



Brazos Island Harbor, TX

U.S. ARMY CORPS OF ENGINEERS

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FACT SHEET as of date September 23, 2014

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



Brazos Island Harbor, TX

PROJECT PHASE: Preconstruction Engineering and Design

CONGRESSIONAL INTEREST: Senators Cornyn and Cruz (TX); Representative Vela (TX-34).

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. The benefits of deepening would improve channel transportation efficiency including increase in size of ships utilizing the port thus increasing the average annual short tonnage by approximately 30 percent. The widening of the channel would allow for larger oil rigs to utilize the channel for construction or repair vessels. The Port of Brownsville has been the nation's second largest in-transit harbor by volume. From 1992 to 2010, total short tonnage in the port increased from 1,829,000 tons to nearly 5,000,000 tons with an estimated value of \$3,100,000,000. Foreign imports, primarily in-transit cargo, have been the primary driver for growth, while domestic movements remain relatively constant. In 2008, the foreign trade increased 30.3 percent from the previous year. In 2010, 55 percent of inbound cargo was in-transit to Mexico. Iron ore, iron, and steel products, and other metal ores and products dominate the inbound foreign cargo. The average annual benefits for this plan amount to \$19,180,000 with BCR of 0.84 at 7% using traditional analysis. Using Section 6009 of the Emergency Supplemental Appropriations Act for Defense, the Global War on Terror, and Tsunami Relief, 2005 (Public Law 109-13) – Offshore Oil and Gas Fabrication Ports analysis, the average annual benefits for this plan amount to \$89,357,000 with BCR of 4.3 at 7%.

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The economics information is based on the present Feasibility Report dated March 2014. A deeper channel will allow larger and deeper draft vessels to call on the Port, while also making Port operations more efficient. The non-Federal sponsor, Brownsville Navigation District, understands and is prepared to sign a Design Agreement, and has funds available to finance the Preconstruction Engineering and Design portion of the project.

STATUS: The Chief's Report is scheduled for approval in October 2014. The Design Agreement is not scheduled to be executed until December 2016 (FY 2017) due to budgeting process.

ISSUES: No issues to report as of the date this report was created. The project is on schedule.

<u>FINANCIAL SUMMARY (\$):</u>	<u>PED</u>	<u>CONSTRUCTION</u>
Federal Cost Estimate	\$957,000	139,909,000
Non-Federal Cost Estimate	957,000	139,908,000
Total Project Cost	\$1,914,000	279,817,000
Allocation thru FY 2011	\$0	0
Allocation for FY 2012	0	0
Allocation for FY 2013	0	0
Allocation for FY 2014	0	0
President Budget FY 2015	0	0
Amount That Could Be Used In FY 2015	400,000	0
Balance to Complete	\$957,000	139,909,000

SCHEDULE:

FY 2014 Budget: FY14 activities included completion of draft report, Agency Technical Review, Independent External Peer review, Public Review and Policy Review, Agency Decision Milestone and Civil Works Review Board. The Chief's Report is scheduled for completion in September 2014 (\$385,000).

FY 2015 Budget: The project is not in the President's FY2015 Budget. If funding is received it would be used to initiate PED to include update the Project Management Plan, Peer Review Plan, execute the design agreement, and begin the first set of plans and specifications (\$400,000).

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

For more information regarding the Brazos Island Harbor, TX study, contact Mr. Edmond J. Russo, Jr, P.E. Deputy District Engineer for Project Management, Chief Programs and Project Management Division at 409-766-3018 or Edmond.J.Russo@usace.army.mil.



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