



Matagorda Ship Channel

**Planning and Development
for the Future Growth
of Calhoun County and
the mid-Texas Coast**



**Charles Hausmann, CPA
Port Director**





Economic Benefits of the

CALHOUN PORT AUTHORITY

- The Calhoun Port Authority is the non-federal local sponsor of the Matagorda Ship Channel and operator of the Port of Lavaca-Point Comfort on the Texas mid-coast.
- The Matagorda Ship Channel is the 76th busiest waterway in the United States. A total of 5.2 million tons of cargo moved on the channel in 2019. Foreign trade made up more than 75% of that total. Primary cargoes are chemicals, petrochemicals, aluminum ore, agricultural fertilizer, petroleum coke, condensate, crude oil, limestone and natural gas liquids. A key part of this mix is very high-value chemicals produced by area industries.
- More than 38,000 jobs in Texas and the U.S. are related to Matagorda Ship Channel commerce. The federal channel helps support \$8.0 billion in economic activity annually to the Nation.

MATAGORDA SHIP CHANNEL IMPROVEMENT PROJECT

In August, 2016, the Calhoun Port Authority entered into a Section 216 Feasibility Study Cost Sharing Agreement with the U. S. Army Corps of Engineers to review the operation of the federal project and recommend project modifications due to significantly changed economic conditions. The 3-year, \$3 million, 50/50 cost-shared study was completed with a Chief's Report that was signed and approved on November 15, 2019. The estimated cost for the channel improvement is approximately \$212 million with the Port's share being approximately \$80 million. The benefit-to-cost ratio is currently 2.2. The Project was authorized by Congress in the 2020 WRDA and signed into law by the President.





Goals and Opportunities are:

- Improve the navigational efficiencies and safety of the deep-draft navigation system within the period of analysis while contributing to National Economic Development (NED) consistent with protecting the nation's environment
- Significant transportation cost savings due to larger cargo loads shipped
- Positive impacts to the regional economy include the addition of more than 1,000 new jobs and over \$1 billion in overall growth to the region in the first decade
- Increased efficiencies
- Utilize dredged material beneficially to protect and/or restore significant ecological and historical resources and reduce life/safety risks and local infrastructure
- Working with conservation groups to enhance recreational and commercial fishing
- Working on Environmental Social Governance for a Carbon Neutral Footprint

MATAGORDA SHIP CHANNEL JETTIES

Issue: Matagorda Ship Channel Jetties

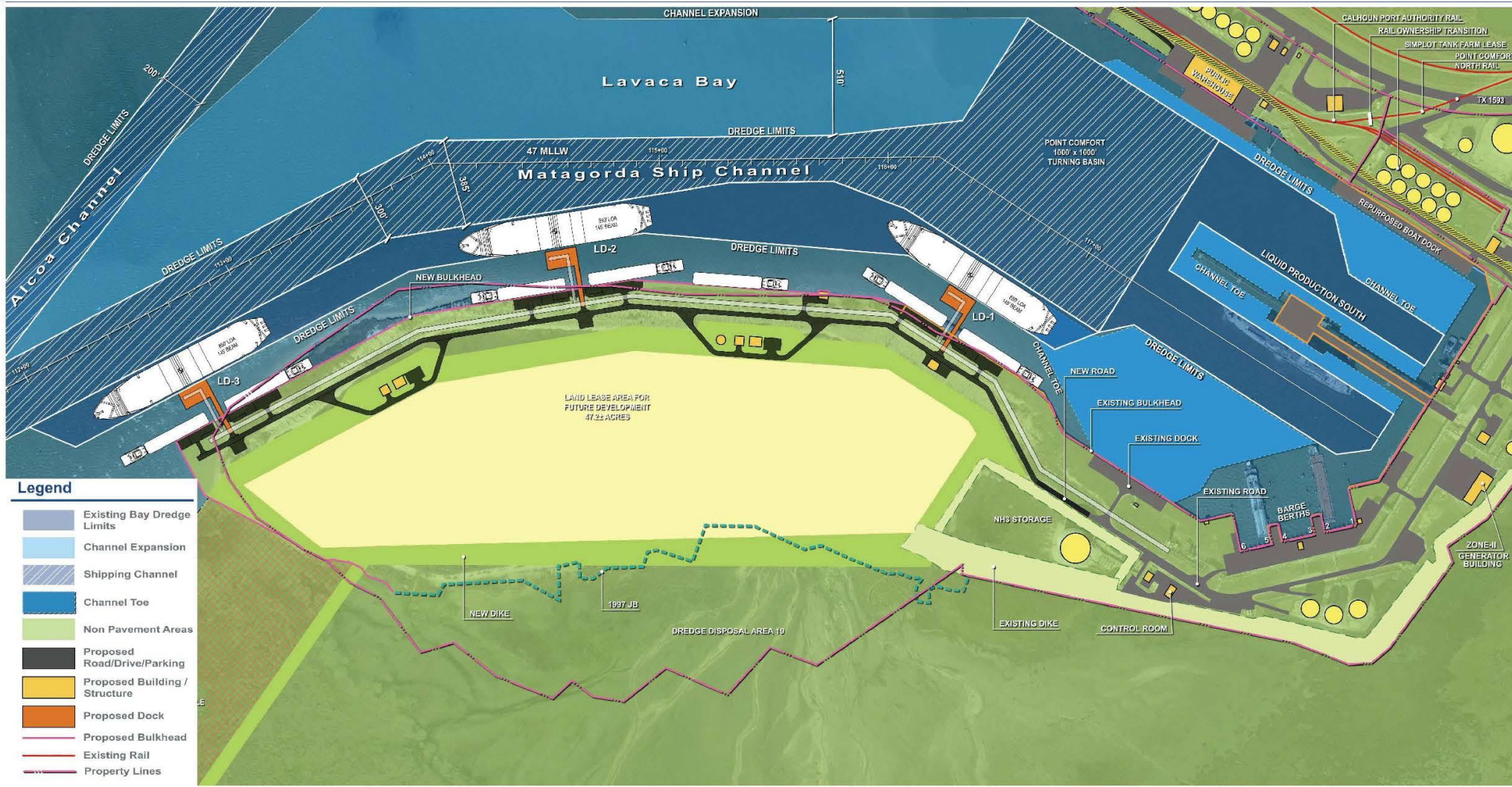
The Galveston District started the 12-month design deficiency report in March 2017 to come up with a solution to the problems with the current Matagorda Ship Channel Jetty System. The final report for the jetty project deficiency study was issued in 2020 and declared a design deficiency.

