


Port Authority Advisory Committee

TEXAS PORT MISSION PLAN

89TH Legislative Session





"I thank the Texas Legislature for bringing this legislation to my desk and the Texas Transportation Commission for approving this crucial funding to ensure Texas has the infrastructure needed to support America's supply chain and promote continued economic growth and activity. This historic investment will not only bolster Texas' ports infrastructure, it will help build a brighter economic future for all Texans."

-Governor Greg Abbott, announcing approval of historic first-time funding of \$240 million for Texas ports, September 29, 2023



Ahoy, adventurers! Dive into our Port Mission Plan and embark on a thrilling hunt for 10 sneaky sharks hidden throughout the report. Sharpen your eyes and get ready for a fin-tastic challenge—can you spot them all before they swim away?

Port Authority Advisory Committee

TEXAS PORT MISSION PLAN

89TH Legislative Session

CONTENTS

LETTER FROM THE CHAIRMAN	IV
LETTER FROM TXDOT MARITIME DIVISION DIRECTOR V	
EXECUTIVE SUMMARY.....	VII
TEXAS PORT MISSION PLAN	
The Port Authority Advisory Committee	1
Texas Port Systems	2
Maritime Infrastructure	4
Seaport Connectivity.....	6
Ship Channels	7
Texas Ports Play Vital Roles Nationwide	8
Investment Strategy	10
89th Legislative Appropriations Request.....	14
MARITIME INFRASTRUCTURE	17
Recent Successes	18
Investment for Continued Opportunity	19
Program Eligibility and Evaluation Criteria	20
Maritime Infrastructure Solutions	20
SEAPORT CONNECTIVITY.....	23
Challenges for Port Connectivity	24
Recent Seaport Connectivity Funding Successes	25
Connectivity Solutions	26

SHIP CHANNELS	29
Eligibility for State Funding	30
Ship Channel Components	33
Keeping Pace with Global Vessel Sizes.....	34
Industry Depends on Channel Depths.....	35
Who Pays to Maintain?.....	36
Where is the Material Put?	37
Challenges in Funding Texas Ship Channel Improvements...	40
Port Fundraising Alternatives.....	41
Delayed Funds Decrease Efficiency.....	42
Maintaining Depth Is Also Critical for Shallow-Draft Channels.....	43
Invest in Channels, Invest in Texas.....	43

APPENDICES
A - Port Profiles
B - Maritime Infrastructure Projects
C - Seaport Connectivity Projects, Issues, and Needs
D - Ship Channel Projects

REFERENCES



LETTER FROM THE CHAIRMAN

As Chair of the Port Authority Advisory Committee, I am pleased to present the 89th Legislative Session Texas Port Mission Plan (PMP). This comprehensive plan outlines the \$9.16 billion in funding needs of Texas seaports, encompassing 125 essential projects. These projects focus on connectivity, infrastructure, and waterway improvements, which are critical for the continued growth and efficiency of our ports.

Texas seaports are deeply grateful to the legislature for appropriating \$200 million to the Maritime Infrastructure Program (MIP), \$40 million to the Seaport Connectivity Program (SCP), and \$400 million to the Ship Channel Improvement Revolving Fund (SCIRF) in the 88th Legislative Session. This historic funding has not only created thousands of jobs but also initiated 33 significant connectivity, infrastructure and waterway improvement projects across 15 entities. Thanks to the dedication of our legislators, critical projects outlined in the 88th Legislative Session PMP have been funded, making a profound impact on our state's economy.

While progress has been made, port leaders are confident the proposed projects included in the 89th Legislative Session PMP have the potential to further propel our state's economic success and reputation as a global leader in trade. We encourage the legislature to continue investing in our state's seaports to amplify the impact on:

- 1. Economic Growth:** Texas ports are one of our state's greatest economic engines, contributing \$713.9 billion annually to the state's economy – that is 28% of our GDP. The Texas economy is currently the 8th largest in the world and seaports play a critical role in fostering future growth. Our ports handle 746.4 million tons of cargo each year, serving as crucial nodes in both domestic and international supply chains.
- 2. Job Creation:** Ports in Texas directly and indirectly support 2.5 million jobs. These jobs span a wide range of sectors, including logistics, manufacturing, and service industries, and impact every district in the state, directly or indirectly. Continued investment in seaports allows opportunities for business and job growth and retention, offering wages averaging \$81,845 per direct employee.
- 3. Competitiveness:** Investment in port infrastructure keeps Texas competitive on the global stage. Texas is currently the top exporting state in the U.S., but our ports are in constant competition with others, particularly those along the Gulf Coast. Investments in ports signal that Texas is open for business and strengthen our ability to retain and attract businesses to our state well into the future.
- 4. Infrastructure Needs:** Our ports face significant challenges that require immediate attention, including aging infrastructure, congestion, and environmental sustainability. Projects like expanding berths, deepening channels, and upgrading cargo handling facilities are critical to maintaining and enhancing operational efficiency. With a rapidly growing population, infrastructure investments allow ports to keep up with and meet future consumer demands.
- 5. Resilience and Sustainability:** Investment in resilient and sustainable port infrastructure is vital. Texas ports must be prepared for natural disasters and future demands. Funding projects that incorporate new technologies and improve disaster readiness will help ensure long-term operational stability.

The Texas Legislature's continued support is imperative for the future of our ports and the broader Texas economy. The strategic investments we make today will yield substantial benefits for generations to come. Thank you for your support.



Chris Fisher

Chairman – Port Authority
Advisory Committee

Port Director & CEO – Port of Beaumont
Upper Coast Representative

LETTER FROM TxDOT MARITIME DIVISION DIRECTOR

The vast impact of Texas's 23 dynamic seaports and navigation districts extends far beyond coastline communities. Each port plays an integral role in meeting the demands of the growing Texas population and the ability of businesses across the state to remain competitive in the global market. In fact, of all the containerized cargo moving in and out of our ports, 80% is consumed or originates in Texas. Ports also play a crucial role in the state's economy, generating \$713.9 billion in economic value, supporting 2.5 million jobs and providing \$17.1 billion in tax revenue.

As Director of the Texas Department of Transportation's Maritime Division, I am pleased to collaborate with the Port Authority Advisory Committee to present the 89th Legislative Session Texas Port Mission Plan. It is our sincere hope that this report illuminates the economic importance of Texas seaports and provides a clear overview of investments that are necessary to maintain and grow our State's global competitiveness.

We appreciate the foresight of our state leaders, who expanded port funding from \$40 million to \$640 million during the 88th Legislative Session. This historic investment allows ports to address essential infrastructure, connectivity, and ship channel improvement needs to enhance safety, increase trade and provide a more robust supply chain. The entirety of this funding has been committed to 33 projects. This includes \$200 million, which ports are matching dollar for dollar, for 12 infrastructure projects that are in letting in less than a year since project approval, demonstrating the immediate need for port investment. I am incredibly grateful to the TxDOT Maritime Division staff for their diligent work in swiftly implementing and administering new funding programs and for the incredible commitment of our port partners to ensure the expedient launch of these projects, providing the most significant economic benefit to the state.

Every state dollar invested in Texas seaports is expected to provide a \$53.46 return, building incredible momentum for our ports to broaden their effect on the Texas economy. Still, critical improvements are required to maintain and expand the impact, efficiency and effectiveness of our port system. The Port Mission Plan identifies \$3.11 billion for port infrastructure needs, \$585 million to improve port connectivity and \$5.46 billion to widen or deepen our ship channels to accommodate larger vessels.

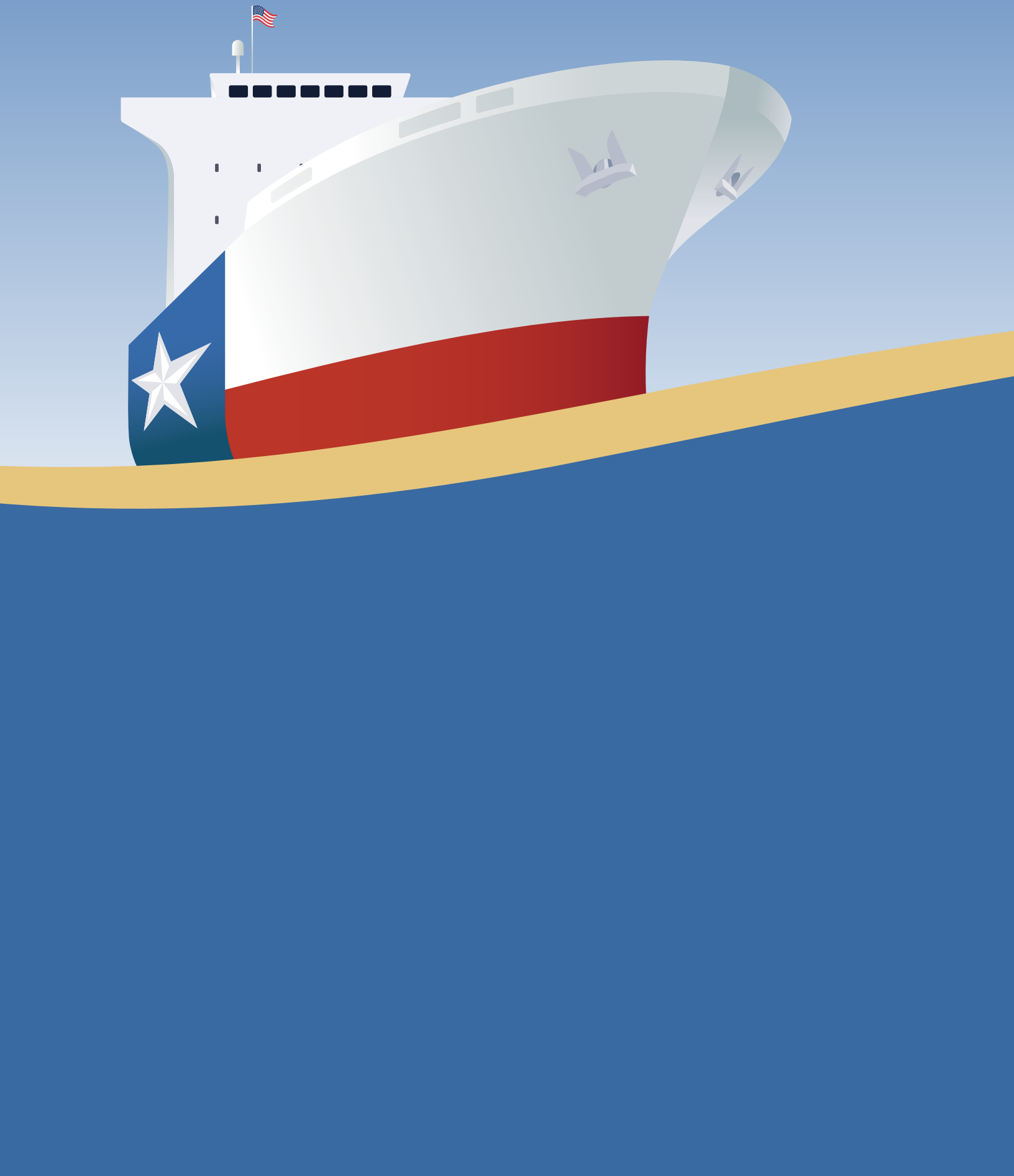
As we approach the 89th Legislative Session, the Texas Transportation Commission approved the Port Authority Advisory Committee's recommendation that TxDOT requests \$900 million to fund projects outlined in the Maritime Infrastructure Report and \$200 million for those eligible projects specified in the Ship Channel Report.

The TxDOT Maritime Division values continued partnerships to enhance our maritime transportation system. Texas's standing as an economic leader is contingent on the strength, resiliency and capacity of our state's seaports. With a collective commitment to continued improvement, our impressive port system will further amplify Texas's economy and global influence.



Geir Eilif Kalkhagen

Director, Maritime Division
Texas Department of Transportation



Port Authority Advisory Committee

TEXAS PORT MISSION PLAN EXECUTIVE SUMMARY

89TH Legislative Session



INTRODUCTION

In a state where the maritime industry accounts for more than 28% of the GDP¹, the Texas economy is largely driven by commodity supply chains that move goods to and from the state. Inland markets across the state rely on a strong multimodal freight network to get their goods to the ports for export. Improving the port systems help Texas compete in the global market by ensuring that its inland export commodities continue to reach their destinations worldwide.

Texas seaports require continual maritime infrastructure, seaport connectivity, and ship channel improvements to meet the needs of our Texas's booming economy, as they are a crucial link in the supply chain. The projects identified in this plan represent the needs of Texas ports and their implementation will secure the State's continued economic growth.

TOTAL PORT PROJECT NEEDS

Total: \$9,157,244,256



Maritime
Infrastructure
Projects

\$3.11
BILLION



Seaport
Connectivity
Projects

\$585
MILLION



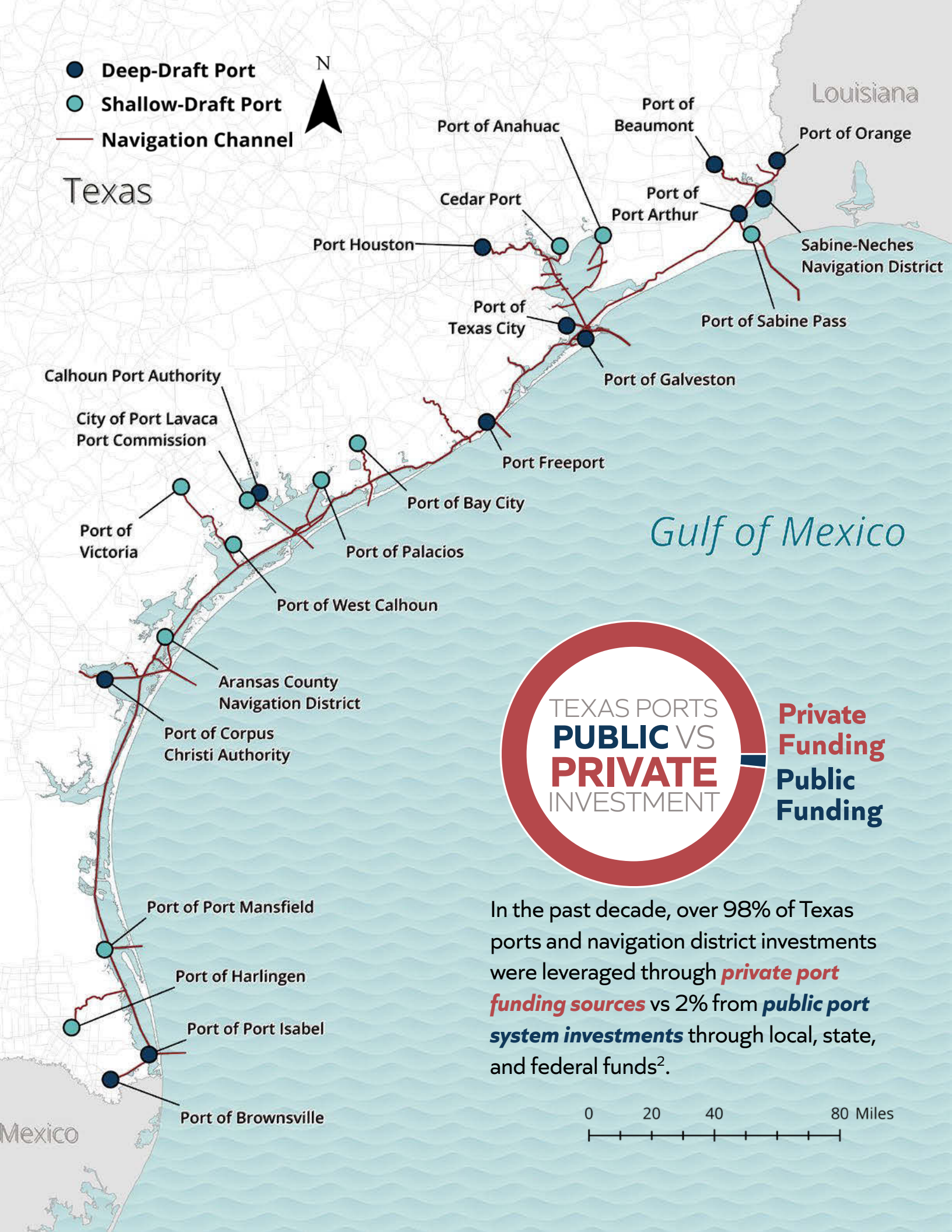
Ship
Channel
Projects

\$5.46
BILLION

Successes Since 88th Legislative Session

Following the 88th Legislature's historic **\$640 million** appropriation to Texas seaports, the Texas Transportation Commission awarded the funding to Texas seaport projects to help increase trade, improve safety, and provide a more robust supply chain for our state and the nation.

- Signed into law as the first funding of its kind in Texas, the Commission approved eligible port development and infrastructure projects for **\$200 million** in funding awards through the Maritime Infrastructure Program (MIP). TxDOT and recipient ports were successful in initiating the letting process for all projects selected for funding within the first year of the biennium.
- Additionally, the Texas Transportation Commission approved eligible state highway and other publicly accessible roadway projects for **\$40 million** in funding awards through the Seaport Connectivity Program (SCP).
- The 88th Legislature appropriated **\$400 million** in general revenue to fund the Ship Channel Improvement Revolving Fund (SCIRF). The entire \$400 million was approved for award to two ports.



Maritime Infrastructure

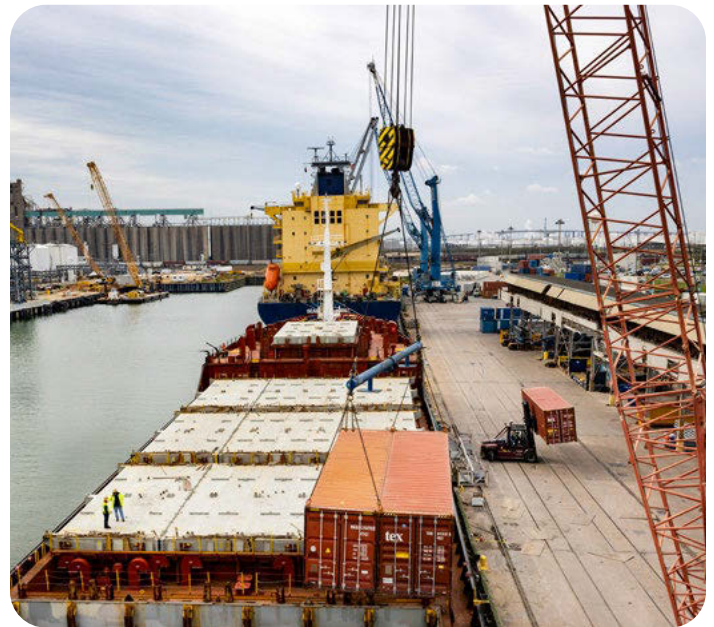
Maritime infrastructure addresses port facility and capital improvement needs. Port facilities, including things like storage yards, docks and wharves, entry gates, and interior roadway systems are the backbone of a port's operations. The port's interior infrastructure and equipment help to move workers and goods between vessels and other modes of transportation outside of the port. Investment in port infrastructure allows for ports to maintain efficient business operations, support continued growth of existing businesses, attract new clients, and adapt to ever-changing domestic and global economic conditions all while remaining economically viable and competitive. A port without functional, modern infrastructure will lose out on significant growth, job creation, and revenue generation, while a port that is able to continually invest in infrastructure improvements will actively contribute to the economic health of the region and the state, helping to improve the quality of life in the local area.

Seaport Connectivity

Texas seaports have a robust intermodal transportation system connecting the state and the nation to domestic and foreign markets. A strong, viable network of road, rail, and pipeline connections to facilitate the movement of materials, goods, and personnel is key to the success of the state's port system. Transportation investments not only make individual ports more competitive, but also contribute to economic vibrancy generally, growing job opportunities, bringing resources to the state's coastal cities, and developing connections across regions.

Ship Channels

Texas ship channels have a powerful impact on the Texas and U.S. economies and help transfer Texas's respected exports all over the world. As key features of the supply chain, these assets must be looked after to ensure that they meet future demands to continue economic success. An investment in ship channel improvements typically brings an immediate return-on-investment. As vessels have grown larger to enhance trade efficiency, there has been a need for deeper and wider channels to accommodate them to have access to the ports.



Containers being off-loaded from a container ship at Port Houston

TEXAS PORT SYSTEMS



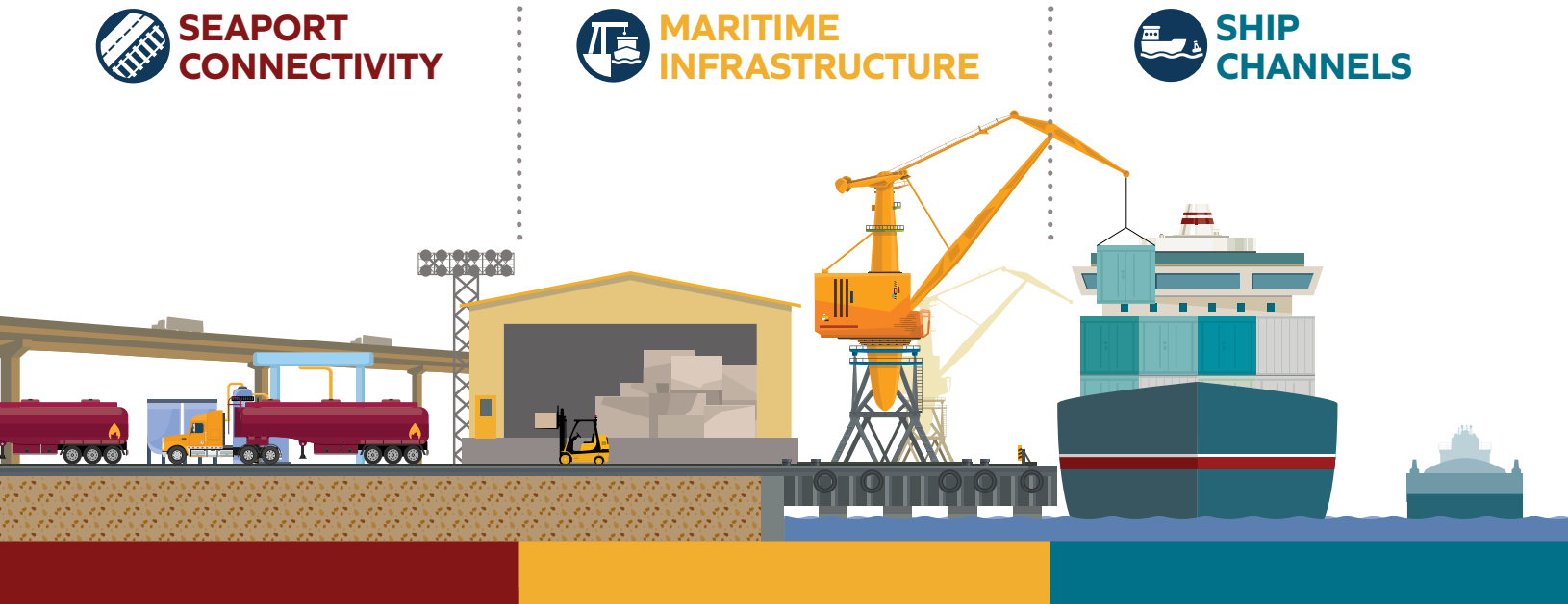
**SEAPORT
CONNECTIVITY**



**MARITIME
INFRASTRUCTURE**



**SHIP
CHANNELS**



MARITIME INFRASTRUCTURE

The maritime infrastructure needs presented encompass a wide variety of projects or studies including waterway projects such as turning basins, connectivity projects such as internal roadway or railroad improvements, and port facilities projects such as bulkheads and storage facilities.

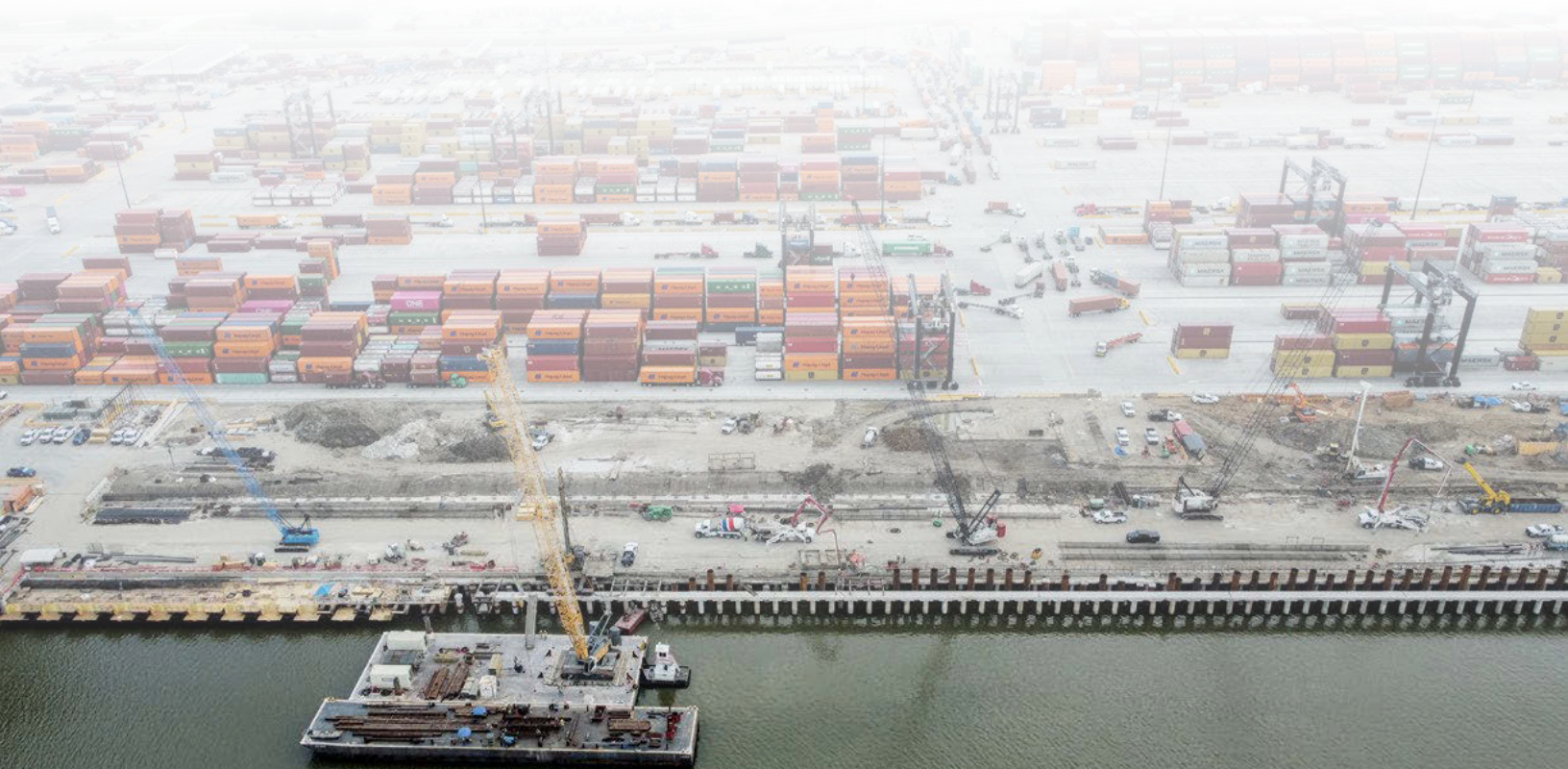
The maritime infrastructure projects presented in this plan include 82 projects, 78 capital projects and four studies, submitted by 17 ports whose total project cost is \$3.11 billion.

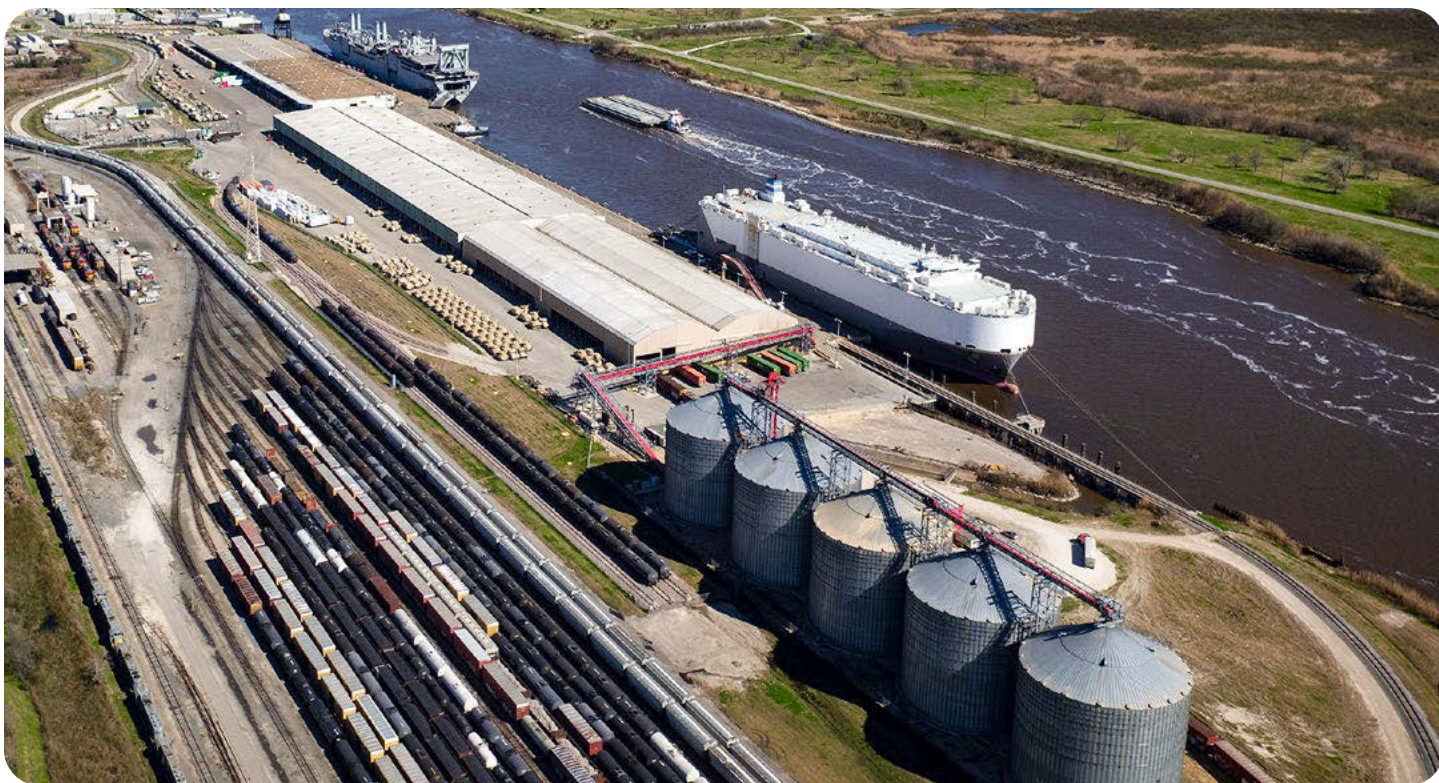
Maritime Infrastructure Projects

Project Types	# of Projects	Total Cost
Docks, Berths, and Wharfs*	31	\$1.12 Billion
Terminals	10	\$816.85 Million
Roadway/Railroad/Runway Improvements	10	\$325.07 Million
Building/Facilities	6	\$305.39 Million
Yards	8	\$221.07 Million
Bulkheads	11	\$216.20 Million
Other	6	\$103.70 Million
TOTAL	82	\$3.11 Billion

*Costs provided by ports/navigation districts, *Includes four studies*

*Construction progress on the Port Houston Barbours Cut Wharves;
this project was funded in part by money allocated by the 88th Texas Legislature*





Railyard near channel at Port of Port Arthur

SEAPORT CONNECTIVITY

The seaport connectivity needs include potential solutions to address safety issues, congestion, mobility deficiencies, or improvements between the interaction of vehicles, rail, and adjacent land use. Solutions targeting freight movement can provide regional benefits and benefits to general travel. Projects identified in this report were submitted by the ports and are developed at least to a conceptual level.

The seaport connectivity projects presented in this plan include 24 port-requested connectivity projects submitted by 10 ports and two projects submitted by one of the five coastal TxDOT Districts to address freight mobility at a regional scale. The total cost to implement these projects is estimated to be \$584.85 million.

Seaport Connectivity Projects

Project Types	# of Projects	Total Cost
Roadway Improvements	16	\$448.11 Million
Bridge Replacements	2	\$68.15 Million
Entrance/Exit Gate	1	\$40.00 Million
Truck Staging and Queuing Areas	4	\$24.37 Million
Wayfinding and Accessibility	1	\$1.60 Million
Public Parking	1	\$1.50 Million
Pedestrian Improvements	1	\$1.12 Million
TOTAL	26	\$584.85 Million

Costs provided by ports/navigation districts



East Ostos Road at the Port of Brownsville



SHIP CHANNELS

Receiving federal authorization for ship channel deepening and widening requires that a feasibility study first be completed to demonstrate that there are no negative environmental impacts resulting from the project and that the project is of national economic interest. Beyond just channel deepening and widening projects, other ship channel needs can include non-federal projects like dock deepening to match the deeper channel, areas for ship queuing while waiting for berthing space at the port or major alongside channel infrastructure improvements, like jetty structure improvements at the entrance channel.

Ship channel improvement projects are investments that are costly and time sensitive. Delays in funding and implementing projects can lead to missed opportunities for attracting tenants, increases in overall construction costs, operational and safety issues with vessels, and loss of returns on the overall investment.

Shrimping boats at the Port of Palacios

Ship Channel Projects

Project Types	# of Projects	Total Cost
Channel Deepening and Widening	8	\$4.96 Billion
Dock or Harbor Improvements	2	\$340.00 Million
Entrance Channel Jetties	1	\$90.00 Million
Other Dredging Needs	2	\$61.20 Million
Feasibility Study	4	\$11.56 Million
TOTAL	17	\$5.46 Billion

Costs provided by ports/navigation districts

PROJECT DEVELOPMENT PROCESS

FEASIBILITY STUDY INITIATION



- Section 203 of Water Resources Development Act (WRDA) 1986 and amendments from recent WRDA issuances allow the non-federal sponsor to initiate the study through a Memorandum of Agreement (MOA)
- U.S. Army Corps of Engineers (USACE) funding and participation require allocations in their annual Work Plan budget for the specific study

FEASIBILITY STUDY



3 YEARS

UP TO 10 YEARS

- Evaluates proposed solutions and alternatives
- Identifies plan that maximizes National Economic Development (NED) benefits
- Culminates with a USACE-approved signed Chief's Report by the Assistant Secretary of the Army (Civil Works)

Ship Channel Improvement Revolving Fund

In 2017, the 85th Texas Legislature passed Senate Bill 28, establishing the Ship Channel Improvement Revolving Fund (SCIRF). This creates a revolving loan program to help finance the modernization of ship channels. In 2023, the 88th Legislative Session appropriated \$400 million to fund the SCIRF.

- SCIRF-eligible projects must:
- Deepen or widen a ship channel
 - Be authorized by Congress
 - Meet any other standards set by the Texas Transportation Commission
 - Maintenance dredging is not qualified per current statute

Federal Ship Channel Appropriations

Ship channels that have been authorized by the federal government for improvement or where the federal government has assumed maintenance responsibilities are dredged under the U.S. Army Corps of Engineers Civil Works program. However, ports act as non-federal sponsors of the projects and are responsible for funding a portion of the construction and maintenance costs.

The ship channel improvement projects presented in this plan include seven federally authorized deepening projects, representing a \$2.54 billion federal share and \$1.92 billion

local share, for a total estimated first cost of \$4.46 billion. These federally authorized projects are eligible to use SCIRF funds. Loan funds will be utilized to cover construction costs and will be paid back into the fund over time. Additionally, this plan reflects four projects in the feasibility study phase for future Congressional authorization, and five non-federal projects, which are ineligible for SCIRF funding according to the current statute. The total cost of all ship channel needs is estimated to be \$5.46 billion.

Some federal funding has already been appropriated to date for federally authorized channel improvement projects and feasibility studies. Through 2024, federal appropriations for ship channel improvement projects in this plan total approximately \$1.23 billion.

Federal Appropriations for Texas Ship Channel Projects Through 2024

Project Name	Amount Appropriated
Brazos Island Harbor Channel Improvement	\$68.00 Million
Corpus Christi Ship Channel Improvement	\$405.68 Million
Freeport Harbor Channel Improvement	\$207.72 Million
Galveston Harbor Channel Extension	\$10.78 Million
Houston Ship Channel Expansion	\$172.72 Million
Matagorda Ship Channel Improvement	\$1.81 Million
Sabine-Neches Waterway Channel Improvement	\$367.00 Million
TOTAL	\$1.23 Billion

CONGRESSIONAL PROJECT AUTHORIZATION



2 YEARS

10+ YEARS

- An individual project requires Congressional authorization for construction through a signed bill or WRDA
- WRDAs have been issued as frequently as biennially or as infrequently as once a decade

PROJECT FUNDING, DESIGN AND CONSTRUCTION



PROJECT DEPENDENT

- A Project Partnership Agreement (PPA) provides a legally binding agreement between the federal government and non-federal sponsor for construction
- Be authorized and have funding allocated by Congress

TEXAS PORTS

IMPACT THE GLOBAL ECONOMY



Annual Trade by Region³:

Canada & Mexico	South & Central America	Europe	Africa	Asia	Australia & Oceania
\$50.77 B	\$67.44 B	\$123.27 B	\$9.77 B	\$150.01 B	\$2.34 B
Exports: \$36.16 B Imports: \$14.62 B	Exports: \$49.76 B Imports: \$17.67 B	Exports: \$87.85 B Imports: \$35.42 B	Exports: \$7.94 B Imports: \$1.83 B	Exports: \$87.89 B Imports: \$62.12 B	Exports: \$1.72 B Imports: \$0.62 B

\$403.61 billion in trade value overall annually*

\$271.32 billion in exports and \$132.28 billion in imports

**Values in dollars for annual combined waterborne import and export trade value for Texas in 2023.*

Port Authority Advisory Committee

TEXAS PORT MISSION PLAN

89th Legislative Session



Tanker ship docked at Port Freeport LNG facility

THE PORT AUTHORITY ADVISORY COMMITTEE

The Committee's mission is to elevate port issues as a vital component of the Texas transportation system and advise the Texas Transportation Commission and TxDOT on matters relating to maritime transportation.

The Port Authority Advisory Committee (PAAC) invests a great amount of time and effort to conduct a biennial assessment of the Texas port system to keep the ports competitive, safe, and reliable for the state and the nation. The PAAC publishes the Texas Port Mission Plan (PMP) to document Texas port project needs.

The PAAC is comprised of nine members. Under Ch. 55 of the Texas Transportation Code, the Texas Transportation Commission appoints seven members of the PAAC to represent the upper coast, lower coast, and Port Houston. The Lieutenant Governor and the Speaker of the House of Representatives each appoint an additional PAAC member.

Successes Since 88th Legislative Session:

- As the first funding of its kind in Texas, the Texas Transportation Commission awarded the historic \$200 million appropriated by the 88th Legislature for port development and infrastructure projects through the Maritime Infrastructure Program (MIP). The contract letting process was initiated for all MIP projects within fiscal year (FY) 2024.
- The Commission also awarded \$40 million for state highway and other public transportation roadway projects through the Seaport Connectivity Program (SCP).
- The 88th Legislature appropriated \$400 million in general revenue to fund the Ship Channel Improvement Revolving Fund (SCIRF). The entire \$400 million has been committed to ship channel improvement projects.

COMMITTEE MEMBERS



Chris Fisher
Chairman –
Port Director & CEO
Port of Beaumont
Upper Coast Representative



Sean Stibich
Vice Chairman –
Executive Director
Port of Victoria
Lower Coast Representative



Aaron Kocian
Lieutenant
Governor Appointee



Zach Johnson
Speaker of the
House Appointee



Phyllis Saathoff
Executive Director & CEO
Port Freeport
Upper Coast Representative



Rodger Rees
Port Director & CEO
Port of Galveston
Upper Coast Representative



Charlie Jenkins
CEO
Port Houston
Port Houston Representative



Walker Smith
Executive Director
Port of Harlingen
Lower Coast Representative



Charles Hausmann
Port Director
Calhoun Port Authority
Lower Coast Representative

**3 OF THE
TOP 10**
Ports in the US

#1 Port Houston

#3 Port of Corpus Christi

#7 Port of Beaumont (2022)

FACTS About TEXAS PORTS¹

Port of Galveston
1.49 Million
Cruise Passengers in 2023

Port of Palacios
Largest
Shrimp Fleet in Texas

Texas Transportation Jobs (2023)
2,518,000 | **\$713.9 BILLION** Total Economic Value(2023)

Port of Beaumont
#1 Strategic Military Port in the US

28%
of Texas GDP
(2023)

TEXAS PORT SYSTEMS

There are three major components that are essential to each port's day-to-day activities: maritime infrastructure, seaport connectivity, and ship channels. Each one of these components represents an indispensable piece of the supply chain and a critical area for strategic investment. All three combine to form the port system and intersect at the port. A deficiency in any one of the three parts of the port system can have a ripple effect and negatively impact other parts of the port system supply chain.



