

Subject: Proposal for authorization of improvements of federally-maintained channels, Houston Ship Channel system

1. Non-Federal Sponsor. Port of Houston Authority of Harris County, Texas
2. Description of Request.
  - a. Authorization of improvements to federally-maintained ship channels and the constructed and federally operated depth:
    - (1) Bayport Ship Channel, Texas
    - (2) Barbours Cut Ship Channel, Texas
    - (3) Jacintoport Ship Channel, Texas
    - (4) Greens Bayou Channel, Texas
  - b. Operation of authorized tributaries or reaches of the Houston Ship Channel as a system together with the Houston-Galveston Ship Channel Project, Texas:
    - (1) Bayport Ship Channel, Texas
    - (2) Barbours Cut Ship Channel, Texas
    - (3) Jacintoport Ship Channel, Texas
    - (4) Greens Bayou Channel, Texas
    - (5) Houston Ship Channel, Sims Bayou to Turning Basin, including turning points at Hunting Bayou and Brady Island
3. Project Purpose. Facilitate management and future planning activities for tributary channels of the Houston Ship Channel and operation of the channels
4. Estimate of Cost. None
5. Description of Anticipated Benefits.
  - a. Authorization of the projects enables the USACE to better operate, budget, and otherwise manage the projects.
  - b. Authorization facilitates and potentially streamlines future planning activities for channel improvements.
  - c. Authorization to operate the main channel reaches and tributary channels as a system would facilitate reduced administration, improved management of placement areas (now covered by seven agreements or authorities), and generally lower operating costs.
6. Statement of Local Support. The cited tributary channels to the Houston Ship Channel (HSC) and the HSC itself are key components of the maritime infrastructure which collectively and specifically have strong local and state support. The Port of Houston has been described as “irreplaceable” because the security and vital industrial infrastructure are one of a kind. Federal authorization will be transparent to the general public.

7. NFS Statement of Financial Capability. The Port of Houston Authority is the non-federal sponsor of the Houston Ship Channel (part of the Houston-Galveston Navigation Channels project), and the Bayport, Barbours Cut, Jacintoport Ship Channels and has the financial capability for continued support of the waterways as described by the existing project agreements for each channel, and the Project Cooperation Agreement for the Houston-Galveston Navigation Channels project.
8. Statement of Support. The Port of Houston Authority fully supports federal authorization of the projects to enable full and proper management of the channels by the USACE.
9. Specific Requests.
  - a. Request that improvements performed in accordance with Section 204(f) of the following projects be deemed formally authorized, and further that the channels be managed as a component of the Houston-Galveston Navigation Channels project.
    - (1) Bayport Ship Channel, Texas
    - (2) Barbours Terminal Ship Channel, Texas
    - (3) Jacintoport Ship Channel, Texas
  - b. Request that improvements for Greens Bayou, Texas with maintenance assumed by the Federal Government in accordance with Section 819, PL 99-662 be deemed as fully authorized, and further that the channel shall be managed as a component of the Houston-Galveston Navigation Channels project.
  - c. Request that the following reaches of the Houston Ship Channel be operated as a component of the Houston-Galveston Navigation Channels project:
    - (1) Channel from Sims Bayou to the main turning basin in Houston, Texas, including turning points at Hunting Bayou and Brady Island, as authorized by H. Doc 561, 80<sup>th</sup> Cong., 2<sup>nd</sup> Session.
    - (2) Channel from Greens Bayou to Sims Bayou in Houston, Texas (Deepen to 40' from Bolivar Roads to Brady Island, construct Clinton Island turning basin (H. Doc 350. 85<sup>th</sup> Cong., 2<sup>nd</sup> Session)