The Corps estimates the cost of the of the project to be \$78.8 million, of which the Calhoun Port Authority would be responsible for \$22.7 million of the total.



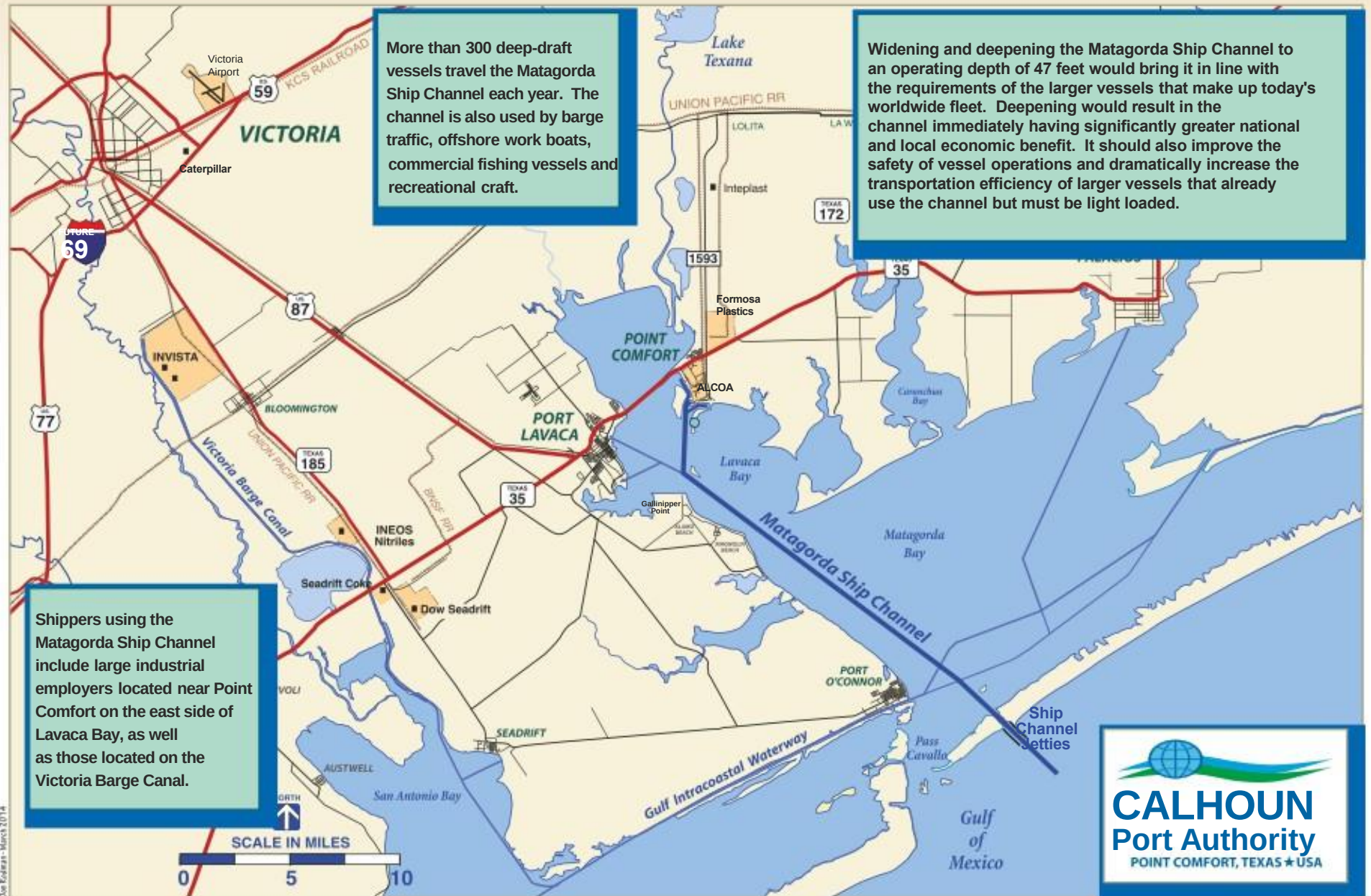
The Calhoun Port Authority is coordinating with the Army Corps of Engineers to determine the Appropriate cost share for the Jetty Rehabilitation Project.