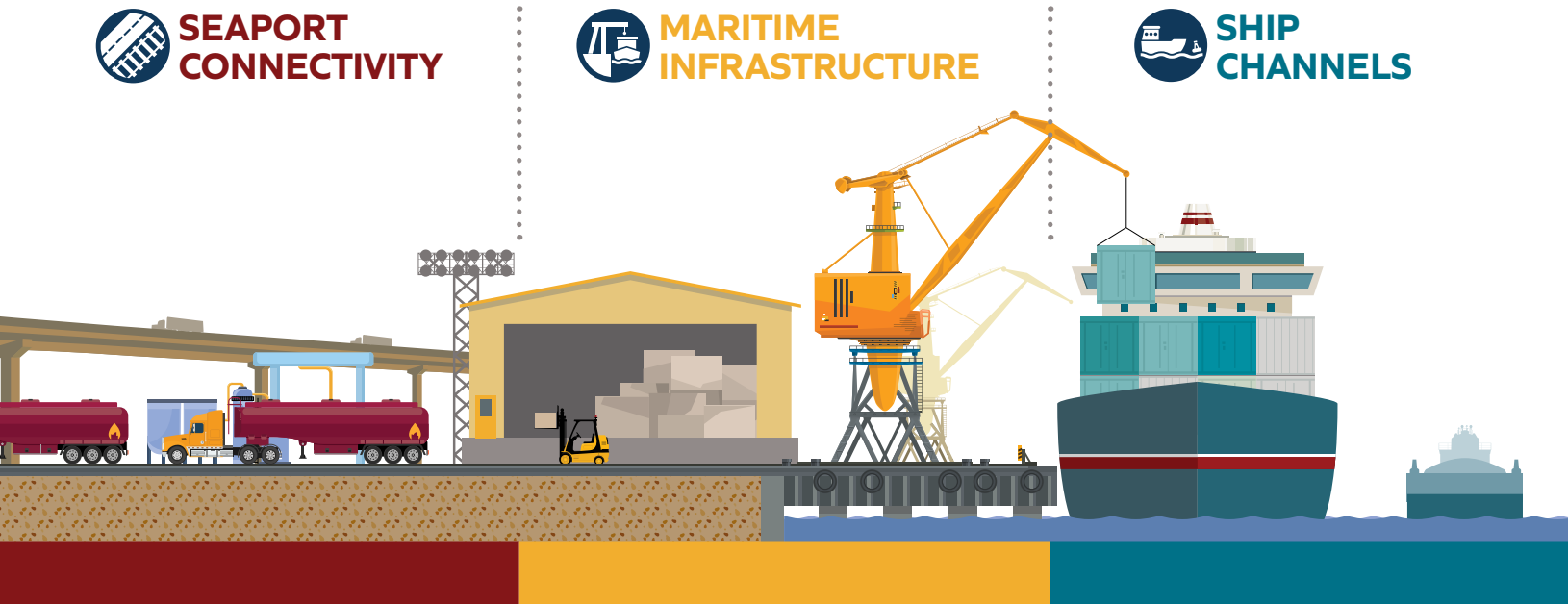
**SEAPORT
CONNECTIVITY**

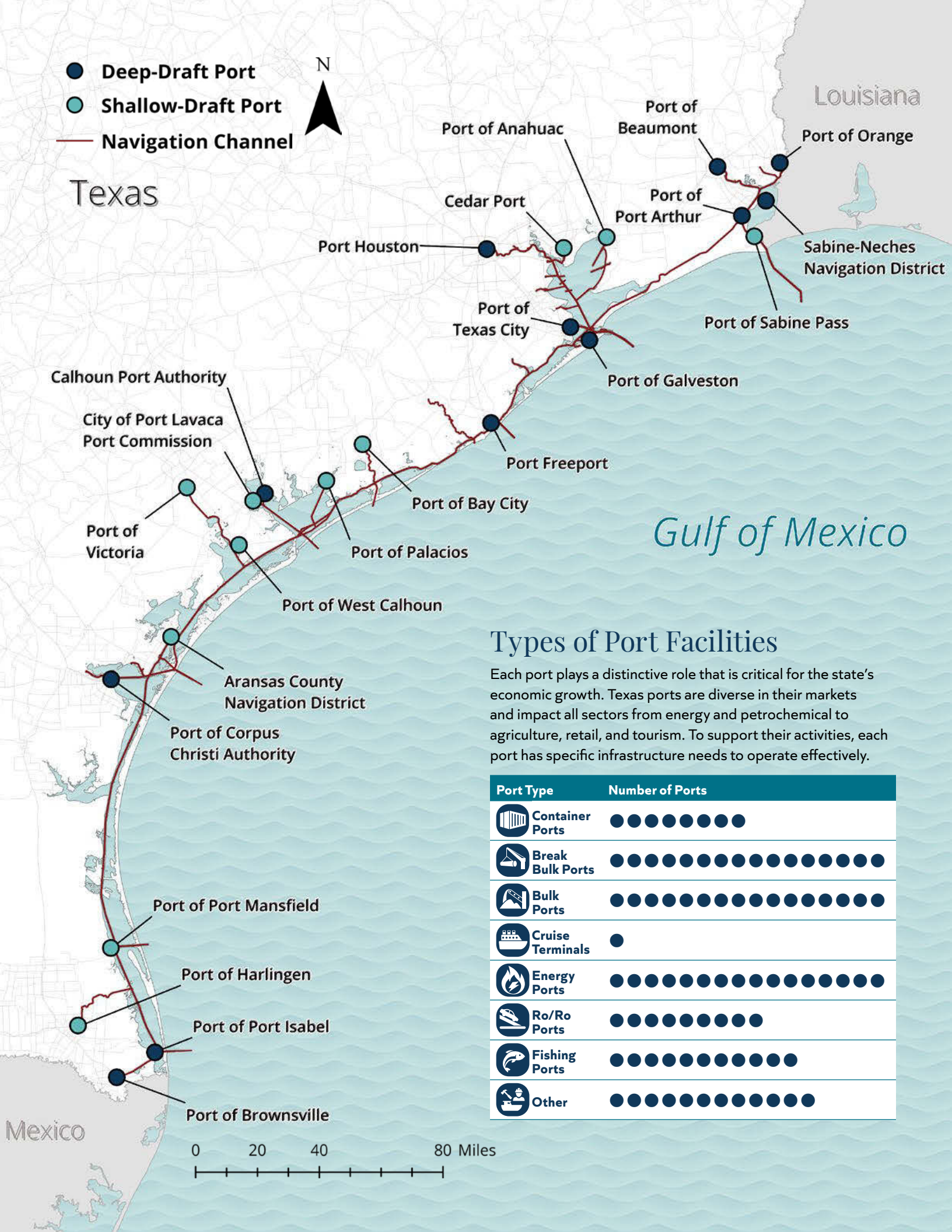


**MARITIME
INFRASTRUCTURE**



**SHIP
CHANNELS**













Texas

Louisiana

Gulf of Mexico

Types of Port Facilities

Each port plays a distinctive role that is critical for the state's economic growth. Texas ports are diverse in their markets and impact all sectors from energy and petrochemical to agriculture, retail, and tourism. To support their activities, each port has specific infrastructure needs to operate effectively.

Port Type	Number of Ports
 Container Ports	●●●●●●●●
 Break Bulk Ports	●●●●●●●●●●●●●●●●●●
 Bulk Ports	●●●●●●●●●●●●●●●●●●
 Cruise Terminals	●
 Energy Ports	●●●●●●●●●●●●●●●●●●
 Ro/Ro Ports	●●●●●●●●●●
 Fishing Ports	●●●●●●●●●●●●●●
 Other	●●●●●●●●●●●●●●



Maritime Infrastructure

Maritime infrastructure addresses port facility and capital improvement needs. Investment in port infrastructure allows ports to maintain efficient business operations, support the continued growth of existing businesses, attract new clients, and adapt to ever-changing domestic and global economic conditions all while remaining economically viable and competitive. A port without functional, modern infrastructure will lose out on significant growth, job creation, and revenue generation, while a port that can continually invest in infrastructure improvements will actively help to improve the quality of life in the local area and contribute to the economic health of the region and the state.

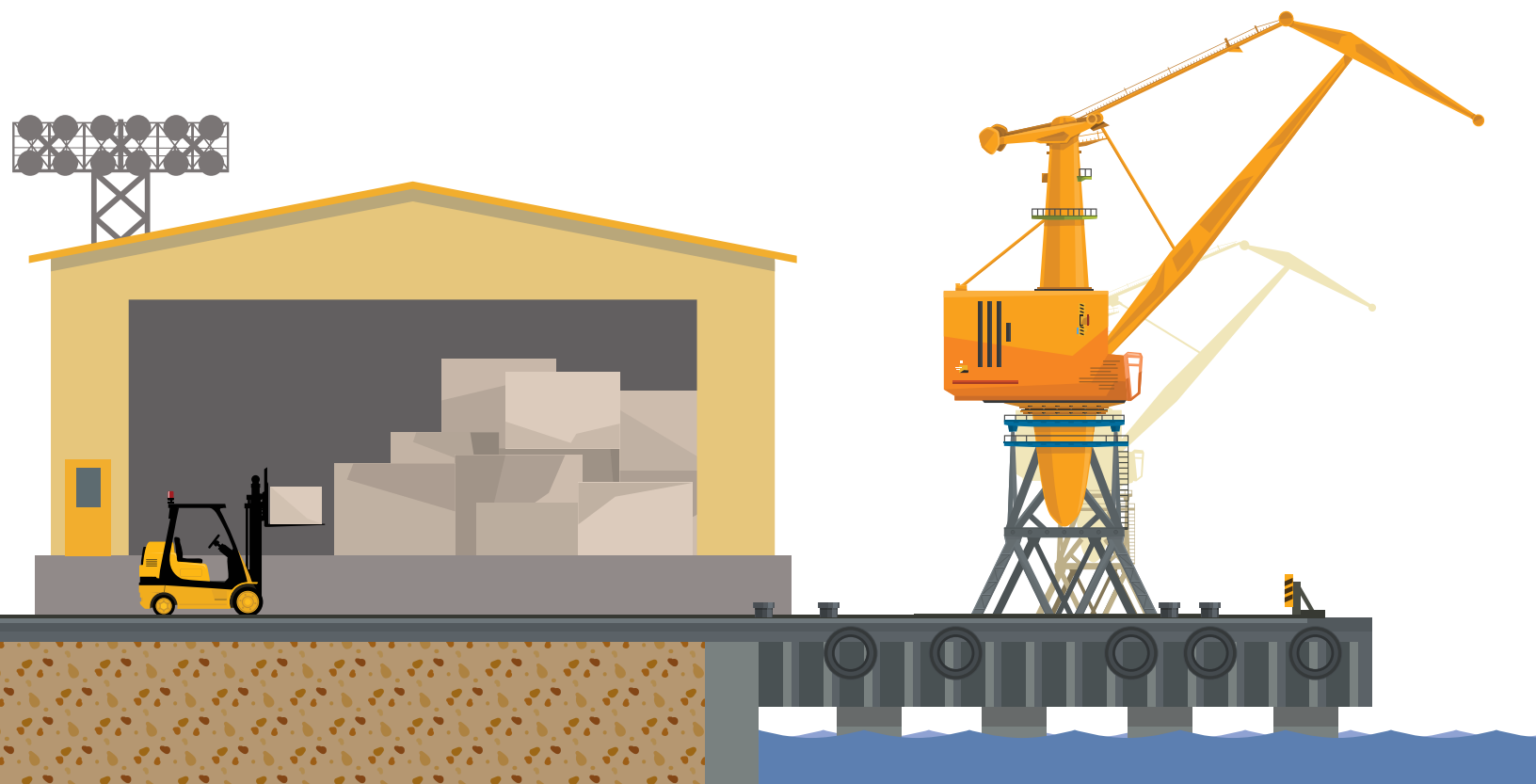
Challenges

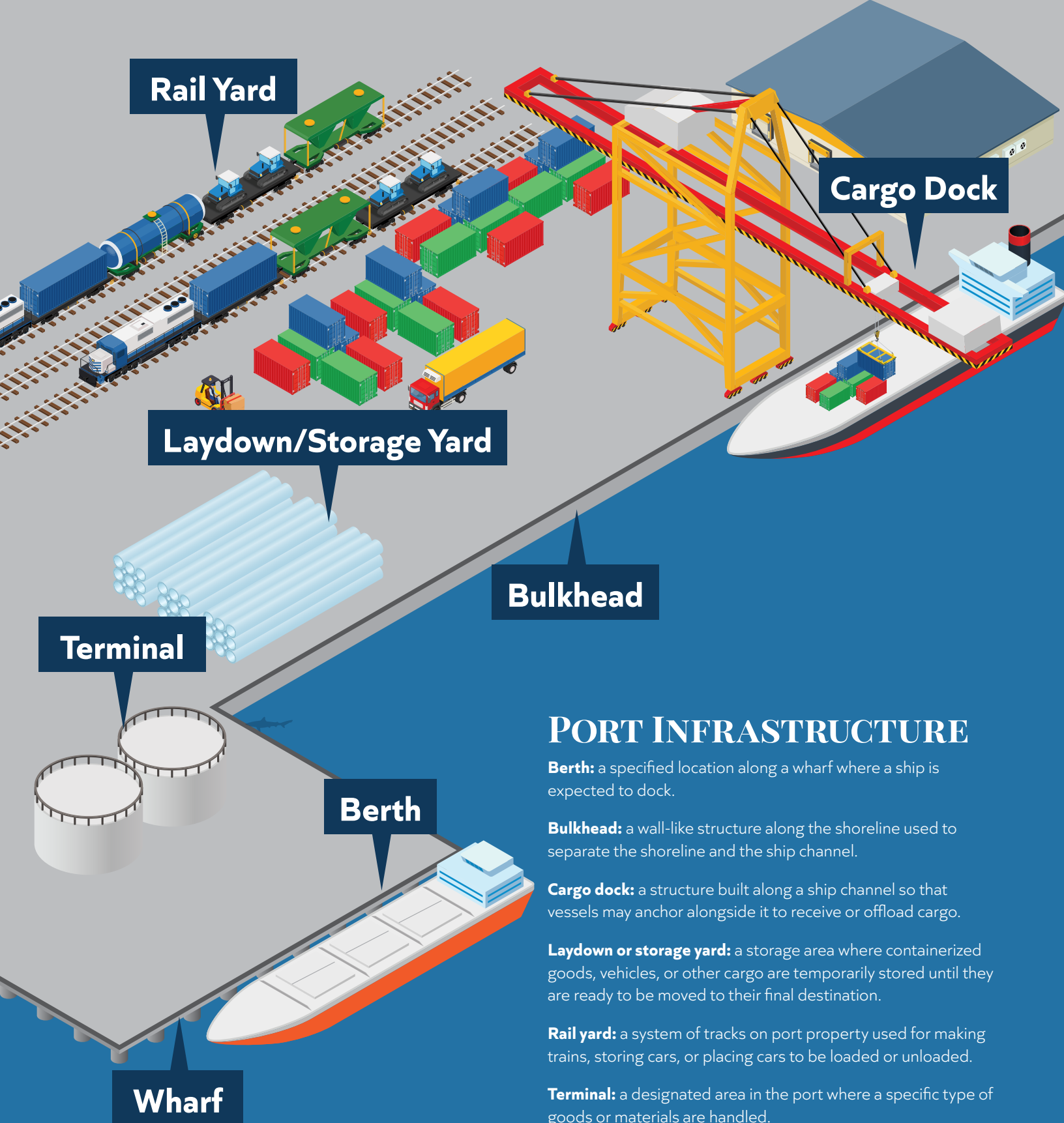
Without continual investment in a port's infrastructure, the port—and, by extension, the local region and state economies—will suffer. Insufficient or dilapidated infrastructure will lead to operational inefficiencies due to congestion or long cargo handling times, making Texas ports less economically competitive for new clients looking to develop business on the Gulf Coast.

Ports often struggle with the upfront costs of infrastructure upgrades, but these projects are critical and will eventually pay for themselves through increased throughput, revenue generation, and job creation to improve economic conditions in the port's local region and Texas as a whole.

Did You Know?

Insufficient infrastructure leads to operational inefficiencies, making Texas ports less economically competitive for new clients looking to develop business on the Gulf Coast. ★





PORT INFRASTRUCTURE

Berth: a specified location along a wharf where a ship is expected to dock.

Bulkhead: a wall-like structure along the shoreline used to separate the shoreline and the ship channel.

Cargo dock: a structure built along a ship channel so that vessels may anchor alongside it to receive or offload cargo.

Laydown or storage yard: a storage area where containerized goods, vehicles, or other cargo are temporarily stored until they are ready to be moved to their final destination.

Rail yard: a system of tracks on port property used for making trains, storing cars, or placing cars to be loaded or unloaded.

Terminal: a designated area in the port where a specific type of goods or materials are handled.

Wharf: a pile-supported structure parallel to the shoreline where ships can dock to load or unload cargo.



Seaport Connectivity

Texas seaports have a robust intermodal transportation system connecting the state and the nation to domestic and foreign markets. A strong, viable network of road, rail, and pipeline connections to facilitate the movement of materials, goods, and personnel is key to the success of the state's port system. Transportation investments not only make individual ports more competitive, but also contribute to economic vibrancy generally, growing job opportunities, bringing resources to the state's coastal cities, and developing connections across regions.

Challenges

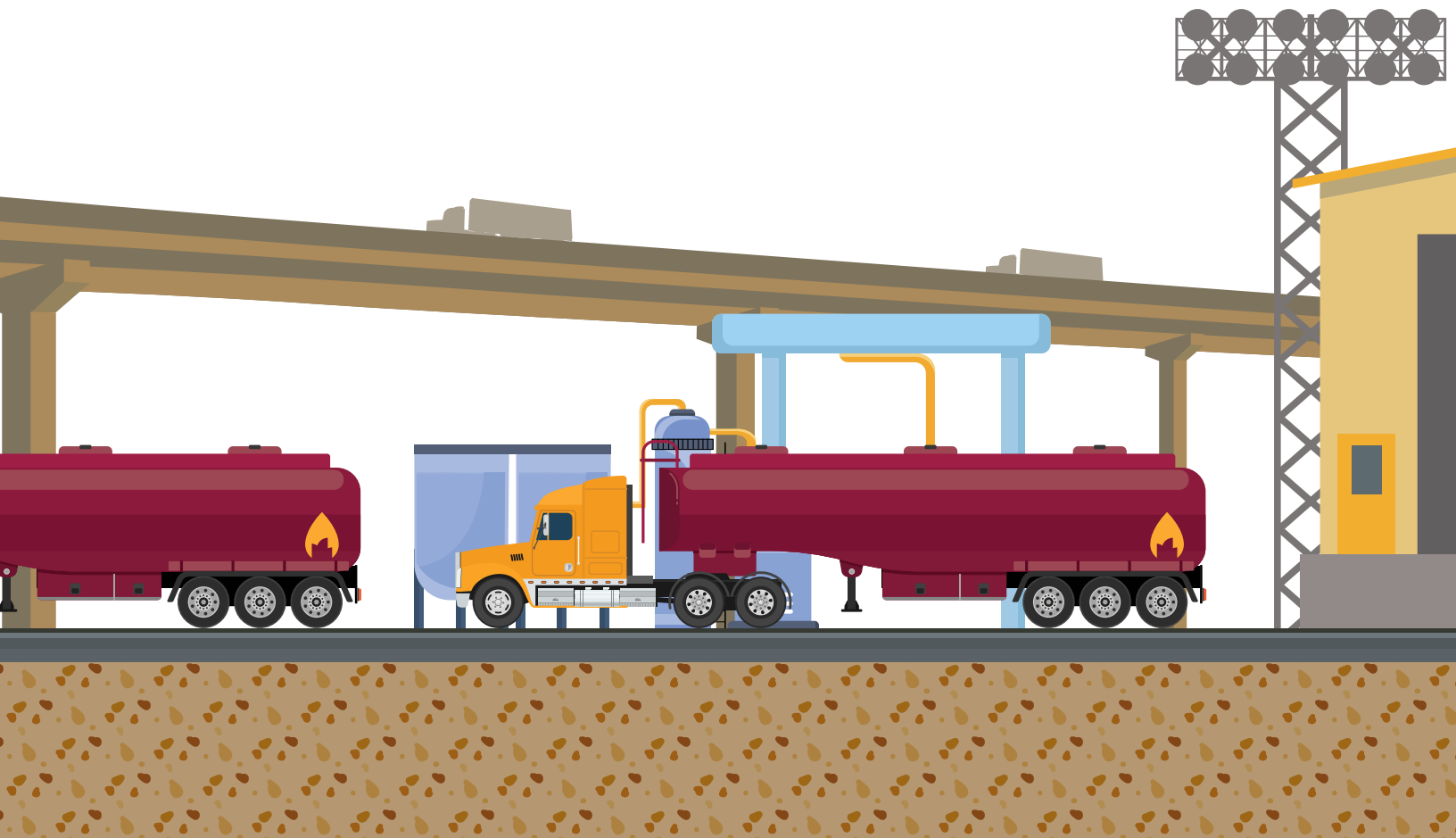
Congested transportation infrastructure in the vicinity of a port can significantly reduce the movement of goods to and from the port, regardless of any expansions made to the port's internal cargo-handling capabilities. These bottlenecks can restrict efficient logistics operations. Even the perception of landside mobility challenges can cause customers to route ships away from Texas ports.

Transportation conditions and needs are unique to each port. They can include issues as diverse as incompatible surrounding land uses such as:

- Residential neighborhoods, schools, or hospitals that can be disturbed by truck traffic
- Modal conflicts—for example, routes with numerous at grade rail crossings that create dangerous shipping conditions or cause delays
- Operational inefficiencies, such as heavy mixed traffic congestion
- Insufficient facility design for the needs of freight operators, such as roads with tight turns that cause trucks to veer into oncoming traffic lanes, or
- Bridges without enough vertical clearance to allow the passage of oversize loads, causing trucks to reroute miles out of their way

Did You Know?

Even the perception of landside mobility challenges can cause customers to route ships away from Texas ports.





Ship Channels

Texas ship channels have a powerful impact on the Texas and U.S. economies and help transfer Texas's respected exports all over the world.

As key features of the supply chain, these assets must be looked after to ensure that they meet future demands to continue economic success. An investment in ship channel improvements typically brings an immediate return-on-investment.

Ports are classified as having either deep-draft or shallow-draft ship channels depending on the water depth within the channel and allowable use of different kinds of vessels.

Challenges

Some ports require deeper, wider channels so that they are equipped to receive the next generation of larger vessels. At ports where ship channels are not deep enough to support larger vessels, those vessels may need to be light loaded to allow the ship enough clearance in the channel. While light loading does allow larger fleets of vessels to access the ports, it is also inefficient and increases shipping costs, making Texas ports less attractive to potential trade partners.

Ports are frequently unable to deepen and widen their channels on their own—the cost is too significant for ports or navigation districts to shoulder themselves. For federal channels, federal funding may cover a portion of these improvements if the depth or width has been deemed economically beneficial by the U.S. Army Corps of Engineers (USACE) and the improvements have been authorized by Congress. For ancillary components, such as access channels that stem from the main channel, improvements to match the main channel are either funded by the port or directly through agreements with port users.

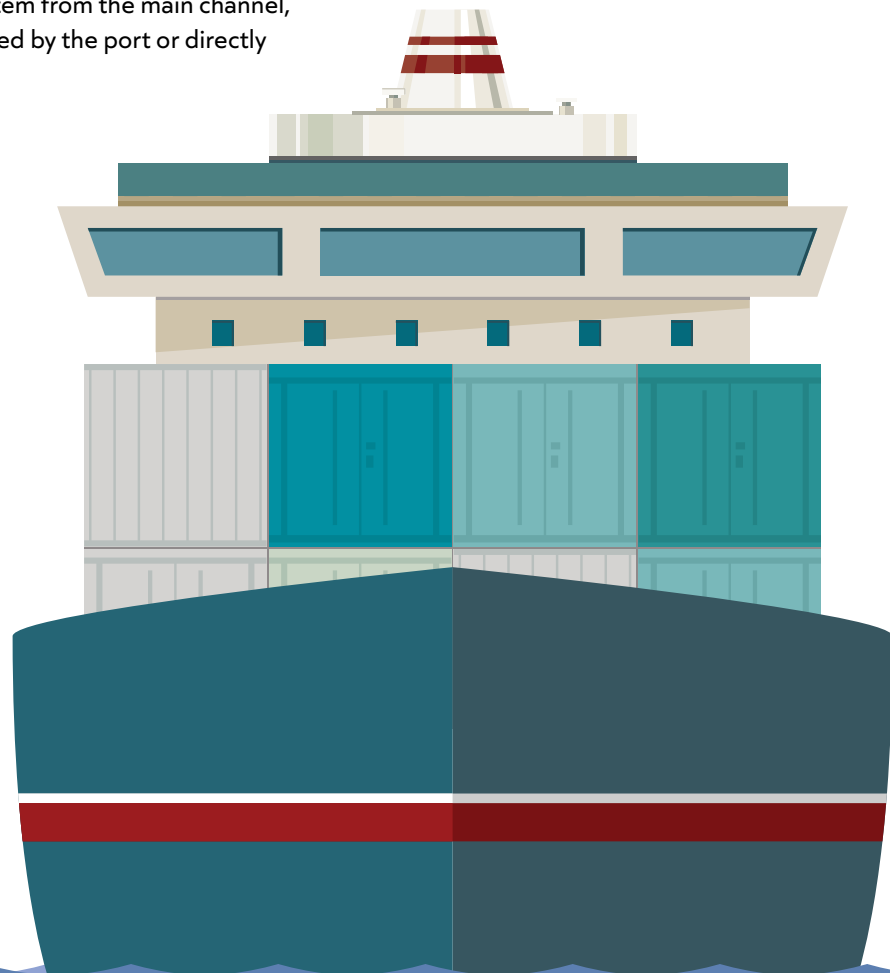
Shallow Draft Channels

- < 20 ft deep
- Primarily used for local vessels or those transiting from one Gulf Coast port to another
- Mostly limited to barges, tug, fishing boats, and recreational boats.

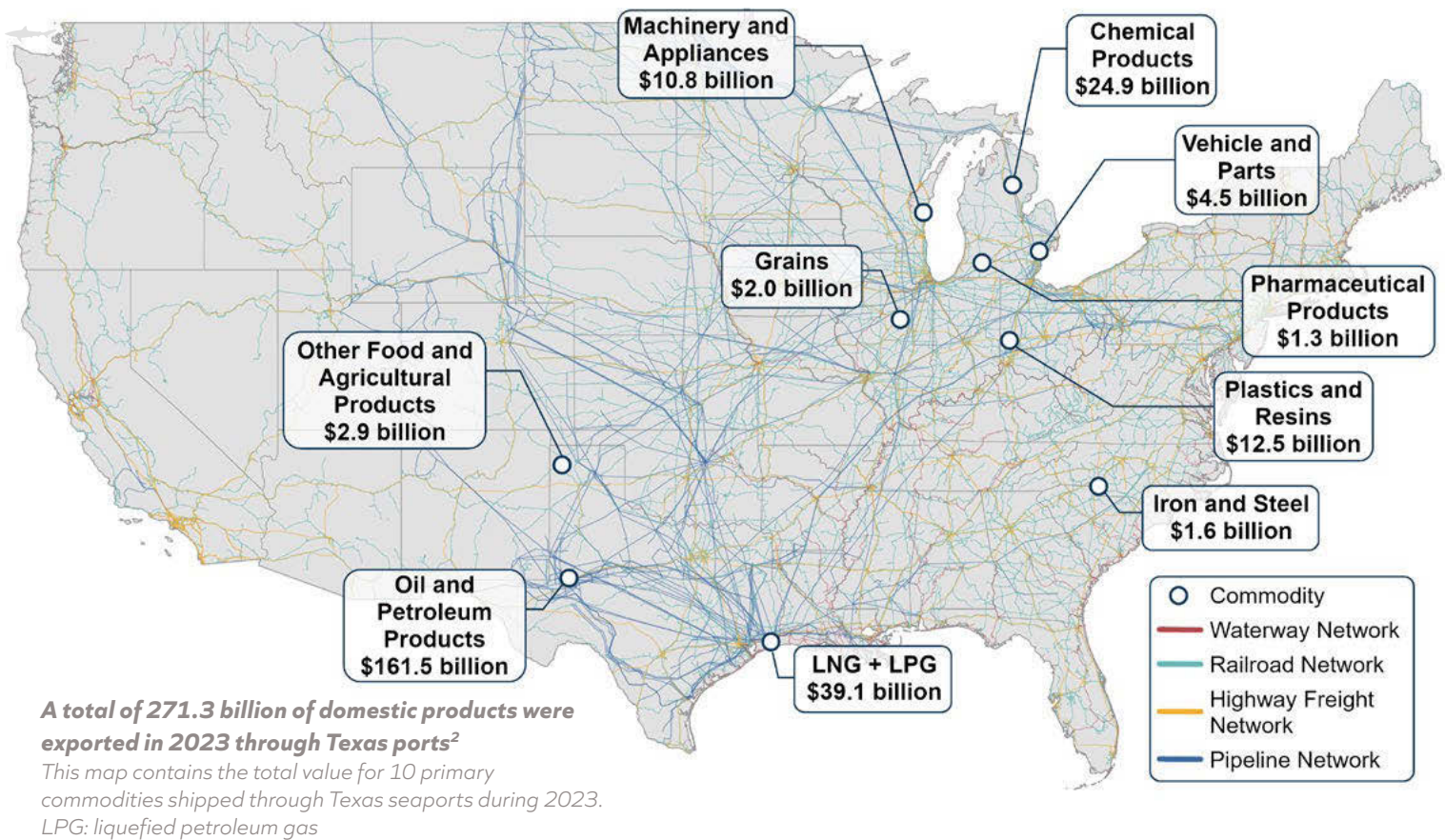


Deep Draft Channels

- ≥ 20 ft deep
- Used by seagoing commercial cargo, military vessels, and cruise ships.



TEXAS PORTS PLAY VITAL ROLES NATIONWIDE



Texas is a Port-Driven State

In a state where the shipping industry accounts for more than 28% of the Gross Domestic Product (GDP)³, the Texas economy is largely driven by commodity supply chains that move goods to and from the state. Inland markets across the state rely on a strong multimodal freight network to get their goods to the ports for export. Improving the port systems helps Texas compete in the global market by ensuring that its inland export commodities continue to reach their destinations worldwide.

In 2023, Texas held the distinction of being the largest state exporter of goods. These exports contributed to 17.3% of Texas's GDP⁴. Additionally, goods exported from Texas in 2021 supported approximately 1.0 million jobs⁴. Nationally, jobs related to goods exports tend to pay up to 18% above the national average⁴.

Transitional Energy

Over the past decade, several Texas ports and navigation districts have been adjusting their infrastructure to handle, trade and store alternatives to traditional fuels, including liquefied natural gas (LNG), hydrogen, and ammonia.

Texas is leading the way to meet global LNG demand. Four new LNG facilities are under construction: Rio Grande LNG in Brownsville, Corpus Christi Stage III in Corpus Christi, and Golden Pass LNG and Port Arthur LNG Phase I in Port Arthur. LNG exports are projected to increase 152% between 2022 and 2050 on the Gulf Coast⁵, contributing to economic growth and strengthening Texas' position in the global energy trade. This growth also presents new challenges for ship channels, roadway, and railroad infrastructure and a greater need for state and federal funding.

Resilience

Investing in port infrastructure, multimodal connections, and ship channels can improve economic resilience by increasing the ability for the port system to withstand and recover from disruptions and natural disasters. Increased frequency of extreme weather events or other global events pose significant risks to ports' critical infrastructure and operations.

As just one example, the 2024 hurricane season was predicted to have an 85% chance of an above-normal season, with up to 25 named storms predicted by experts, including up to 13 hurricanes⁶. Ports that can reopen immediately after a storm are critically important to keeping supply chains open so that household items, medical supplies, gasoline, food, and other essential and post-storm recovery items are stocked when they are needed most.

Port development and expansion is critical to keep up with the increasing need of global trade and to prepare for supply chain disruptions. New facilities will increase the ports' capacity to handle projected increases in commodity trading and provide an additional layer of reliability for the regional and national goods supply network.

"Texas has two of the three largest ports in the U.S. based on tonnage, so this will not only benefit Texans, but the entire nation. [. . .] The unprecedented funding commitment by Governor Abbott, the Texas Legislature, and the Commission benefits the entire Texas port system and serves as a catalyst for job creation, business development, and a more resilient supply chain?"

-Marc Williams

TxDOT Executive Director



Wind energy components aboard vessel at the Port of Beaumont





Planning meeting hosted at the
Port of Orange

INVESTMENT STRATEGY

To maintain our state's position as a maritime trade leader and remain competitive in the future, the focus must be on critical capital investments that enhance and expand the Texas port system such as improved ship channels, multimodal connections, and replacement of outdated and failing port facilities. This will require support from all levels of government, including continued support from the State of Texas.

Public-Private Partnerships

To tackle its infrastructure, connectivity, and ship channel improvement needs, the Texas port system relies on partnerships and funding from the ports, private partners, and all levels of government. Ports and their partners increasingly have to look for alternative means of funding projects such as public-private partnerships, because the federal appropriations process for improvement projects can take decades.

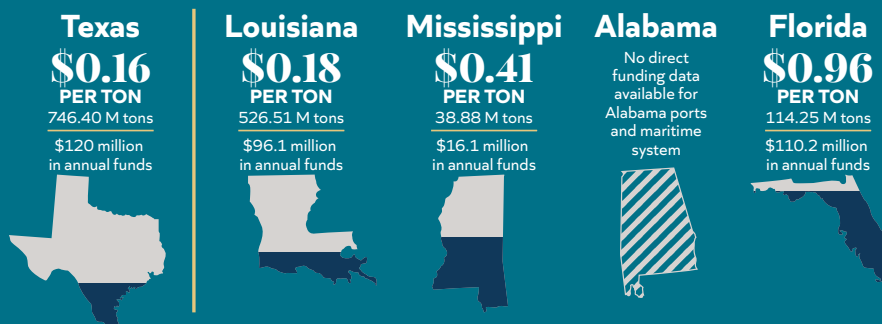
Texas Funding Compared to Other States

State funding is key for the success and growth of ports. The landmark \$200 million in funding in 2023 for the Maritime Infrastructure Program marks the first direct allocation of funding from the State of Texas to port authorities for their capital improvement projects. With this funding, Texas joins the ranks of other states in the U.S. who have established and implemented programs for funding of port infrastructure.

Compared to other Gulf Coast states, Texas seaports receive less direct state funding but generate the greatest revenue, indicating their own individual investments drive their significant economic impact to our state⁸.

GULF STATE INVESTMENTS

Annual direct state spending on its maritime system in FY24 dollars per 2022-23 tonnage



"Investments in our ports enable the Texas economy, the envy of the United States and the world, to continue powering our state forward⁹."

★ -Lt. Governor Dan Patrick

Maritime Infrastructure Needs

The Maritime Infrastructure section of this plan presents port needs encompassing a wide variety of projects and studies, including waterway supporting projects such as turning basins, connectivity supporting projects such as internal roadway or railroad improvements, and port facilities projects such as bulkheads and storage facilities.

Projects are submitted by the ports for their strategic importance to the individual port, the larger port system, and the state.

The maritime infrastructure projects presented in this plan include 82 projects, of which 78 are capital projects and four are studies, submitted by 17 ports whose total project cost is \$3.11 billion.



Maritime Infrastructure Projects

Project Types	# of Projects	Total Cost
Docks, Berths, and Wharfs*	31	\$1.12 Billion
Terminals	10	\$816.85 Million
Roadway/Railroad/Runway Improvements	10	\$325.07 Million
Building/Facilities	6	\$305.39 Million
Yards	8	\$221.07 Million
Bulkheads	11	\$216.20 Million
Other	6	\$103.70 Million
TOTAL	82	\$3.11 Billion

*Costs provided by ports/navigation districts, *Includes four studies*

Case Study: Bayport Terminal Yard Expansion – Port Houston

A 46-acre expansion of the Bayport Terminal Yard is needed to increase container cargo capabilities and turn time efficiencies to alleviate current congestion and keep up with expected growth. Failing to construct these improvements will result in continued congestion, inefficiencies, and loss of market share as the port will struggle to capture growth in key industries.

*Trucks queuing for container loading at
Port Houston*





Heavy cargo offloaded at the Port of Beaumont will ultimately travel on roads across Texas

Seaport Connectivity Needs

The Seaport Connectivity section of this plan describes multimodal inland connectivity conditions for ports and presents proposed solutions to address deficiencies in the systems and infrastructure. The section summarizes a technical analysis of connectivity conditions, as well as assessments provided directly from Texas seaports as they work to move goods from maritime to land based transportation modes.

The list of seaport connectivity needs includes potential solutions to address safety issues, congestion, mobility deficiencies, or improvements between the interaction of vehicles, rail, and adjacent land use. Solutions targeting freight movement can provide regional benefits or benefits to general travel as well.

The seaport connectivity projects presented in this plan include 26 port- and district-requested connectivity projects to address freight mobility. The total cost to implement these projects is estimated to be \$584.85 million.

Seaport Connectivity Projects

Project Types	# of Projects	Total Cost
Roadway Improvements	16	\$448.11 Million
Bridge Replacements	2	\$68.15 Million
Entrance/Exit Gate	1	\$40.00 Million
Truck Staging and Queuing Areas	4	\$24.37 Million
Wayfinding and Accessibility	1	\$1.60 Million
Public Parking	1	\$1.50 Million
Pedestrian Improvements	1	\$1.12 Million
TOTAL	26	\$584.85 Million

Costs provided by ports/navigation districts



Case Study: Port of Sabine Pass Industrial Truck Route

The Port of Sabine Pass is expecting considerable development in their LNG market. All trucks utilizing the port, however, must use SH 87 to access waterfront facilities, and the prospective growth in truck traffic will add stress on the already congested roadway. The proposed project would reinforce the existing road and reconstruct a deficient bridge over Texas Bayou. The project would remove existing constraints to port development, expand job opportunities in Sabine Pass, and have the potential to expand markets for this region of Texas.

Ship Channel Needs

The Ship Channel section of this plan identifies ship channel improvement projects and feasibility studies. Ship channels that have been authorized by the federal government for deepening are dredged under the U.S. Army Corps of Engineers Civil Works program. However, ports act as non-federal sponsors of the projects and are responsible for funding a portion of the construction and maintenance costs.

Ship channel improvement projects are investments that are costly and time sensitive. Delays in funding and implementing projects can lead to missed opportunities for attracting tenants, increases in overall construction costs, operational and safety issues with vessels, and loss of returns on the overall investment.

The ship channel improvement projects presented in this plan include seven federally authorized deepening projects, representing a \$2.54 billion federal share and \$1.92 billion local share, for a total estimated first cost of \$4.46 billion. Non-federal sponsors of the federally authorized projects are eligible to apply for SCIRF funds. These funds could be utilized to cover construction costs and are paid back into the fund over time. Additionally, this plan reflects four projects in the feasibility study phase for future Congressional authorization, and five non-federal projects, which are ineligible for SCIRF funding based on the current statute. The total cost of all ship channel needs is estimated to be \$5.46 billion.

Ship Channel Projects

Project Types	# of Projects	Total Cost
Channel Deepening and Widening	8	\$4.96 Billion
Dock or Harbor Improvements	2	\$340.00 Million
Entrance Channel Jetties	1	\$90.00 Million
Other Dredging Needs	2	\$61.20 Million
Feasibility Study	4	\$11.56 Million
TOTAL	17	\$5.46 Billion

Costs provided by ports/navigation districts



Case Study: Port of Galveston - Galveston Harbor Channel Extension Project

This project, which was also included in the 88th Legislative Session PMP, involves deepening 2,571 feet of the channel to accommodate larger cargo and cruise ships creating greater efficiency for the port. The increased number of vessels and volume will lead to more significant economic benefits for both the local area and the State of Texas.

Barge movement at the Port of Harlingen



89TH LEGISLATIVE APPROPRIATIONS REQUEST

Funding Request for the Texas Port System

The TxDOT Maritime Division administers three funding options for seaport-related improvements. The **Maritime Infrastructure Program**, or MIP, uses the Port Access Account fund, created by the 77th Texas Legislature in 2001 and reestablished by the 88th Legislature in 2023, to fund eligible maritime projects for port security, transportation, or facilities studies or projects, like those presented within the Maritime Infrastructure section and appendix of this Port Mission Plan. The **Seaport Connectivity Program**, or SCP, currently distributes \$20 million per fiscal year from the General Appropriations Act to fund projects on public roadways to improve connectivity to Texas maritime ports. Eligible projects are presented within the Seaport Connectivity section and appendix of this 2026-2027 PMP. Finally, the **Ship Channel Improvement Revolving Fund**, or SCIRF, is a loan program established by the 85th Texas Legislature in 2017 to enhance the funding capabilities of non-federal sponsors for channel improvement projects, like some of those presented within the Ship Channel section and appendix of this 2026-2027 PMP, via general revenues appropriated by the Legislature to the SCIRF.



Cruise Terminal 28 sheet pile replacement at the Port of Galveston

FUNDING REQUESTED FOR MARITIME INFRASTRUCTURE PROGRAM: \$900 MILLION

MIP-eligible projects must:

- Meet Texas Transportation Code Ch. 55 eligibility
- Be lettable by the end of FY 2027
- Have proven project support
- Show economic, environmental, and engineering feasibility

MIP funds will be used to provide the following potential benefits:



Economic Impact

- Increase port capacity.
- Support port competitiveness by providing critical infrastructure needed to keep existing clients and attract new port users.
- Support job opportunities for the local workforce.



Operational Impact

- Increase port productivity and throughput by improving facilities.



Enhances Connectivity

- Improve port connectivity.
- Provide access to strategic inland locations in a rapidly growing market.



Safety & Security

- Improve working conditions by repairing deteriorating facilities.
- Protect nearby communities during adverse weather, like tropical events and tidal surge.



Local & Other Impacts

- Provide employment opportunities.
- Bring opportunities to small businesses.
- Improve environmental sustainability, air quality, and quality of life.

FUNDING REQUESTED FOR SHIP CHANNEL IMPROVEMENT REVOLVING FUND: \$200 MILLION

SCIRF-eligible projects must:

- Deepen or widen a ship channel
- Be authorized by Congress
- Meet any other standards set by the Texas Transportation Commission
- Maintenance dredging is not qualified per current statute

SCIRF funds will be used to provide the following potential benefits:



Economics

- Accommodate larger vessels with higher loading capacity.
- Improved channel will keep Texas competitive with other U.S. ports.
- Allow more efficient movement of vessels.



Macroeconomics

- Support port and industry related jobs.
- Generate state and local taxes.



Environmental Stewardship

- Utilize dredged material for beneficial uses such as creation of bird islands, nourish beaches, etc.



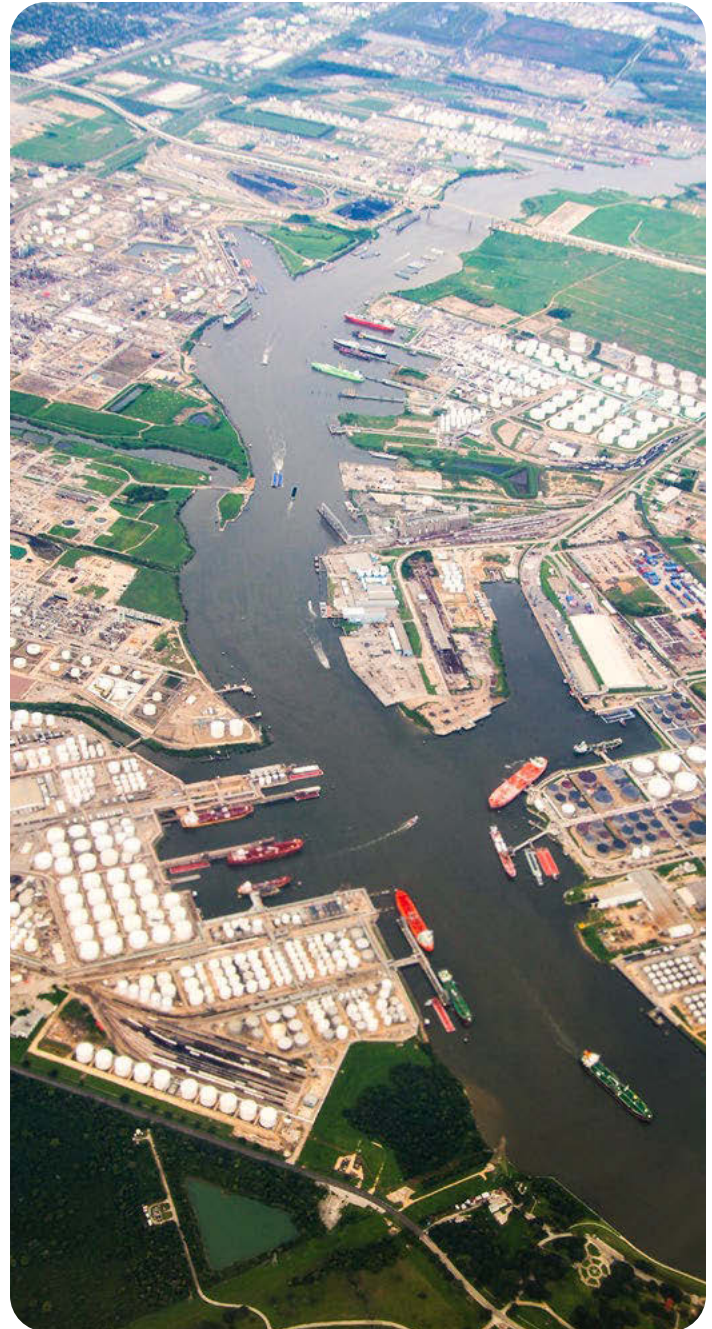
Project Development

- Complete ongoing projects that need additional funding.



Project Funding

- Engage local agencies through project funding.



Aerial view of the Houston Ship Channel

FURTHER READING:

[Maritime Infrastructure Program:](#) Provides grants to ports and other entities for maritime capital improvement projects.



[Seaport Connectivity Program:](#) Provides grants to ports and other entities for projects that will improve connectivity, enhance safety, and relieve congestion in communities around the state's maritime ports.





Maritime
Infrastructure
Projects

\$3.11
BILLION



Seaport
Connectivity
Projects

\$585
MILLION



Ship
Channel
Projects

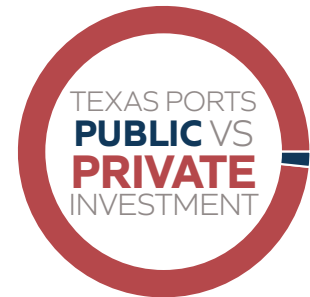
\$5.46
BILLION

TEXAS PORT FUNDING NEEDS

Did You Know?

Texas ports are critical to the economic growth of Texas.

In 2022, Texas ranked first nationwide for total waterborne tonnage handled and first nationwide for total foreign waterborne tonnage of imports and exports and generated over \$403 billion in annual overall trade¹⁰. Trade through the State of Texas is a significant contributor in making Texas the world's 8th largest economy, valued at \$2.56 trillion in 2023¹¹, when comparing Texas GDP to national GDPs¹².



**Private
Funding
Public
Funding**

In the past decade, over 98% of Texas ports and navigation district investments were leveraged through **private port funding sources** vs 2% from **public port system investments** through local, state, and federal funds¹³.

