



U.S. ARMY CORPS OF ENGINEERS

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FACT SHEET as of February 21, 2012

AUTHORIZATION: Public Law 91-611; Title II-Flood Control Act of 1970, Section 216 dated December 31 1970.

TYPE OF PROJECT: Navigation

PROJECT PHASE: Reconnaissance



CONGRESSIONAL INTEREST: Senators Hutchison and Cornyn (TX); Representatives Poe (TX-2), Culberson (TX-7), Jackson-Lee (TX-18), and Green (TX-29).

NON-FEDERAL SPONSOR: Port of Houston Authority

BACKGROUND: The Houston Ship Channel (HSC) extends 52 miles from its juncture with Texas City Channel at the entrance to Galveston Bay and terminates at its turning basin in the city of Houston. From mile 0 to mile 40 (Boggy Bayou), the authorized channel depth is 45 feet, with a bottom width of 530 feet. The remaining channel depth from mile 40 (Boggy Bayou) to 52 (turning basin) varies from 36 feet to 40 feet, with a bottom width of 300 feet. The latest improvement to deepen the channel to 45 feet from the Gulf of Mexico up to Boggy Bayou, was completed in June 2005. The Port of Houston is the nation's number one port in terms of foreign waterborne tonnage and number two in total US tonnage based on fiscal year 2010 Waterborne Commerce data. The major commodities include petroleum, chemicals, and bulk goods. In September 2011, the Port of Houston contacted the Galveston District expressing their concern and need for improvements to the Houston Ship Channel, specifically the reach of channel from Boggy Bayou to Turning Basin due to current vessel traffic having to light load to be able to transit this reach of the channel. Development along the channel has continued to increase, resulting in more vessel traffic and creating an increased risk of collisions and other incidents between vessels, along with the need to improve efficiencies. An Initial Appraisal Report of the Channel was completed in September 2011 that documented the Federal interests in investigating options to reduce the costs for transporting goods along the Boggy Bayou to Turning Basin reach of the Houston Ship Channel. The Reconnaissance study will investigate the incremental deepening of the reach from 1-foot to 5-foot depth in addition to any necessary widening to accommodate larger vessels. A major challenge in this study, due to the industrial growth in the area, will be the coordination of new environmentally suitable placement areas in conjunction with beneficial use of dredge material. The Port of Houston Authority is the local sponsor for the existing 40 foot project and has indicated their intent to share equally in the cost of a feasibility study that may result from the reconnaissance phase.

STATUS: The study has never been initiated.

ISSUES: Increased development along this reach of channel, especially after deepening of the HSC to 45' downstream of Boggy Bayou, has resulted in more vessel traffic creating an increased risk of collisions and other incidents between vessels. In addition, this increased development along the existing 40' depth frequently results in light loading of ships that transit the reach.

<u>FINANCIAL SUMMARY (\$):</u>	<u>RECON</u>
Federal Cost Estimate	\$100,000
Non-Federal Cost Estimate	0
Total Project Cost	\$100,000
Allocation thru FY 2010	\$0
ARRA Funding	0
Allocation for FY 2011	0
Allocation for FY 2012	0
President Budget FY 2013	100,000
Amount That Could Be Used for FY 2013	100,000
Balance to Complete	\$0

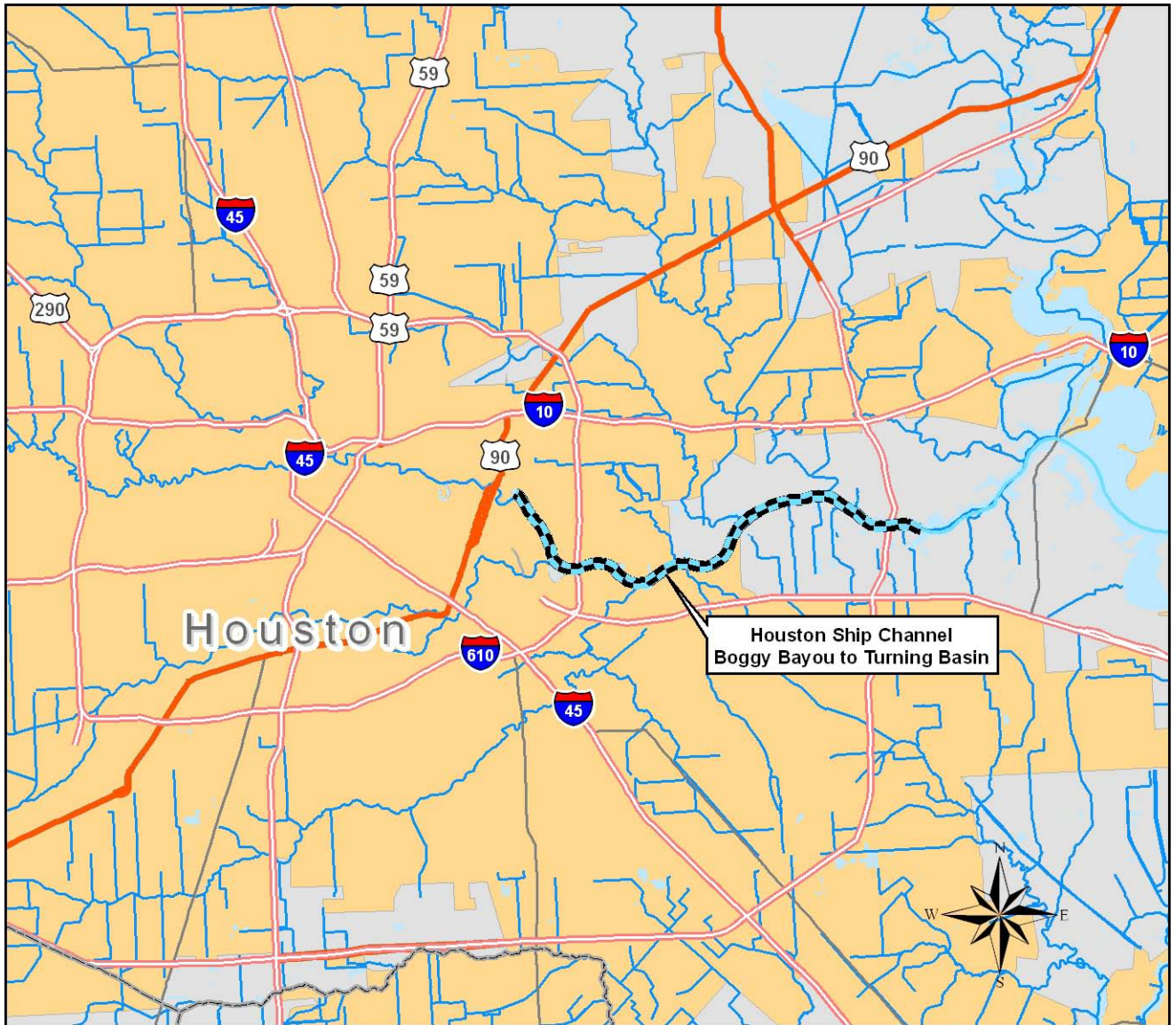
SCHEDULE:

FY 2012 Scheduled Work: Not in the President's FY2012 budget.

FY 2013 Budget: The study is not in the President's FY2013 budget. If funding is received it would be used to reassess federal interest in the project, create a Project Management Plan and prepare a Draft Feasibility Cost Share Agreement (\$100,000).

COMPLETION: With optimum funding, the study completion date is March 2014, which is 12 Months after initiation of the study.

For more information regarding the Houston Ship Channel, 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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