The above exhibit illustrates the proposed CPA facilities and site improvements. New facilities include a roadway extension (4,400 +/- Linear Feet) to service new docks LD-1, LD-2 and LD-3. The proposed docks are served and benefited from an expanded MSC. MSC improvements provide a deeper channel (-47 MLLW) with additional width to provide greater access and safe maneuverability of vessels. In addition, the existing dredge disposal area is envisioned to provide approximately 47.2 acres of new land available for land-based port development. Overall improvements will provide added economic development opportunities, expanding the local, regional, State and U.S. economies.

Matagorda Ship Channel Serves State & Nation





Matagorda Ship Channel Improvement Project



Project Update

Pre-Engineering & Design Phase

Franchelle Nealy
Project Manager
Galveston District



US Army Corps
of Engineers.





Matagorda Ship Channel Improvement Project

Historical Facts

- **1910:** Congress originally authorized improvements in the Matagorda Bay area under the River and Harbor Act (RHA)
- **1935:** RHA authorized extension of the upper end of the channel by a distance of 1 mile to the shoreline of Lynn Bayou
- **1937:** RHA authorized the enlargement of the channel from Lynn Bayou at Port Lavaca to deep water in Matagorda Bay near Port O'Connor
- **1945:** RHA extended the channel provided for a "harbor of refuge" nine feet deep near Port Lavaca
- **1958:** RHA authorized construction of a deep draft navigation channel from the Gulf of Mexico through Pass Cavallo at 38 ft. deep, 300 ft. wide, 6 miles long. In addition, an inner channel at 36 ft. deep and dual jetties at the channel. Pre-Construction project design moved the location of the entrance channel from Pass Cavallo to a man-made cut across Matagorda Peninsula.
- **2020:** Authorized in WRDA to deepening and widen to 47 ft.

Matagorda Ship Channel: Authorized Depths			
YEAR	1910	1958	2020
FEET (MLLW)	7	38	47

Matagorda Ship Channel (Matagorda Pen. To Pt. Comfort) - Contract History

Award FY	Contract Name	Start	Complete	Duration (Months)	CY	Dredging Cost	Time between Dredging (Months)
2010	MSC Galinipper Point to Point Comfort	3/4/2010	9/10/2010	6	3,612,740	\$6,091,522	
2011	Matagorda Peninsula to Point Comfort	2/1/2011	10/2/2011	8	3,090,331	\$8,026,855	4.8
2013	MSC - Peninsula to Point Comfort	10/26/2012	8/13/2013	10	3,215,350	\$9,072,525	13.0
2014	MSC - Peninsula to Point Comfort	9/19/2014	6/15/2015	9	3,195,000	\$10,130,000	13.4
2016	MSC - Peninsula to Point Comfort	7/1/16	2/26/2017	8	5,010,000	\$9,053,400	12.7
2018	MSC - Peninsula to Point Comfort	11/1/18	4/23/2019	6	5,396,797	\$8,996,676	20.4
2020	MSC - Peninsula to Point Comfort	11/30/20	8/15/21	9	5,200,529	\$13,443,600	19.6
2022	MSC - Peninsula to Point Comfort	5/30/2022	11/30/2022				