LEARN MORE:

[Scan the QR code
to visit the Texas
Port Mission Plan
Project Dashboard](#)



Aerial view of Port Freeport





MARITIME INFRASTRUCTURE

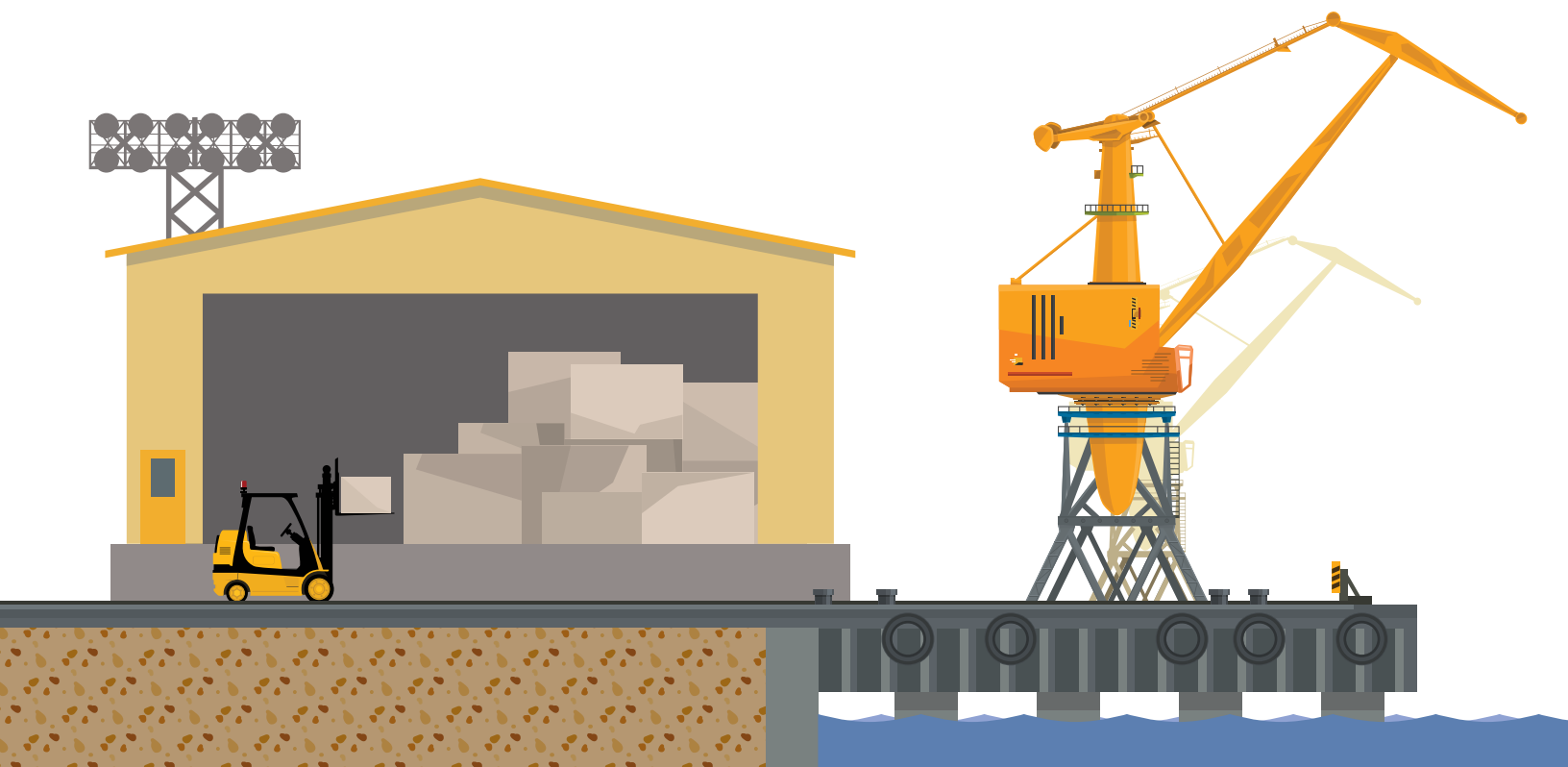
The Maritime Infrastructure section of this plan takes a broad view of the needs of the Texas port system and considers port facilities, waterways, and inland connections to the state's transportation networks. Whereas waterways and inland connectivity needs are assessed in separate sections included in this Port Mission Plan, the Maritime Infrastructure Program (MIP) corresponding to this section is the only statewide maritime program that addresses port facility needs.

The Port Authority Advisory Committee elevates matters related to maritime transportation and recommends strategic capital projects and studies to be considered for funding under the MIP. To do this, the PAAC conducts a biennial assessment of port capital improvement needs from Texas seaports and navigation districts.

The PAAC voted to recommend a funding request from the state legislature of \$900 million to help fund the projects presented in this Maritime Infrastructure section. This is only a fraction of the total outlined funding needs, which are approximately \$3.11 billion. Funding the MIP will help accelerate the implementation of these projects so that Texas ports can remain competitive and continue to grow the state's economy.

First-Ever Funding

For the 2024-2025 biennium, the Texas Transportation Commission approved a historic, first-ever funding amount of \$200 million to the Maritime Infrastructure Program to support construction of 12 projects from 12 ports, which had all been identified as needs in the Texas Port Mission Plan.



BOOTS ON THE GROUND

TxDOT and recipient ports were successful in getting all 12 projects awarded funding in FY24 into letting within 12 months of funding allocation, illustrating the commitment of Texas ports and TxDOT and the need for funding.



One of the needs identified in this plan, the Port of Beaumont’s Main Street Terminal Shed 2 was constructed in the 1950s and is no longer sufficient for storage and maneuverability. If selected for funding, it will be reconstructed alongside dock improvements

Recent Successes

Six of Texas’s ports are ranked in the top 20 U.S. ports by total tonnage¹ and have reached these levels of success largely through private port funding sources for infrastructure investments, with minimal financial investment coming from the local, state, and federal funds in the years leading up to FY24². The 88th Texas Legislature’s commitment of \$200 million to port infrastructure projects contained in the 2024-2025 Port Mission Plan, however, represents a landmark occasion, helping to fund 12 infrastructure projects submitted by 12 different ports. These projects will create hundreds of direct and indirect jobs in the areas surrounding the ports and help generate billions of dollars of increased revenues for the ports over the projects’ service lives.

Ports face significant challenges when it comes to funding infrastructure projects upfront. However, neglecting investments in repairing, modernizing, or expanding port infrastructure can have severe consequences for the ports and their communities. Inadequate infrastructure can lead to safety hazards and inefficiencies, hindering a port’s ability to retain current customers and attract new ones. This lack of competitiveness may drive potential port users to seek facilities elsewhere, causing the port—and Texas—to miss out on substantial economic benefits that far exceed the initial costs of infrastructure investments. Therefore, despite the financial burden, investing in port infrastructure is crucial for sustaining economic growth and competitiveness in the long term.

Funding Awards to Maritime Infrastructure Projects in FY24

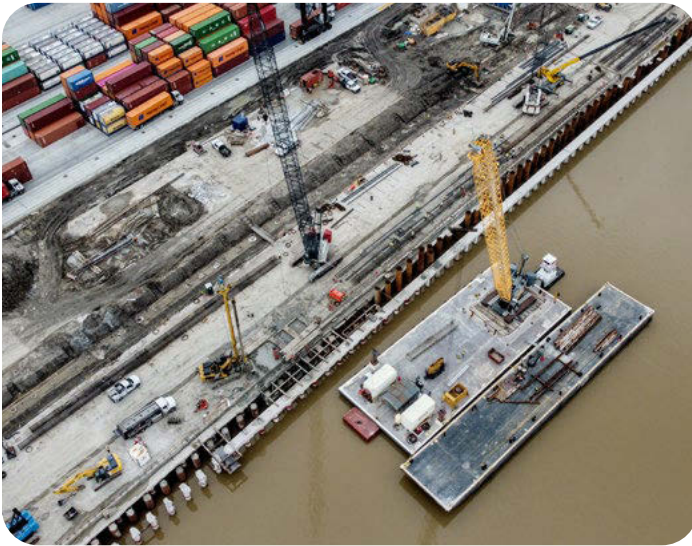
Port	Project	Funding Awarded
Beaumont	South End Truck Queuing Area	\$22,360,201
Houston	Barbours Cut Terminal Container Wharf Upgrade	\$35,981,934
Port Arthur	Railyard Flyover Project	\$11,565,621
Mansfield	Bulkhead Repair	\$8,712,768
Orange	Trans Modal Containerized Project Cargo Loading Facility	\$15,420,829
Victoria	Texas Logistics Center Rail Expansion	\$20,355,494
Freeport	Area 5 Stabilization	\$11,565,621
Corpus Christi	Bulk Materials Terminal Facility Improvements	\$20,818,119
Galveston	West End Cargo Expansion	\$35,981,933
Sabine Pass	Sheet Piling Replacement	\$4,626,249
Brownsville	Bulk Cargo Dock No. 3 Rehabilitation and Expansion	\$11,565,621
Calhoun	Boat Ramp Access Improvements	\$1,045,610
TOTAL		\$200,000,000

Investment for Continued Opportunity

The maritime infrastructure needs are real. TxDOT and recipient ports were successful in getting all 12 projects awarded funding in FY24 into letting within 12 months of funding allocation, illustrating the commitment of Texas ports and TxDOT to put awarded funding to work. Continued investment in port infrastructure is essential for Texas to maintain competitiveness in both domestic and international trade. Without such improvements, Texas ports face the risk of falling behind industry demands. Projects within the Maritime Infrastructure section of this Port Mission Plan aim to enhance port operations, facilitating economic growth, job creation, and improving living standards along the Texas Gulf Coast.



Historic funding awarded for the southeast Texas ports as part of the Maritime Infrastructure Program



Construction progress on the Port Houston Barbours Cut Wharves, funded by a \$36 M grant approved by the Texas Transportation Commission in 2023

Case Study: Port Houston – Barbours Cut Wharves Construction

Port Houston is moving forward with a significant modernization effort to sustain its double-digit growth in container throughput. The project involves upgrading 1,334 linear feet of Barbours Cut terminal wharves. In 2023, the Texas Transportation Commission approved a \$36 million grant (52% of the total project cost) for Port Houston to upgrade Wharfs 4, 5, and 6. The project is expected to provide \$61 million in benefits from reduced ship delays, along with \$109 million in savings from decreased emissions and increased cargo yield. These upgrades will be instrumental in continuing Port Houston's success, supporting Harris County's economic growth, and ensuring a sustainable, efficient future for the port's operations.

One of the needs identified in this plan, the Port of Brownsville's Oil Dock No. 3 is aging and in need of improvements to remain compliant with the U.S. Coast Guard's minimum requirements and the additional 10 feet of channel depth from the ongoing channel deepening project



Program Eligibility and Evaluation Criteria

Texas seaports and navigation districts may submit capital projects and plans or studies that represent the port’s short or long-term needs. According to Texas Transportation Code Ch. 55, TxDOT, in consultation with the PAAC, will review the submitted projects, evaluate the economic benefit of each project, and prioritize and recommend projects for funding. The Texas Transportation Commission reviews the recommended projects and studies and ultimately decides whether to approve projects for funding through the Maritime Infrastructure Program.

To be eligible for funding in the next biennium, projects must meet the below eligibility requirements. For this 2026-2027 Maritime Infrastructure section, 17 of the 23 Texas seaports elected to submit projects for evaluation.

MARITIME INFRASTRUCTURE PROJECT NEEDS



Maritime Infrastructure Projects

\$3.11 BILLION

Maritime Infrastructure Solutions

The projects submitted include a wide variety of infrastructure needs such as dock design, dock hardening, bulkhead repair or new construction, laydown yard expansion, truck queuing improvements, and much more. The total cost of the 82 projects included presented in this Maritime Infrastructure section is approximately \$3.11 billion. The cost of individual projects ranges from \$541,000 to over \$288 million, and many of these projects are eligible for funding in the next biennium if funding becomes available. The full list of projects and a two-page profile for each project are included in Appendix B.



PROJECT BENEFITS TO BE ASSESSED



Economic Impact

The proposed project results in an economic benefit to the state in terms of job creation, increased trade volume, new business development and/or retention of existing business, and contributes to the competitiveness of the region.



Operational Impact

The proposed project demonstrates a significant operational benefit in terms of cargo movement, reduction in vehicle wait times, improved access, streamlined processes, or other efficiency factors.



Enhances Connectivity

The proposed project enhances connectivity to the state's multimodal transportation system, mitigates a connectivity issue defined by the port, or contributes to the overall development of the state and/or regional transportation plans.



Safety & Security

The proposed project improves safety and security for customers, employees, or the traveling public and enhances port preparedness and resilience.



Local & Other Impacts

The proposed project provides benefits at the community and local levels in terms of employment opportunities, environmental sustainability, air quality, quality of life, and opportunities for small businesses to benefit from the project.

HOW FAR WOULD \$900 MILLION OF MIP FUNDING GO?

11 BULKHEADS



14 DOCKS



10 ROAD/RAIL IMPROVEMENTS



6 BUILDINGS/FACILITIES



8 LAYDOWN YARDS



Calhoun Port Authority is seeking to upgrade infrastructure at its South Peninsula Liquid Docks to accommodate Aframax-sized liquid bulk ships, capable of carrying 750,000 to 800,000 barrels of oil per vessel



Tanker situated at Calhoun Port
Authority liquid dock



TEXAS PORTS IN 2023



\$17.1 Billion

TOTAL TAXES³



746 Million

TONS OF
CARGO MOVED³



289,461

DIRECT AND INDIRECT
JOBS IN TEXAS³





SEAPORT CONNECTIVITY

Texas ports are fully integrated with the surface transportation network and they rely on inland connectivity to bring Texas goods to the world. In total, the ports generate a significant proportion of the 600 billion annual truck trips on Texas highways¹ and the 9.9 million rail carloads on the state's rail network.² The ports also handle a large part of the volume of product shipped through Texas pipelines, contributing to over \$60.5 billion in economic output.³ All told, Texas ports are a key link in the value stream of the products shipped through landside freight networks in the state, which is greater than the GDP of more than 110 countries around the world.⁴

The transportation network that supports Texas seaports is a cornerstone of the state's economic engine. The ports are critical hubs for the distribution of goods and materials to and from the state. The perception of connectivity issues alone can divert shipping routes, underscoring the necessity for robust inland connections. Strategic investments in these intermodal links enhance port competitiveness and foster community development through improved and safer transport infrastructure. The Seaport Connectivity section of this 2026-2027 Port Mission Plan (PMP) identifies deficiencies in the inland connectivity system serving the state's ports and highlights projects that can address those deficiencies.

The Seaport Connectivity section of the PMP underscores the significance of investing in landside multi-modal transportation infrastructure to capitalize on the state's opportunities to grow its global trade.









Dry goods loaded onto rail cars at
Port Houston

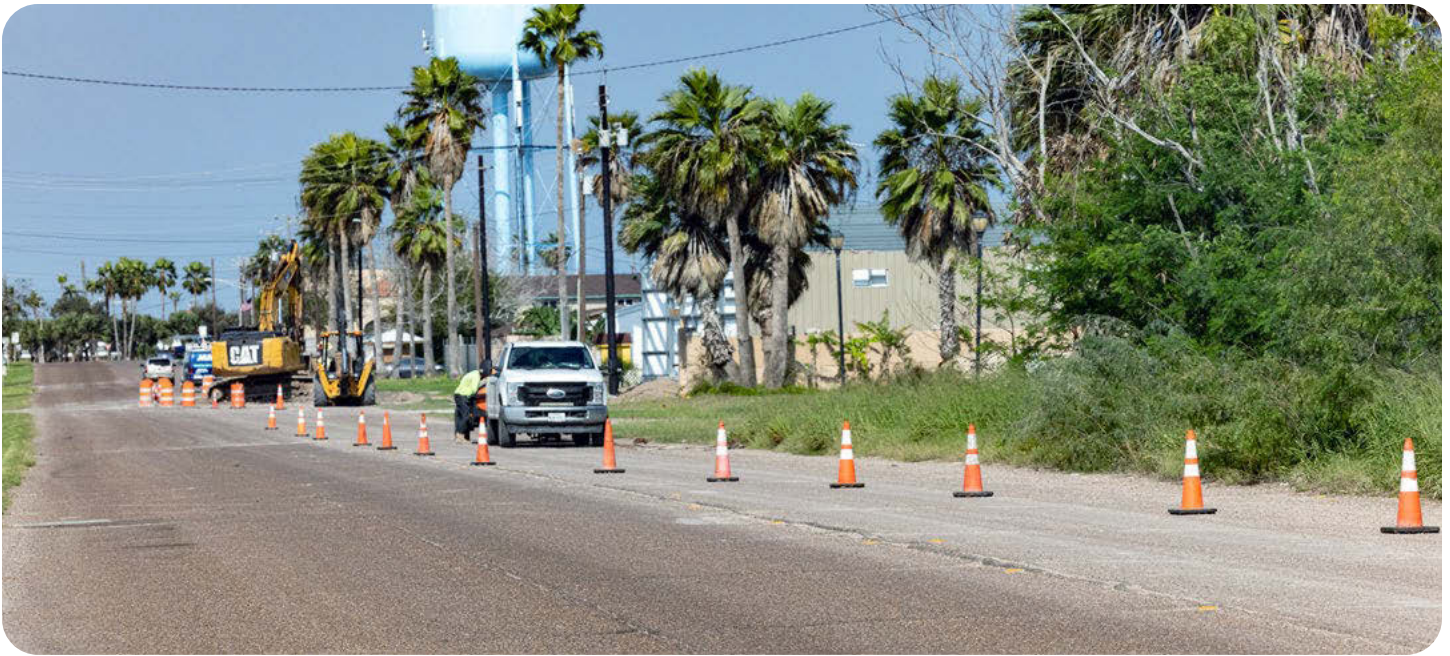
Connectivity issues were identified through an independent data analysis and detailed interviews with administrators from Texas seaports. Data analysis examined conditions on port access routes, including traffic congestion, bridge sufficiency and vertical clearance, truck-related crash hotspots, and land use conflicts, among others. Infrastructure deficiencies were mapped in relation to port operations. The maps use the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the ports.

When interviewed, port administrators identified growth and expansion areas. They highlighted critical connectivity challenges affecting the movement of goods and people between port gates and the broader multi-modal freight network, mapping these deficiencies on system operations maps. The process also identified regional connectivity issues impacting port operations or multiple ports, particularly those situated far from individual port access routes. These issues often involve essential roadway segments connecting one or more ports.

Challenges for Port Connectivity

Ports exhibit unique transportation dynamics that introduce challenges to local connectivity, affecting port operations and nearby communities. These challenges often arise from incompatible land use in surrounding areas, conflicts among different transport modes, and inefficiencies in both design and operations. In Texas, seaport connectivity faces obstacles such as freight congestion, limitations in truck maneuverability due to inadequate turning radius and bridge clearances, absence of shoulders, pavement damage caused by trucks, and difficulties in accommodating oversize or overweight cargo. Truck queuing further complicates these issues. Detailed figures outlining connectivity deficiencies identified through data analysis and port interviews are provided in the attachments for each port.

Port Connectivity Challenges	Problem Details	Case Study
 Freight Congestion and Road Safety	Congested roads see higher crash rates, and freight traffic exacerbates safety problems leading to delays and crashes.	SH 87 connecting the Port of Port Arthur with the Port of Sabine Pass sees heavy truck congestion, leading to delays as trucks are platooned to avoid busy intersections.
 Truck Turning	Tight turns on routes with heavy truck traffic leads to delays and congestion.	Inadequate intersection design and the presence of a rail crossing leads to significant back ups and delays at the intersection of SH 35 and FM 1593, the key route leading to the Calhoun Port Authority.
 Oversize/Overweight/Overheight Truck Routing	Insufficient bridge clearances, sharp turns, steep grades, lack of acceleration lanes, and narrow lanes force large vehicles to take indirect routes.	A low-clearance pedestrian bridge over I-37 adds trucking distance for vehicles hauling large components from the Port of Corpus Christi Authority.
 Truck Queuing and Traffic Operations	Trucks often must wait along state and local roadways to access the port entrances, exacerbating congestion and causing safety problems by blocking cross streets and creating bottlenecks for other traffic.	Generating hundreds of truck trips daily, Port of Beaumont traffic spills on city streets as it waits to load or unload, leading to neighborhood traffic congestion.



Roadway improvements at the Port of Port Isabel

Recent Seaport Connectivity Funding Successes

Texas has invested \$180 million for improving port connectivity since the 84th Legislature. In 2023 alone, 19 projects were awarded funding through the Seaport Connectivity Program, closing cost gaps on significant projects in all five TxDOT Districts along the Gulf Coast. Projects constructed with this funding will improve port competitiveness and generate multiple financial and employment benefits for coastal communities and the state of Texas.

Among others, these projects:

- Will construct a flyover bridge connecting Port of Port Arthur docks to the highway freight network, crossing a busy rail yard to reduce delays and increase port resiliency.
- Will upgrade the intersection of FM 106 and FM 509 in Harlingen to better accommodate the port's growing volume of truck traffic.
- Will widen and reconstruct two roads at the Port of Victoria, reducing truck congestion and shortening turnaround times to support port growth plans.
- Will implement a consistent wayfinding signage system for port access along the entire Gulf Coast, helping truck drivers reach their destinations and keeping heavy traffic out of neighborhoods.
- Will improve pedestrian conditions at the Port of Galveston cruise terminals, helping passengers get to and from their parked cars while reducing safety conflicts with industrial traffic.
- Have reconstructed Port Road in Port Isabel with new pavement and striping, linking growing port operations to the key access route of SH 100.

These projects benefit not only the ports served by the access routes, they also benefit port communities directly by improving roadway safety, keeping truck traffic away from schools and hospitals, reducing congestion caused by freight traffic, and improving access to jobs and other destinations.

SCP 88 FUNDING BY TXDOT DISTRICT:

Beaumont - \$12.45 Million
Houston - \$11.25 Million
Yoakum - \$1.70 Million
Corpus Christi - \$7.60 Million
Pharr - \$7.00 Million



Connectivity Solutions

Following the identification of ongoing connectivity deficiencies affecting port operations and efficiency, the ports were invited to submit projects to address the most pressing of those deficiencies and meet the most immediate needs as the ports navigate into their developing markets. Ten ports and one TxDOT District submitted detailed data on 26 inland connectivity enhancements. The total value of these potential projects is \$585 million. With these submissions, the ports are committed to providing the required cost match as determined by the PAAC, using funding from a variety of sources.

The projects submitted for the Seaport Connectivity section of the PMP are presented in detail in Appendix C. Proposed solutions have been conceptually developed to enable consistent cost estimation and to estimate effectiveness in enhancing port connectivity. The complexity of their development and implementation, environmental impact considerations, property acquisition needs, and the diversity of potential funding sources have all been assessed. Although not ranked, these projects are detailed for their ability to facilitate travel and the movement of goods to and from the ports with minimal impacts on public roads and surrounding land use. If funding is provided for the Seaport Connectivity Program, the Seaport Connectivity section of the PMP will be utilized to select eligible projects.

The projects included in the Seaport Connectivity section of the PMP address a range of inland freight connectivity challenges facing the Texas ports.

SEAPORT CONNECTIVITY PROJECT NEEDS



Seaport
Connectivity
Projects

**\$585
MILLION**

Seaport Connectivity Funding Needs

District	Number of Projects	Total Project Cost	Funding Gap
Beaumont District	12	\$377.5 M	\$280.0 M
Corpus Christi District	1	\$4.6 M	\$3.5 M
Houston District	7	\$101.5 M	\$62.3 M
Yoakum District	6	\$101.3 M	\$64.0 M

Harbor Bridge over Corpus Christi
Ship Channel





Entry gate at Port of Brownsville

Example Connectivity Projects and Benefits

Proposed Connectivity Project	Connectivity Issue	Benefits
Port of Orange		
Alabama Street Entrance Improvements, widening the road and adding shoulders	Expanding private investment in plastics and chemical cargoes is leading to truck congestion on the port's sole access road, creating a bottleneck for port traffic	<ul style="list-style-type: none"> • Safer and more efficient truck movements • Increased cargo volumes • Reduced idle times and lowered emissions
Port of Victoria		
SH 185 Flyover, a new bridge and access ramps over a busy state highway	Port growth is occurring along SH 185, with increasing truck traffic crossing the road leading to safety and efficiency problems	<ul style="list-style-type: none"> • Improved safety and efficiency through separation of heavy trucks from local and regional traffic • Lower costs for port tenants • Supports up to \$4 B in new port investment and job growth
Port Freeport		
Gate 8 Truck Staging Area construction	Increasing vehicle traffic at the port entrance leads to congestion and safety problems	<ul style="list-style-type: none"> • Higher efficiency and lower operating costs for freight haulers • Support for port growth strategy
Port of Corpus Christi Authority		
Mike Carrell Road Improvements, extending turn lanes and adding safety enhancements	Growing truck traffic leads to queuing on the public roadway as vehicles wait to complete right turns in a congested area, leading to delays and bottlenecks	<ul style="list-style-type: none"> • Improved safety on the port's main access route • Relief of local congestion • Reduced transportation times

The Seaport Connectivity projects are designed to tackle inland connectivity issues, aiming to enhance port operations, improve regional roadway safety, and foster better neighborhood relations as Texas ports aim to increase their economic contributions. These investments have the potential to enhance travel conditions and increase freight efficiency across the entire Texas coastline. The state will continue constructing and maintaining highways, while ports will develop projects behind their gates. Seaport Connectivity projects are envisioned to connect these investments, linking the highway freight network with billions of dollars in investments in the state's economic future by ports and their private partners. They are expected to help ports generate jobs in Texas, improve coastal communities, and connect Texas and the U.S. to global markets.



*Containerized cargo en route to the Bayport
Terminal at Port Houston*

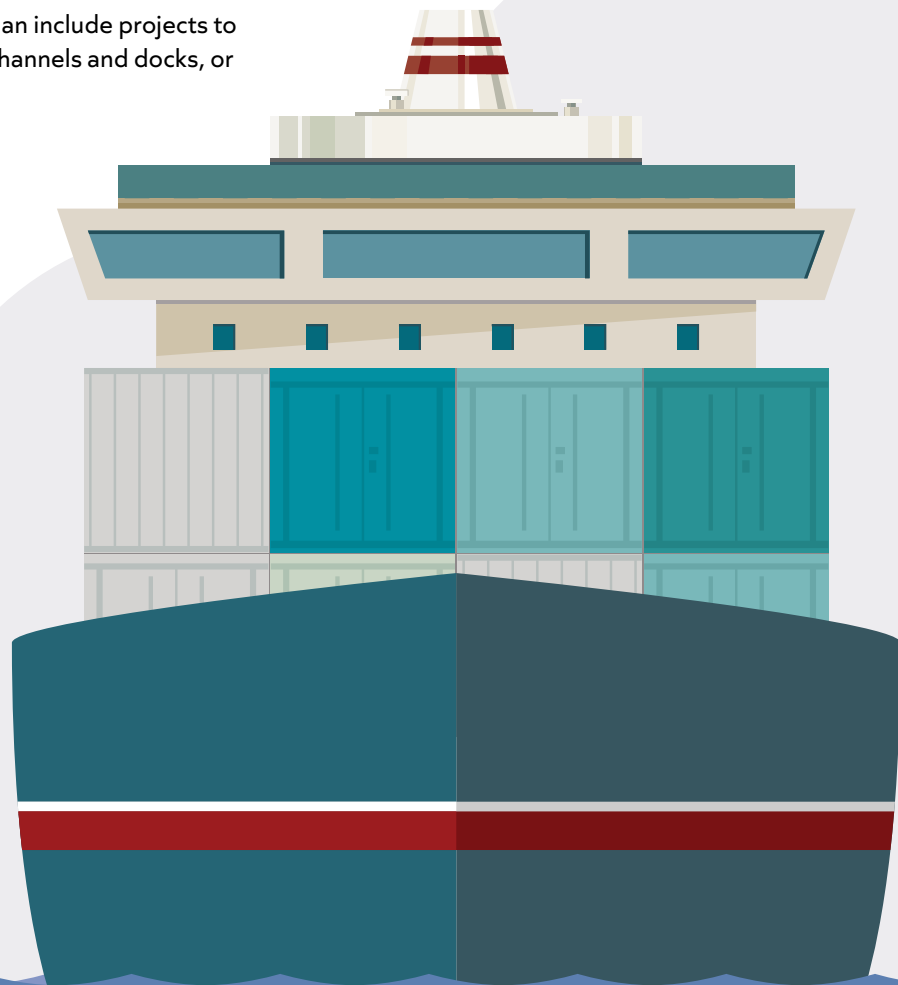


SHIP CHANNELS

Ship channels are marine “highways” that allow goods, cargo, and people to travel in and out of Texas seaports. Any vessel entering or leaving a Texas seaport relies on well-maintained, navigable ship channels for ease of entry. These ship channels must be both deep and wide enough to allow the ever-growing global fleet of trade ships to transit the Texas ship channels that are critical thoroughfares of national and global trade.

Texas ship channels have a powerful impact on the Texas and U.S. economies and help transfer Texas’s invaluable exports worldwide. As key features of the supply chain, good stewardship of these assets is critical to ensure that they meet future demands to allow for continued economic success.

The Ship Channel projects included in this Port Mission Plan include projects to deepen and widen ship channels, dredge deeper access channels and docks, or address key infrastructure needs related to ship channels.



TEXAS SHIP CHANNELS GENERATE:

- \$713.9 billion economic impact to the state¹
- 28% of the Texas GDP¹
- Texas is home to six of the top 20 busiest waterways in the U.S.³
- Port Houston is the #1 busiest waterway in the U.S. by total tonnage²



Texas ship channels contribute significant value for local, state, and national economies. Collectively, the Texas port system generates more than \$713.9 billion to the state, representing 28% of Texas's GDP.¹ Texas waterways bring well-paying local jobs, not only at the ports themselves but also among the industries that serve ports or are created due to port activities. Moreover, a robust ship channel system bolsters direct incomes locally, drives local spending, and generates federal, state, and local tax revenues. As just one example, Port Houston, the busiest waterway in the U.S., generates \$906 billion in annual national economic value, supplies 18% of the Texas gross domestic product, and supports 3.4 million port-related jobs.² As of 2022, Port Houston supported \$73.4 billion in federal, state, and local tax revenue through maritime activity related to the port, nearly \$10.6 billion of which was in Texas.²

Eligibility for State Funding

In 2017, the 85th Texas Legislature passed Senate Bill 28, establishing the Ship Channel Improvement Revolving Fund, or SCIRF. This bill created the revolving loan program to help finance the modernization of Texas ship channels.

SCIRF-eligible projects must be construction projects that are authorized by the U.S. Congress to deepen or widen a ship channel. Other ship channel improvements, like maintenance dredging or dredging docks to match the depth of a newly deepened ship channel, are not currently eligible for SCIRF funding. While those maintenance dredging funding needs will also be discussed in this section, such projects would be eligible for State funding under the Maritime Infrastructure Program.

Deep Channels, Deeper Markets

Deeper ship channels allow ports in Texas to remain competitive in global markets. Ports must be able to maintain their waterways at authorized depths so that vessels can move in and out of ports safely and efficiently. In addition, they must also deepen and widen certain channels so that they are equipped to receive the next generation of larger vessels and anticipated increase in cargo tonnage. Texas ports manage a wide array of commodities, mirroring the state's diverse economic profile.



To meet this demand, it is crucial to uphold the ship channel's depth, width, and navigability, allowing ports to effectively fulfill their essential functions in trade and commerce. These characteristics also directly affect the kinds of vessels a port can accept and the industries or markets a port can serve.

Deeper channels are safer channels. In general, deeper and wider channels are important for safe maneuvering within the channel, which helps attract more potential users to Texas ports. Deeper channels reduce the risk of ships running aground when loaded, while wider channels allow for more efficient vessel transits, making it more straightforward for pilots to navigate the channel and reduce the risks of crashes or strikes. These safety considerations are especially important in Texas, where many vessels traveling to and from the seaports are tankers carrying hazardous materials. In addition to safety, maintaining proper channel depths is important for the local- and state-level economies. Following an incident, the channel must be shut down to remove debris from the site, which stalls the movement of goods through the channel. For example, gasoline increased \$0.25 per gallon when the Houston Ship Channel was closed following Hurricane Harvey and the ensuing recovery efforts.⁴

Each public seaport is governed by a port authority or navigation district that generally has the authority to issue bonds or levy taxes to fund navigation improvements. In many cases, ports share costs with the federal government to maintain the depth of their channels. In these cases, the U.S. Army Corps of Engineers maintains the channel, with the ports serving as non-federal sponsors responsible for funding a portion of the improvements.

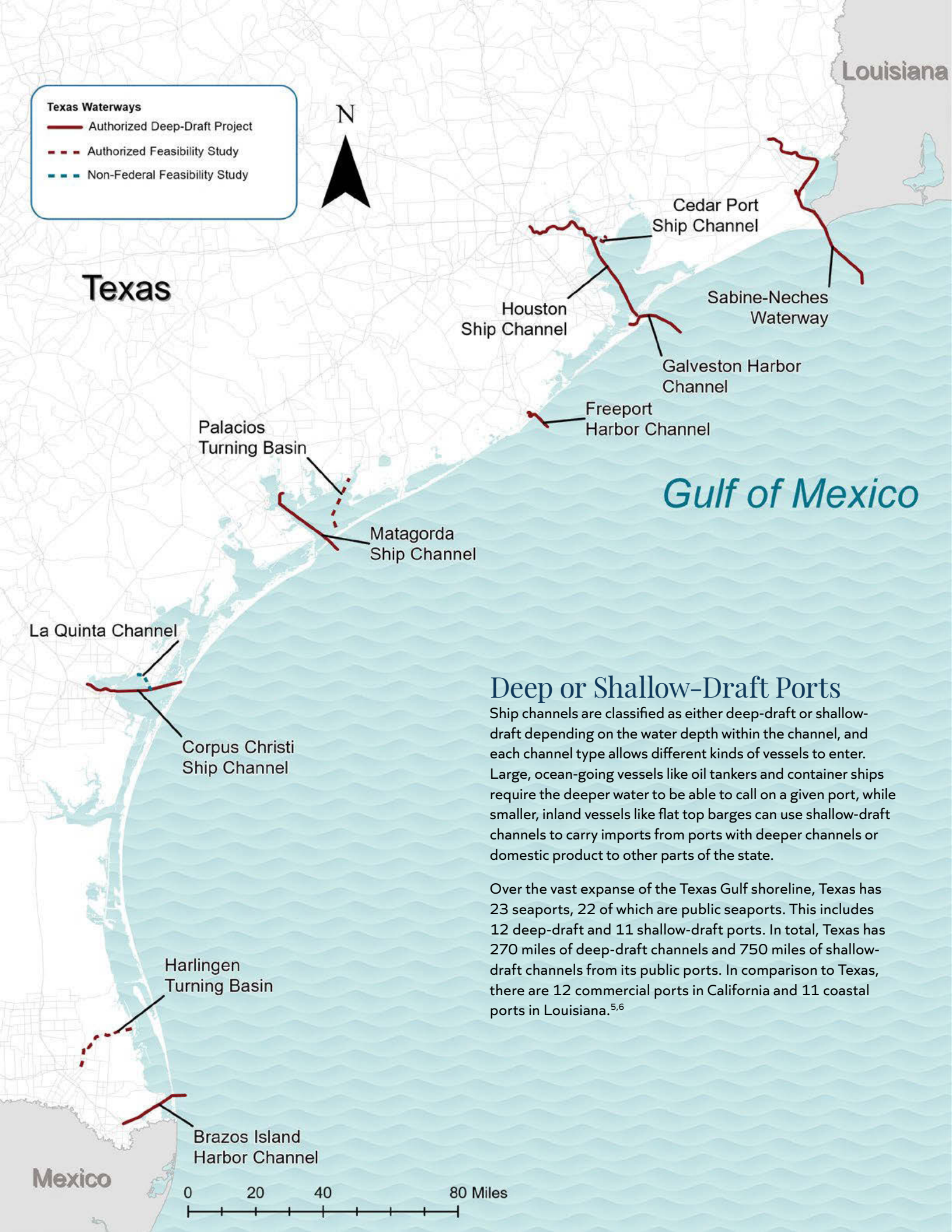
However, ports are frequently unable to deepen their channels on their own. The cost is too significant for ports or navigation districts to shoulder alone. Additionally, for a federal channel to be deepened, the economically justified depth must be determined by the U.S. Army Corps of Engineers and authorized by Congress, which is a lengthy process that will be discussed later in this section.



Aerial view of the Port of Port Isabel

Two ships sailing along the Corpus Christi Ship Channel, passing Port Aransas and the Roberts Point Park





Texas Waterways

- Authorized Deep-Draft Project
- - - Authorized Feasibility Study
- - - Non-Federal Feasibility Study

N

Louisiana

Texas

Cedar Port
Ship Channel

Houston
Ship Channel

Sabine-Neches
Waterway

Galveston Harbor
Channel

Freeport
Harbor Channel

Palacios
Turning Basin

Matagorda
Ship Channel

Gulf of Mexico

La Quinta Channel

Corpus Christi
Ship Channel

Harlingen
Turning Basin

Brazos Island
Harbor Channel

Mexico

Deep or Shallow-Draft Ports

Ship channels are classified as either deep-draft or shallow-draft depending on the water depth within the channel, and each channel type allows different kinds of vessels to enter. Large, ocean-going vessels like oil tankers and container ships require the deeper water to be able to call on a given port, while smaller, inland vessels like flat top barges can use shallow-draft channels to carry imports from ports with deeper channels or domestic product to other parts of the state.

Over the vast expanse of the Texas Gulf shoreline, Texas has 23 seaports, 22 of which are public seaports. This includes 12 deep-draft and 11 shallow-draft ports. In total, Texas has 270 miles of deep-draft channels and 750 miles of shallow-draft channels from its public ports. In comparison to Texas, there are 12 commercial ports in California and 11 coastal ports in Louisiana.^{5,6}

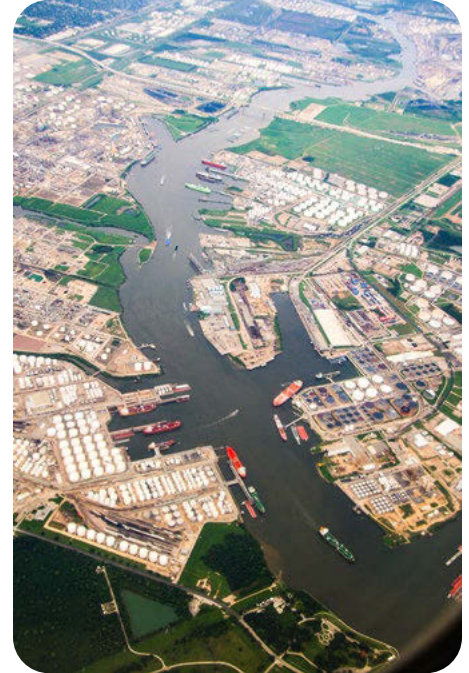
0 20 40 80 Miles

Ship Channel Components

Ship channels are composed of a complex network of infrastructure that supports vessel movement to and from ports. Similar to the roadway system, ship channels are designed to move goods and users safely and efficiently. Their design considers current and anticipated future vessel sizes, as well as the markets the port serves and those they'd like to attract.

In addition to channel depth and width, other elements can be created or improved to help vessels transit through the channel. These elements may include jetties and breakwaters, locks and floodgates, turning basins, bend easings, anchorages, mooring areas, and bridges.

- **Anchorage Area** – An area where ships anchor to wait for berthing areas to become available or for more favorable transit conditions.
- **Barge Lane** – A shallower channel adjacent to the main channel to separate the faster, deep-draft ship traffic from slower, shallow-draft barge traffic.
- **Bend** – An even curve that allows a channel to turn in a specific direction.
- **Berth, Dock, or Wharf** – A designated location in a port or harbor where a vessel may be moored or anchored, usually for loading and unloading.
- **Entrance Channel** – The pass that allows access into a bay, harbor, or port from the Gulf of Mexico and connects to the main channel.
- **Harbor** – A fully or partially enclosed body of water offering safe anchorage or reasonable shelter to vessels against adverse weather conditions.
- **Jetty** – A large, typically rock structure that reduces the effects of waves as a ship navigates from the Gulf of Mexico into the entrance channel.
- **Passing or Maneuvering Lane** – A widened portion of the channel where a vessel can safely pass an approaching vessel. The maneuvering lane should be wide enough to account for current, wind, and bank effects.
- **Turning Basin** – A large, excavated area that provides for complete turning of a ship to change direction, enter a dock or berth, or depart from the port. Turning basins are usually located at the terminal end of the main channel.



Aerial view of the Houston Ship Channel

Deep-Draft Channels

- ≥ 20 ft deep
- Used by seagoing commercial cargo, military vessels, and cruise ships.



Shallow-Draft Channels

- < 20 ft deep
- Generally used for inland navigation
- Generally limited to barges, tug, fishing boats, and recreational boats.



THE EVOLUTION *of* CARGO SHIPS

Early Containerships & Fully Cellular

500 – 2,500 TEUs*

Length: 450 – 700 feet

Width: 55 – 65 feet

Years Introduced: 1956 & 1970

Panamax & Panamax Max

3,000 – 4,500 TEUs

Length: 800 – 950 feet

Width: 105 feet

Years Introduced: 1980 & 1985

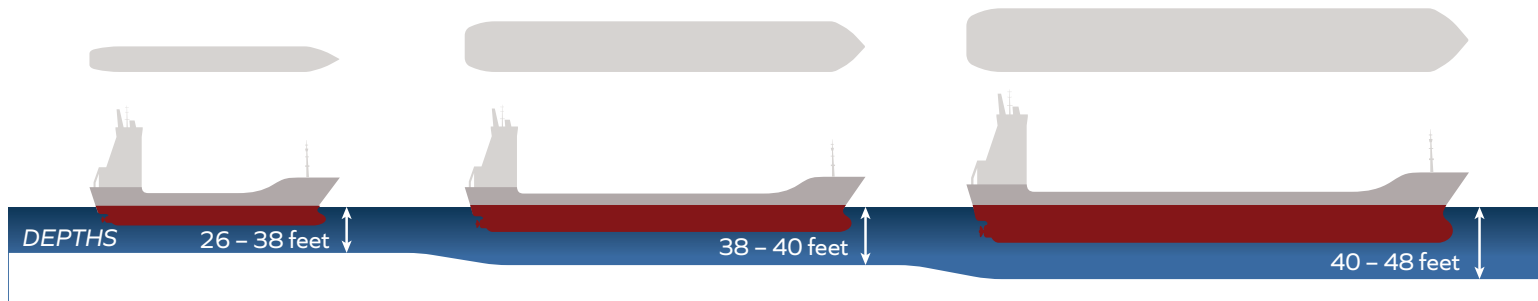
Post Panamax I & Post Panamax II

6,000 – 8,000 TEUs

Length: 984 – 1115 feet

Width: 131 – 141 feet

Years Introduced: 1988 & 2000



1960

*Twenty-foot Equivalent Units (TEUs) measure the volume of shipping containers, based on the size of a standard container (LxWxH: 20 feet x 8 feet x 8.5 feet)

Keeping Pace with Global Vessel Sizes

With the expansion of the Panama Canal in 2016, global vessel sizes were quick to catch up to the new dimensions. New Panamax vessels were introduced in 2014, before the canal project's completion, with a 32% increase in capacity over the prior Post Panamax II vessels.⁷ As the Panama Canal is the most efficient trade route between Texas and East Asia, Texas shippers leveraged this opportunity to become more competitive with exporting Texas's energy, chemical, and agricultural products worldwide. This led to an increase in the amount of larger vessels moving through the Gulf of Mexico.

However, vessel expansion has not stopped. In 2019, the Megamax-24 was introduced. This vessel is larger than the Panama Canal limits and is nearly too large for the Suez Canal.⁷ At their current channel depths and widths, many Texas ports will not be able to accommodate the largest Megamax-24 vessels, which have a draft depth of up to 60 feet and a maximum beam width of 200 feet.

As an example of the increased capacity provided by the Panama Canal expansion, the previous market-leading ship, the New Panamax containerships, generally have a capacity of 12,500 TEUs (twenty-foot equivalent units), and Megamax-24 containerships have a capacity of up to 25,000 TEUs.⁷ This is a 100% increase in capacity from the New Panamax to the Megamax-24.

As the leading exporting state in the nation, Texas is well-positioned to take advantage of the Panama Canal expansion to increase exports to new and existing markets across the globe. Increasing deep-draft channel capacity in Texas will help ensure that Texas ports will be better able to accommodate larger vessels and remain economically competitive.

To remain competitive, Texas ports must keep pace with the ever-changing global market and maintain ship channels to accommodate growing vessel sizes. The graph to the right shows the number of ship channels that are currently able to accommodate Ultra Large Containerships and Megamax-24 vessels, the largest vessels on the market. Understanding these changes can highlight needs of the ports and how these needs can be met.

