting maintenance dredging by increasing the distance of transporting dredge material to distant placement sites. Increased shoaling is currently being experienced in the HSC due to unknown hydrodynamic factors. This is creating the need for more frequent dredging than normal.

Inability to dredge to advanced maintenance has led to draft restrictions in the Houston Ship Channel in prior years and has resulted in costly emergency dredging. Advance maintenance provides full level of service between dredging cycles and allows deep draft traffic to make safe and efficient transits without restricting vessel draft.

**FINANCIAL SUMMARY (\$):**

	<u>O&amp;M</u>
Federal Cost Estimate	N/A
Non-Federal Cost Estimate	N/A
Total Project Cost	N/A
Allocation for FY 2010	\$24,189,000 <sup>1/</sup>
ARRA Funding	42,670,000
Allocation for FY 2011	18,798,000
Allocation for FY 2012	17,831,000
President Budget FY 2013	19,701,000
Amount That Could Be Used for FY 2013	\$33,174,000
Balance to Complete	N/A

<sup>1/</sup> Includes \$6,091,000 in Supplemental Funding and \$3,909,000 in FCCE Funding

**SCHEDULE:**

**FY 2012 Scheduled Work:** FY 12 activities include dredging of the Redfish to Beacon 76 Reach, dredging of the Greens Bayou to Sims Bayou reach, conducting DAMP activities on Alexander Island Placement Area, conducting DMMP efforts, and conducting Jacintoport Assumption of Maintenance efforts.

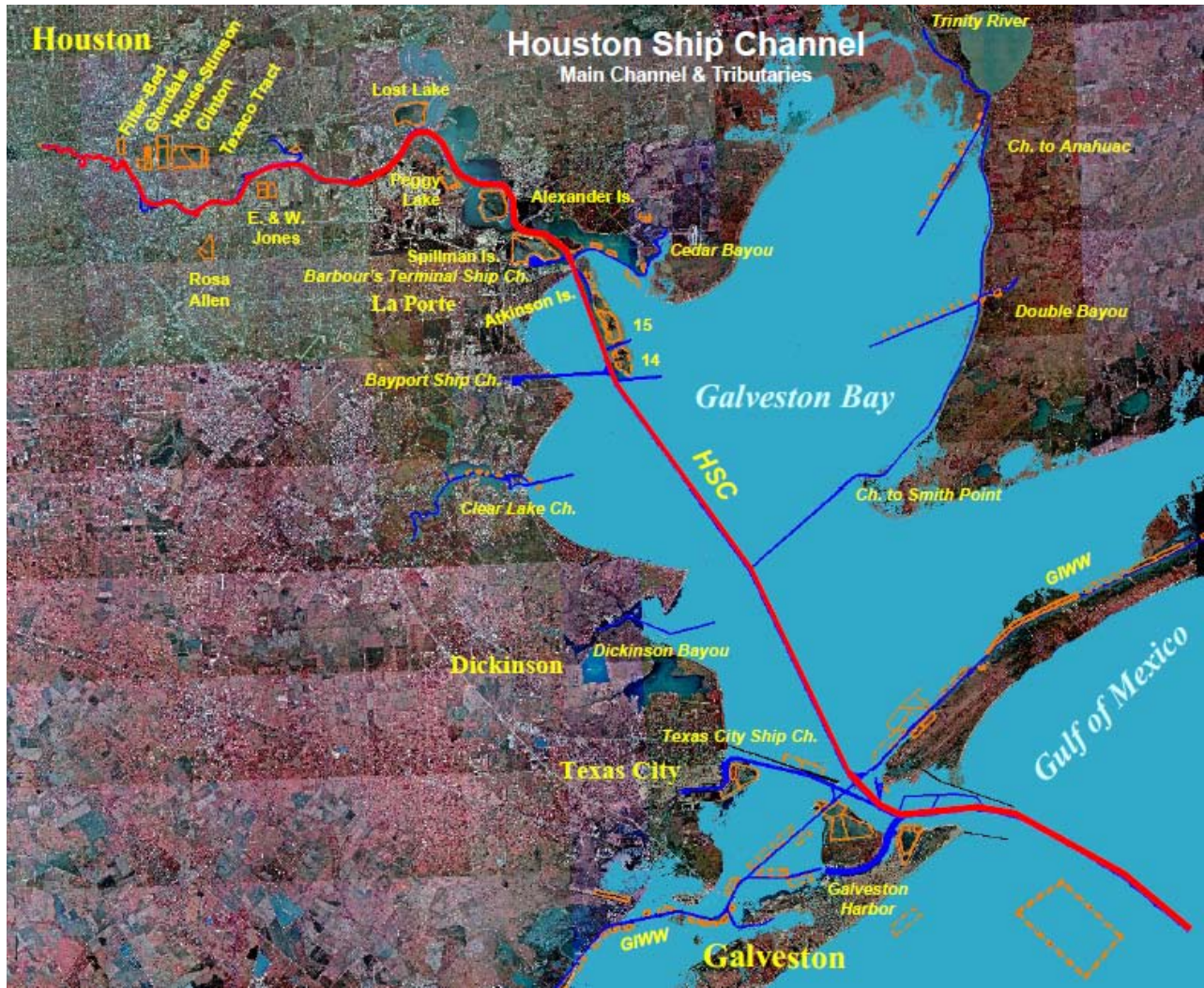
**FY 2013 Budget:** FY13 activities include dredging of critical hotspots in the Redfish High Shoal Reach to project depth (\$2,508,000); dredging of the Carpenter’s to Greens Bayou Reach to advance maintenance depth (\$7,770,000); conducting capacity management on Glendale Placement Area (\$4,333,000); continuation of HSC System DMMP (\$2,000,000); DAMP activities on PA 15 (\$949,000); DAMP activities on Peggy Lake Placement Area (\$984,000); and DAMP activities on Alexander Island PA (\$1,157,000). If additional funds are received DAMP activities could be conducted on PA #14 (\$990,000); rehab House Tract PA levees (\$8,000,000); DAMP activities on Rosa Allen Placement Area (\$949,000); Assumption of Maintenance performed at the Jacintoport Channel to project depth

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(\$2,059,000); and maintenance dredging at the Jacintoport Channel to advance maintenance depth (\$1,475,000).

**COMPLETION:** N/A

**For more information** regarding the Houston Ship Channel, TX project, contact Mr. Pete Perez, P.E., Deputy District Engineer, Chief, Programs and Project Management Division at (409) 766-3018 or [Pete.G.Perez@usace.mil](mailto:Pete.G.Perez@usace.mil).



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