Matagorda Ship Channel (Matagorda Entrance Channel) - Contract History

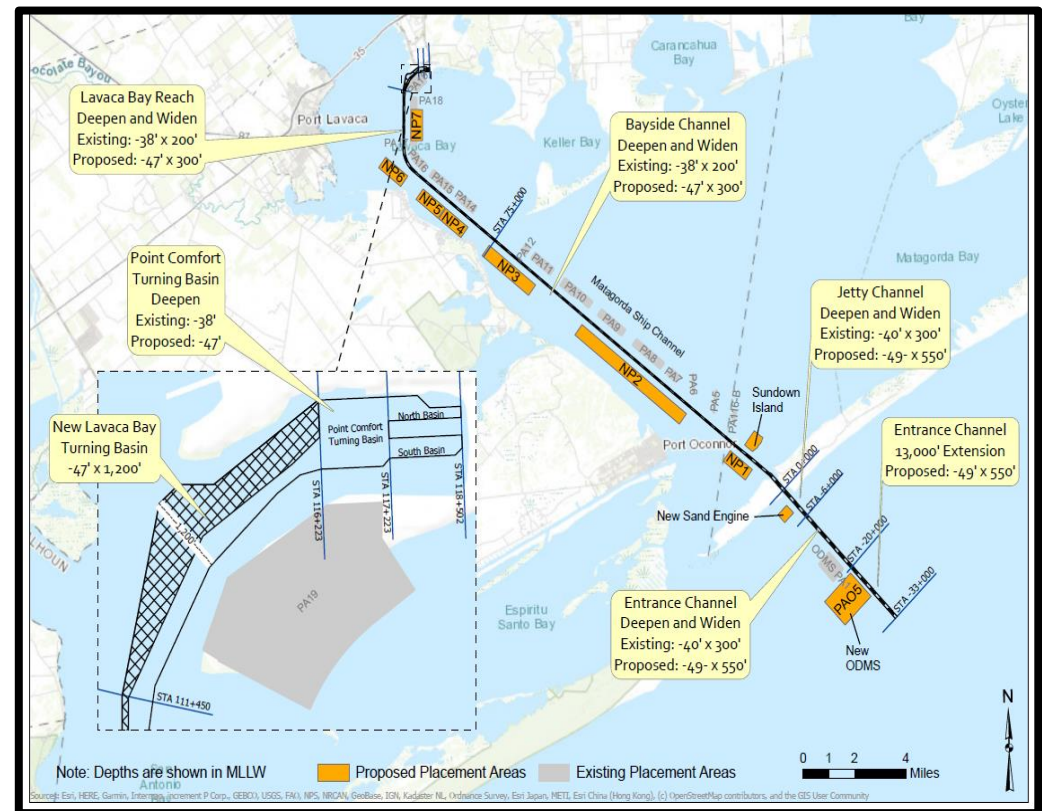
2012		8/28/2012	12/2/2012	3	484,854	\$756,824	
2017		12/20/2016	1/27/2017	1	194,839	\$1,089,778	49.3
2021		2/2/2021	2/17/2021	1	352,729	\$1,745,233	48.9
2022		1/21/2022	1/31/2022	1	134,983	\$650,070	11.3



Matagorda Ship Channel Improvement Project

National Economic Development (NED) Plan

- Deepen Main Channel to -47'
- Deepen Entrance Channel to -49'
- Widen Main Channel bottom width to 300'
- Widen the Entrance Channel bottom width to 550'
- Construct a new turning basin of 1,200' diameter
- Deepen Point Comfort Turning Basin to -47'
- Relocation of Aids to Navigation
- Creation of in-bay Placement Areas
- Creation of a Sand Engine
- Relocation of pipelines
- Environmental Mitigation





Matagorda Ship Channel Improvement Project

Construction Contract Breakdown

- Entrance Channel Sta -33+000 to 0+000
 - Hopper Dredging
- Lower Bay Sta 0+000 to 70+200
 - Pipeline Dredging
- Mid Bay Sta 70+200 to 109+000
 - Pipeline Dredging
- Upper Bay Sta 109+000 to 118+510
 - Pipeline Dredging
- Environmental Mitigation: Oyster Reef



US Army Corps
of Engineers