Ship channels need to be regularly maintained and new investments need to be made to improve channels to accommodate larger vessels, as the size of the global fleet has increased dramatically over the past 64 years. The rapid expansion of vessel size is illustrated above for cargo ships.⁷

Very Large Containership & New Panamax

11,000 – 15,000 TEUs

Length: 1200 – 1302 feet

Width: 160 – 183 feet

Years Introduced: 2006 & 2014

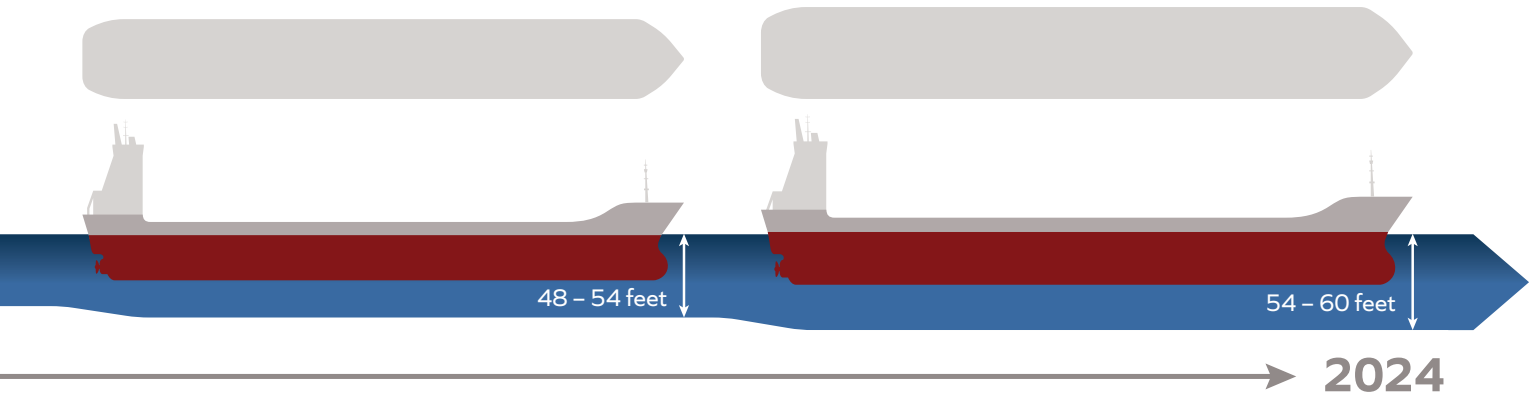
Ultra Large Containership & Megamax-24

18,000 – 25,000 TEUs

Length: 1312 feet

Width: 193 – 200 feet

Years Introduced: 2013 & 2019

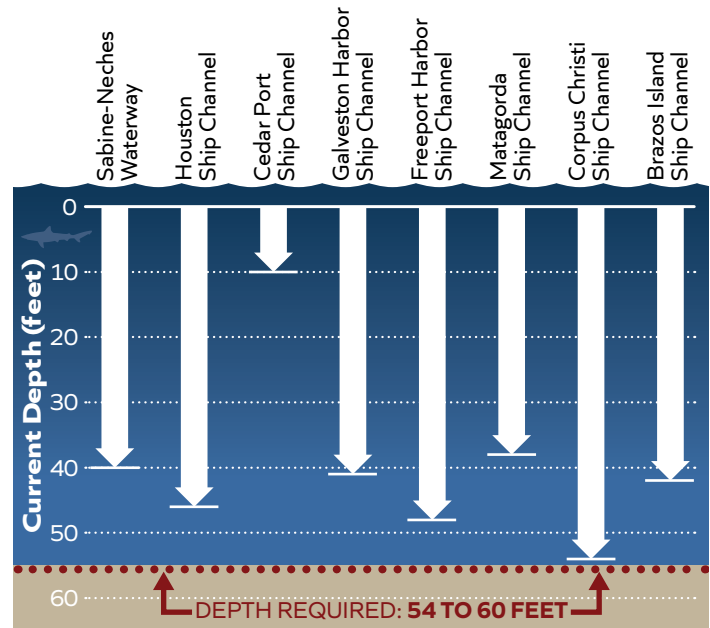


Industry Depends on Channel Depths

Shipping companies and consumers enjoy substantially lower costs with larger vessels. Between technological advances that allow for the development and operation of larger ships and the growing global demand for goods, shippers reap the benefits of the economies of scale that larger ships provide. Even if these larger ships don't call at Texas ports now, there may be a cascade effect later as larger ships replace the current fleet, increasing the average size of ships calling at ports.

At ports where ship channels are not deep enough to support larger vessels, those vessels may need to be light loaded to allow the ship enough clearance into the channel. While this allows larger fleets of vessels to access the ports, it is also inefficient and increases shipping costs. Where possible, the depth of the channel should safely accommodate the ship with the deepest draft expected to use the waterway now and into the foreseeable future.

Depth Required for Ultra Large Containerships & Megamax-24 Vessels



LIGHTERING

Lightering, or offloading cargo from a larger ship to a smaller ship once the channel becomes unnavigable by the larger vessel, is generally associated with lost profit to the shipping company, is a less efficient way of moving goods, results in a higher cost for consumers, and yields a higher negative environmental impact, typically due to the vessels idling while goods are being offloaded.

WHO IS RESPONSIBLE FOR OPERATIONS AND MAINTENANCE (O&M) COSTS?

Periodic dredging is required maintenance to keep ship channels at the proper depths. This can be costly over time.

FEDERALLY MAINTAINED CHANNELS

For channels that have been federally authorized for maintenance, the U.S. Army Corps of Engineers is responsible for covering the full cost of maintaining channels with authorized depths of up to 50 feet and 50% of the cost of maintaining channels with authorized depths greater than 50 feet. Ports with authorized channels greater than 50 feet are responsible for the remaining 50% share of the total maintenance costs. Between FY18 and FY24, the U.S. Army Corps of Engineers allocated \$607 million, and the ports provided an estimated **\$25.4 million** for maintaining the authorized seaport channels in Texas.

**Estimated annual port expenditure on maintaining non-federal channels is based on information provided by the respective ports.*

***Estimated port expenditure on maintaining port facilities is based on match amounts provided on creation or maintenance of berths, docks, and slips.*

PORT MAINTAINED CHANNELS

The **port** is responsible for the cost of dredging the channels that connect their port facilities to the federally authorized channel. Matching the depth of the authorized channel provides safe vessel access to the port's facilities and allows the port to remain competitive. However, not every port has an access channel so this cost may not be applicable to all ports. For the ports with port maintained (or non-federal) channels that require dredging, these ports reported that they can spend between **\$850,000** and **\$3 million** on an annual basis*.

PORT FACILITIES

The **port** is responsible for the costs of operating and dredging port facilities, such as berths, docks, and slips. Maintaining the depth of port facilities provides vessel access to terminals and other vital infrastructure that keeps the ports operational. Between FY18 and FY24, ports spent an estimated **\$160 million**** on maintaining port facilities.

Who Pays to Maintain?

Ship channel depths do not remain constant but decrease over time through “shoaling”, or filling in, when sediment is disturbed as the channel is used. When this happens, the channel must be dredged out again to maintain its authorized depth. With timely planning, the dredged material can be used beneficially to create wildlife habitat, widen beaches, and more.

Understanding who is responsible for maintaining ship channels can be a challenge; however, responsibility typically falls to either the port itself or the federal government, with a funding match from the port, when sufficient conditions are met. Federal maintenance of port-constructed channel improvements may be authorized through Section 204(f) of the 1986 Water Resources Development Act (WRDA) if the channel improvements comply with federal environmental, economic, and engineering standards. This authorization is known as the federal assumption of maintenance. Each year, the USACE allocates a portion of its appropriations budget for maintenance dredging to federal channels in Texas. In addition to paying the port share of federal channel deepening and widening projects, Texas ports and navigation districts are tasked with funding maintenance for non-federal components of the navigation channels.

Ancillary channel components, such as access channels stemming from the main channel, and port facilities, such as wharves and docks, also need to be dredged to match the depth of the main channel and maintained. The cost of maintaining the depth of access channels and port facilities are not covered by the federal government. They can either be funded by the port directly or through agreements with port users. If maintenance funding is delayed from the USACE for the main channel dredging, those costs are also sometimes borne by ports and navigation districts.

In a typical year, Texas ports may spend up to \$3 million on O&M costs for ship channels in Texas. These expenditures are over and above other expenditures toward port capital and connectivity project needs. Additionally, local sponsors for federal ship channel improvement projects expect to spend \$1.65 billion for channel improvements that are currently authorized. However, the exact timelines for these expenditures are uncertain and depend on federal funding schedules.

Where is the Material Put?

Finding dredged material placement areas (DMPAs) for new work and maintenance material is the port's responsibility, regardless of cost. The cost of finding areas to place dredged material includes providing all lands, easements, permitting, design, and construction, which can increase the port cost share above the originally agreed-upon amount for a channel improvement project. Placement area capacity is becoming increasingly scarce and challenging to permit along the Texas Gulf Coast.

In some cases, the material can be used beneficially in a manner known as beneficial use of dredged material, or BUDM. This method can be used to replenish sediments that are needed in coastal marshes or to create wildlife habitat. The USACE aims to use 70% of the material it dredges nationwide beneficially by 2030.⁸ The ports will have a role to play in aligning with federal and state processes to find the most viable uses for its dredged material.

Federal grant money is available for deepening access channels and pier access if applied for by a port authority or navigation district. The amount of non-federal match funding a port can provide improves the likelihood of a grant award through highly competitive federal processes.

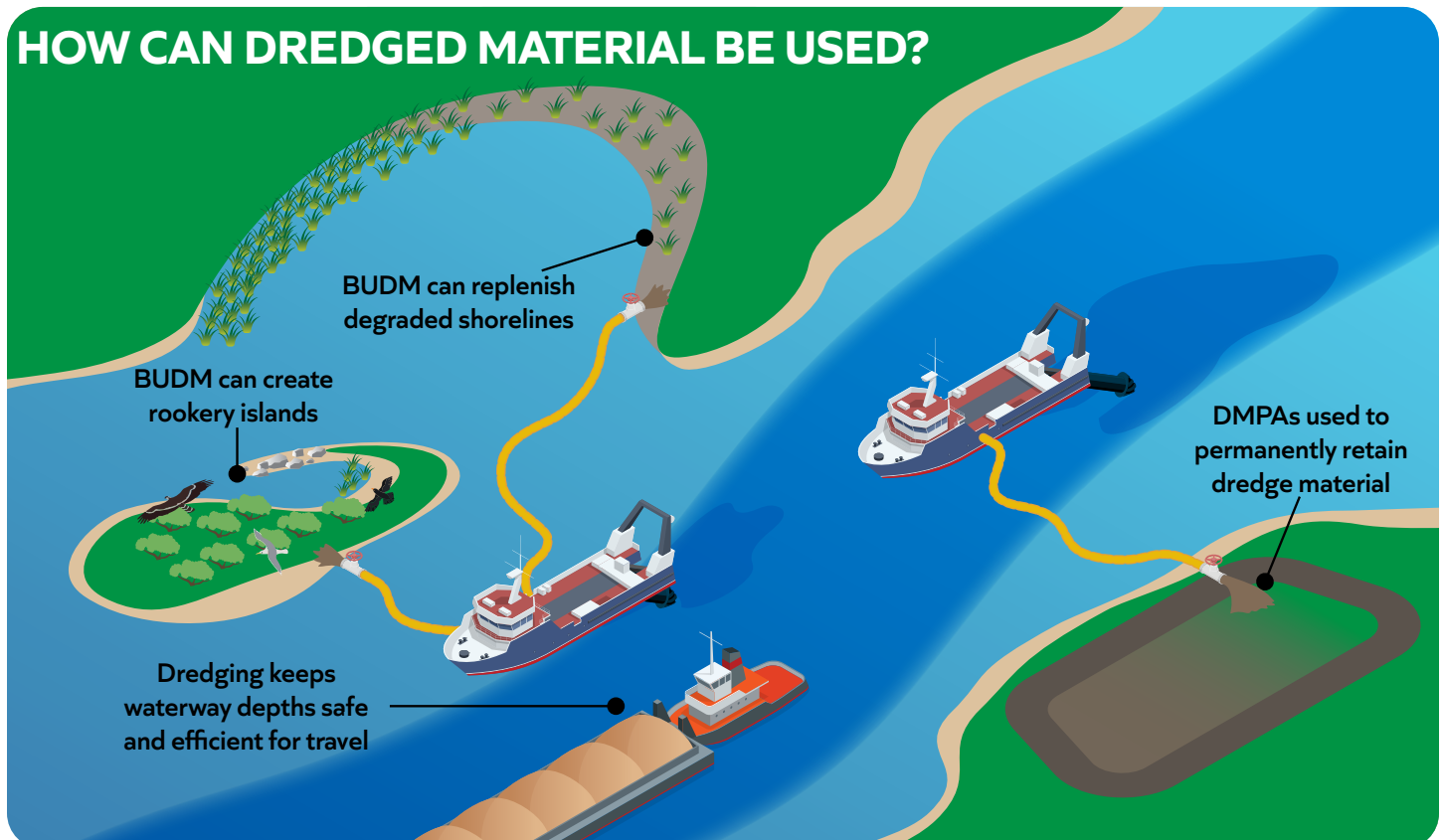
Double Bayou Channel



Case Study: Shoaling of Double Bayou Channel

The Double Bayou Channel flows directly into Trinity Bay and is comprised of East Fork and West Fork Double Bayou. The navigable portion of the channel is a shallow-draft channel authorized to 11 feet. However, the mouth of the channel is currently shoaled up to 9 feet due to erosion of the bayou banks and the shorelines to its north and south. In addition, the channel has not been maintained by the USACE since 2008. This has significantly reduced the amount of business that the Port of Anahuac can attract to its facilities as vessels are not able to safely navigate through the mouth of the channel.

HOW CAN DREDGED MATERIAL BE USED?



PROJECT DEVELOPMENT PROCESS

FEASIBILITY STUDY INITIATION



- Section 203 of Water Resources Development Act of 1986 (WRDA) and amendments from recent WRDA issuances allow the non-federal sponsor to initiate the study through a Memorandum of Agreement (MOA)
- U.S. Army Corps of Engineers (USACE) funding and participation require allocations in their annual Work Plan budget for the specific study

FEASIBILITY STUDY



3 YEARS

UP TO 10 YEARS

- Evaluates proposed solutions and alternatives
- Identifies plan that maximizes National Economic Development (NED) benefits
- Culminates with a USACE-approved signed Chief's Report by the Assistant Secretary of the Army (Civil Works)

Key Terms

- **Authorization:** Projects are authorized by the U.S. Congress in a WRDA or equivalent.
- **Appropriation:** Funds are included in the USACE Civil Works Budget for a given fiscal year to fund an authorized project.
- **Allocation:** Funds are committed in the USACE Work Plan for a given fiscal year to implement a particular project.
- **NFS:** Non-federal sponsors are typically local ports and navigation districts that are responsible for funding portions of their respective authorized channel improvement projects through a funding match
- **WRDA:** The Water Resources Development Act is a comprehensive legislative report that provides for the conservation and development of water and related resources and authorizes feasibility studies, project construction, and research activities that support the improvement of rivers and harbors in the U.S.

To deepen or widen a ship channel, the project requires authorization from U.S. Congress in a process that can take years or even decades. The process begins with a feasibility study, which a port authority or navigation district can initiate with the USACE. Typically, USACE will then request funding in their annual Work Plan to begin studying a new or deeper channel.

Feasibility Study

In the feasibility study phase, the port authority or navigation district, acting as the non-federal sponsor, or NFS, is typically required to provide 50% of the funding to complete the study. As studies of this nature typically cost millions of dollars, the upfront cost burden to the port can be significant. The feasibility study assesses the NED benefits of the project considering engineering, economics, real estate, and environmental perspectives, among others. The feasibility study phase for a channel improvement project typically takes 3 to 10 years.

Congressional Authorization

Once the feasibility study is completed, it is submitted to the U.S. Congress for review and approval in a WRDA bill. Since 2014, a new WRDA has typically been approved by Congress on a two-year cycle. Receiving federal authorization in a WRDA bill to complete a channel improvement project can take 2-4 years and up to 10 years or more for funding to be allocated to a project.

CONGRESSIONAL PROJECT AUTHORIZATION



2 YEARS

10+ YEARS

- An individual project requires Congressional authorization for construction through a signed bill or WRDA
- WRDAs have been issued as frequently as biennially or as infrequently as once a decade

PROJECT FUNDING, DESIGN AND CONSTRUCTION



PROJECT DEPENDENT

- A Project Partnership Agreement (PPA) provides a legally binding agreement between the federal government and non-federal sponsor for construction
- Be authorized and have funding allocated by Congress

Project Funding, Design, and Construction

Once a project is authorized for design and construction, the U.S. Congress appropriates funds to account for the federal government's share of the project cost. The port authority or navigation district is responsible for paying a certain percentage of the total project cost, typically between 25% to 50% of the total first construction cost.

Ship Channel Improvement Revolving Fund

In 2017, Texas Senate Bill 28 established the Ship Channel Improvement Revolving Fund, or SCIRF, to help ports finance congressionally authorized ship channel deepening and widening projects. In 2023, the Texas Legislature approved \$400 million as a first-time allocation into the fund. Loan funds will be utilized to cover construction costs and will be paid back into the fund over time. There are limitations within the SCIRF statute on how these funds can be used, however, as currently written, SCIRF loans cannot be used for feasibility study projects or channel maintenance.⁹



Aerial view of the Cedar Port Industrial Park

Case Study: Cedar Port EIS

The Feasibility Study for the Cedar Port Terminal Channel Deepening project was authorized under Section 203 of the 2022 WRDA.¹⁰ The study, expected to be completed in December 2024, will evaluate the feasibility of providing a deep-water connection between the Houston Ship Channel and the proposed terminal facility at the Cedar Port Industrial Park. The Feasibility Study phase includes an Environmental Impact Statement (EIS) to review the anticipated impacts under each alternative evaluated. This process can be lengthy and the cost is typically shared between the USACE and the Port; however, Cedar Port paid 100% of the cost of the Feasibility Study and EIS in order to expedite the process.¹⁰ The EIS is estimated to be completed within 24 months.



Containership entering the Bayport Container Terminal

Challenges in Funding Texas Ship Channel Improvements

WRDA legislation solely authorizes projects for study or construction. The funding to implement authorized studies and projects is provided separately under the U.S. Congress annual appropriations budgetary process.

The funding needed to construct authorized projects across the U.S. typically exceeds the annual appropriations; therefore, not all authorized projects receive appropriations. This issue is particularly important for newly authorized, or “new start”, projects which must be reauthorized with a feasibility study if they do not receive appropriations to start construction within three years.

Annual USACE appropriations for civil works projects, including navigation projects, have remained steady or slightly increased during the last decade, ranging from \$4.5 billion to just under \$7.5 billion. Typically, about 40% to 50% of these funds are appropriated to the navigation sector.

The FY 2024 Civil Works Budget, at roughly \$7.4 billion, was the highest annual discretionary funding ever proposed by USACE and included nearly \$2 billion for the study, design, construction, operation, and maintenance of inland and coastal navigation projects nationwide.¹¹ However, this represents the lowest percentage of funds appropriated to navigation projects (27%) since FY 2014.^{11,12,13,14,15,16,17,18,19,20,21}

Texas has received an average of \$211 million annually in the last five years for navigation construction projects, with the highest appropriation in FY 2023 of \$426 million, which included \$167.4 million for the Sabine-Neches Waterway, \$157.2 million for the Corpus Christi Ship Channel, and \$90.6 million for the Freeport Channel.^{22,23,24,25,26} From 2018 to 2024, O&M funding has averaged \$157.1 million annually.^{27,28,29,30,31,32,33} The federal funds allocated to date account for about 25% of the costs of the authorized channel improvement projects in Texas.

Case Study: Brazos Island Harbor P3

In 2019, the Port of Brownsville entered into a public-private partnership (P3) with NextDecade to fund the ship channel deepening from the Gulf of Mexico to the western boundary of the company’s proposed Rio Grande LNG project site at the Port of Brownsville.³⁴ This project is only one of four to be funded through a P3 throughout the country and the only in Texas. This pilot program through the USACE is a tool that can accelerate project delivery by providing funding upfront to reduce the burden of construction costs to the Ports, while also leveraging congressional appropriation, optimizing local buy-in, and promoting risk sharing between the funding partners.³⁵



Vessels docked at the Port of Brownsville

Port Fundraising Alternatives

Given the remarkable size and scale of a channel improvement project, the required 25% to 50% cost share is typically too burdensome for port authorities and navigation districts to pull from their capital funds alone. Texas ports can turn to alternative fundraising methods to help fund channel improvements.

- **Public/Private Partnerships** – PPPs (or P3s) are agreements between public entities and private interests that collectively commit to funding channel or harborside improvements or maintenance. Because any construction resulting from the P3 would benefit all of the involved parties, the cost burden is shared among those entering into the agreement. Typically, the private entity finances the project up-front, and the public entity pays back its share using revenues from taxes or user fees resulting from the construction.
- **Private Capital Investments** – Private businesses that want access to a federal navigation channel or a port facility will sometimes pay for the design, construction, and maintenance of the access channel to their wharf.
- **Local Taxation** – Texas port authorities can levy ad valorem taxes to fund port operations and maintenance needs, if approved by voters through a majority vote. With electorate support, ports may also pay for other channel and port improvements using tax dollars. In most cases, the port authority will need buy-in from the electorate that the proposed port activities will benefit the local economy through more or better jobs and higher wages.
- **Bond Sales** – Port authorities in Texas are legally authorized to sell revenue bonds that are repaid through funds amassed from increased taxes or user fees resulting from the improvements.
- **User Fees** – Ports and navigation districts may charge fees for shippers to use their channels, docks, or other facilities. Although these rates are variable depending on the port and specific use, the average user fee for Texas ports is \$0.85 per ton of cargo.



Vessel docked at one of the Port of Brownsville's liquid cargo docks



Vessel docked in the Houston Ship Channel

Ship Channel Funding Resources

FEDERAL FUNDING

- Water Development Appropriation Bill (Annual Federal Budgeting)
- Special Funding Appropriations (Disaster Recovery)

NON-FEDERAL FUNDING

● Non-Federal Sponsor

- Ship Channel Revolving Fund (SCIRF)
- Issuing of Debt
- Capital Funds

● Private Funding

- Public-Private Partnerships
- Capital Investments

Delayed Funds Decrease Efficiency

Ship channel improvement projects are time-sensitive investments. Delayed funding for projects can have many negative impacts on projects. Each cycle of Congressional funding authorization in which the project does not get funded can present the following consequences:

THE IMPACT OF INCREASED PROJECT COSTS

If the cost of an already authorized ship channel project increases too much before construction starts, the USACE will request an updated economic analysis, which delays the project by at least an additional year.



- **Increase in Project Cost** – Project costs continue to increase while waiting for funding due to inflation, growth of the U.S. economy, competition for dredges, and increases in construction and material costs.
- **Post Authorization Change Report** – If the cost of an authorized ship channel project exceeds a specified threshold before construction starts, the USACE will request an updated economic and cost analysis, known as a Post Authorization Change Report (PACR). Each time a PACR is conducted, it costs the project another year or more and results in missed Congressional budget cycles. The cost of channel dredging projects has been increasing steadily because of the increasing cost of dredged material disposal.
- **Opportunity Cost** – Increases in project costs between congressional authorization and execution of the PPA, as well as missed opportunities for attracting tenants that need improved channel access, lessen the potential future earning capacity, which is driven by the ship channel improvement project and the return on investment.
- **Loss of Economic Benefit/Customers** – Delays in funding can reduce the project's economic benefits to the port, supported industries, and local communities. In addition, delays may cause the port to lose customers that are no longer able to safely move throughout the channel.
- **Deauthorization** – Approved projects can be deauthorized if the project has not started construction or signed a PPA within seven to 10 years, depending on the authorizing WRDA, and must go through the lengthy and costly process to be reauthorized.

Since most projects are not fully funded in any one fiscal year, even if projects are included in the federal budget, the appropriations may fall significantly short of what is actually needed and continue to delay construction. If funding delays take years to resolve, tenants and shippers that had been planning to utilize the channel will take their business elsewhere.

Case Study: The Corpus Christi Ship Channel

The Corpus Christi Ship Channel 54-foot project was authorized by Congress in 1990 but has taken nearly 30 years to complete the feasibility study and receive federal funding to begin construction.³⁶ During the 10 years it took to go from authorization to execution of the PPA, the project costs increased from \$188 million to \$327 million.³⁶ The current project cost is estimated to be \$682 million. Through 2022, the federal government has allocated \$248.4 million for the construction of the Corpus Christi Ship Channel, the full federal responsibility to construct the channel improvements, based on the original \$327 million project cost. The Port of Corpus Christi Authority shouldered the non-federal cost, and the resulting industrial development and lower cost of transportation for exports benefited the entire state.³⁷



Vessel at the Port of Corpus Christi
Cargo Dock 8



Panoramic view of the Corpus Christi Harbor Bridge

Maintaining Depth Is Also Critical for Shallow-Draft Channels

Texas's ship channel system is interconnected and intermodal, and shallow-draft channels are also a critical part of the freight network. Shallow-draft channels are typically used to facilitate barge movement along the Texas Gulf Coast and are supported by smaller ports and navigation districts that bring considerable economic impacts to their local communities and the state.

Smaller ports, which often operate these shallow-draft channels, offer a safe harbor for barge traffic up and down the Gulf Intracoastal Waterway, and they can include satellite container yards servicing larger ports. Landside transportation avenues like rail lines and truck routes support the efficiency with which goods can move through ports. Improvements made by larger ports and navigation districts support smaller port users, bolstering the economic development of each.

Barge transport is a highly fuel-efficient means to transport bulk and liquid cargo that also reduces truck congestion on roadways. Barge shipments have significantly more cargo capacity than their land-based freight counterparts. A single barge can carry 70 to 144 trucks worth of cargo or 16 to 46 rail cars worth of cargo, depending on the cargo type.³⁸ Container-on-barge is a growing mode of transport that offers efficiencies to deep-draft ports by allowing them to ship container cargo by barge to laydown yards and storage areas. This can be an effective use of land space, which can be limited in extent or cost-prohibitive for a larger port to obtain, especially for ports with deep-draft channels in an urban setting.

Similar to their deep-draft counterparts, it is important to maintain and improve the shallow-draft channels and facilities, such as locks and floodgates. These smaller draft channels allow for statewide navigation between ports, allowing them to function as a comprehensive system rather than independent entities. The rising tide raises all ships, and improvements to any of these systems can support the overall growth of the trade industry as a whole.

Invest in Channels, Invest in Texas

Texas's maritime system is an economic engine for the nation. Like roadways, ship channels also require maintenance and upgrades so that Texas ports remain competitive and don't lose business to other states. Both deep-draft and shallow-draft improvements stand to offer economic incentives for the state, which are described in the Ship Channel project profiles, located in Appendix D.

Ship channel improvements are only authorized if they generate a positive return on investment. All Texas's authorized ship channel projects exceed a minimum of \$1.50 returned to \$1.00 invested based on each channel's final federal feasibility study.³⁹ These returns on investment are based on port users and commodity movement at the time of each study. They do not account for new private investment to build or enhance facilities resulting from the increased shipping efficiencies created by ship channel improvement projects.

SHIP CHANNEL PROJECT NEEDS



Ship
Channel
Projects

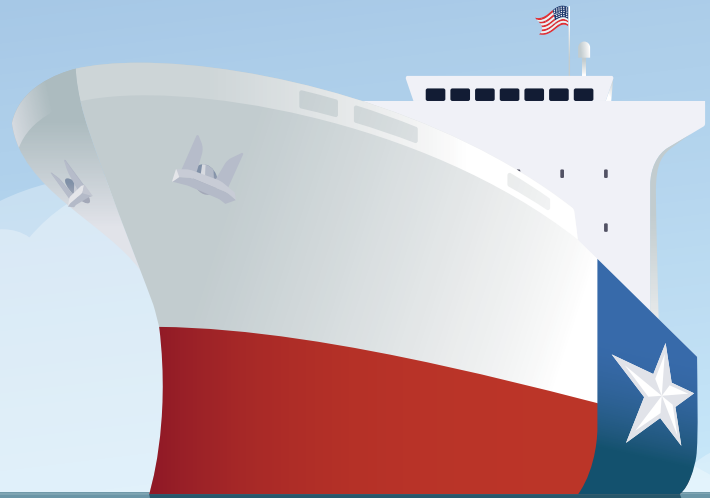
\$5.46
BILLION



Port Authority Advisory Committee

TEXAS PORT MISSION PLAN

89TH Legislative Session



PORT PROFILES





PORT of ANAHUAC

Chambers-Liberty Counties Navigation District

Claudia Sandoval, General Manager

www.clcnd.org



Commercial
Fishing



Other

The Chambers-Liberty Counties Navigation District, established in 1944, is the sole owner of the Port of Anahuac. The District is 470,000 acres in size and stretches from the northern boundary of Liberty County to the southern boundary of Chambers County. The District now performs two major functions: navigation and raw water supply to the municipalities and agricultural producers.

Port Priorities & Opportunities

The district includes five shallow draft navigation channels:

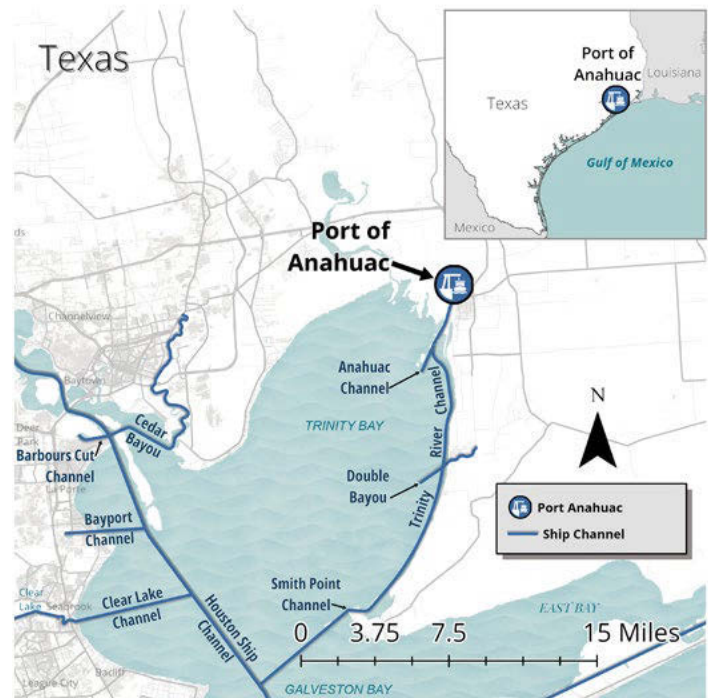
- Anahuac Channel
- Cedar Bayou Channel
- Double Bayou Channel
- Smith Point Channel
- Trinity River Channel to Liberty, TX

The most used channels for the district include Cedar Bayou Channel, which services the chemical and aggregate industries, Double Bayou Channel, which services the offshore marine and commercial fishing industries, and Smith Point Channel, which services commercial fishing and marine maintenance facilities. The district's channels are also highly utilized for sport fishing and recreational fishing and boating. The district continues to expand and develop additional marine facilities to promote ecotourism and commercial marine economic development. There is no active vessel traffic into and out of the port at this time.

Port Projects

Project Name	Project Type	Total Project Cost
Double Bayou Channel Improvement	Ship Channel	\$6.0 Million

Cost provided by port/navigation district

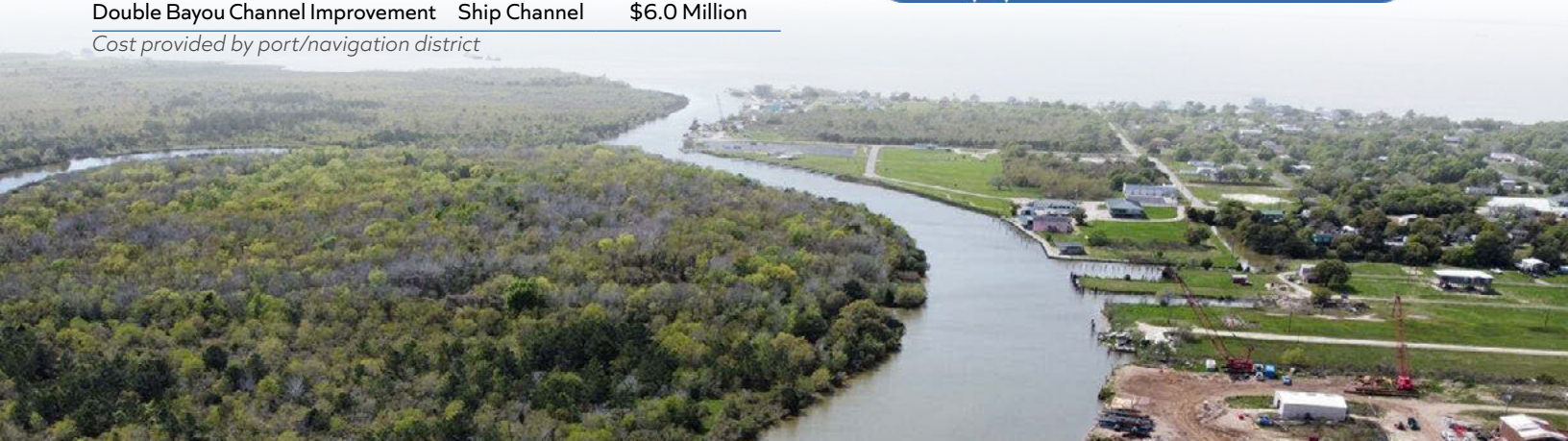
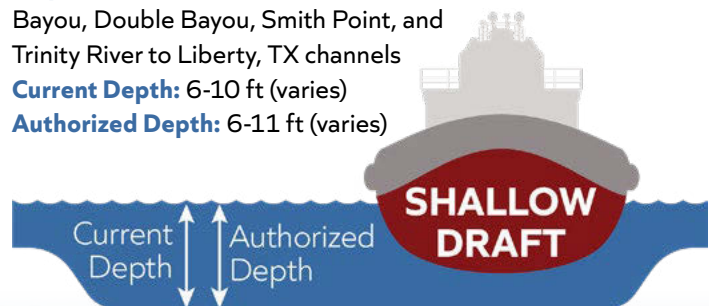


SHIP CHANNELS

Ship Channel Name: Anahuac, Cedar Bayou, Double Bayou, Smith Point, and Trinity River to Liberty, TX channels

Current Depth: 6-10 ft (varies)

Authorized Depth: 6-11 ft (varies)





ARANSAS COUNTY NAVIGATION DISTRICT

Keith Barrett, Harbormaster & Executive Director

www.acnd.org



Commercial
Fishing



Other

Established in 1925, the Aransas County Navigation District (ACND) manages over 1,900 acres of maritime and recreational facilities in Texas, including harbors, boat ramps, fishing piers, and Rockport Beach, with direct access to the Gulf Intracoastal Waterway (GIWW). Dedicated to serving industry alongside conserving and developing the area's natural resources, the ACND enhances the community's connection to water-based activities and commerce by ensuring the navigability of inland and coastal waterways.

Port Priorities & Opportunities

The ACND is currently prioritizing critical infrastructure updates to address the pressing needs of Cove Harbor, its industrial hub. Key projects include enhancing area lighting to improve safety for the increased traffic from booming industrial activities and the significant growth experienced in Rockport and Aransas County. Additionally, the aging bulkheads, some over 60 years old, urgently require replacement to prevent potential catastrophic failure that could impact the harbor's operations and the local environment. These improvements are essential not only for retaining the businesses that have chosen ACND as their base but also for attracting new commerce, thereby supporting "head of household" jobs crucial for the local economy.

Opportunity-wise, ACND is poised to capitalize on the multifaceted use of its harbors to stimulate local tourism and economic development. Rockport Harbor and Rockport Beach, often voted the #1 beach in Texas, presents a significant opportunity for enhancing public events, art festivals, and market days, thereby increasing its cultural and recreational appeal. Meanwhile, Fulton Harbor's dual role in supporting both commercial and sport fishing activities offers a unique chance to diversify Aransas County's maritime activities further.



Port Projects

Project Name	Project Type	Total Project Cost
Cove Harbor Bulkhead	Maritime Infrastructure	\$15.0 Million
Rockport Harbor Bulkheads	Maritime Infrastructure	\$3.0 Million

Costs provided by port/navigation district





PORT FACILITIES

HARBORS

- Rockport Harbor
- Fulton Harbor
- Cove Harbor

BOAT RAMP

- Copano Bay Boat Ramp

PARKS

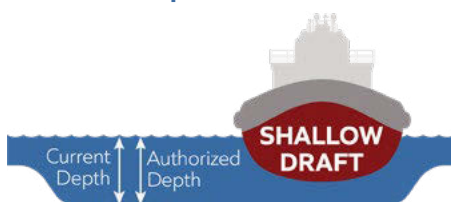
- Rockport Beach
- Veteran's Memorial Park

SHIP CHANNEL

Ship Channel Name: Aransas County Navigation Channel

Current Depth: ~9 ft

Authorized Depth: N/A



INTERMODALITY

ROAD

- Highway access to US 59, US 87, SH 35, and SH 172

RAIL

- N/A

BARGE

- Direct Access to GIWW

AIR

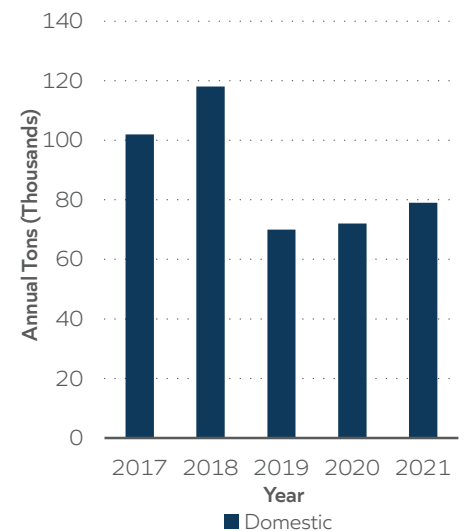
- 38 miles to Corpus Christi International Airport
- Nearby regional airports

CARGO CONNECTIONS

Top Commodities

- Petroleum & Petroleum Products
- Crude Materials
- Primary Manufactured Goods

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

Rockport Beach
Photo credit: Adobe Stock





PORT of BAY CITY

Port of Bay City Authority

Craig Hlavinka, Harbormaster

www.portofbaycity.com



Energy



Break Bulk



Ro/Ro



Other

The Port of Bay City is a mixed-use industrial and recreational port that manages the shallow draft Colorado River Channel. The Port has operated the Matagorda Harbor Marina near the Gulf Intracoastal Waterway (GIWW) since its opening in 1990. The port has approximately 150 acres of land for industrial development near its terminal situated roughly 15 miles inland, suitable to substantial tonnage industries traveling both inbound and outbound.

Port Priorities & Opportunities

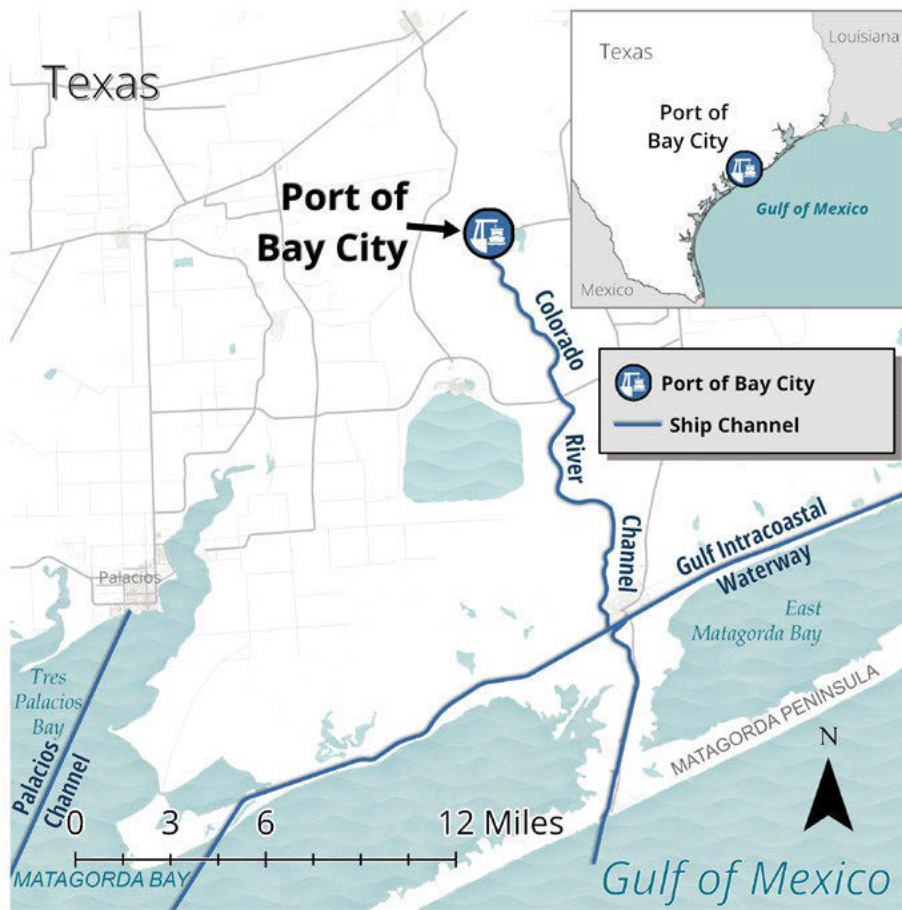
The Port of Bay City's evolution in recent years has been marked by strategic acquisitions and plans for expansion, notably by the port purchasing property near Matagorda initially for industrial use and later re-envisioned for a harbor expansion catering to pleasure crafts. While initial bond efforts for these projects did not materialize, these endeavors highlight the port's adaptive strategies and potential future directions. Addressing inland connectivity remains a priority for the port, with ongoing challenges such as traffic congestion around FM 3057 and FM 259. Proposed solutions include adding traffic signals and improving road infrastructure to support the expanding port operations and the increasing activity at adjacent industrial sites like Roehm America.



Matagorda Harbor on the Colorado River Entrance
Photo credit: Port of Bay City

In terms of opportunities, the port is poised to significantly enhance its infrastructure and operational capacity. A \$9.6 million grant for development in the Colorado River area underscores the port's commitment to leveraging federal funds for strategic improvements. However, persistent issues such as shoaling in the Colorado River and the need for dredging to maintain navigational depths indicate critical areas for investment to ensure the port's efficiency and competitiveness. The exploration of new projects for container yards and truck queuing areas signifies a broad vision for the port's future development, focusing on expanding its capacity to accommodate growing trade and recreational demands.





PORT FACILITIES

DOCKS & WHARVES

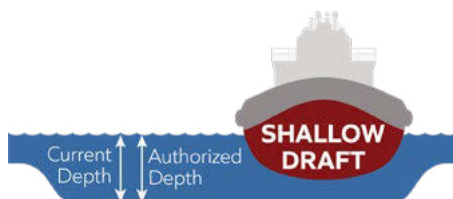
- Concrete terminal facility dock
- Liquid cargo dock
- Terminal shed with open floor space to handle cargo
- Matagorda Harbor

SHIP CHANNEL

Ship Channel Name: Colorado River Channel

Current Depth: 12 ft

Authorized Depth: 12 ft



INTERMODALITY

ROAD

- Access to FM 3057

RAIL

- Connections to BNSF and Union Pacific

BARGE

- 15-mile sailing distance to GIWW (M-10, M-69)

AIR

- 20 miles from Bay City Regional Airport

PIPELINE

- Access to natural gas, oxygen, and nitrogen pipelines

CARGO CONNECTIONS

Top Commodities

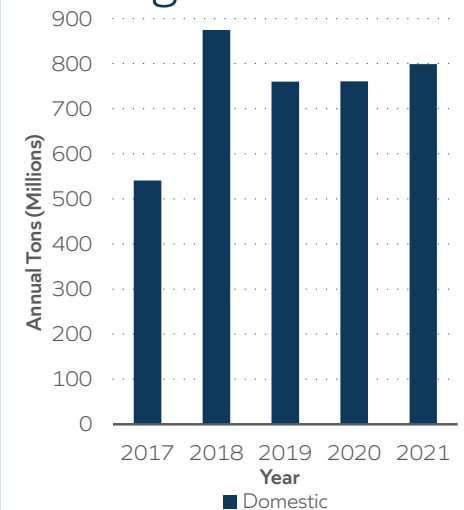
EXPORTS

- Fertilizers and Chemicals
- Petroleum & Petroleum Products
- All Manufactured Equipment, Machinery, and Products

IMPORTS

- Fertilizers and Chemicals
- Primary Manufactured Goods
- All Manufactured Equipment, Machinery, and Products
- Petroleum & Petroleum Products

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024



Port facilities
Photo credit: Port of Bay City



PORT of BEAUMONT

Port of Beaumont Navigation District, Jefferson County

Chris Fisher, Port Director & CEO

www.pobtx.com



Bulk



Ro/Ro



Energy



Break Bulk

Situated on the Neches River 42 miles inland from the Gulf of Mexico, the Port of Beaumont has been providing deep draft channel access to the Southeast Texas region for over 100 years. The port is accessed via the Sabine-Neches Waterway, a 64-mile long navigation channel maintained by the Sabine-Neches Navigation District, and the Port of Beaumont Channel, and stretches from Port Arthur city limits to the Port of Beaumont public wharves and docks. The port serves as the largest strategic military port in the United States.

Port Priorities & Opportunities

The Port of Beaumont is prioritizing construction and modernization of infrastructure that will increase storage and berthing capacity to meet the current and future needs of customers. Focus areas include reconstruction of the Main Street Terminal 2 shed, dock and rail, which was originally constructed in the 1950s; construction of an access road that will facilitate the expansion of the port's billion dollar liquid bulk handling facility; construction of an additional queuing area to reduce congestion on city streets; stabilization of a shoreline that will open up future growth opportunities; and development of a workforce development and training facility to enhance the skill sets that support the maritime industry.

**TOP 10 U.S. PORT
FOR OVERALL
TONNAGE**

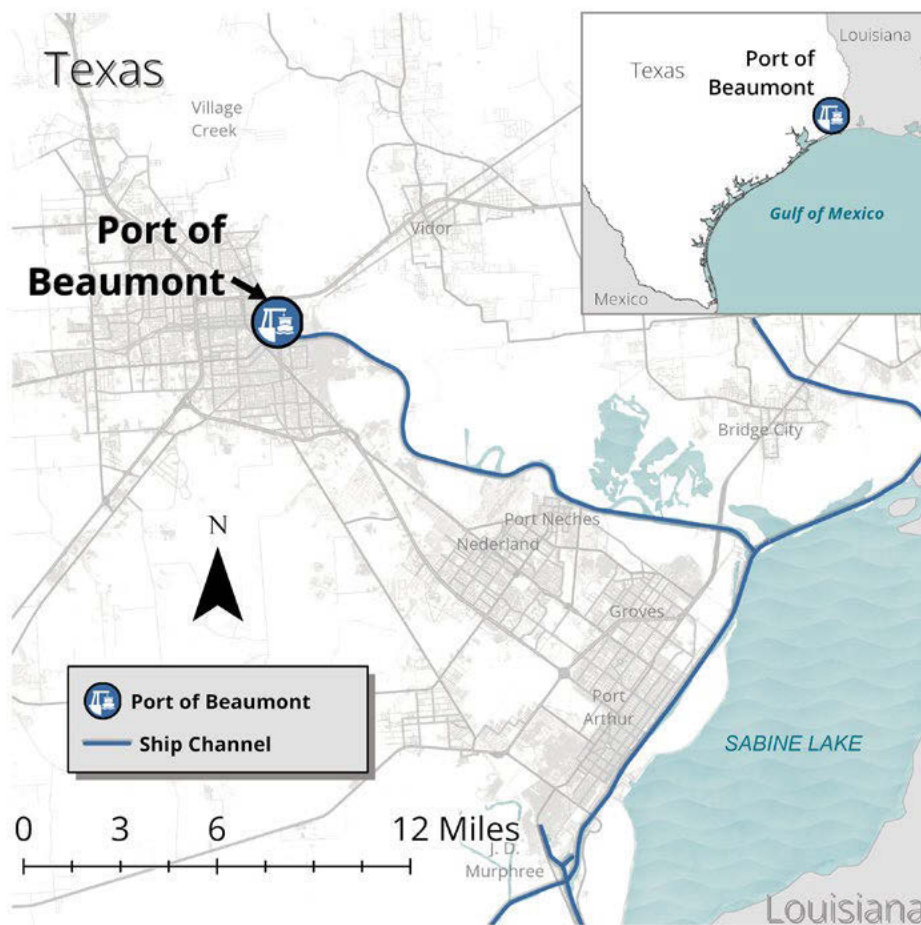


Port Projects

Project Name	Project Type	Total Project Cost
South End Truck Queuing Area Phase II	Maritime Infrastructure	\$20.0 Million
Island Park Terminal Shoreline Stabilization	Maritime Infrastructure	\$15.0 Million
Lot 14 Multipurpose Laydown Yard	Maritime Infrastructure	\$34.4 Million
Main Street Terminal 2 - Dock, Shed and Rail	Maritime Infrastructure	\$190 Million
Workforce Development and Training Center	Maritime Infrastructure	\$3.0 Million
Orange County Access Road	Maritime Infrastructure	\$40.0 Million
Truck Queuing Area 3	Seaport Connectivity	\$4.0 Million

Costs provided by port/navigation district





PORT FACILITIES

DOCKS, WHARVES, LAND, & STORAGE

- 12 public docks/wharves
- 105+ acres of open storage
- 500,000+ sf of covered storage over 98 acres
- 800+ acres available for buildout

CARGO HANDLING EQUIPMENT

- 1 Liebherr Mobile Harbor Crane
- 1 9460 American Crane
- 2 Grove GHC130 Crawler Cranes
- Limited shore power available

SHIP CHANNELS

Ship Channel Name: Port of Beaumont Channel (PoBC) and Sabine-Neches Waterway (SNWW)

Current Depth:

40 ft (SNWW)

Authorized Depth:

48 ft (SNWW)

INTERMODALITY

ROAD

- Highway access to US 69/96, US 10, US 287, US 90, SH 82, SH 87, SH 73, and SH 105

RAIL

- BNSF, Canadian Pacific Kansas City, and Union Pacific

BARGE

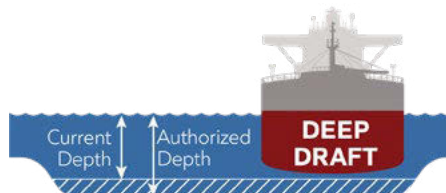
- Direct access to GIWW (M-10, M-69)

AIR

- 11 miles to Jack Brooks Regional Airport

PIPELINE

- Direct connections available



CARGO CONNECTIONS

Top Trading Partners

EXPORTS

- Asia \$7.9 Billion
- Mexico \$2.9 Billion
- Spain \$1.5 Billion

IMPORTS

- Mexico \$3.0 Billion
- Asia \$143 Million
- Brazil \$141 Million

Data from USA Trade for 2023

Top Commodities

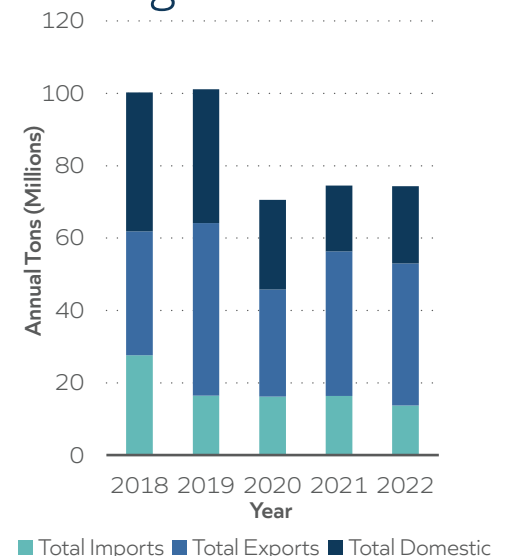
EXPORTS

- Petroleum & Petroleum Products
- Fertilizer & Chemicals
- Food & Agricultural Products
- Crude Materials

IMPORTS

- Petroleum & Petroleum Products
- Crude Materials
- Fertilizers & Chemicals
- All Manufactured Equipment, Machinery and Products

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024



PORT of BROWNSVILLE

Brownsville Navigation District dba Port of Brownsville

William Dietrich, Port Director & CEO

www.portofbrownsville.com



Bulk



Commercial
Fishing



Energy



Break Bulk



Other

The Port of Brownsville is the only deep water seaport directly on the U.S.-Mexico border, servicing a wide range of industries across North America. It is the largest land-owning public port authority in the county with more than 40,000 acres. The port transships more steel into Mexico than any other U.S. port and is a major gateway for shipping refined petroleum products, green energy components, and aggregates, among other commodities.

Port Priorities & Opportunities

The Port of Brownsville is deepening its ship channel from 42 to 52 feet through the Brazos Island Harbor Channel Improvement Project, which has received congressional authorization and \$68 million in funding from the Infrastructure Investment and Jobs Act (IIJA). Once completed, the channel will be one of the deepest in the Gulf of Mexico.

The Port of Brownsville is seeing major expansion projects come to fruition: the Valley Crossing and Rio Grande pipelines; the South Port Connector Road, which received a \$1.53 million TxDOT grant and opened in March 2022; construction of a sixth oil cargo dock; rehabilitation of its grain elevator, liquid cargo dock, and bulk cargo dock; rehabilitation of internal roads and utility infrastructure; and expansion of patios and laydown areas to accommodate project cargo and wind energy components.

ECONOMIC IMPACT

FISCAL YEAR 2023



Annual Truck Traffic

458,800



Annual Rail Cars

85,216



Direct Jobs

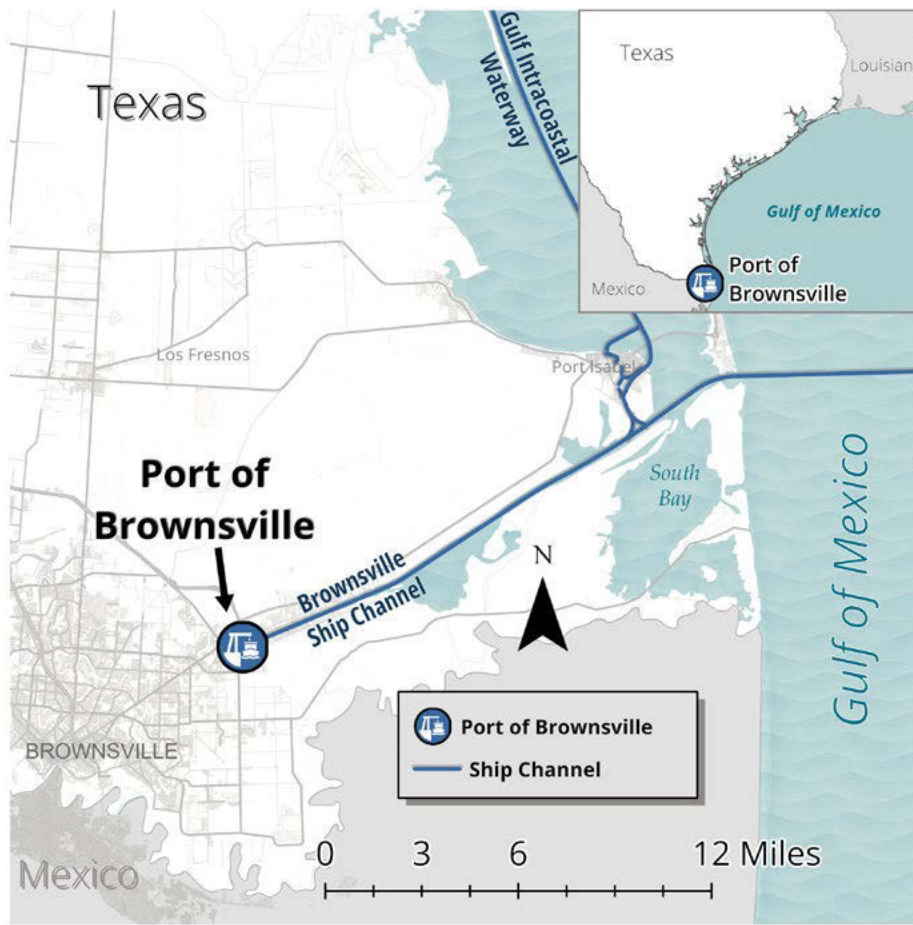
6,000+

Port Projects

Project Name	Project Type	Total Project Cost
Bulk Cargo Dock Engineering Design and Study	Maritime Infrastructure	\$1.5 Million
Liquid Cargo Dock Engineering Design and Study	Maritime Infrastructure	\$1.5 Million
Mobile Harbor Crane	Maritime Infrastructure	\$6.0 Million
Oil Dock No. 3 Construction	Maritime Infrastructure	\$35.0 Million
Oil Dock No. 5 Upgrade	Maritime Infrastructure	\$1.5 Million
Rail Access Preservation Program	Maritime Infrastructure	\$16.8 Million
Cargo Dock 15 Engineering Design and Study	Maritime Infrastructure	\$1.5 Million
Cargo Dock 16 Engineering Design and Study	Maritime Infrastructure	\$1.5 Million
East Ostos Road Paving Improvement Project	Maritime Infrastructure	\$10.0 Million
Brazos Island Harbor Channel Improvement Project	Ship Channel	\$141.6 Million
Fishing Harbor Improvement Project	Ship Channel	\$10.0 Million

Costs provided by port/navigation district





PORT FACILITIES

DOCKS, WHARVES & STORAGE

- 6 liquid cargo docks
- 12 general cargo docks
- 1 bulk cargo dock/grain carrier
- 1 million+ sf covered storage
- 3 million+ sf open storage

BROWNSVILLE FISHING HARBOR

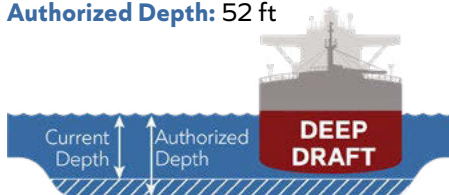
- Three 14-ft fishing basins
- 10,000 linear ft of docks
- Houses up to 500 fishing boats

SHIP CHANNEL

Ship Channel Name: Brownsville Ship Channel (Brazos Island Harbor Channel)

Current Depth: 42 ft

Authorized Depth: 52 ft



INTERMODALITY

ROAD

- Highway connections to I-69 E, I-69C, I-2, SH 550, SH 48, and SH 4. The port's overweight corridor offers overweight trucks unimpeded access to commercial international bridges to Mexico. There are 10 million consumers within a 3-hour drive of the port.

RAIL

- Brownsville & Rio Grande International Railway offers on-port rail services and connection to Class 1 rail providers BNSF, KSCM, and Union Pacific

BARGE

- Direct access to GIWW (M-10, M-69)

AIR

- Air freight service at Brownsville/South Padre Island International Airport

PIPELINE

- Access to U.S. and Mexico terminals

CARGO CONNECTIONS

Only deepwater seaport on the U.S. & Mexico border



Top Trading Partner

Mexico 90% of total commodities arriving at the Port of Brownsville ship to Mexico

Top Commodities

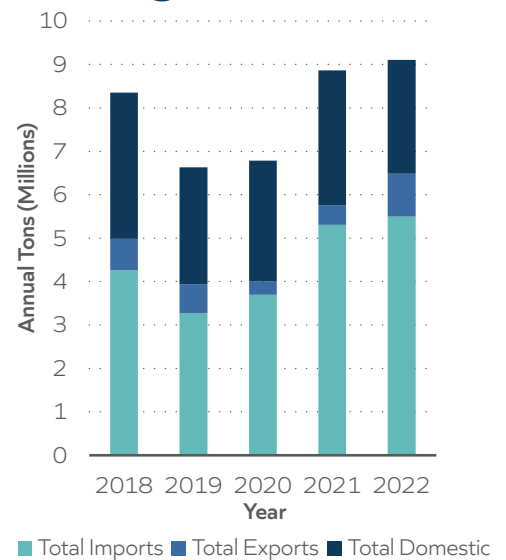
EXPORTS

- Refined Petroleum Products
- Steel & Other Metals
- Iron Ores & Minerals
- Aggregates & Cement
- Wind Energy Components

IMPORTS

- Refined Petroleum Products
- Steel & Other Metals
- Iron Ores & Minerals
- Aggregates & Cement
- Wind Energy Components

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024



CALHOUN PORT AUTHORITY

Charles R. Hausmann, Port Director

www.calhounport.com



Commercial
Fishing



Bulk



Energy



Break Bulk

Established in 1965, the Calhoun Port Authority supports the Texas mid-coast's access to global markets, catering to the chemical manufacturing industry. It handles diverse cargoes like high-value chemicals, petrochemicals, crude oil, and fertilizers for international export. Its dock accommodates carriers up to 750 feet, utilizing the Matagorda Ship Channel and the Gulf Intracoastal Waterway (GIWW), that are vital for Calhoun County's economy and the commercial fishing industry.

Port Priorities & Opportunities

Over the last few years, Calhoun Port Authority has been focusing on expanding its market reach and capabilities, significantly influenced by partnerships and development projects that promise to enhance its operational scale. Notably, the introduction of a 1.5 million-ton per annum capacity through the involvement of the PTB Group of Texas, alongside the conceptualization of moving toward unit train shipments, marks a strategic shift toward increasing the port's bulk handling capabilities. These developments, aimed at facilitating larger and more efficient cargo movements, underscore the port's commitment to evolving with industry demands and logistical advancements. Challenges such as the need for rail improvements and the resolution of congestion issues at critical intersections like SH 35/FM 1593 persist, indicating a continued focus on enhancing inland connectivity to support this growth.

In anticipation of future growth, the port is methodically planning the phased development of the South Peninsula, focusing on expanding liquid dock facilities. Additionally, proposed maritime infrastructure projects like shoreline bulkheading underscore a commitment to operational and environmental resilience. With the planned ship channel widening and deepening, the port is poised to support new cargo opportunities, aligning its development trajectory with regional economic aspirations and the maritime industry's evolving needs.

ECONOMIC IMPACT



Annual Truck Traffic

34,000



Direct Jobs

3,800



Annual Port Revenues

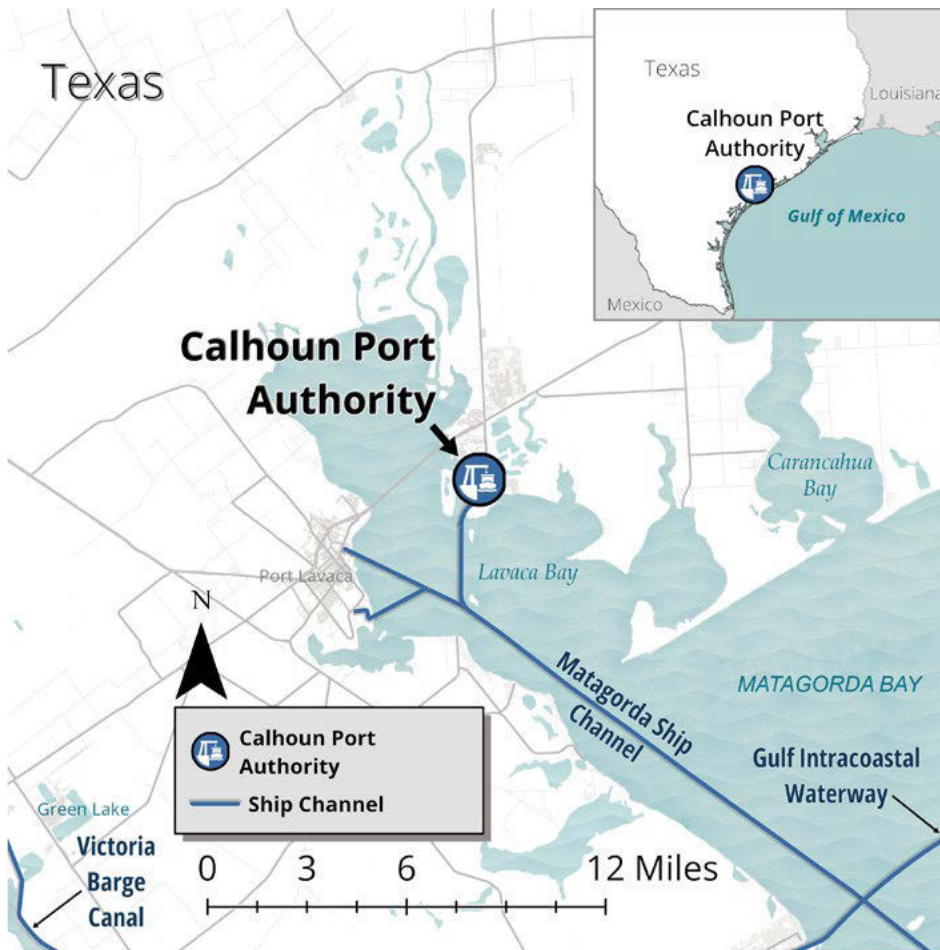
\$2 Billion

Port Projects

Project Name	Project Type	Total Project Cost
General Cargo Dock- Impact Breasting Dolphin Replacement	Maritime Infrastructure	\$817,200
General Cargo Dock - Dock Pile Encapsulation	Maritime Infrastructure	\$541, 256
New Barge Fleeting Area	Maritime Infrastructure	\$24.0 Million
South Peninsula Development Liquid Dock 1	Maritime Infrastructure	\$48.0 Million
South Peninsula Development Liquid Dock 2	Maritime Infrastructure	\$80.4 Million
South Peninsula Development Liquid Dock 3	Maritime Infrastructure	\$51.6 Million
Jetty Deficiency	Ship Channel	\$90.0 Million
Matagorda Ship Channel Improvement Project	Ship Channel	\$525 Million

Costs provided by port/navigation district





PORT FACILITIES

DOCKS & WHARVES

- 3 liquid cargo docks
- 1 dry bulk dock
- 1 cargo dock
- 1 multi-purpose dock
- 1 barge fleeting dock

CARGO HANDLING

- Multiple liquid cargo loading arms
- Pipe rack capabilities
- Spiral dry bulk conveyor unloading tower
- Cargo outloading conveyor

SHIP CHANNEL

Ship Channel Name: Matagorda Ship Channel

Current Depth: 38 ft

Authorized Depth: 47 ft

Projects: Matagorda Ship Channel Improvement Project

INTERMODALITY

ROAD

- Highway access to US 59, US 87, SH 35, and SH 172

RAIL

- Point Comfort & Northern Railway short line railroad to Union Pacific

BARGE

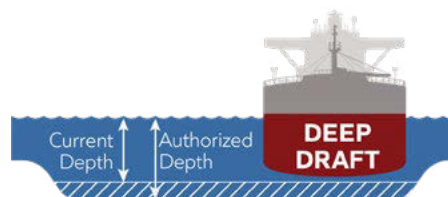
- 19-mile sailing distance to GIWW

AIR

- Nearby regional airports

PIPELINE

- Connections available



CARGO CONNECTIONS

Top Commodities

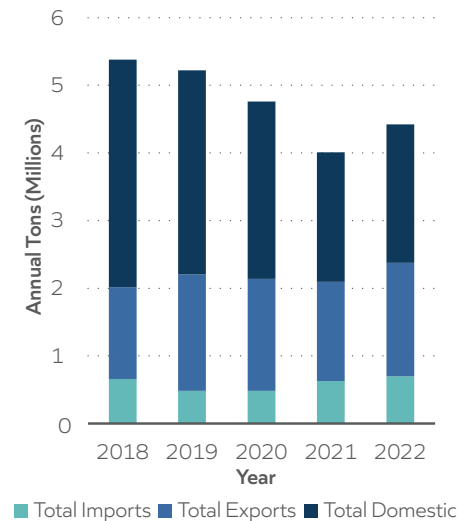
EXPORTS

- Fertilizer & Chemicals
- Petroleum & Petroleum Products
- All Manufactured Equipment, Machinery and Products

IMPORTS

- Fertilizers & Chemicals
- Primary Manufactured Goods
- All Manufactured Equipment, Machinery and Products
- Petroleum & Petroleum Products

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

Commercial Fishing

- 2 million pounds of landings worth \$5.4 million in 2018

Commercial fishing data from NOAA, 2019



CEDAR PORT

Cedar Port Navigation & Improvement District

William F. Scott, President

www.tgscedarport.com



Container



Bulk



Break Bulk

Cedar Port Industrial Park is the largest master-planned intermodal rail and barge industrial park of its kind in the U.S. Located across the Houston Ship Channel from the Bayport and Barbours Cut container terminals, Cedar Port services e-commerce, distribution, and manufacturing users with over 15,000 acres of development capacity off of the Cedar Bayou navigation channel.

Port Priorities & Opportunities

Cedar Port is actively expanding its infrastructure and connectivity to accommodate the rapid growth in its markets, with a focus on enhancing its industrial park and logistics capabilities. The port's ongoing barge operations have positioned Cedar Port as a critical hub for sustainable transport modes related to breakbulk and container-on-barge operations.

Each year, Cedar Port handles over 450,000 tons of breakbulk cargo, showcasing its capability to manage significant and diverse shipments. Since 2017, Cedar Port has developed over 25 million square feet of distribution center space under roof, serving many of the world's major retail and manufacturing companies. Consequently, more than 1 million TEUs of container cargo are delivered to Cedar Port annually via truck haul over Texas highways. Cedar Port is dedicated to minimizing the impacts of this process on local communities, the environment, and road wear-and-tear. This extensive development underscores Cedar Port's commitment to supporting global supply chains efficiently.

The tenant roster at Cedar Port includes four of the world's largest exporters of plastic resin, further solidifying its role as a vital link in the global logistics network. In 2022, Cedar Port was designated as a Class III railroad, now storing over 5,500 rail cars daily and interchanging 100,000 each year across its 110+ miles of rail track within the industrial park. This designation enhances the port's ability to facilitate unit train operations and support the burgeoning plastic resin industry through efficient packaging and export operations via Port Houston.

Port Projects

Project Name	Project Type	Total Project Cost
Barge Dock #1 Improvement	Maritime Infrastructure	\$6.25 Million
FM 1405 Road Widening State Highway 99 to Barge Dock Road	Seaport Connectivity	\$16.7 Million
Cedar Port Terminal Channel Deepening Project	Ship Channel	\$500 Million

Costs provided by port/navigation district

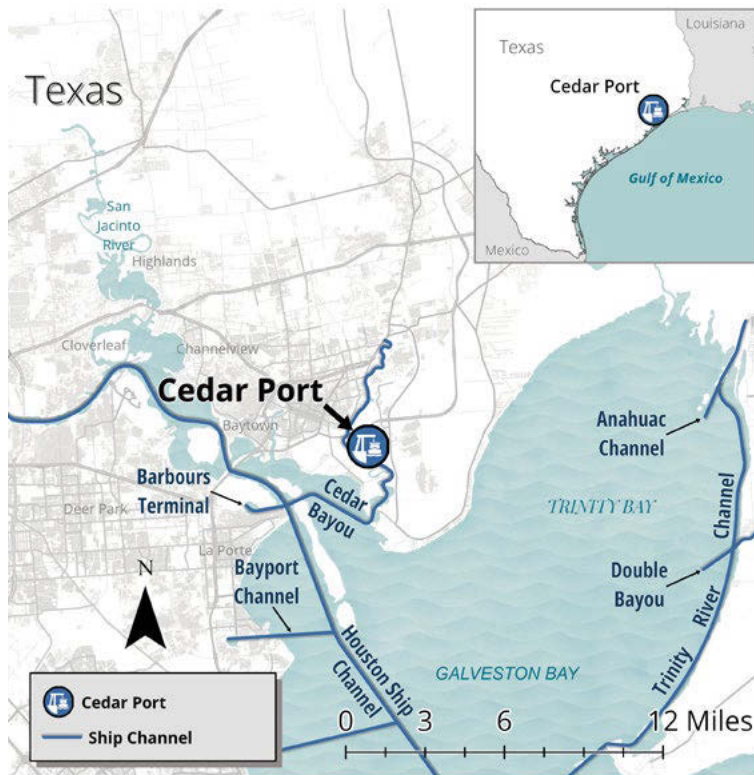
Cedar Port has initiated several critical connectivity projects aimed at improving inland access and enhancing port operations. These projects include:

- **Improving and expanding FM 1405** into a 5-lane heavy haul corridor between the SH 99 Grand Parkway and the new container port facility at Cedar Port.
- **Expanding the existing Cedar Port Public Dock No. 1** to accommodate more breakbulk cargos and increase container-on-barge operations.
- **Developing a new ro-ro barge dock at Devil's Elbow** that will directly service the existing 250-acre purpose-built EPC yard.

Additionally, Cedar Port is completing a U.S. Army Corps of Engineers Feasibility Study under Section 203 of the Water Resources Development Act (WRDA) to dredge a new ship channel on previously undeveloped land between the existing Houston Ship Channel and Cedar Port. This new channel will allow the construction of a container terminal capable of receiving 15,000 TEU vessels, further expanding the port's capacity and operational efficiency.

These efforts are complemented by ambitious plans for a carbon sequestration project and the exploration of a \$1 billion container terminal, aiming to increase the TEU volume capacity of the Greater Houston port complex. Cedar Port remains committed to innovation and growth, ensuring it meets the evolving needs of its clients and the global market.





PORT FACILITIES

DOCKS & WHARVES

- Two barge dock terminals with access to the Houston Ship Channel
- Public barge facility at the Cedar Port Navigation & Improvement District Public Dock
- Intermodal yard with a 500,000 TEU capacity at docks
- Purpose built 250-acre EPC laydown yard with direct dock access
- Pipeline corridor and connections in close proximity to barge docks

STORAGE & LAND

- Land available for lease, sale, and development
- Existing available warehouses: DC-1 (1.2 million sf), DC-2 (496,000-900,000 sf), DC-3 (150,000-664,000 sf), and DC-4 (1.2-1.5 million sf)
- Additional intermodal yard with 1M TEU capacity adjacent and rail-served

SHIP CHANNELS

Barge Channel Name: Cedar Bayou

Current Depth: 8-10 ft (varies)

Authorized Depth: 11 ft

INTERMODALITY

ROAD

- Highway access to I-10, SH 225, SH 146, and SH 99
- TxDOT-rated heavy haul corridor

RAIL

- TGS switching railroad with connections to BNSF and Union Pacific

BARGE

- 24-mile sailing distance to GIWW (M-10, M-69)
- 3-hour barge trip to Barbour's Cut and Bayport Terminals

AIR

- Commercial service to IAH and HOU airports

PIPELINE

- Close proximity to pipeline corridors providing crude, ethane, and refined products

Ship Channel Name: Houston Ship Channel

Current Depth: 37 ft to 46.5 ft (varies)

Authorized Depth: 39 ft to 46.5 ft (varies)

CARGO CONNECTIONS

Top Commodities

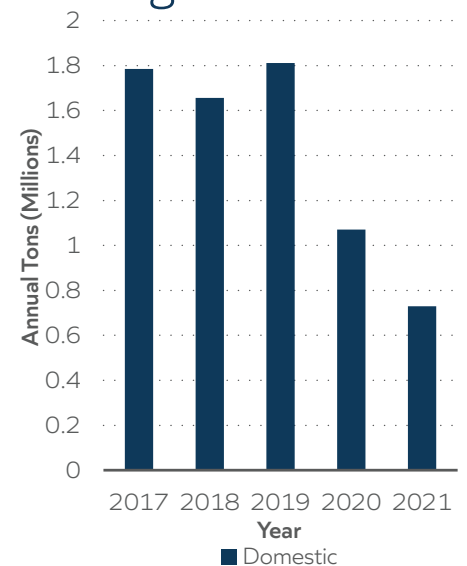
EXPORTS

- Plastic Resins
- Fertilizers & Chemicals
- Agriculture & Food

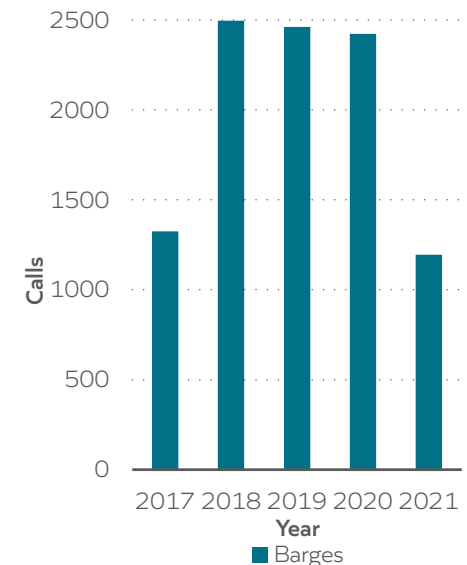
IMPORTS

- Manufactured Goods
- Crude Materials
- Steel

Tonnage



Vessel Calls



Tonnage and vessel call data from USACE Waterborne Commerce Statistics Center, 2024



PORT of CORPUS CHRISTI AUTHORITY

Kent Britton, CEO

www.portofcc.com



Bulk



Ro/Ro



Energy



Break Bulk



Other

Navigation at the Port of Corpus Christi Authority (PCCA) can be traced back to 1839, when it served as a trading post. Today, PCCA is a major gateway to international and domestic maritime commerce through its deepwater access to the Gulf of Mexico. PCCA is also a strategic military port that provides waterborne resources to handle U.S. military cargo.

Port Priorities & Opportunities

PCCA is adapting to significant market shifts, focusing on expanding LNG and crude operations while exploring new markets in carbon neutrality and low-carbon hydrogen energy. Anticipating a crude market plateau in the late 2020s, PCCA is also expanding its LNG capacity and cultivating production of future fuels. PCCA has operated on 100% renewable electricity since 2017, has made strides in recycling and Carbon Capture and Storage (CCS) technology, and is transitioning to low-emission vehicles. These efforts, coupled with Green Marine and ISO-14001 certifications and beneficial use of dredge material, demonstrate PCCA's commitment to environmental responsibility alongside its growth.

Connectivity improvements are a priority for PCCA to address encumbrances like the I-37 walking bridge and the Nueces Bay Causeway. Projects are underway to enhance inland access, crucial for supporting PCCA's expanding operations and maintaining efficient transport routes.

ECONOMIC IMPACT



Annual Rail Cars

43,790



Direct Jobs

16,786



Tax Revenue

\$49.6M

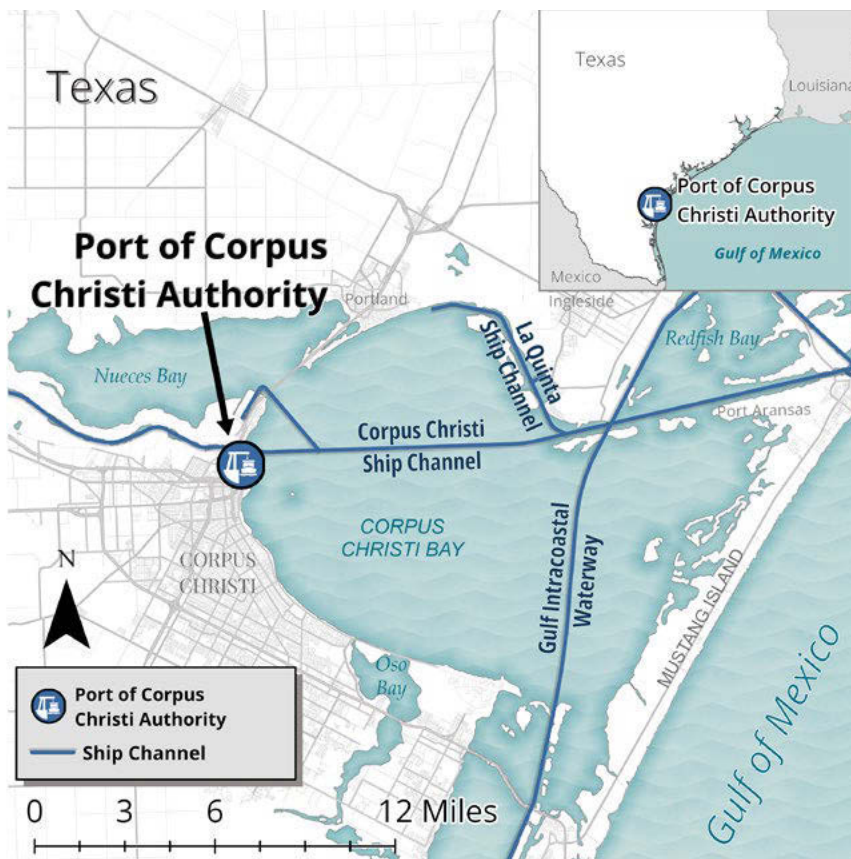


Port Projects

Project Name	Project Type	Total Project Cost
Ingleside Cargo Dock	Maritime Infrastructure	\$129 Million
Ingleside Low Carbon Energy Terminal	Maritime Infrastructure	\$288.5 Million
Inland Industrial Port Campus	Maritime Infrastructure	\$81.5 Million
Mike Carrell Road Access Improvements	Seaport Connectivity	\$4.6 Million
Corpus Christi Ship Channel Queuing Area Feasibility Study	Ship Channel	\$3.0 Million
Corpus Christi Ship Channel Dock Deepening Project	Ship Channel	\$330 Million
Corpus Christi Ship Channel Improvement Project	Ship Channel	\$681.6 Million
La Quinta Channel Expansion Feasibility Study	Ship Channel	\$4.5 Million

Costs provided by port/navigation district





PORT FACILITIES

DOCKS & WHARVES

- 13 liquid docks
- 3 dry bulk docks
- 5 multi-purpose cargo docks
- General purpose high-speed bagging facility

STORAGE & LAND

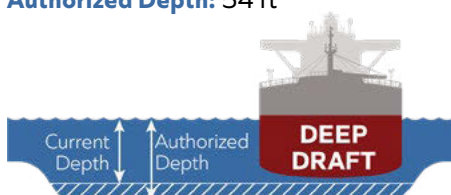
- Over 700 acres available for lease or development
- Leases available at 40-acre Rincon Industrial Park
- 340,000 sf of covered storage
- 140+ acres of open storage

SHIP CHANNELS

Ship Channel Name: Corpus Christi Ship Channel

Current Depth: 47-54 ft

Authorized Depth: 54 ft



INTERMODALITY

ROAD

- Highway connections to US 181/SH 35, I-37, SH 361, and I-69
- Access to Joe Fulton International Trade Corridor (JFC) from inner harbor

RAIL

- Port-owned Corpus Christi Rail Terminal switching railroad with connections to BNSF, Canadian Pacific Kansas City (CPKC), and Union Pacific

BARGE

- 13-mile sailing distance to GIWW (M-10, M-69)

AIR

- Commercial service to Corpus Christi International Airport

PIPELINE

- Connections available

CARGO CONNECTIONS

Top Trading Partners

EXPORTS

- Netherlands \$13.7 Billion
- South Korea \$9.0 Billion
- Singapore \$5.7 Billion

IMPORTS

- Mexico \$1.1 Billion
- Colombia \$990 Million
- Singapore \$519 Million

Data from USA Trade for 2023

Top Commodities

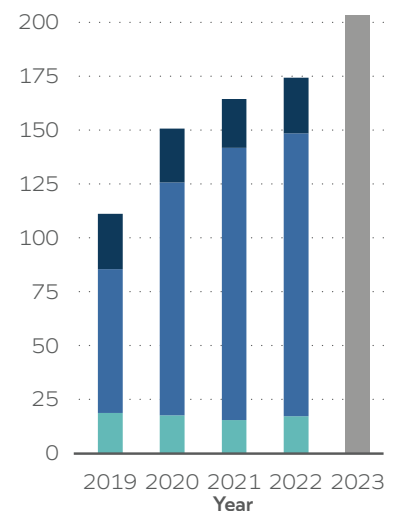
EXPORTS

- Petroleum
- Fertilizers & Chemicals
- Agriculture & Food
- Manufactured Goods
- Crude Materials

IMPORTS

- Petroleum
- Crude Materials
- Fertilizers & Chemicals
- Manufactured Goods
- Equipment & Machinery

Tonnage



2023 tonnage data provided by PCCA; 2019-2022 tonnage data from USACE Waterborne Commerce Statistics Center, 2024



PORT FREEPORT

Port Freeport Navigation District

Phyllis Saathoff, Executive Director/CEO

www.portfreeport.com



Bulk



Ro/Ro



Energy



Break Bulk Container



Port Freeport is a deep water port that was voted into existence in 1925 by Brazoria County residents. Its services include project cargo and breakbulk, container, heavy lift, and roll on/off operations. Port Freeport ranks #6 in chemicals and #26 in containers in the U.S. and transports over 37 million tons of cargo annually.

Port Priorities & Opportunities

Port Freeport is actively pursuing infrastructure enhancements and market diversification to strengthen its connectivity and broaden its service offerings. The port is rapidly growing its operations by expanding its automotive, container and steel volumes, including significant contracts with Volkswagen Group of America and Fresh Del Monte Produce. Looking forward, the port is exploring new cargo opportunities and supporting chemical and production facilities for exports. Key infrastructure projects are in motion to support this expansion and promote efficient cargo movement, including the widening of SH 36 for improved port access and the development of truck queuing areas.

In preparation for increasing traffic, Port Freeport is focusing on critical connectivity enhancements. Initiatives like the Terminal Expansion Area and concrete stabilization behind Berth 8 demonstrate the port's strategy to upgrade its maritime infrastructure. These enhancements are critical in supporting the port's anticipated growth in shipments and vehicle traffic.

ECONOMIC IMPACT



Annual Rail Cars

14,000



Direct Jobs

16,400

Ranked
15th

Among U.S. Ports
in Total Foreign
Waterborne
Tonnage Handled

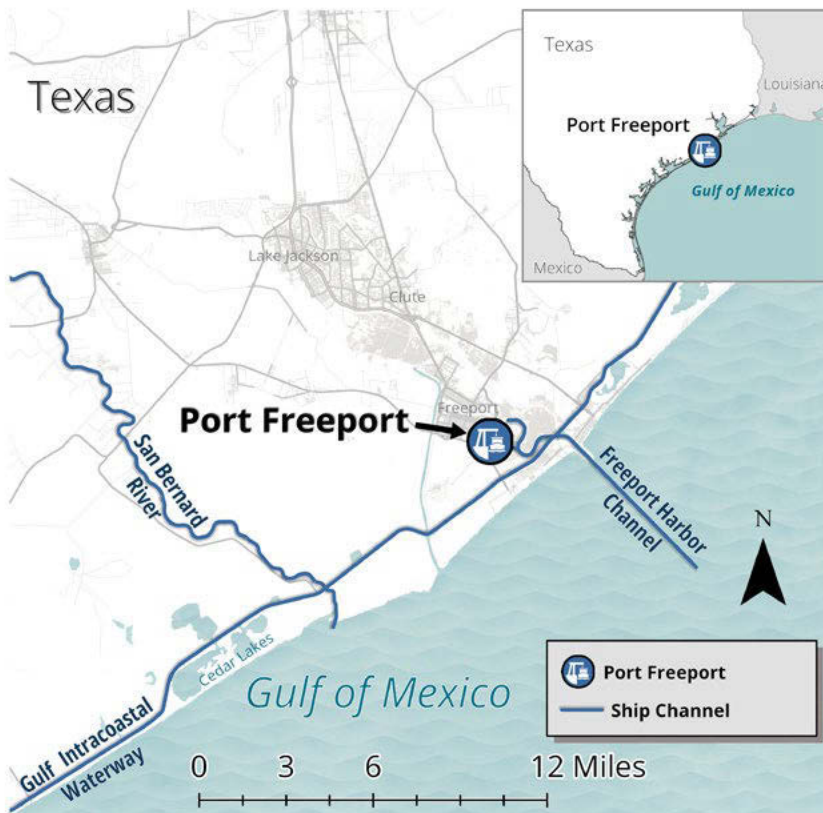


Port Projects

Project Name	Project Type	Total Project Cost
Velasco Terminal - Area 6 Improvement	Maritime Infrastructure	\$10.0 Million
Velasco Terminal - Berth 9 Expansion	Maritime Infrastructure	\$56.0 Million
Velasco Terminal - Area 4 Improvement	Maritime Infrastructure	\$26.8 Million
Parcel 25 Improvement	Maritime Infrastructure	\$20.0 Million
Public Parking Expansion Area	Seaport Connectivity	\$1.5 Million
Truck Staging Area Across from Gate 8	Seaport Connectivity	\$7.6 Million
Freeport Harbor Channel Improvement Project	Ship Channel	\$295 Million

Costs provided by port/navigation district





PORT FACILITIES

DOCKS & WHARVES

- 18 operating berths, including private docks
- Over 7 mi of port-owned rail track
- 90 acres for container operations
- Over 1,800 ft of multi-purpose berth for Panamax and Post-Panamax vessels
- 1 hour vessel transit time to most private and public berths

CARGO HANDLING

- 2 Post-Panamax ship-to-shore gantry cranes
- 2 additional Super Post-Panamax gantry cranes planned for Berths 7 and 8
- Project cargo and oversize overweight corridor
- Roll on/Roll off services

LAND & STORAGE

- 7,000 acres undeveloped land
- 1,800 acres for buildout
- 300 acres of environmentally mitigated property

INTERMODALITY

ROAD

- Highway connections to SH 36, SH 288, SH 6, and SH 35
- Ongoing SH 36 expansion from Port Freeport to Fort Bend County Line

RAIL

- Connections to Union Pacific

BARGE

- 30-minute sailing time to GIWW (M-10, M-69)

AIR

- Commercial service to HOU and IAH

PIPELINE

- Connections available

SHIP CHANNEL

Ship Channel Name: Freeport Harbor Channel

Current Depth: 46 ft

Authorized Depth: 51 to 56 ft (varies)



CARGO CONNECTIONS

Top Trading Partners

EXPORTS

- Asia \$5.9 Billion
- France \$652 Million
- Netherlands \$632 Million

IMPORTS

- Mexico \$1.5 Billion
- Asia \$1.2 Billion
- Colombia \$380 Million

Data from USA Trade for 2023

Top Commodities

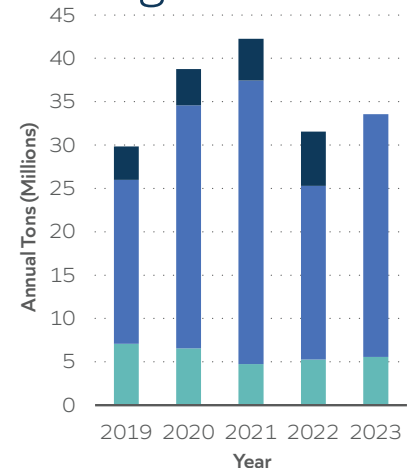
EXPORTS

- LNG & LPG
- Privately Owned Vehicles
- Crude Oil & Refined Crude Oil Products
- Petrochemicals
- Plastics
- Containers

IMPORTS

- Crude Oil
- Petrochemicals
- Green Fruit
- Finished & Privately Owned Vehicles
- Machinery & Agricultural Equipment
- Containers

Tonnage



■ Total Imports ■ Total Exports ■ Total Domestic
Tonnage data for 2019-2022 from USACE Waterborne Commerce Statistics Center, 2024; data for 2023 provided by the Port of Freeport

* The total domestic tonnage for 2023 is unknown.



PORT of GALVESTON

Board of Trustees of the Galveston Wharves

Rodger Rees, Port Director/CEO

www.portofgalveston.com



Cruise



Container



Bulk



Ro/Ro



Energy



Break Bulk



Other



Commercial
Fishing

The Port of Galveston is a deepwater port established in 1825 and situated at the entrance of Galveston Bay and the Houston Ship Channel. The port serves thriving cruise and cargo industries, as well as commercial tenants. The Port of Galveston does not rely on any local tax dollars for its operations and capital improvements.

Port Priorities & Opportunities

The Port of Galveston is actively advancing its connectivity and maritime infrastructure to enhance operational efficiency, maximize port assets, and generate regional economic growth and more jobs. Important connectivity enhancements are underway, including an internal roadway to facilitate port traffic, improvements to pedestrian access, and optimized road connections between Harborside Drive and I-45. Notable projects such as the pedestrian sky bridge over Harborside Drive at 25th Street and upgrades along the internal Port Industrial Road aim to improve mobility and safety for both cruise and cargo traffic.

On the maritime front, the port is investing in critical infrastructure projects to increase capacity and accommodate larger vessels. This includes the development of additional berths on Pelican Island, significant mooring and berthing upgrades at Piers 30-33, and essential maintenance like the replacement of the Cruise Terminal 28 sheet pile. These initiatives are pivotal for enhancing the port's cargo throughput and logistical capabilities, securing its position as a key economic hub on the Gulf Coast.

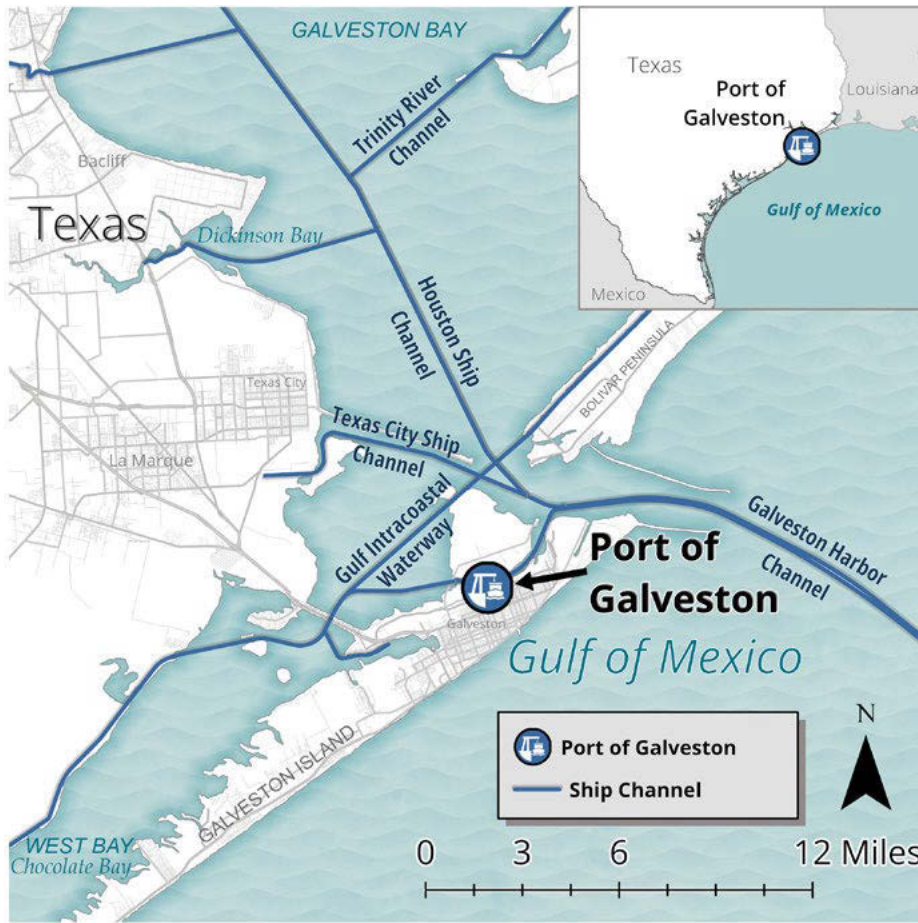
**Over 5 Million
Cruise Passengers**
Projected between 2021 and 2024

Port Projects

Project Name	Project Type	Total Project Cost
Cruise Terminal 28 Sheet Pile Replacement	Maritime Infrastructure	\$30.0 Million
Maintenance Facility Relocation	Maritime Infrastructure	\$10.0 Million
Pelican Island Berth Development	Maritime Infrastructure	\$35.0 Million
Pelican Island Projects Phase 1	Maritime Infrastructure	\$65.0 Million
Pier 29 Bulkhead Improvements	Maritime Infrastructure	\$7.0 Million
Pier 30-33 Mooring and Berthing Upgrades	Maritime Infrastructure	\$10.0 Million
Rail Spur and Loading Area	Maritime Infrastructure	\$5.0 Million
West End Cargo Expansion	Maritime Infrastructure	\$18.0 Million
Wharf Road Roadway and Utility Improvements and Gate Relocation	Maritime Infrastructure	\$14.0 Million
Pier 12-14 Berth	Maritime Infrastructure	\$101.6 Million
Galveston Island Wayfinding Project	Seaport Connectivity	\$1.6 Million
Pedestrian Improvements 21st - 29th Street	Seaport Connectivity	\$1.1 Million
Galveston Harbor Channel Extension Project	Ship Channel	\$16.3 Million

Costs provided by port/navigation district





PORT FACILITIES

TERMINALS

- Three cruise terminals
- Roll on/off cargo terminal at Pier 39/40
- Project cargo at Pier 34
- Marina for commercial fishing at Pier 19
- 340 acres for buildout

CARGO HANDLING

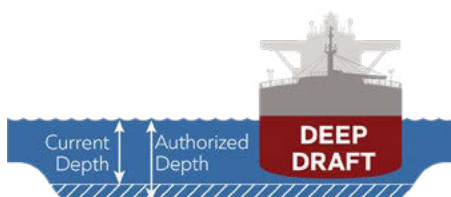
- Pelican Island Marine Repair Facility
- Fertilizer import at Pier 35

SHIP CHANNEL

Ship Channel Name: Galveston Harbor Channel

Current Depth: Varies 41 to 46 ft

Authorized Depth: Varies 41 to 46 ft



INTERMODALITY

ROAD

- Highway connections to SH 275, US 74, and I-45

RAIL

- Connections to BNSF and Union Pacific

BARGE

- Direct access to GIWW (M-10, M-69)

AIR

- Commercial air service to HOU and IAH airports

PIPELINE

- Connections available

PEDESTRIAN

- Access from cruise terminals to the historical commercial district, parking, restaurants, hotels, and retail

CARGO CONNECTIONS

Top Trading Partners

EXPORTS

- Brazil \$444 Million
- India \$251 Million
- South Korea \$194 Million

IMPORTS

- Germany \$1.6 Billion
- Brazil \$807 Million
- Japan \$695 Million

Data from USA Trade for 2023

Top Commodities

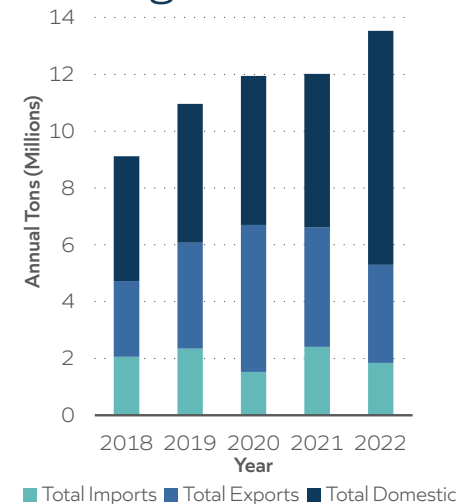
EXPORTS

- Petroleum & Petroleum Products
- Fertilizers & Chemicals
- Agriculture & Food
- Crude Materials
- Manufactured Goods
- Crude Materials

IMPORTS

- Fertilizers & Chemicals
- All Manufactured Equipment, Machinery & Products
- Petroleum & Petroleum Products

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024



PORT of HARLINGEN

Port of Harlingen Authority

Walker Smith, Port Director

www.portofharlingen.com



Energy



Break Bulk



Bulk

The Port of Harlingen is a shallow draft, inland port that was established in 1926 on the southernmost tip of Texas on the Arroyo Colorado river. The port offers barge and multimodal transport, encompasses more than 2,000 acres, and has five docks with more than 650 feet of general cargo wharf and 100 feet of dry bulk wharf.

Port Priorities & Opportunities

The Port of Harlingen is strategically expanding and modernizing to meet the needs of its evolving market, with a keen eye on future growth. Recent land acquisitions totaling 550-600 acres, primarily for rail project development, underscore a shift toward enhancing the port's infrastructure to better serve both traditional sectors such as agriculture and refined fuels, and emerging markets like green energy. Inland connectivity is also a focus, with plans to replace deteriorating road infrastructure under the strain of heavy truck traffic and address congestion issues at critical intersections. The port envisions improving access to the Harlingen Aerotropolis at the nearby Valley International Airport, potentially easing industrial traffic flow and fostering economic synergies.

Maritime infrastructure projects are equally important to the port, with the port engaged in significant development projects like Railyard Development, Turning Basin Extension, and essential lighting improvements. Although still in the early stages of design and feasibility studies, these projects are seen as pivotal to the port's ability to attract new business and manage increasing vessel traffic efficiently.

ECONOMIC IMPACT



Annual Truck Traffic

30,000



Annual Barge Traffic

802 Vessels



Direct Jobs

902



Economic Activity

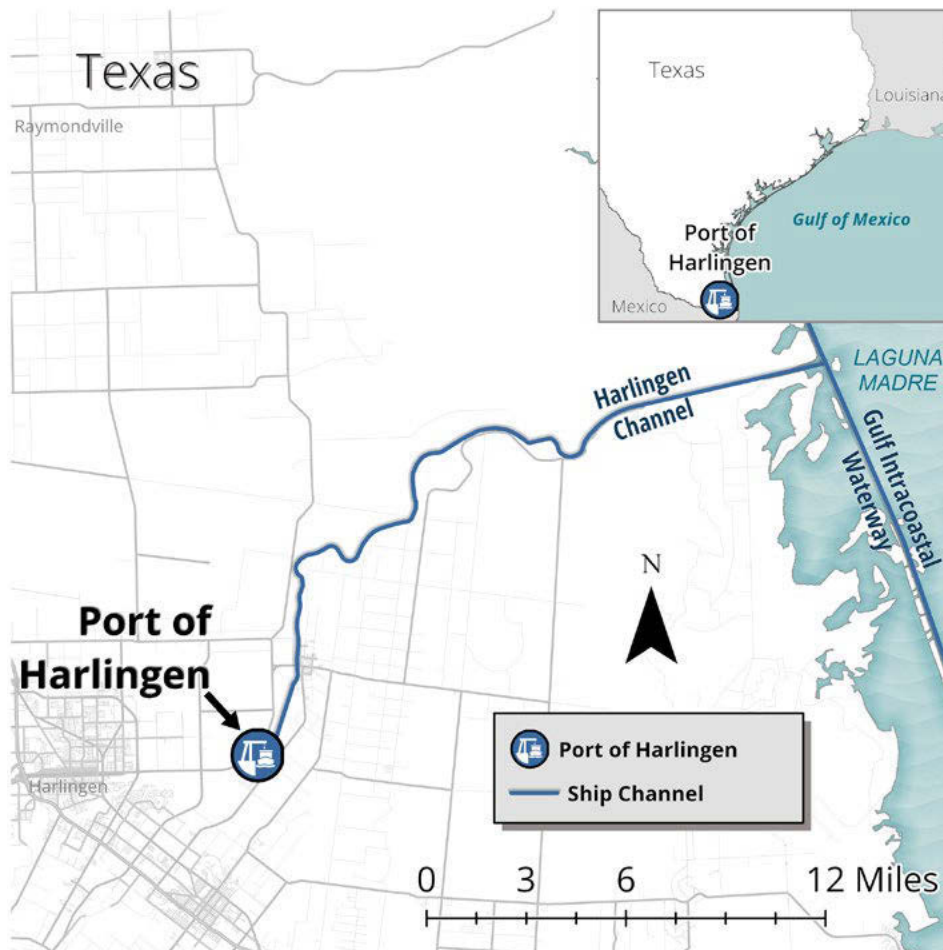
\$1.79 Billion

Port Projects

Project Name	Project Type	Total Project Cost
Rail Rehabilitation	Maritime Infrastructure	\$750,000
Scale Foundation Installation	Maritime Infrastructure	\$700,000
Turning Basin Bulkhead	Maritime Infrastructure	\$8.2 Million
Railyard Development	Maritime Infrastructure	\$30.0 Million
Turning Basin Extension	Maritime Infrastructure	\$13.0 Million
Turning Basin Expansion Project Feasibility Study	Ship Channel	\$1.1 Million

Costs provided by port/navigation district





PORT FACILITIES

DOCKS & WHARVES

- 5 docks
- 650 ft multi-cargo wharf
- 100 ft dry bulk wharf

STORAGE & LAND

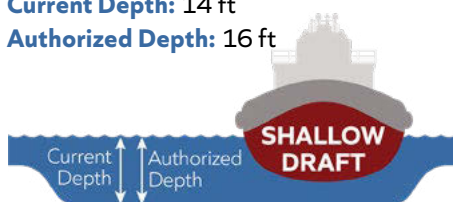
- 736 acres on- and off-channel sites available
- Access to the NAFTA CargoPort hub
- 5 miles from Harlingen Aerotropolis

SHIP CHANNEL

Ship Channel Name: Harlingen Channel/ Arroyo Colorado

Current Depth: 14 ft

Authorized Depth: 16 ft



INTERMODALITY

ROAD

- Highway connections to US 77, US 83, and I-69
- Overweight designation from Los Indios Free Trade International Bridge to Port entrance, 8 miles south of Port

RAIL

- Terminal rail serviced by Union Pacific
- Connections available to BNSF and Kansas City Southern de Mexico

BARGE

- 25-mile sailing distance to GIWW (M-10, M-69)

AIR

- International Cargo facilities and Harlingen Aerotropolis at Valley International Airport (HRL)

PIPELINE

- Connections available

CARGO CONNECTIONS

Top Commodities

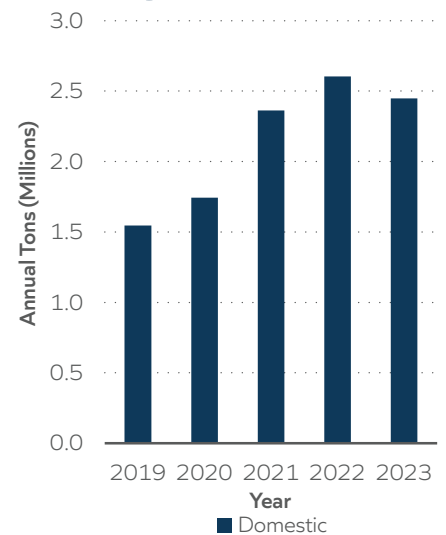
EXPORTS

- Agriculture

IMPORTS

- Refined Petroleum
- Aggregates
- Fertilizer

Tonnage



Waterborne tonnage data provided by the Port of Harlingen

\$36 Million
generated in local and state tax revenue through usage and cargo fees



PORT HOUSTON

Port of Houston Authority

Charlie Jenkins, Chief Executive Officer

www.porthouston.com



Container



Bulk



Ro/Ro



Energy



Break Bulk



Other

Port Houston owns, manages, and operates the public wharves and terminals along the Houston Ship Channel (HSC), including the nation's largest breakbulk facility and 5th largest container operations. Port Houston is the advocate and a strategic leader for the HSC. The HSC complex and its more than 200 public and private terminals is the nation's largest port for waterborne tonnage.

Port Priorities & Opportunities

Port Houston has continued its growth, doubling its volume in recent years to become the 5th largest container terminal in the U.S. Infrastructure upgrades, including the new entry gate at Barbours Cut Blvd and the expansion of Port Road, demonstrate the port's proactive efforts to enhance connectivity. However, developing a crucial direct connector between SH 146 and Barbours Cut Blvd is essential for efficient freight mobility, despite the significant challenge posed by current spatial constraints.

Port Houston's maritime infrastructure is undergoing significant strategic advancements. The Barbours Cut Terminal Wharf upgrade is currently 30% complete in its second phase, with an estimated budget of \$90 million. The completion of Section 1A of Project 11 represents a key milestone, but securing the remaining \$180 million for full channel improvements remains a top priority. Looking ahead, Project 12 involves extensive dredging to deepen the ship channel, with financial details under review. Meanwhile, the port is advocating for increased funding for maintenance dredging to maintain operational efficiency following these major developments.

Port Projects

ECONOMIC IMPACT OF THE HSC

Ranked
#1

Among U.S. Ports
in Total Foreign
Waterborne
Tonnage Handled

200+

Public &
Private Terminals



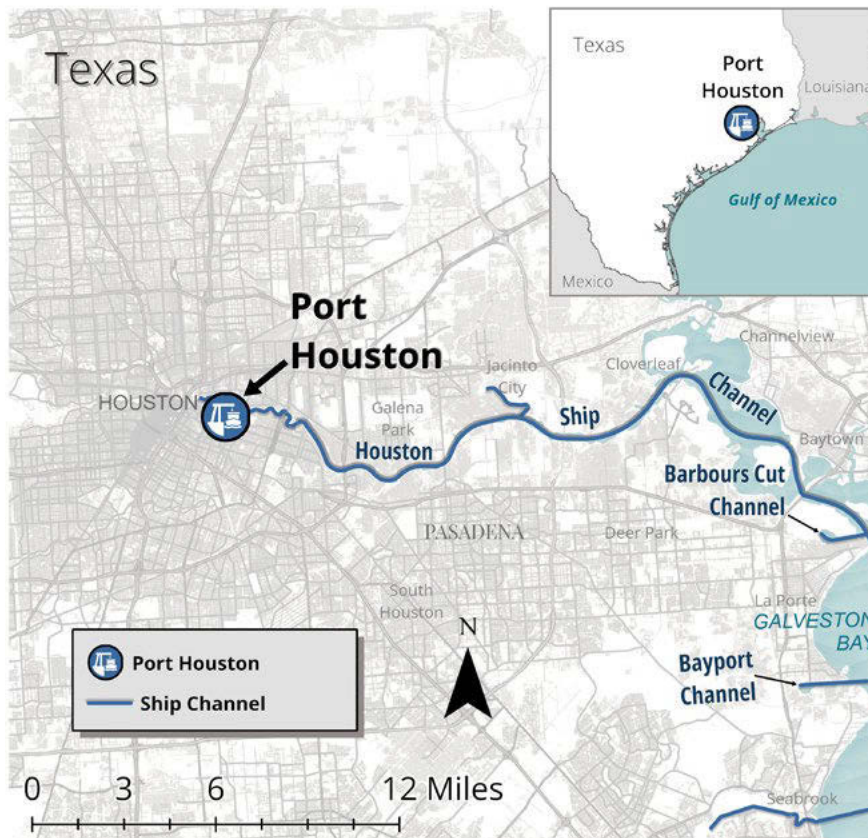
Direct & Indirect Jobs
1.54 Million (TX)
3.37 Million (US)



Economic Value
\$439 Billion (TX)
\$906 Billion (US)

Project Name	Project Type	Total Project Cost
Barbours Cut Terminal Wharves 5 & 6 Rehabilitation	Maritime Infrastructure	\$77.0 Million
Bayport Southeast Drainage and Community Benefit	Maritime Infrastructure	\$39.0 Million
Bayport Southern Access Road	Maritime Infrastructure	\$196 Million
Bayport Terminal Wharf 1	Maritime Infrastructure	\$150 Million
Bayport Terminal Yard Expansion	Maritime Infrastructure	\$95.4 Million
Care Terminal Wharf Rehabilitation	Maritime Infrastructure	\$5.0 Million
Container Terminals Improvement Program	Maritime Infrastructure	\$125 Million
Jacintoport Rehabilitation	Maritime Infrastructure	\$10.0 Million
Turning Basin Optimization Program	Maritime Infrastructure	\$277 Million
Barbours Cut Terminal West End Exit Improvements	Seaport Connectivity	\$40.0 Million
Port Road Grade Separation	Seaport Connectivity	\$33.0 Million
Houston Ship Channel Expansion Project	Ship Channel	\$1.0 Billion

Costs provided by port/navigation district



PORT FACILITIES

TERMINALS & STORAGE

- 2 container terminals—Barbours Cut and Bayport
- 3,000-acre foreign trade zone (FTZ 84)
- 14,500 acres of port-owned submerged lands
- 6 multi-purpose cargo facilities (Bulk Materials Handling Plant, Care, Houston Public Grain Elevator #2, Jacintoport, Turning Basin, Woodhouse-Richardson Steel)

PERFORMANCE & CAPABILITIES

- 5th ranking U.S. container port by total TEUs
- 73% of U.S. Gulf Coast container traffic handling
- 1st ranked U.S. port in foreign waterborne tonnage - 220.5 million short tons (2022)

SHIP CHANNEL

Ship Channel Name: Houston

Ship Channel

Current Depth: Varies from 37 to 46.5 ft

Authorized Depth: Varies from 39 to 46.5 ft

INTERMODALITY

ROAD

- Highway access to I-10, I-45, I-69, I-610, SH 146, SH 99, SH 225, SH 8, SH 35, SH 36, and SH 288

RAIL

- Port Terminal Railroad Association switching railroad with connections to BNSF, Canadian Pacific Kansas City, and Union Pacific

BARGE

- 24-mile sailing distance to GIWW (M-10, M-69)

AIR

- 7 miles to HOU airport
- 25 miles to IAH airport

PIPELINE

- Connections leading to Beaumont/Port Arthur, Texas City, Freeport, and Morgan's Point



CARGO CONNECTIONS

Top Trading Partners

EXPORTS

- Asia* \$24.4 Billion
- Mexico \$11.7 Billion
- Netherlands \$8.9 Billion

IMPORTS

- Asia* \$55.2 Billion
- Mexico \$8.5 Billion
- Germany \$7.7 Billion

Data from USA Trade for 2023

*Data provided by Port Houston for 2023

Top Commodities

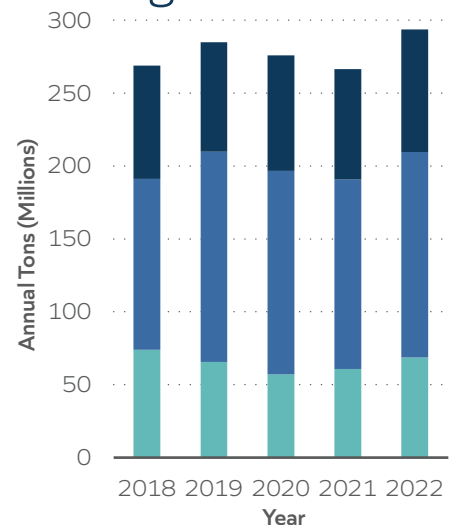
EXPORTS

- Resins & Plastics
- Chemicals & Minerals
- Petroleum & Petroleum Products
- Automotive

IMPORTS

- Hardware and Construction Materials
- Machinery, Appliances, and Electronics
- Steel and Metals
- Furniture

Tonnage



■ Total Imports ■ Total Exports ■ Total Domestic

Tonnage data from USACE Waterborne Commerce Statistics Center, 2024



PORT of ORANGE

Orange County Navigation and Port District

Lorrie Taylor, Executive Port Director/CEO

www.portoforange.com



Bulk



Break Bulk

The Port of Orange is centrally located between Houston and Lake Charles on I-10, on the Gulf Intracoastal Waterway and Sabine River. The port was established in 1953 and was historically opened to service the local sawmills. Today, timber and plastics are large export commodities that are shipped to New Orleans, Galveston, and other Gulf ports.

Port Priorities & Opportunities

The Port of Orange is actively enhancing its connectivity and infrastructure to adapt to the evolving demands of the maritime and transportation sectors. Central to its strategy is the development of multimodal transport facilities, focusing on improving rail and road connectivity. This includes key projects like the Alabama Street Entrance and South Childers Roadway improvements, aimed at boosting operational efficiency and accommodating larger freight volumes.

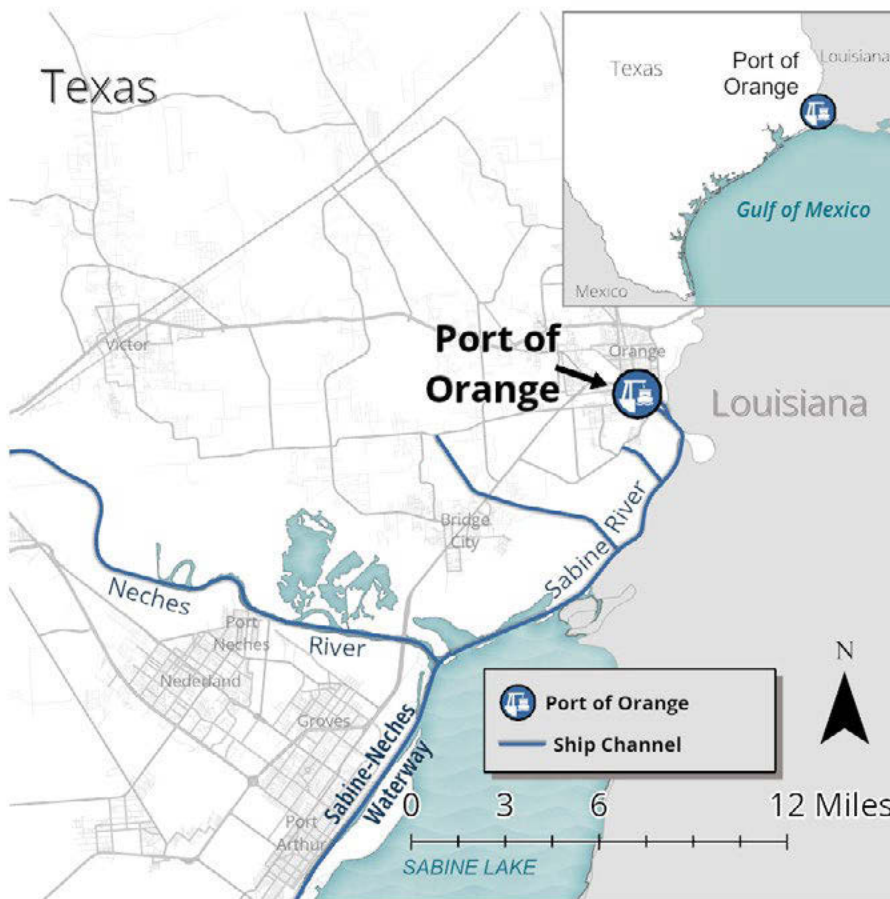
The port is forging strategic partnerships with local and state authorities to support infrastructure projects. These collaborations are essential for securing funding and resources, crucial for expanding the port's capabilities. By focusing on these areas, the Port of Orange is positioning itself to meet current demands while preparing for future market shifts, laying a foundation for sustained growth and operational effectiveness.

Port Projects

Project Name	Project Type	Total Project Cost
DRAVO Bulkhead - East Side	Maritime Infrastructure	\$34.2 Million
DRAVO Bulkhead - West Side	Maritime Infrastructure	\$44.3 Million
Improve Rail Reverse Curves from S. Childers to Alabama	Maritime Infrastructure	\$2.5 Million
Railyard South of Childers Road	Maritime Infrastructure	\$3.0 Million
Trans Modal Yard Transition Dock and Fendering	Maritime Infrastructure	\$13.6 Million
Alabama Street Entrance Improvements from FM 1006 to Gate	Seaport Connectivity	\$2.8 Million
Alabama Street Improvements from Bridge Crossing to Command Center	Seaport Connectivity	\$3.7 Million
Alabama Street Improvements from Gate to Bridge Crossing and Bulkhead	Seaport Connectivity	\$9.5 Million
DRAVO Additional Truck Queuing and Utility Enhancements - West Side	Seaport Connectivity	\$5.5 Million
DRAVO Additional Truck Queuing and Utility Enhancements - East Side	Seaport Connectivity	\$7.3 Million
South Childers Roadway Improvements from FM 1006 to Orange City Limits	Seaport Connectivity	\$4.4 Million
South Childers Roadway Improvements from City Limits to Entrance of DRAVO Industrial Terminal	Seaport Connectivity	\$8.3 Million
Hickory Cove Improvements	Ship Channel	\$55.2 Million

Costs provided by port/navigation district





PORT FACILITIES

DOCKS & WHARVES

- 4 berths
- 136-ft air restriction
- Dry dock services for barges and tugs

CARGO HANDLING

- Container-on-barge shipping capabilities
- Heavy haul route for cargo
- Up to 800 amp shore power connections at each berth and pier

STORAGE & LAND

- 8 warehouses at Alabama St. Terminal
- 350,000+ sf covered storage
- 100+ acres available for build-out
- 28+ warehouses/offices at multiple locations

SHIP CHANNELS

Ship Channel Name: Sabine River and Sabine-Neches Waterway (SNWW)

Current Depth:

22 ft (Sabine River) | 40 ft (SNWW)

Authorized Depth:

30 ft (Sabine River) | 48 ft (SNWW)

INTERMODALITY

ROAD

- Highway connections to I-10, SH 62, and SH 87

RAIL

- Connection to Union Pacific

BARGE

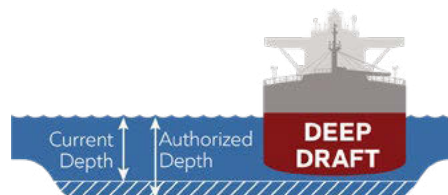
- 3.5-mile sailing distance to GIWW (M-10, M-69)

AIR

- Connections to Orange County Airport and Jack Brooks Regional Airport

PIPELINE

- Natural gas, oil, and volatile substance pipeline connections



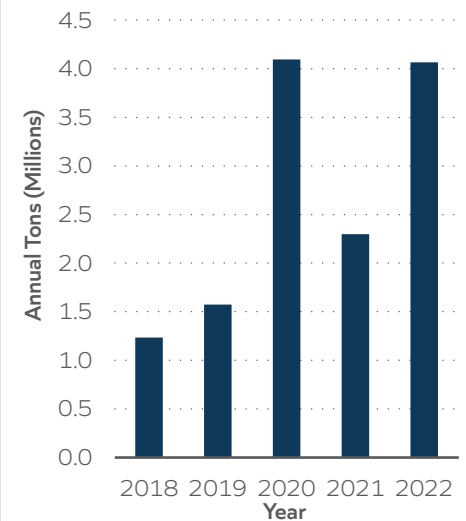
CARGO CONNECTIONS

Top Commodities

DOMESTIC

- Gasoline
- Residual Fuel Oil
- Limestone
- Cement and Concrete
- Nitrogen Compounds
- Timber
- Plastics

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

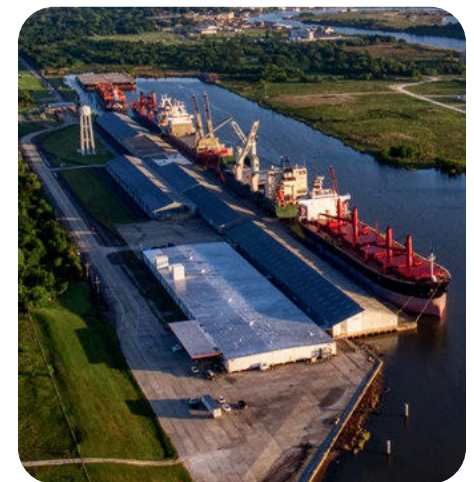


Photo credit: Port of Orange



PORT of PALACIOS

Matagorda County Navigation District No. 1

Victor Martinez Jr., Port Director

www.portofpalacios.com



Commercial
Fishing

The Port of Palacios is a multi-use, shallow draft commercial and recreational port. Formed in 1940 to promote commercial and recreational fishing, the Port of Palacios maintains a navigable waterway while protecting the coastal environment. Shrimping has been a signature market in the Palacios region since 1922. The port also provides safe harbor for boats traversing the Gulf Intracoastal Waterway to Palacios.

Port Priorities & Opportunities

At the Port of Palacios, the markets have remained focused on the leasing docks to its commercial shrimping fleet and servicing regional ferries, with an anticipated uptick in barge traffic to bring in heavy pre-fabricated components. The port has been grappling with connectivity issues, notably the constraints posed by narrow bridges on SH 35 and the need for wider roads to accommodate truck traffic.

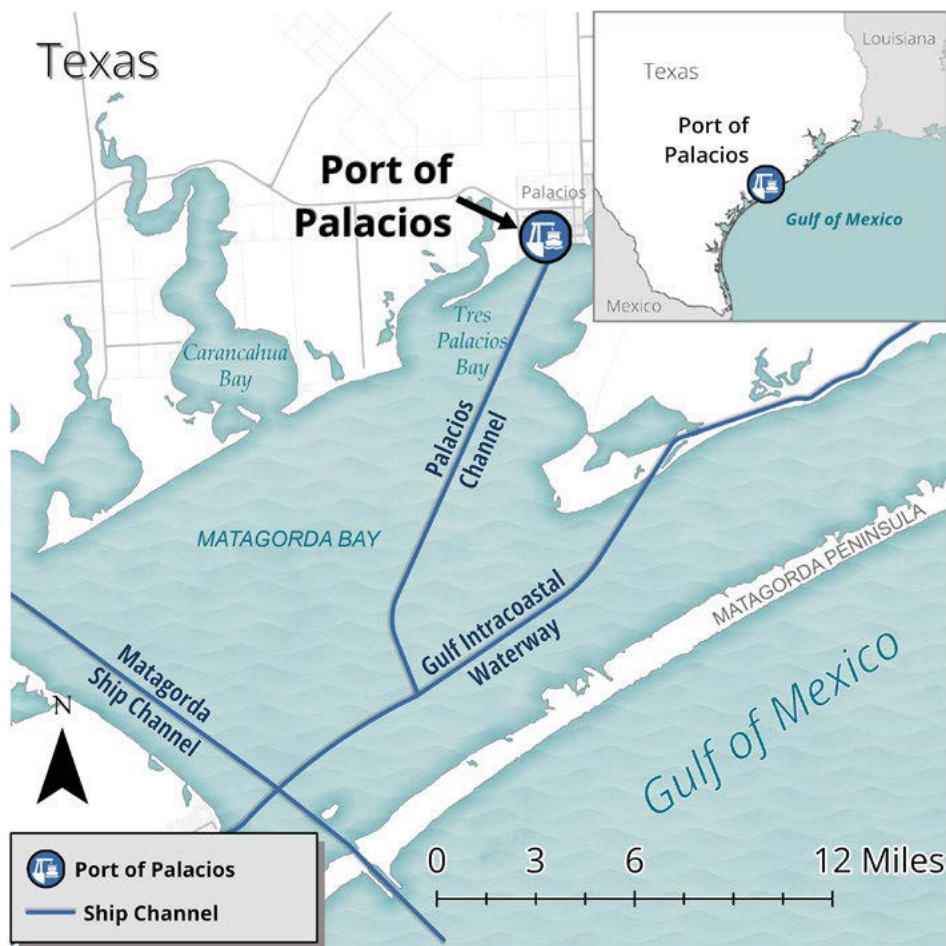
The port is seeking \$28 million for a dock hardening project, primarily for infrastructure improvements like bulkhead construction. Additionally, the port has been awarded a MARAD grant for dock rehabilitation benefiting the commercial fishing sector with an expected cost of \$13 million. For ship channel improvements, there are plans for spot dredging as needed, as well as a feasibility study for the deepening and widening of Palacios Channel, which is federally authorized but yet unfunded.

Port Projects

Project Name	Project Type	Total Project Cost
South Harbor Bulkhead Reconstruction	Maritime Infrastructure	\$28.0 Million
Port of Palacios Channel Deepening and Widening Feasibility Study	Ship Channel	\$3.0 Million

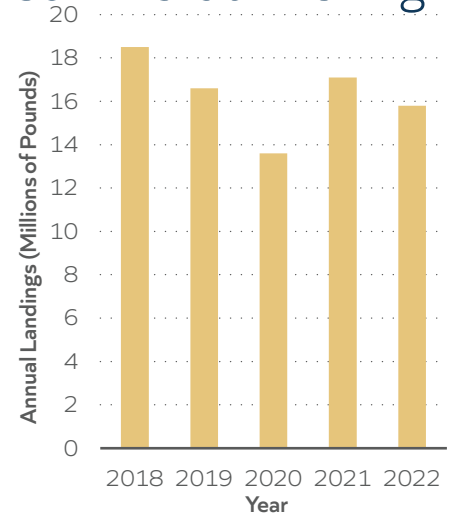
Costs provided by port/navigation district





CARGO CONNECTIONS

Commercial Fishing



Commercial fishing data from NOAA, 2023

Port of Palacios Recreational Amenities Include:

- Gated Facility
- Water & electricity available
- Shower facility
- Public boat ramp
- Voted "Best Sailing Bay" in Texas
- Great fishing year-round
- Bait Available
- Local restaurants & lodging

PORT FACILITIES

DOCKS & WHARVES

- 6 cargo docks
- Over 900 acres of land for lease
- Two shipyards for repair, retrofit, fabrication, and dry dock

EMERGING MARKETS

- Bulk cargo transportation
- Manufacturing and fabrication of tugboats and barges

PALACIOS FISHING HARBOR

- 200-boat shrimp fleet
- 12,500 ft of bulkhead dock

SHIP CHANNEL

Ship Channel Name: Palacios Channel

Current Depth: 14 ft

Authorized Depth: 14 ft

INTERMODALITY

ROAD

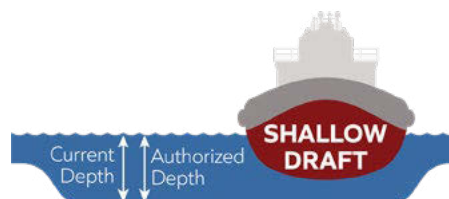
- Highway connection to SH 35

BARGE

- 16-mile sailing distance to GIWW (M-10, M-69)

AIR

- 2.5 miles from Palacios Municipal Airport



The Port of Palacios. Photo credit: Port of Palacios



PORT of PORT ARTHUR

Port of Port Arthur Navigation District

Larry Kelley, Executive Director/CEO

www.portpa.com



Commercial
Fishing



Bulk



Ro/Ro



Energy



Break Bulk



Container

The Port of Port Arthur is deep water port co-located on the Sabine Neches Waterway, SNNW, and the Gulf Intracoastal Waterway, GIWW. The port serves as a multi-modal transportation nexus connecting water, rail, truck and pipelines to meet the needs of domestic and international. The facility is the closest SNNW deep draft public port to the Gulf of Mexico. The Port of Port Arthur handles an array of cargoes including, energy, military, forest product, metals and project support; generating jobs and economic development for region, state and nation.

Port Priorities & Opportunities

The Port of Port Arthur, a strategic military port, is gearing up for significant expansion and infrastructural improvements for enhancing its connectivity and adjusting to the shifting demands of maritime logistics. Integral to its strategic development is the improvement of the SNNW, which is in the process of being deepened from 40 to 48 feet through a federally authorized project that has received \$103.2 million in federal funds. Construction is expected to span 7 to 10 years. This endeavor aims to bolster the port's capacity for handling larger vessels and increasing cargo volumes, strengthening its position as a pivotal link to international markets. However, it is important to note that the air draft restriction posed by the Martin Luther King Bridge could limit the height of vessels navigating the SNNW, even after it is deepened.

Facing the challenges of increased cargo traffic, the Port of Port Arthur is undertaking several critical connectivity projects, including efforts to address congestion, such as the planned improvements at the intersection of SH 82/87 and the construction of a flyover at Denbo Avenue over the railway and future alignment of the U.S. Army Corps of Engineers hurricane flood protection levee. These initiatives, coupled with the expansion of cargo laydown and staging areas, are vital for streamlining operations amidst the port's growth.

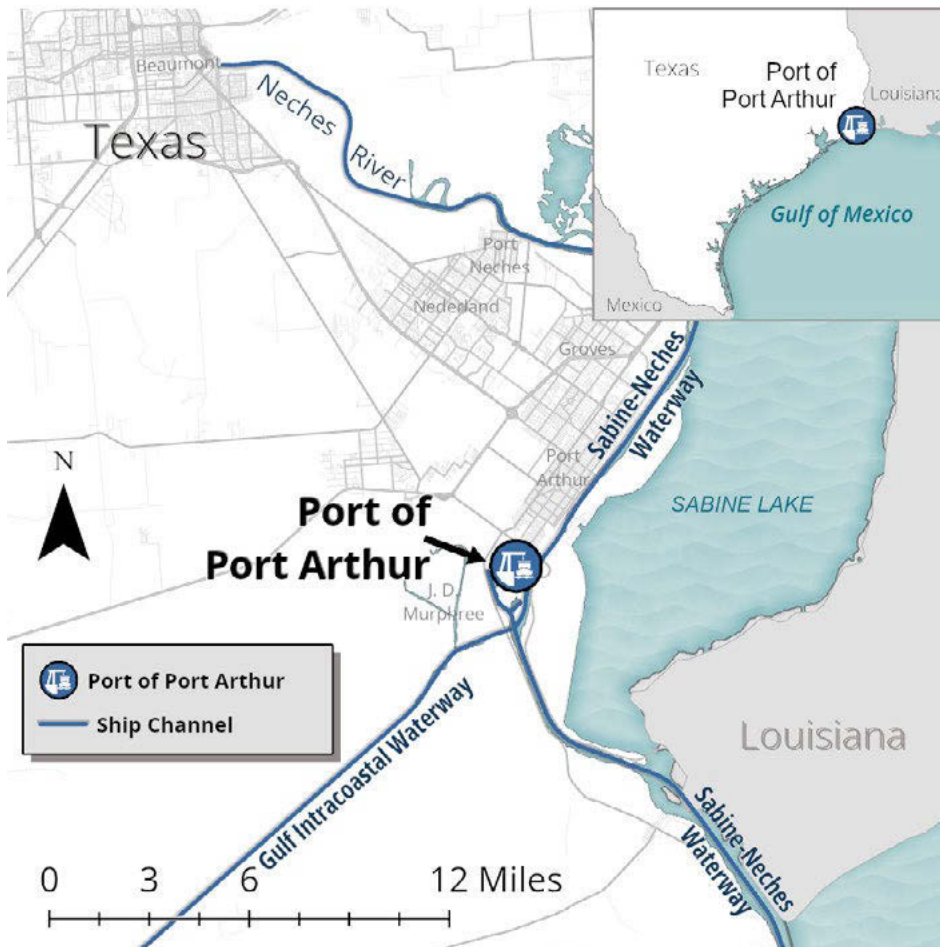
80 Million Lbs
of commercial fisheries landings
from 2018 to 2022 worth
\$180 Million

Port Projects

Project Name	Project Type	Total Project Cost
Berth 1-2 Toe Wall Construction	Maritime Infrastructure	\$31.0 Million
Berths 3-5 Toe Wall	Maritime Infrastructure	\$42.0 Million
Berth 7 & 8 Liquids Loading Terminal	Maritime Infrastructure	\$36.4 Million
Bridge Multimodal Laydown Area	Maritime Infrastructure	\$14.6 Million
Multimodal Railyard Flyover Staging Area	Maritime Infrastructure	\$13.0 Million
Railyard Redevelopment	Maritime Infrastructure	\$15.1 Million
Terminal Rail Expansion	Maritime Infrastructure	\$10.0 Million
Turn Lane Traffic Relief and Truck Staging Area	Seaport Connectivity	\$4.7 Million

Costs provided by port/navigation district





PORT FACILITIES

DOCKS & WHARVES

- 4,652 lf of dock
- 80 ft roll on/off dock

CARGO HANDLING

- 2 generators
- 75-ton capacity rail mounted crane

LAND & STORAGE

- 550,000 sf shed storage
- 25 acres open storage
- Fenced and lighted storage with 24/7 camera surveillance
- 200,000+ sf commercial property for development
- 5 transit sheds

SHIP CHANNEL

Ship Channel Name:

Sabine-Neches Waterway

Current Depth: 40 ft

Authorized Depth: 48 ft

INTERMODALITY

ROAD

- Highway access to US 69/59, SH 82, SH 87, and SH 73

RAIL

- Canadian Pacific Kansas City rail connected to Union Pacific

BARGE

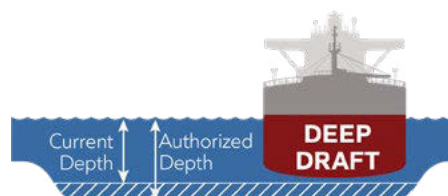
- Direct access to GIWW (M-10, M-69)

AIR

- 11 miles to Jack Brooks Regional Airport

PIPELINE

- Direct connections available



CARGO CONNECTIONS

Top Trading Partners

EXPORTS

- Mexico \$3.9 Billion
- Canada \$1.6 Billion
- Asia \$1.6 Billion

IMPORTS

- Asia \$5.4 Billion
- Canada \$2.6 Billion
- Mexico \$2.2 Billion

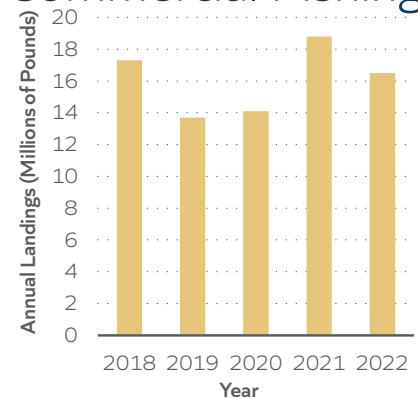
Data from USA Trade for 2023

Top Commodities

EXPORTS & IMPORTS

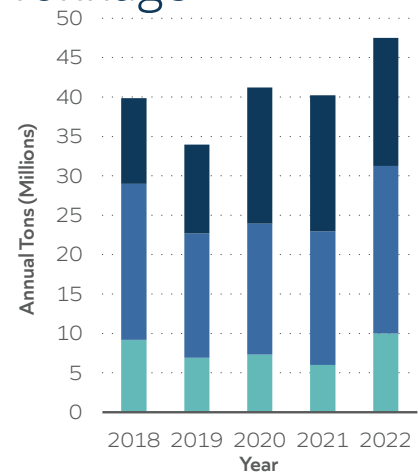
- Petroleum & Petroleum Products
- Pulp, Aluminum, Pellets

Commercial Fishing



Commercial fishing data from NOAA, 2023

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024



PORT of PORT ISABEL

Port Isabel-San Benito Navigation District

www.portofportisabeltx.gov



Commercial
Fishing



Ro/Ro



Energy



Break Bulk



Other

The Port of Port Isabel is a deep water port that was established in 1929 to serve the construction, agricultural produce, and oil and gas production industries. The port is located just 4.5 miles from the South Padre Island jetties and shipped upwards of 30,000 tons in 2020 to domestic destinations. The port is also home to a shrimp dock and serves a thriving commercial shrimping fleet.

Port Priorities & Opportunities

The Port of Port Isabel has actively engaged in significant developmental activities, with notable advancements in connectivity and maritime infrastructure aimed at enhancing its operational efficiency and market reach. Recently, the port has pivoted towards servicing the burgeoning fuel market in Mexico, a strategic shift that includes barging fuel and potentially increasing its throughput to accommodate larger volumes, highlighted by an already existing traffic of 42,000 barrels per transport. This expansion aligns with a broader regional development, underscored by a massive \$18.9 billion project at the neighboring Port of Brownsville, which predicts an influx of barge traffic and large-scale industrial commitments. Additionally, the port's leadership has sought federal assistance via a MARAD grant to develop an 8-acre marina to facilitate larger vessels and enhance support for offshore wind components and security operations. This development is poised to bolster the port's role as a pivotal node in the regional maritime logistics network.

The Port of Port Isabel is focusing on enhancing its local connectivity to support the increased industrial activity. The port has already benefited from a Seaport Connectivity Program grant, which facilitated significant improvements to Port Road, essential for the only access route into the port. These improvements are crucial as the port anticipates continued heavy construction traffic from nearby projects, including two LNG facilities employing over 7,000 workers, which will likely strain local infrastructure over the next decade. Additionally, the port is planning the development of a strategically important marina to accommodate 200-foot vessels, with about 30 vessels capacity, primarily to support state and federal operations and the growing offshore wind energy sector.

ECONOMIC IMPACT



Annual Truck Traffic

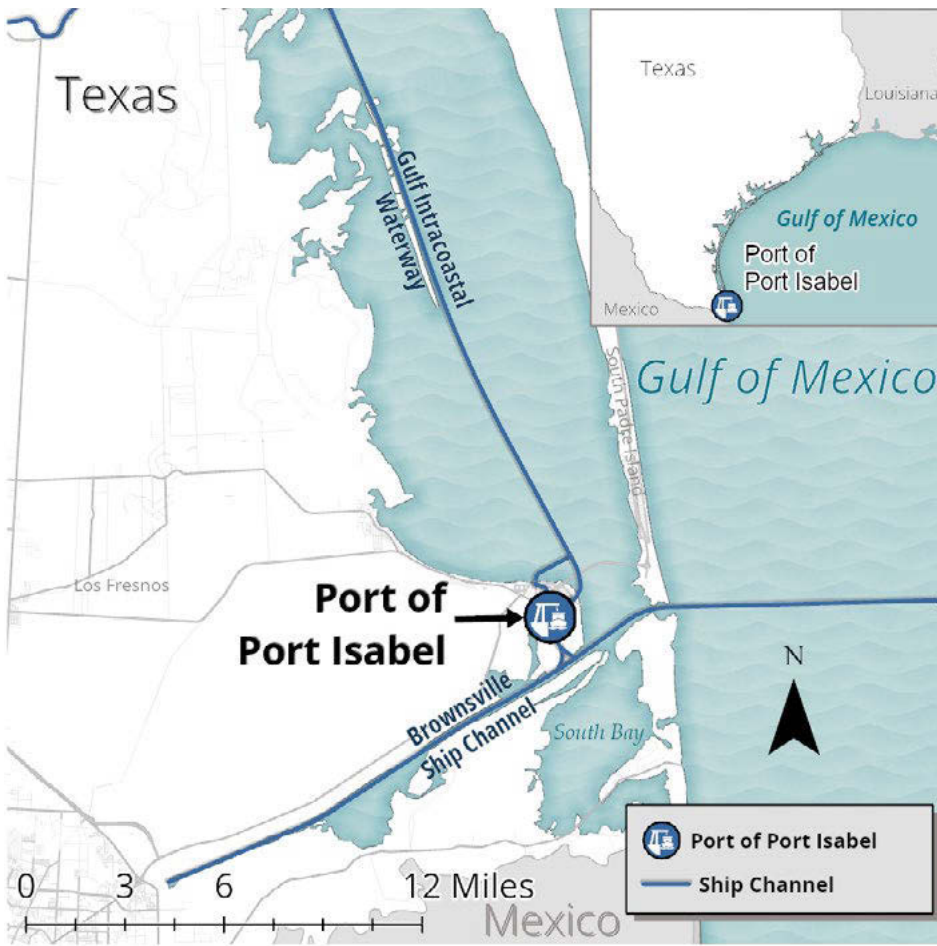
25,000



Direct Jobs

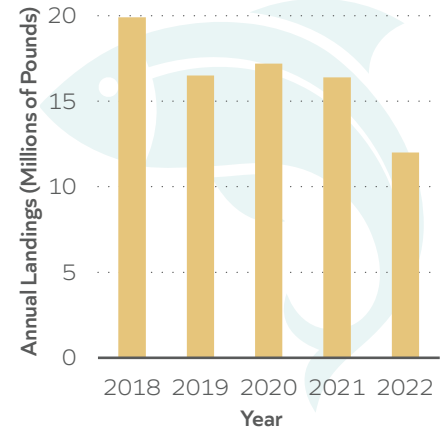
500





CARGO CONNECTIONS

Commercial Fishing



Commercial fishing data from NOAA, 2023 and includes both Port of Port Isabel and Port of Brownsville.

Port Isabel is one of the southernmost ports in Texas.



PORT FACILITIES

DOCKS & WHARVES

- 1,150 deep water docks
- 2,100 deep water frontage
- Shrimp dock

CARGO HANDLING

- 45 acres available for lease
- Extensive alongside repairs for large vessels
- Roll on/off wharf-to-ship capabilities

SHIP CHANNEL

Ship Channel Name: Port Isabel Channel

Current Depth: 36 ft

Authorized Depth: 36 ft

INTERMODALITY

ROAD

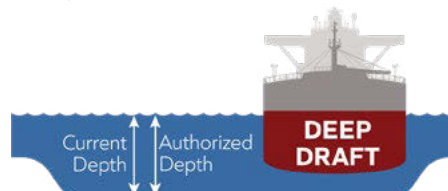
- Highway connections to SH 100 and SH 48

BARGE

- Direct access to GIWW (M-10, M-69)

AIR

- 38 miles to Valley International Airport (HRL)



Port of Port Isabel
Photo credit: Port of Port Isabel



PORT of PORT MANSFIELD

Willacy County Navigation District

Ronald Mills, Executive Port Director

www.portofportmansfield.com

The 1,700-acre Port of Port Mansfield was established in 1948 and has a shallow draft channel with a federally authorized depth of 17 feet. The port serves a popular fishing community for recreational and commercial use and also operates a general aviation airport. The port is located in Willacy County, and Raymondville, with a population of just under 11,000, is the closest city to the port. Future commercial use for the port is currently being explored for services such as handling project cargoes, container-on-barge, oil and gas, and construction materials.

Port Priorities & Opportunities

The Port of Port Mansfield is rapidly expanding to cater to burgeoning Mexican markets, with a significant shift towards containerized traffic and expectations of handling 500 trucks weekly. Infrastructure developments, such as the recent completion of a queuing yard and plans for new ones, address the increased demand. However, the port faces inland connectivity issues, necessitating a bypass road and heavier-duty corridors. The port is also progressing with a crucial airport runway extension to better support cargo movement.

The port is also gearing up its maritime infrastructure with two aggregate yard developments to enhance cargo handling, which are ready for immediate implementation and estimated to cost \$4.5 and \$6.5 million, respectively. Concurrently, the maintenance dredging of the ship channel is a pressing issue, with a need for U.S. Army Corps of Engineers funding to maintain navigability, a top priority for the regional environmental and economic health.

Port Projects

Project Name	Project Type	Total Project Cost
Airport Runway Extension	Maritime Infrastructure	\$12.0 Million

Cost provided by port/navigation district



Commercial Fishing



Ro/Ro



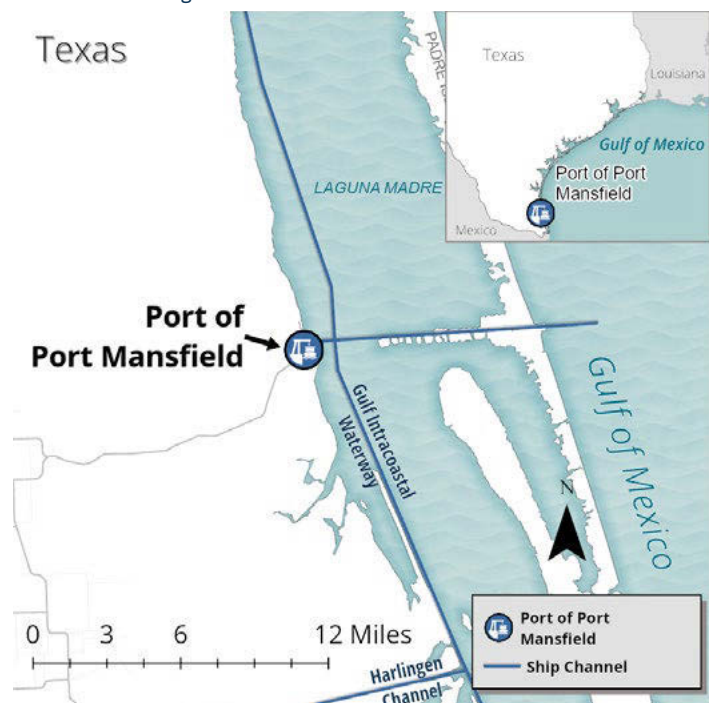
Energy



Container



Bulk



INTERMODALITY

ROAD

- Highway access to I-69/US 77 and SH 186

BARGE

- 1-mile sailing distance to GIWW (M-10, M-69)

AIR

- Close proximity to Charles R. Johnson Airport, a port-managed airport

SHIP CHANNEL

Ship Channel Name:

Port Mansfield Channel

Current Depth: 17 ft

Authorized Depth: 17 ft







PORT of SABINE PASS

Sabine Pass Port Authority

Mark Viator, Port Director

www.sabinepassportauthority.com



Bulk



Energy



Break Bulk



Commercial
Fishing



Other

The Port of Sabine Pass is a commercial, industrial, and recreational port located 5 miles from the Gulf of Mexico. Sabine Pass, which forms the border between Texas and Louisiana, is naturally deep, has no bridge obstructions, and is well situated to provide deep draft berthing and bunkering for LNG, LPG, and other vessels. Shrimping, commercial and recreational fishing are the existing markets for the Port. Recreational boating is also popular at the port's safe harbor marina. Access to the port is provided via Sabine Pass between the Gulf of Mexico and the Gulf Intracoastal Waterway (GIWW). The port is engaged in the use of Public-Private Partnerships to expand its operational functions to benefit economic growth and maximize the use of the Port Authority's responsibility.

Port Priorities & Opportunities

The Port of Sabine Pass is prioritizing the expansion of its LNG and LPG export capabilities and infrastructure development to accommodate projected increases in vessel traffic, focusing on LNG carriers. By 2027, the port anticipates 4,500 ships annually will transverse the Sabine-Neches Waterway, with 1,500 of these being LNG and LPG vessels. The expansion includes the construction of additional LNG ship berths on the lower channel and the development of three finger piers on the Gulf Shore aimed at alleviating channel congestion and enhancing the port's capacity for energy industry shipping. Key projects feature the operational Sabine Pass LNG export facility, with its six operational trains, alongside the Golden Pass LNG expansion, Chenier, and the newly announced Oneok facilities.

Opportunities at the Port of Sabine Pass focus on enhancing strategic connectivity and environmental sustainability. The port aims to add access road, berths, and pipeline facilities to boost inland connectivity, easing both truck and vessel congestion and improving safety. The facility expansion is also aimed at improving sustainable conditions that are impacted by weather events such as fog.

PORT HIGHLIGHTS



Deepwater LNG-
Compatible Gulf Port



Environmental
Sustainability

Port Projects

Project Name	Project Type	Total Project Cost
Intracoastal Canal Barge Berthing and Loading Terminal	Maritime Infrastructure	\$40.0 Million
Inlet Channel for Marina Expansion	Maritime Infrastructure	\$12.0 Million
LNG Ship Berth and Bunkering	Maritime Infrastructure	\$65.0 Million
Mechanic Street Facilities	Maritime Infrastructure	\$2.4 Million
Multi-Use Facility Expansion	Maritime Infrastructure	\$8.0 Million
Sheet Piling Wall Replacement at Texas Bayou	Maritime Infrastructure	\$12.9 Million
North Yard Dock	Maritime Infrastructure	\$44.7 Million
Industrial Truck Route	Seaport Connectivity	\$20.1 Million
State Highway 87	Seaport Connectivity	\$284 Million
White Ranch Road	Seaport Connectivity	\$23.1 Million

Costs provided by port/navigation district





PORT FACILITIES

RECREATIONAL FISHING

- 4 marinas
- 87 slips for power or sailing vessels
- 30 and 50 amp electrical
- Non-ethanol and clear diesel fuel

ENERGY-EFFICIENT OPPORTUNITIES

- Nearby refineries provide ready access to fuel, reducing emissions
- Potential for future hydrogen expansion
- Forthcoming GIWW berthing project to service carbon capture area
- 160-acre artificial reef site creates marine habitat and angling opportunities

SHIP CHANNELS

Ship Channel Name: Sabine Pass (SP) and Sabine-Neches Waterway (SNWW)

Current Depth:

12 ft (SP) | 40 ft (SNWW)

Authorized Depth:

12 ft (SP) | 48 ft (SNWW)

INTERMODALITY

ROAD

- Highway connections to SH 87

RAIL

- None

BARGE

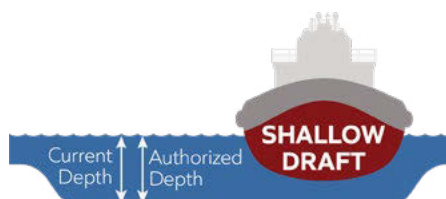
- Direct access to GIWW (M-10, M-69)

AIR

- 24 miles to Jack Brooks Regional Airport

PIPELINE

- Connections available



CARGO CONNECTIONS

Top Commodities

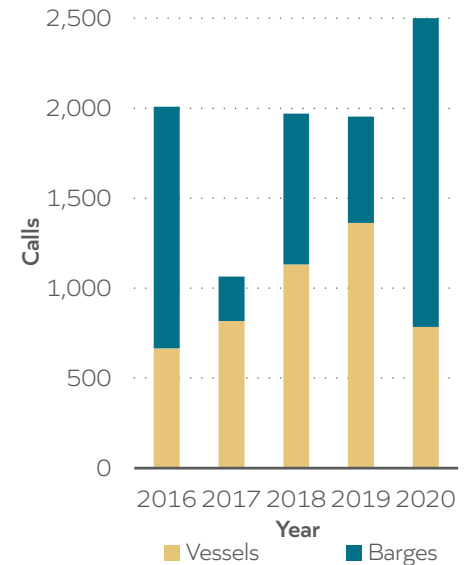
EXPORTS

- Petroleum & Petroleum Products
- Crude Materials

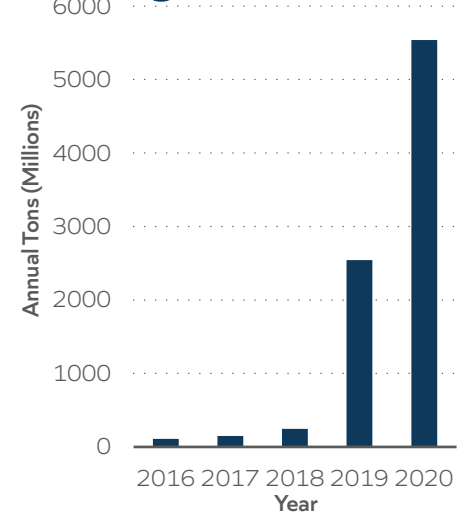
IMPORTS

- Manufactured Equipment
- Petroleum & Petroleum Products
- Primary Manufactured Goods

Vessel Calls



Tonnage



Tonnage and vessel call data from USACE Waterborne Commerce Statistics Center, 2024



PORT of TEXAS CITY

Tyson Moeller, President

www.tctrr.com



Bulk



Energy



Other

Established in 1893, the Port of Texas City is a private, deep water port in Galveston Bay that boasts a vessel transit time of approximately 1.5 hours to the Gulf of Mexico. The Port of Texas City primarily services the petrochemical industry, with waterborne tonnage just under 33 million tons annually. On an annual basis, more than 1,000 deep draft vessels and 4,150 inland barges call on the port.

Port Priorities & Opportunities

As part of its mission to support maritime and rail trade for the energy industry, the Port of Texas City is called upon by tankers handling both crude and refined petroleum products, and vessels carrying other petrochemicals and dry bulk materials. The Texas City Federal Channel is currently dredged to 46 feet to accommodate Aframax and Suezmax tankers.

The Port of Texas City has expansion projects on the horizon including the development of new deep draft docks and the installation of new rail infrastructure to handle additional volumes and to diversify the cargo base. The port is also working on site development planning for a new commercial business park with rail service. While these initiatives are not part of the Texas Port Mission Plan for the 89th Legislative Session, they represent significant ongoing and future expansions that will contribute to enhancing Texas's overall maritime capabilities.

PORT RANKINGS

5th Largest in Texas

11th Largest in the Gulf of Mexico

17th Largest in the U.S.

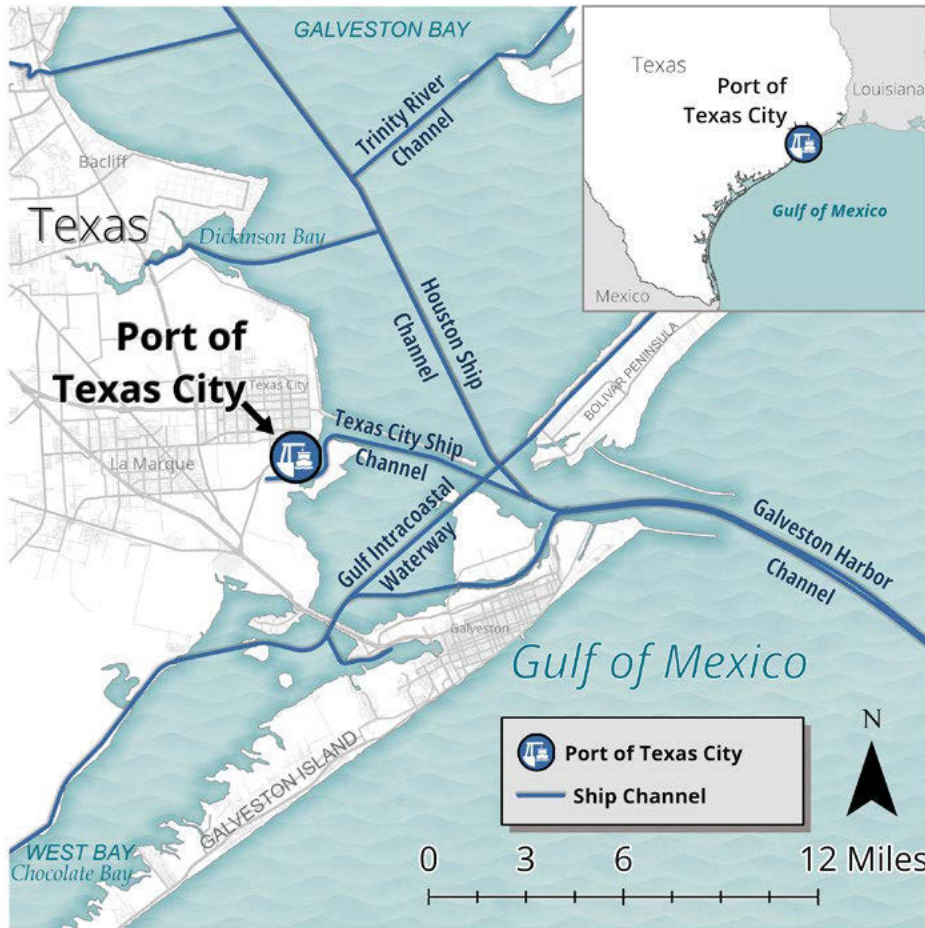
Ongoing and Future Expansion Projects*

Project Name	Project Type	Total Project Cost
Dock 42, 43, 46 & 60 New Builds & Rehab of Dock 62	Maritime Infrastructure	\$330 Million
Highland Bayou Bridge Upgrade	Maritime Infrastructure	\$25 Million
La Marque Development Project	Maritime Infrastructure	\$50 Million
Port Lead & Loop Track Renovation	Maritime Infrastructure	\$16 Million
Port Rail Yard & Warehouse Removal/Relocation	Maritime Infrastructure	\$55 Million
Port Security Entrance Relocation	Maritime Infrastructure	\$25 Million
Port Water System Upgrade	Maritime Infrastructure	\$5 Million
Tex-Tin Transload Tracks, South Yard Development, and 200 Yard Expansion	Maritime Infrastructure	\$25 Million
Barge Fleeting Area	Maritime Infrastructure	TBD
Dredge Disposal Site	Maritime Infrastructure	TBD

Costs provided by the Port of Texas City

*These projects, although they provide maritime infrastructure enhancements, are not included in the PMP's Maritime Infrastructure Report.





PORT FACILITIES

- 35 berths
- 3 barge fleeting areas
- Dry bulk terminal
- Onsite storage capacity for 1,000 railcars

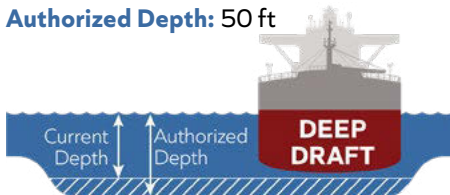
SHIP CHANNELS

Ship Channel Name: Texas City

Federal Channel

Current Depth: 46 ft

Authorized Depth: 50 ft



INTERMODALITY

ROAD

- Highway connections to I-45, SH 3, SH 146, SH 6, and SH 197

RAIL

- Texas City Terminal Railway switching railroad with connections to BNSF and Union Pacific

BARGE

- 6-mile sailing distance to GIWW (M-10, M-69)

AIR

- Commercial service to IAH and HOU airports

PIPELINE

- Connections available

CARGO CONNECTIONS

Top Trading Partners

EXPORTS

- Mexico \$1.9 Billion
- Netherlands \$748 Million
- Chile \$601 Million

IMPORTS

- Asia \$885 Million
- Mexico \$595 Million
- Brazil \$182 Million

Data from USA Trade for 2023

Top Commodities

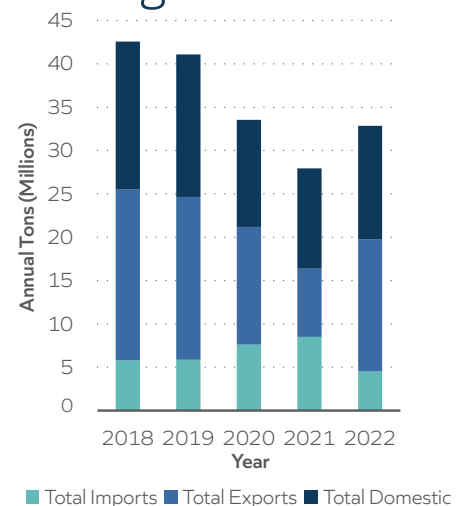
EXPORTS

- Crude Petroleum
- Distillate Fuel Oil
- Petrochemicals
- Ethanol
- Petroleum Coke

IMPORTS

- Crude Petroleum
- Distillate Fuel Oil
- Petrochemicals
- Ethanol

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024



PORT of VICTORIA

Victoria County Navigation District

Sean Stibich, Executive Director

www.portofvictoria.com



Bulk



Container



Energy



Break Bulk



Other

The Port of Victoria is an inland, shallow draft port established in 1946. The port is accessed via the Victoria Barge Canal, with a connection to the Gulf Intracoastal Waterway (GIWW) on the southern end of San Antonio Bay, and offers easy access to deep draft shipping through the nearby Matagorda Ship Channel. The port is also a Harbor of Refuge, a designated shelter for ships and vessels that would be otherwise exposed to open seas during inclement weather.

Port Priorities & Opportunities

The Port of Victoria is positioning itself as a burgeoning green energy hub, focusing on the development of ammonia and hydrogen spaces, signaling a significant evolution in its market strategy. The port's future sees a push towards leveraging rail infrastructure for cargo movement to satellite transloading centers, indicative of a strategic shift in handling green energy and chemical facilities. The emphasis on rail expansion and storage yard development is part of a broader initiative to adapt to the substantial power and water requirements forecasted for the near future.

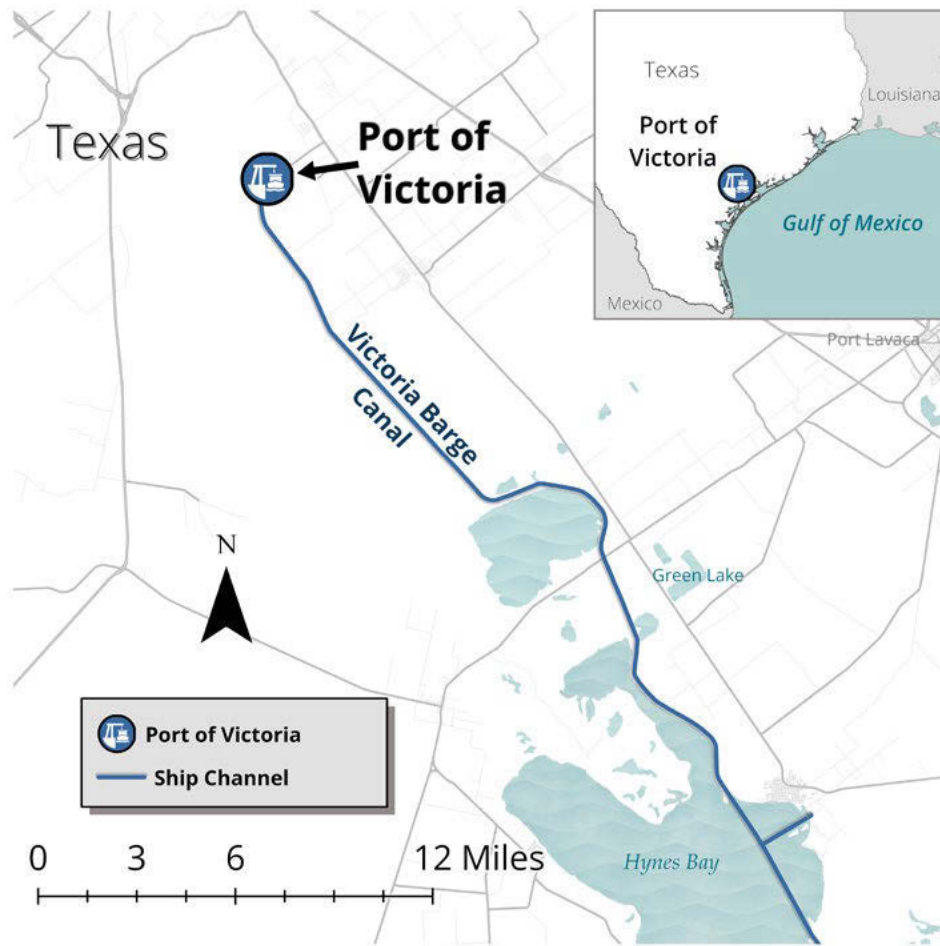
Maritime infrastructure projects are also prominent in the port's vision, with the development of liquid docks for planned ammonia and hydrogen projects and an expansion of transloading tracks and container yards to augment its capacity as a satellite port for Houston. Upgrades to key roadways, like the North Access Road to East Transload Road, and the development of a prime 30-acre greenfield site with waterfront access are instrumental in enhancing the port's accessibility. In parallel, plans to relocate the Port Administration Building are underway to foster business and support services, while also optimizing the utilization of port real estate.

Port Projects

Project Name	Project Type	Total Project Cost
General Cargo Dock Development	Maritime Infrastructure	\$8.0 Million
Liquid Docks 4-6 and 1-2	Maritime Infrastructure	\$15.0 Million
Port Administration Building	Maritime Infrastructure	\$5.0 Million
Texas Logistics Center Rail Car Storage Phases 1 and 2	Maritime Infrastructure	\$25.0 Million
Transload Tracks and Container Laydown Yard Expansion	Maritime Infrastructure	\$12.0 Million
Edna Lane / McCoy Road / Dupont Road	Seaport Connectivity	\$5.0 Million
North Access Road to Turning Basin	Seaport Connectivity	\$1.3 Million
North Access Road to East Transload Road	Seaport Connectivity	\$1.9 Million
SH 185 Flyover	Seaport Connectivity	\$25.0 Million

Costs provided by port/navigation district





PORT FACILITIES

DOCKS & WHARVES

- 2 general cargo decks totaling 200,000 sf
- 3 liquid docks
- Dock 1 is a 350-ft dual slip loading dock (20,000 sf)
- Dock 2 is an 800-ft loading dock (150,000 sf)
- Turning basin

STORAGE & LAND

- 17,000 sf shed space
- 3+ acres ground storage
- 7,300 sf office and storage building
- 2,000+ acres of land available for lease
- 10- to 2,000-acre greenfield sites available

SHIP CHANNEL

Ship Channel Name: Victoria Barge Canal

Current Depth: 12 ft

Authorized Depth: 12 ft

INTERMODALITY

ROAD

- Highway connections to SH 35, SH 463, US 59/Future US 69, and US 77

RAIL

- Port switching railroad with dual access to BNSF and Union Pacific

BARGE

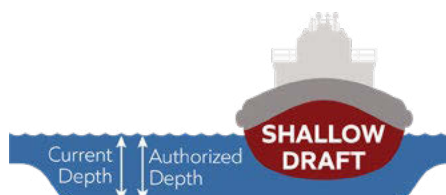
- 36-mile sailing distance to GIWW (M-10, M-69)

AIR

- 13 miles from Victoria Regional Airport

PIPELINE

- Easements available



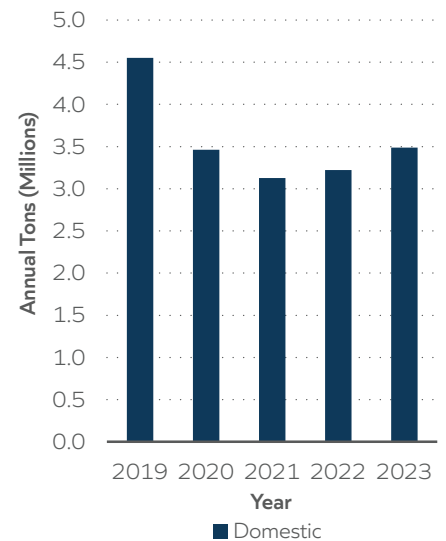
CARGO CONNECTIONS

Top Commodities

DOMESTIC

- Fertilizers & Chemicals
- Petroleum & Petroleum Products
- Crude Materials
- Manufactured Goods
- Equipment & Machinery

Tonnage



Tonnage data provided by the Port of Victoria



The Port of Victoria
Photo credit: Port of Victoria



PORT of WEST CALHOUN

West Side Calhoun County Navigation District

Jennifer Stastny, Director

www.portofwestcalhoun.com

The Port of West Calhoun is a shallow draft port that was established in 1946. The port operates Long Mott Harbor and Seadrift Harbor, which offer access to the Gulf Intracoastal Waterway via the Victoria Barge Canal. Key uses of port facilities include commercial and industrial barge loading and unloading, commercial fishing, and oil and gas exploration. The port is also used by recreational boaters.

Port Priorities & Opportunities

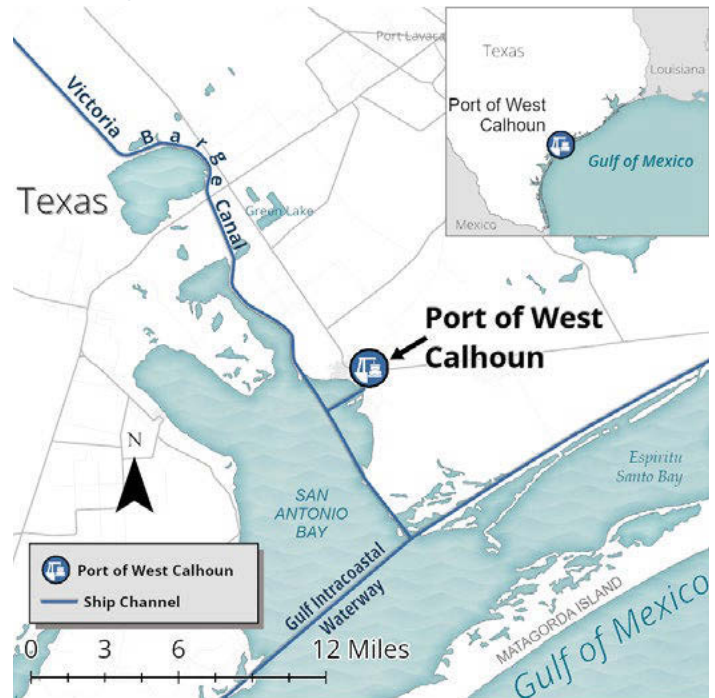
The Port of West Calhoun, amid an evolving market landscape, faces a crossroads where the provision of multimodal options, especially rail, becomes paramount to future success. Recent years have seen a surge of interest from both U.S. and international companies to use the port, yet the absence of necessary infrastructure, like rail access and a dockwall, has led to missed opportunities. However, projects like the recent Seaport Connectivity Program investment demonstrate opportunities, facilitating Dow's expansion near the port and supporting their ambitious plans for a small nuclear reactor. The port is exploring alternative financing methods, such as public-private partnerships, to overcome challenges in providing local match funding for future opportunities.

Strategic development at the port is aimed at establishing an industrial park in Long Mott Harbor, unlocking over 200 acres for development. Rail access remains a pivotal need for future tenants, but current rail lines are privately held, limiting expansion. The Long Mott Harbor Liquid Cargo Dock Bulkhead improvement is a completed project enhancing liquid cargo handling. The port's vision includes transforming Port O'Connor into a recreational hub with a 380-slip marina, addressing holiday traffic congestion and enhancing connectivity to support local development.

Port Projects

Project Name	Project Type	Total Project Cost
Long Mott Harbor Liquid Cargo Dock Bulkhead and Improvements	Maritime Infrastructure	\$18.6 Million

Costs provided by port/navigation district



PORT FACILITIES

HARBORS

- Long Mott Harbor
- Seadrift Harbor

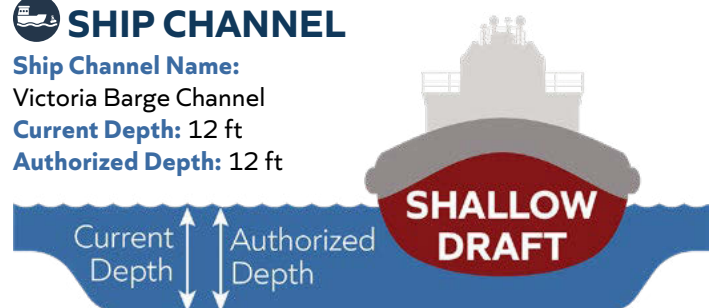
SHIP CHANNEL

Ship Channel Name:

Victoria Barge Channel

Current Depth: 12 ft

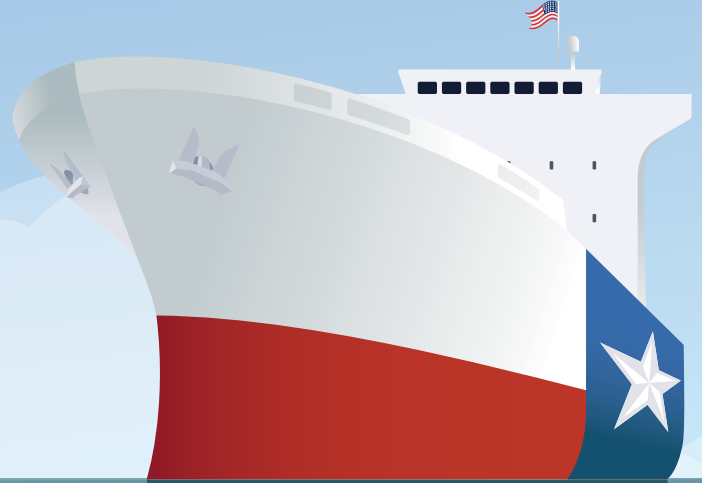
Authorized Depth: 12 ft



Port Authority Advisory Committee

TEXAS PORT MISSION PLAN

89TH Legislative Session



MARITIME INFRASTRUCTURE PROJECTS

This appendix presents the projects submitted for maritime infrastructure improvements for seaports along the Texas Gulf Coast. These maritime infrastructure project needs were first identified through interviews with administrators from Texas seaports, focusing on high priority maritime needs to enable the ports to serve evolving markets. To address the most pressing challenges for maritime infrastructure, ports were then invited to submit detailed project proposals to realize key enhancements to port operations. The proposed solutions provided by the seaports are in various stages of completion but have all been conceptually developed to at least a level of detail that allows estimated costs to be determined.

A profile sheet for each of these projects is included in this appendix. Although not ranked, the project description, status, and anticipated benefits of each solution are provided to describe the potential outcomes associated with each project. Project benefits are described in the categories of economic impact, operational impact, connectivity enhancements, safety and security, and local/other impacts. Each project will benefit an Economically Disadvantaged County within Texas.

The Maritime Infrastructure project table on the following pages provides a full list of the proposed maritime infrastructure projects. Ports and projects are presented in alphabetical order.

Port Name	Project Name	Total Cost
Aransas County Navigation District	Cove Harbor Bulkhead	\$15,000,000
Aransas County Navigation District	Rockport Harbor Bulkheads	\$3,000,000
Port of Beaumont	Island Park Terminal Shoreline Stabilization	\$15,000,000
Port of Beaumont	Lot 14 Multipurpose Laydown Yard	\$34,409,278
Port of Beaumont	Main Street Terminal 2 - Dock, Shed and Rail	\$190,000,000
Port of Beaumont	Orange County Access Road	\$40,000,000
Port of Beaumont	South End Truck Queuing Area Phase II	\$20,000,000
Port of Beaumont	Workforce Development and Training Center	\$3,000,000
Port of Brownsville	Bulk Cargo Dock Engineering Design and Study	\$1,500,000
Port of Brownsville	Cargo Dock 15 Engineering Design and Study	\$1,500,000
Port of Brownsville	Cargo Dock 16 Engineering Design and Study	\$1,500,000
Port of Brownsville	East Ostos Road Paving Improvement Project	\$10,000,000
Port of Brownsville	Liquid Cargo Dock Engineering Design and Study	\$1,500,000
Port of Brownsville	Mobile Harbor Crane	\$6,000,000
Port of Brownsville	Oil Dock No. 3 Construction	\$35,000,000
Port of Brownsville	Oil Dock No. 5 Upgrade	\$1,500,000
Port of Brownsville	Rail Access Preservation Program	\$16,794,835
Calhoun Port Authority	General Cargo Dock- Dock Pile Encapsulation	\$541,256
Calhoun Port Authority	General Cargo Dock- Impact Breasting Dolphin Replacement	\$817,200
Calhoun Port Authority	New Barge Fleeting Area	\$24,000,000
Calhoun Port Authority	South Peninsula Development Liquid Dock 1	\$48,000,000
Calhoun Port Authority	South Peninsula Development Liquid Dock 2	\$80,400,000
Calhoun Port Authority	South Peninsula Development Liquid Dock 3	\$51,600,000
Cedar Port	Barge Dock #1 Improvement	\$6,250,000
Port of Corpus Christi	Ingleside Cargo Dock	\$129,000,000
Port of Corpus Christi	Ingleside Low Carbon Energy Terminal	\$288,500,000
Port of Corpus Christi	Inland Industrial Port Campus	\$81,500,000
Port Freeport	Parcel 25 Improvement Project	\$20,000,000
Port Freeport	Velasco Terminal - Area 4 Improvement Project	\$26,756,500
Port Freeport	Velasco Terminal - Area 6 Improvement Project	\$10,000,000
Port Freeport	Velasco Terminal - Berth 9 Expansion	\$56,000,000
Port of Galveston	Cruise Terminal 28 Sheet Pile Replacement	\$30,000,000
Port of Galveston	Maintenance Facility Relocation	\$10,000,000
Port of Galveston	Pelican Island Berth Development	\$35,000,000
Port of Galveston	Pelican Island Projects Phase 1	\$65,000,000
Port of Galveston	Pier 12-14 Berth	\$101,600,000
Port of Galveston	Pier 29 Bulkhead Improvements	\$7,000,000
Port of Galveston	Pier 30-33 Mooring and Berthing Upgrades	\$10,000,000
Port of Galveston	Rail Spur and Loading Area	\$5,000,000
Port of Galveston	West End Cargo Expansion	\$18,000,000
Port of Galveston	Wharf Road Roadway and Utility Improvements and Gate Relocation	\$14,000,000

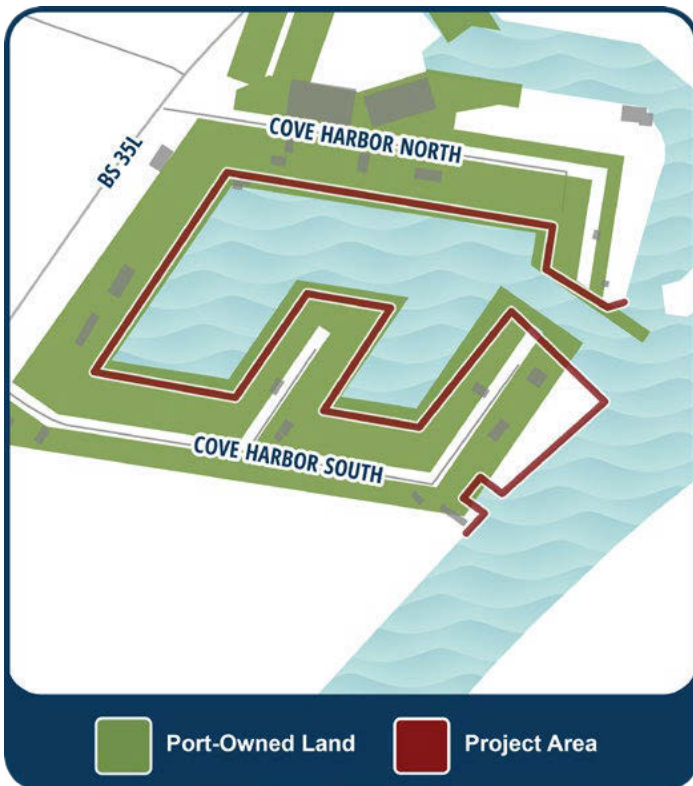
Port Name	Project Name	Total Cost
Port of Harlingen	Rail Rehabilitation	\$750,000
Port of Harlingen	Railyard Development	\$30,000,000
Port of Harlingen	Scale Foundation Installation	\$700,000
Port of Harlingen	Turning Basin Bulkhead	\$8,200,000
Port of Harlingen	Turning Basin Extension	\$13,000,000
Port Houston	Barbours Cut Terminal Wharf - Phase 2	\$77,000,000
Port Houston	Bayport Southeast Drainage and Community Benefit	\$39,000,000
Port Houston	Bayport Southern Access Road	\$196,000,000
Port Houston	Bayport Terminal Wharf 1	\$150,000,000
Port Houston	Bayport Terminal Yard Expansion	\$95,418,093
Port Houston	Care Terminal Wharf Rehabilitation	\$5,000,000
Port Houston	Container Terminals Improvement Program	\$125,000,000
Port Houston	Jacintoport Rehabilitation	\$10,000,000
Port Houston	Turning Basin Optimization Program	\$277,000,000
Port of Orange	DRAVO Bulkhead - East Side	\$34,200,000
Port of Orange	DRAVO Bulkhead - West Side	\$44,254,000
Port of Orange	Improve Rail Reverse Curves from S. Childers to Alabama	\$2,529,000
Port of Orange	Railyard South of Childers Road	\$3,000,000
Port of Orange	Trans Modal Yard Transition Dock and Fendering	\$13,586,750
Port of Palacios	South Harbor Bulkhead Reconstruction	\$28,000,000
Port of Port Arthur	Berth 1-2 Toe Wall Construction	\$31,000,000
Port of Port Arthur	Berth 7 & 8 Liquids Loading Terminal	\$36,400,000
Port of Port Arthur	Berths 3-5 Toe Wall	\$42,000,000
Port of Port Arthur	Bridge Multimodal Laydown Area	\$14,621,000
Port of Port Arthur	Multimodal Railyard Flyover Staging Area	\$13,030,000
Port of Port Arthur	Railyard Redevelopment	\$15,097,000
Port of Port Arthur	Terminal Rail Expansion	\$10,000,000
Port of Port Mansfield	Airport Runway Extension	\$12,000,000
Port of Sabine Pass	Inlet Channel for Marina Expansion	\$12,000,000
Port of Sabine Pass	Intracoastal Canal Barge Berthing and Loading Terminal	\$40,000,000
Port of Sabine Pass	LNG Ship Berth and Bunkering	\$65,000,000
Port of Sabine Pass	Mechanic Street Facilities	\$2,385,800
Port of Sabine Pass	Multi-Use Facility Expansion	\$8,000,000
Port of Sabine Pass	North Yard Dock	\$44,700,000
Port of Sabine Pass	Sheet Piling Wall Replacement at Texas Bayou	\$12,945,000
Port of Victoria	General Cargo Dock Development	\$8,000,000
Port of Victoria	Liquid Docks 4-6 and 1-2	\$15,000,000
Port of Victoria	Port Administration Building	\$5,000,000
Port of Victoria	Texas Logistics Center Rail Car Storage Phases 1 and 2	\$25,000,000
Port of Victoria	Transload Tracks and Container Laydown Yard Expansion	\$12,000,000
Port of West Calhoun	Long Mott Harbor Liquid Cargo Dock Bulkhead and Improvements	\$18,600,000



COVE HARBOR BULKHEAD

Aransas County Navigation District

Project Category:  **County:** Aransas | **Project Status:** Planning & Scoping | **Total Project Cost:** \$15,000,000



Project Description

The area near Cove Harbor along the Gulf Intracoastal Waterway (GIWW) wrap-around experiences high currents due to tidal exchanges. Because of these current patterns and overuse, the existing bulkheads within the Cove Harbor area are damaged and deteriorating and in desperate need of repair. The damaged infrastructure is unsafe and limits the ability for vessels to operate safely and efficiently, restricting the navigation district's ability to retain existing clients and attract new customers to the area.

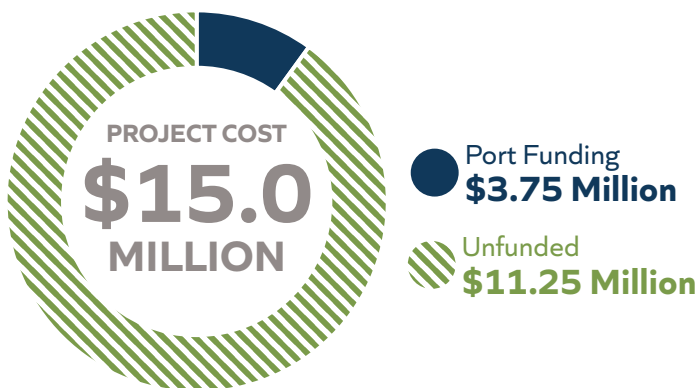
Without the bulkhead repairs, eventual failure could result in significant, rapid losses of land due to erosion, resulting in impeded travel along the GIWW, a reduction in interstate commerce, or environmental impacts if port facilities are destroyed, releasing oil or chemicals into nearby wetlands.

The scope of the project includes the installation of a steel bulkhead, starting on the south side of the harbor and wrapping as far as possible through the harbor until funds are exhausted. The primary area of focus for repairs would be the southern end of Cove Harbor, where approximately 4,000 linear feet of bulkhead would be replaced. If funds allow, bulkhead repairs would extend to a secondary area spanning roughly 2,600 linear feet of the northern part of the harbor. In addition to the bulkhead repair, some pavement repair would be required.

Replacing the failing bulkhead structures improves the port's ability to retain existing businesses within Cove Harbor. This project increases the port's chances of keeping various marine construction companies that currently operate locally within the port rather than relocating to other ports along the coast. This project also improves support for disaster relief efforts.

This project is vital for the survival of this port. The navigation district has made multiple efforts to obtain funding for this project through means like Federal Emergency Management Agency (FEMA) recovery funds after Hurricane Harvey or bond elections. However, these efforts did not pass.

Funding Status



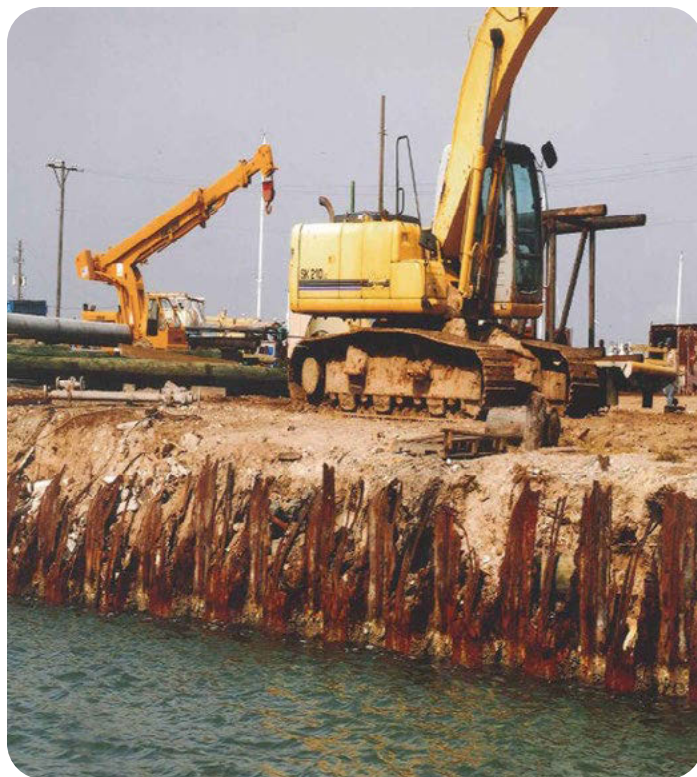


Project Status

The Project has had the full support and approval from all relevant governmental agencies within Aransas County. This project has been a long-term concern for the navigation district and has been in their plans for several years.

Scoping and planning for the project are approximately 50% complete, with design being approximately 10% complete. Construction for the project would be straightforward, as the proposed traditional commercial steel bulkhead is standard to the industry. The project would be lettable within the 2026-2027 biennium and constructible by the end of the 2030 fiscal year.

Permitting and environmental review for the project are covered under the U.S. Army Corps of Engineers nationwide permit that extends to the repair of existing structures.



Existing bulkhead deterioration

PROJECT BENEFITS



Economics

- Supports retention of existing businesses within Cove Harbor that are vital to the community's economic stability as the only industrial marine area within Aransas County.
- Proximity to Corpus Christi makes Cove Harbor an asset along the GIWW, a main transportation corridor for the state.



Operations

- Increases port productivity and throughput by improving facilities to more efficiently and effectively utilize available space.



Connectivity

- Many Cove Harbor businesses support the Port of Corpus Christi Authority and the oil and gas industry.
- Provides repairs to vessels that utilize this facility from all sectors of the Texas Gulf Coast.



Safety

- Repairs severely damaged and weathered infrastructure, improving safety and working conditions to all facility users.



Other

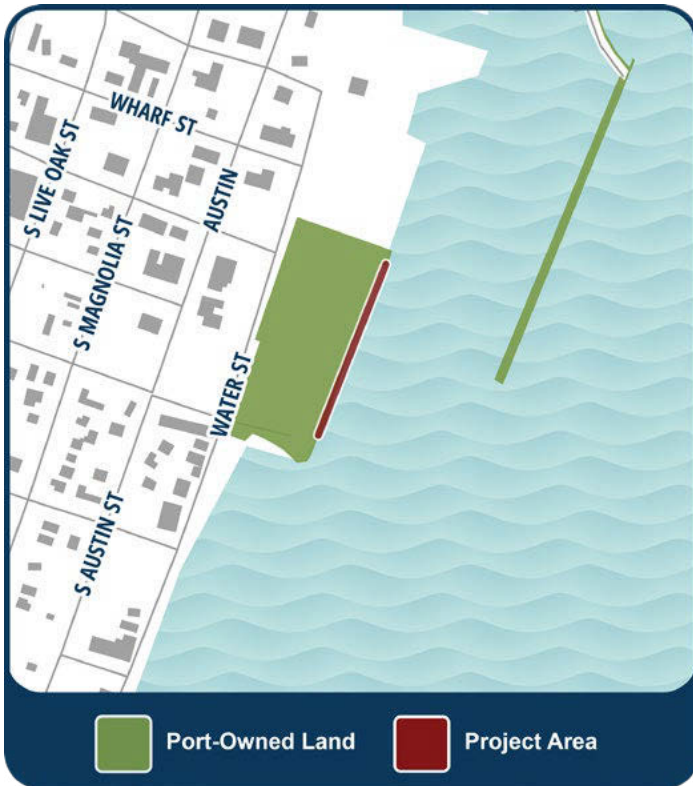
- Provides living wages and training for current and future employees, including opportunities for youth, sustaining local jobs into the future.



ROCKPORT HARBOR BULKHEADS

Aransas County Navigation District

Project Category:  **County:** Aransas | **Project Status:** Planning & Scoping | **Total Project Cost:** \$3,000,000



Project Description

The existing bulkheads within the Rockport Harbor area are vital to the protection of the community's infrastructure from waves and rising tidal influx due to tropical conditions and hurricanes. A combination of general deterioration and the effects of Hurricane Harvey have damaged the nearby shoreline over time. As a result, the existing conditions provide little protection to Rockport Harbor.

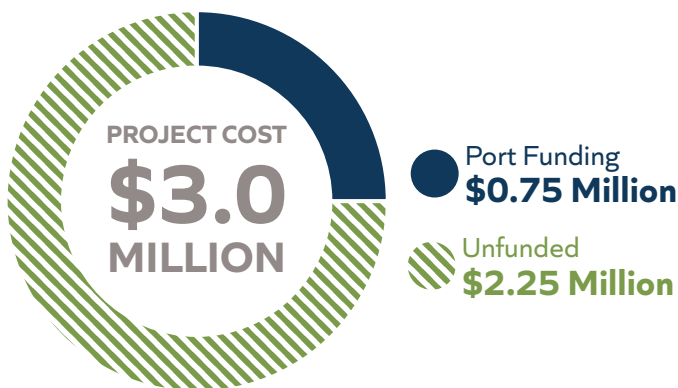
The scope of this project would include the installation of approximately 700 linear feet of bulkhead within Rockport Harbor, protecting an undeveloped stretch of land between E Market Street and Main Street. These improvements would help to stabilize the shoreline and land area behind the bulkheads.

Bulkhead installation will protect the shoreline in this area of the harbor from future erosion due to normal coastal activities and tropical or hurricane events. The project would also lessen the frequency of costly dredging activities in the area. Protecting this stretch of land will also allow the navigation district to expand marina facilities in the area, helping to promote Rockport Harbor as a priority boating destination.

Without this project, the Rockport community would remain highly susceptible to catastrophic loss of infrastructure during extreme weather events. Vulnerable critical infrastructure that would be protected by this project includes two schools, the Rockport Historic Downtown area, the county jail, the new county courthouse, as well as various residential areas and fire/police departments.

This project is on the critical path for a community that is continuing to grow its marine industry. Without protecting this area of undeveloped land, the navigation district, already operating at capacity, is unable to expand to meet the current and ongoing demand for dockage.

Funding Status



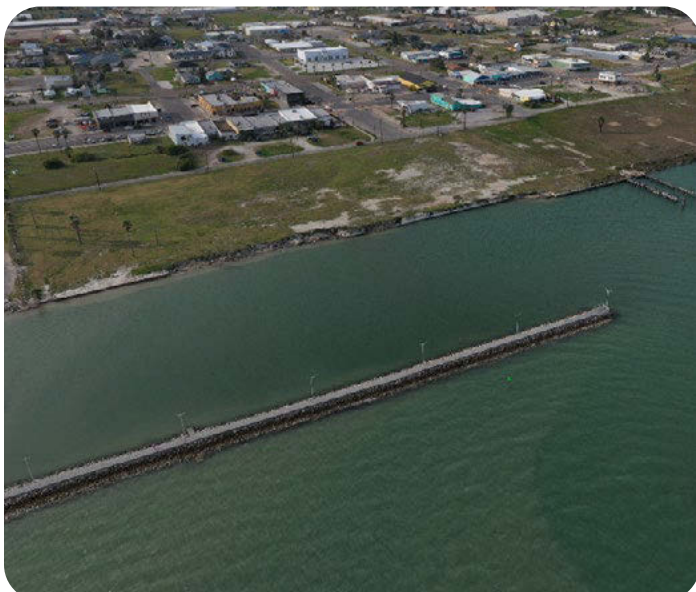


Project Status

The project has both government and community support. Permitting and environmental review through the U.S. Army Corp of Engineers have already been completed.

Scoping and planning for the project are approximately 80% complete, with design being approximately 75% complete.

No land or right-of-way acquisition is required for the project. The project would be lettable within the 2026-2027 biennium and constructible by the end of the 2030 fiscal year.



Existing conditions

PROJECT BENEFITS



Economics

- Allows for stable land conditions for future construction and operations expansion, creating opportunities for commercial business development in the area.
- Increases occupancy by providing additional slips that could attract multiple commodity customers, increasing revenue and tax base.



Operations

- Reduces the risk of further erosion along the current shoreline.
- Reduces waiting time for boat dockage and gives boaters traveling the Texas coast more alternatives in marina facilities.



Connectivity

- Improves connectivity by providing additional functional space, enhancing vessel and goods movement through the port.
- Enhances vessel movement.



Safety

- Protects the community, the Navigation District's harbor, and marina facilities during adverse weather, tropical and tidal surge factors.



Other

- Protection provided by bulkheads will enable further expansion into this underutilized area within the port, attracting diverse commercial businesses to the area resulting in local job opportunities (both blue and white collar) for residents in the area, bolstering the local economy.



ISLAND PARK TERMINAL SHORELINE STABILIZATION

Port of Beaumont

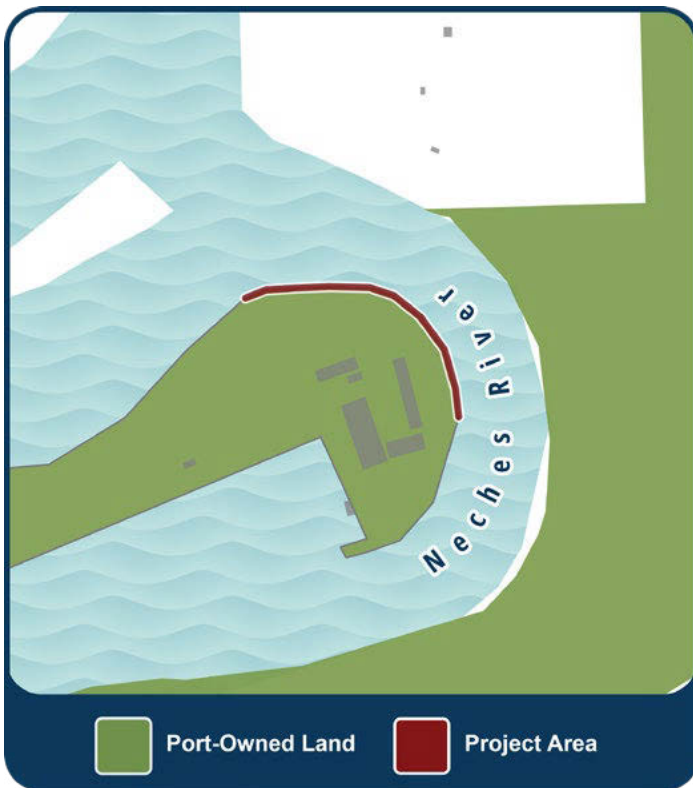
Project Category:



County: Jefferson

Project Status: Planning & Scoping

Total Project Cost: \$15,000,000



Project Description

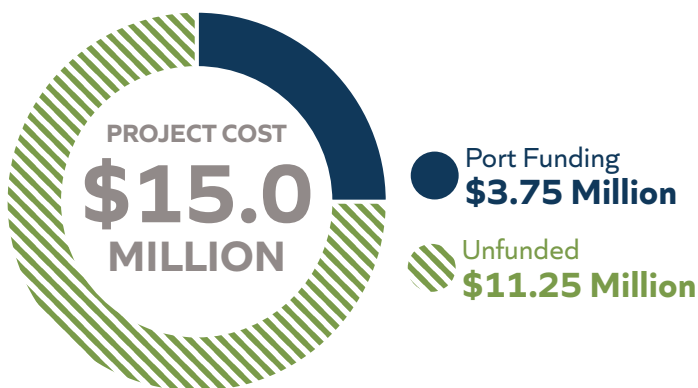
Due to a change in patterns of the Neches River over the last several years, 1,200 feet of shoreline at the Port of Beaumont's Island Park Terminal has experienced significant erosion. A site assessment has indicated that the shoreline is not stable due to sandy soils, weak clay, and steep slopes. The existing conditions prevent the port and its partners from accepting most cargo types at the Island Park Terminal due to shoreline erosion and the condition of the surrounding infrastructure. As the terminal continues to deteriorate, so too do opportunities to market the site.

This project includes repairing 1,200 linear feet of shoreline by constructing a bulkhead that will stabilize the impacted area and prevent future erosion. This project will stabilize a bank that directly supports 5.49 acres and indirectly impacts an additional 70 acres that are currently underutilized. Reinforcing this area will lay the groundwork for future development of the terminal and provide additional laydown area.

Once the bulkhead is constructed, additional upgrades to the facility can be considered. The port has an overabundance of demand for outdoor storage and would need an additional 126 acres of laydown space to meet this demand. This project, coupled with several other proposed projects, will add to the port's storage capabilities and capacity. The petrochemical industry and other industries moving project and other breakbulk cargoes would be the project's primary beneficiaries.

Without this project, the terminal will remain underutilized and continue to deteriorate. In some locations, slopes are nearly vertical and continued erosion will worsen conditions in the area if left unchecked. This valuable site along the Neches River has constrained water and rail access, limiting growth opportunities until the area can be stabilized. This project is critical for the port to remain competitive and continue bringing in cargo that generates revenue used to invest in other public port capital projects.

Funding Status



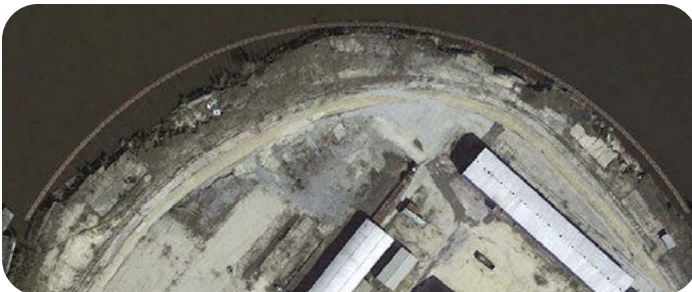


Project Status

This project is supported by the Port of Beaumont Board of commissioners. A U.S. Army Corps of Engineers Individual Permit will be required.

Scoping and planning for the project are approximately 10% complete. Environmental review for the project has not yet commenced.

No land or right-of-way acquisition is required for the project. The project would be lettable within the 2026-2027 biennium and constructible by the end of the 2030 fiscal year.



Existing project site conditions

PROJECT BENEFITS



Economics

- Once developed as laydown space to support cargo operations, the port can accept new contracts generating \$1 million in revenue annually.



Operations

- Continued erosion will deteriorate part of the terminal and lead to the terminal's main access road becoming unusable, creating access problems, negatively impacting existing businesses, and impeding future growth opportunities.



Connectivity

- Without the proposed bulkhead, access to the main road through the terminal will be cut off due to bank erosion leading up to the road.
- Improvements will allow the port to market the facility, with the long-term goal of restoring barge and rail access.



Safety

- Improves safety for workers and cargo storage by repairing eroding shoreline and preventing future deterioration.



Other

- The project is in a Historically Disadvantaged Community with high unemployment rates and where 20.4% of the population lives below the poverty level. This project will support terminal development, which is expected to generate approximately 300 jobs once built out.



Lot 14 MULTIPURPOSE LAYDOWN YARD

Port of Beaumont

Project Category:  **County:** Jefferson | **Project Status:** 75% Design | **Total Project Cost:** \$34,409,278



Project Description

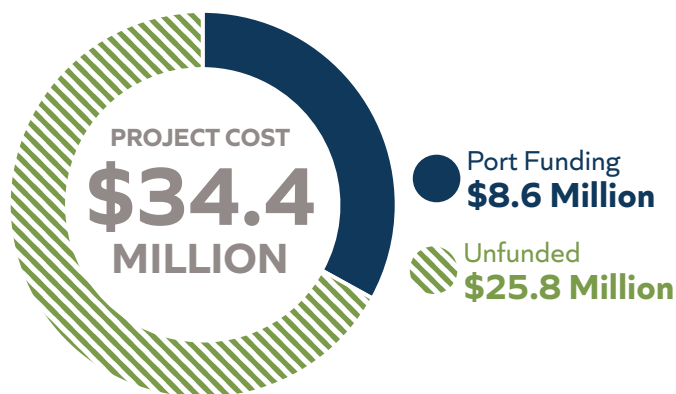
The existing limestone lot at Lot 14 is positioned in an ideal location to utilize the Port of Beaumont's new overpass, however, the area is prone to erosion and requires constant maintenance. In its current state, the lot is subpar and does not meet the specifications of many customers interested in moving cargo through the port. As a result the port must frequently divert some cargo ships due to lack of suitable staging and storage space, missing out on potential business opportunities.

As a continuation of the 2014 Port of Beaumont Master Plan, the port is planning for the design and installation of the Lot 14 Multipurpose Laydown Yard, including drainage and subgrade improvements and installation of 18" roller-compacted concrete pavement. The 26.58-acre lot will be used as a container marshaling yard and hard-surfaced laydown area for project and general cargoes. When not in use as a container yard to support container on barge operations, the lot will meet the specifications of the US 842nd Transportation Battalion, 597th Transportation Brigade, for the storage of military equipment, providing ample space for military exercises critical to national security.

The project will allow the port to handle additional breakbulk and military cargoes and to support the petrochemical industry. The new multipurpose lot will provide space to handle containers as well as general cargo that has been diverted over the last several years due to lack of space. Hard surfacing Lot 14 will decrease maintenance costs over time, prevent rapid lot deterioration, and improve air quality by eliminating dust generated on the existing limestone surface.

Without this project, the Port of Beaumont will continue to turn away business opportunities due to space constraints and aging infrastructure. For each year the construction of the lot is delayed, the negative impacts will compound, ultimately resulting in the loss of millions of dollars in man hours worked from the local economy.

Funding Status





Project Status

The Project is supported by the port's Board of Commissioners, national and state legislators, industrial partners, and local community groups.

Scoping and planning for the project have been completed, with design being approximately 75% complete. Local permits will be required for the project. A National Environmental Policy Act (NEPA) review and environmental assessment have been completed and are currently under review.

Land and right of way acquisition for the project has been completed. The project would be lettable within the 2026-2027 biennium and constructible by the end of the 2030 fiscal year.



Existing site conditions

PROJECT BENEFITS



Economics

- Project has a benefit-cost ratio of 3.23 with over \$114 million in present value benefits.
- Creates a new container on barge business line for the port requiring over 22,000 labor hours per year and opportunities for public-private partnerships resulting in \$50 million in additional private investment.



Operations

- Provides an additional intermodal cargo exchange and staging area with direct access to a rail bypass, giving more direct access to docks.
- Provides flexibility when determining locations to store cargo.



Connectivity

- Provides infrastructure to operate a new intermodal container handling facility to utilize the marine highway system.
- Creates redundancies in cargo handling capabilities and greater connectivity to the Port of Beaumont.



Safety

- Alleviates hazards resulting from up to 200,000 vehicles moving through port terminals and reduces future highway truck-miles by 600,000 annually.



Other

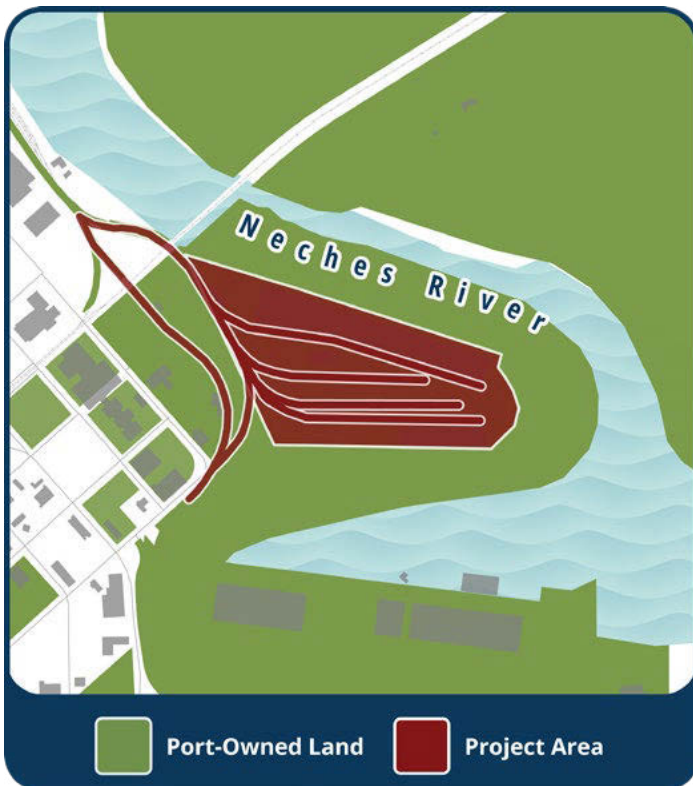
- Supports 387 construction and manufacturing jobs, with additional indirect jobs created at large industrial facilities, in an Economically Disadvantaged County.
- Reduces emissions and noise pollution to improve quality of life.



MAIN STREET TERMINAL 2 -SHED, DOCK, AND RAIL

Port of Beaumont

Project Category:  **County:** Jefferson | **Project Status:** 60% Design | **Total Project Cost:** \$190,000,000



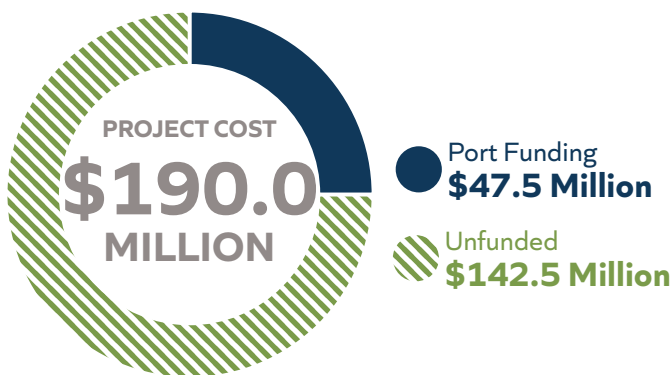
Project Description

The Port of Beaumont receives significant demand from shippers, but lacks the facilities needed to accommodate potential business opportunities. The existing Main Street Terminal 2, constructed between 1939 and 1956, has a very light and deteriorating dock capacity (350 psf) and has outlived its useful life. Additionally, the adjacent storage sheds and rail infrastructure, though still in operation, are difficult to maneuver and, based on outdated designs, result in significant operational inefficiencies.

The scope of this project includes the reconstruction of the rail, dock, and shed infrastructure at Main Street Terminal 2 to modernize prime real estate at one of Texas' largest ports, and the most significant strategic military port in the nation. The on-dock transit shed will be rebuilt to increase square footage by nearly 43%, from 208,560 sq ft to 300,000 sq ft, utilizing an open layout to reduce the number of columns, and safety hazards, within the building and raise the ceiling from 14 feet to 30 feet. The existing dock structure will be rebuilt to modern standards, increasing the deck load capacity from 350 psf to 1,200 psf and expanding the apron from 33 feet to 75 feet, providing 127% more space for longshoremen to work and move cargo. The rail component will include stabilization of the bank surrounding the low line rail that failed in 2017; reconstruction of 590 linear feet of bulkhead to prevent future erosion; repairing and improving 700 linear feet of the low line rail to provide access to the port's Main Street Terminals 1 and 2; and reconfiguration and reconstruction of 13 tracks (14,328 linear feet) that feed Main Street Terminals 1 and 2 and will ensure access and switching capabilities align with the terminals' cargo handling needs.

All industries moving cargo through the port will benefit economically from this network of projects, particularly customers moving forest products, military equipment, project cargo, and metal articles.

Funding Status





Project Status

The Project is supported by the port's Board of Commissioners, industrial partners, the City of Beaumont, and local community groups. A U.S. Army Corps of Engineers permit will be required.

Scoping and planning for the project have been completed, with design being approximately 60% complete. Environmental review for the project has not yet commenced.

No land or right-of-way acquisition is required for the project. The project would be lettable within the 2026-2027 biennium and constructible by the end of the 2030 fiscal year.



Project plan



Existing damage and erosion

PROJECT BENEFITS



Economics

- The benefit-cost ratio for the project cumulatively is 2.52 to 1 at a 3.1% discount rate, with \$41.6 million in net benefits per year.



Operations

- Will provide a 14% increase in berthing capacity; 164% increase in covered storage capacity; and 32% increase in rail capacity at the terminal.
- The proposed bulkhead and rail reconstruction will bring the Low Line Rail back into service after being badly damaged by Hurricane Harvey in 2017.



Connectivity

- Improvements will allow the port to welcome larger vessels and provide upgraded rail access to lines served by BNSF, CPKC, and Union Pacific to enhance connectivity to the rail and waterside networks.
- Will provide a rail crossing grade separation under one of the busiest rail lines in the southern U.S.



Safety

- Dock reconstruction will increase the deck load capacity by 242% and apron width by 127%, creating a safer working environment.
- Shed reconstruction will eliminate 84 columns, which currently prove to be safety hazards and sustain damage regularly.



Other

- Will support approximately 1,700 construction and manufacturing jobs, in addition to the indirect impact the construction will have on customers using the facilities to move project, military, and other types of cargo.



ORANGE COUNTY ACCESS ROAD

Port of Beaumont

Project Category:  **County:** Jefferson | **Project Status:** Conceptual | **Total Project Cost:** \$40,000,000



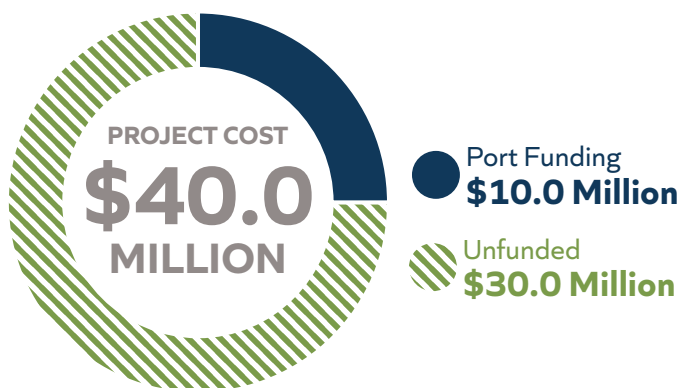
Project Description

Based on significant recent growth in volumes, the current Orange County Liquid Bulk Terminal will reach capacity in the near future. The Port of Beaumont has identified a 130-acre greenfield site as the future home of a second liquid bulk terminal, the East Terminal. Currently, the site can only be accessed by a one-way dirt road. Without improvements to the road, commercial access to the future East Terminal will not be possible.

The proposed Orange County Access Road includes widening, hard-surfacing, and strengthening a 1.37-mile stretch of dirt road that will provide access to 130 acres of undeveloped port-owned property in Orange County, Texas. This 130-acre site is the future home of the Port of Beaumont East Liquid Bulk Terminal. Following construction of the access road, development of the East Terminal will likely be modeled after the existing Orange County Liquid Bulk Terminal, which is a public-private partnership that has resulted in the creation of over 200 jobs and capital investment exceeding one billion dollars over twelve years.

The access road will benefit the petrochemical, maritime, pipeline, rail, and trucking industries, as well as consumers relying on crude oil, diesel, and gasoline for daily activities.

Funding Status



Failure to construct the Orange County Access Road will limit the port's ability to develop the 130-acre greenfield to support growth in the future. With the current volume moving through the existing liquid bulk terminal, capacity will be reached in the near future. Without access to potential expansion sites, the current private partner at the Orange County Liquid Bulk Terminal will be forced to consider other locations, possibly in other states. The potential impact on the state is the loss of billions of dollars over the lifetime of the project and hundreds of jobs associated with the future build-out of the terminal the access road will connect to. The terminal this road will connect to will play a critical role in maintaining the state's position as the top exporter of petroleum in the nation.



Project Status

This project is supported by the Port of Beaumont Board of Commissioners, industry stakeholders, and the public.

A conceptual design for the project has been completed. Environmental review for the project has not yet commenced. A U.S. Army Corps of Engineers permit will be required for wetlands mitigation.

No land or right-of-way acquisition is required for the project, and the port does not anticipate needing permits to repurpose an existing building. The project would be lettable within the 2026-2027 biennium and constructible by the end of the 2030 fiscal year.



Existing dirt road conditions

PROJECT BENEFITS



Economics

- Offers direct access to 130 acres of greenfield waterfront property, the future site of a second Liquid Bulk Terminal. The existing terminal has seen a 331% increase in volume over the past five years.
- Constructing the access road is the initial step toward realizing the proposed terminal project, expected to attract over \$500 million in private investment.



Operations

- Reduces wait times by providing access to a greenfield site and alleviates pressure on the existing liquid bulk terminal.
- Provides mechanism by which port employees and partners can more efficiently access the site. Current access is limited and nearly impossible following significant rain events.



Connectivity

- Directly connects the existing Liquid Bulk Terminal to the future East Terminal, laying the groundwork for its development by providing necessary access.



Safety

- Widening and hardening the access road will provide a safer entrance to the port for drivers.



Other

- Lays foundation for a project that will support more than 200 jobs.



SOUTH END TRUCK QUEUING AREA - PHASE 2

Port of Beaumont

Project Category:  County: Jefferson | Project Status: 60% Design | Total Project Cost: \$20,000,000



Project Description

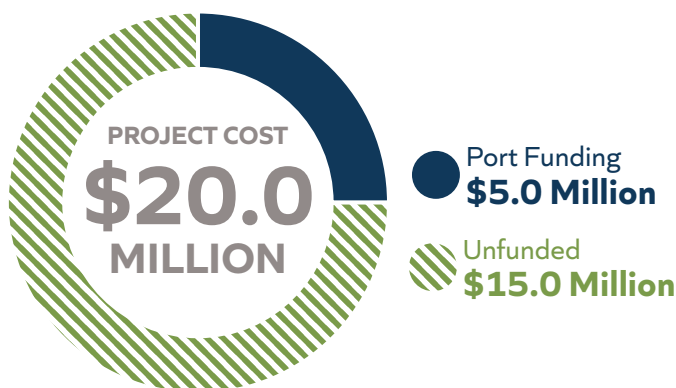
Space constraints within the Port of Beaumont have led to conditions where the port is often unable to keep up with client demand for berthing and laydown areas. In some instances, the port has had to divert ships due to the lack of laydown space, resulting in missed economic opportunities and lost revenues. In order keep up with growing demand, the port seeks to pave several vacant lots, utilizing underdeveloped space that will enable the area to bear heavy loads associated with breakbulk cargo.

This project's scope includes the development of about 15 acres of additional truck queuing area. Improvements include a roller-compacted concrete lot with fencing, lighting, and underground drainage. The roller-compacted concrete is a more resilient, environmentally friendly, and higher bearing load material than asphalt, which is traditionally used for lot projects. The outdoor storage space this project creates will help to meet clients' growing demand for port facilities.

To maximize the utilization of the 15-acre space, the lot will primarily be used as a laydown area for general cargo and military cargo. The lot also has a secondary use as a truck queuing area to help reduce congestion on city streets and within the port. The proposed area would allow the port to handle additional breakbulk and military cargoes and support the petrochemical industry.

Without the additional acreage this project provides for truck queuing and cargo storage, the port will continue to have to turn away business due to space constraints. Approximately 470,000 tons in business opportunities have been lost each year over the past five years due to lack of berthing and laydown capacity at the port. The impact will compound for each year construction of the lot is delayed, resulting in the loss of millions of dollars and man hours worked from the local economy.

Funding Status





Project Status

The project is supported by the port's Board of Commissioners, industrial partners, and local community groups.

Scoping and planning for the project have been completed, with design being approximately 60% complete. Environmental review for the project has not yet commenced. Local permits will be required. No land or right-of-way acquisition is required for the project.

The project would be lettable within the 2026-2027 biennium and constructible by the end of the 2030 fiscal year.



Existing project site conditions

PROJECT BENEFITS



Economics

- The 15-acre lot, when combined with Phase I of the project, will allow for acceptance of new customer contracts generating \$1.9 million per year, or approximately \$95 million over the 50-year estimated life of the project.
- Further enhances port's status as the busiest Strategic Military Port in the U.S. by enhancing the ability to meet the needs of military customers, which supports 34,000 labor hours each year.



Operations

- Provides a second intermodal cargo exchange and staging area for the port.
- Provides flexibility when determining cargo storage locations, allowing various paths to business growth based on client needs.



Connectivity

- Connects scattered parcels of land to create one 35-acre storage lot with immediate access to rail and dock facilities located within the port and that connects directly to a primary truck route.



Safety

- Relocates unauthorized queuing from city streets into designated areas, minimizing safety hazards and congestion for port users and the public.



Other

- Supports approximately 230 construction and manufacturing jobs in a Historically Disadvantaged Community.



WORKFORCE DEVELOPMENT AND TRAINING CENTER

Port of Beaumont

Project Category:  **County:** Jefferson | **Project Status:** Planning & Scoping | **Total Project Cost:** \$3,000,000



Project Description

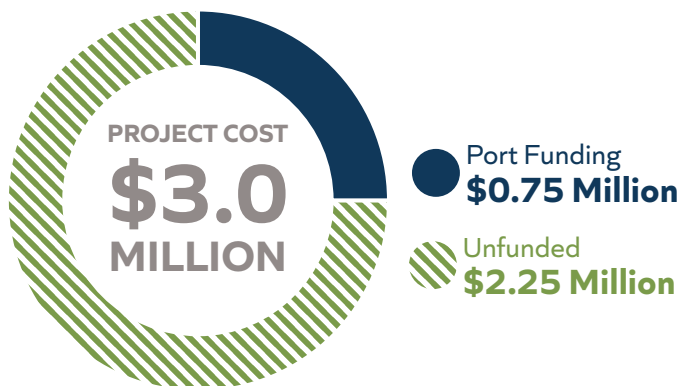
The Port of Beaumont and associated industries that operate as part of the maritime transportation network have challenges with the reliability of the local workforce. Additional local challenges include an aging workforce, high turnover, constantly evolving regulatory compliance guidelines and extensive training requirements. Collectively, these factors severely limit the region's ability to find and retain skilled workers.

The proposed Workforce Development and Training Center project will rehabilitate an existing building, transforming it into a workforce development and training center where students, the unemployed and the underemployed have opportunities to develop soft and hard skills tied to the maritime transportation network. The Center will support development opportunities tied to the rail, trucking, and maritime industries.

The port believes the proposed workforce development building will bring opportunities to the residents that have not historically been available. The project is in a Historically Disadvantaged Community, an area with a 5.2% unemployment rate, meaning that there are community members looking for jobs who may not have the appropriate skillsets for the jobs available. The focus on soft and hard skills development will provide the foundation that members of the current and future local workforce require for long-term success.

Not constructing the workforce center will result in a continued increase in the local unemployment rate. The maritime and transportation industries account for thousands of jobs in Southeast Texas and are considered "high demand" industries. Without skilled local labor to fill vacant positions, jobs are going to individuals who live outside the area and are traveling for work or being paid to relocate. The workforce exists in Southeast Texas, but workers need to have the skills required for the jobs to bring value to their employers. Without access to training opportunities, the poverty rate will continue to increase, and the growth of Beaumont will remain stagnant or begin to decline.

Funding Status





Project Status

This project is supported by the Port of Beaumont Board of commissioners, the Greater Beaumont Chamber of Commerce, community groups, and local educational institutions.

Scoping and planning for the project are approximately 10% complete. An environmental review for the project has not yet commenced.

No land or right-of-way acquisition is required for the project, and the port does not anticipate needing permits to repurpose an existing building. The project would be lettable within the 2026-2027 biennium and constructible by the end of the 2030 fiscal year.



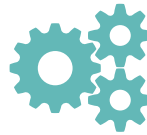
Existing site and building

PROJECT BENEFITS



Economics

- Enhancing the productivity and efficiency of local workers reduces costs for producers and stakeholders along the supply chain, boosting Beaumont's business appeal.



Operations

- Addresses areas of concerns including an aging workforce, lack of skilled labor and needing more comprehensive training and education programs, helping to avoid labor shortages which can lead to operational inefficiencies.



Connectivity

- Impacts multimodal transportation system by providing a resource through which workers can access more thorough training resources or be connected to groups that meet their needs.



Safety

- As a training facility, the opportunity exists to integrate safety and security into training programs.
- Opportunities to provide workshops related to cyber security, resiliency, cross-sector collaboration, and community engagement.



Other

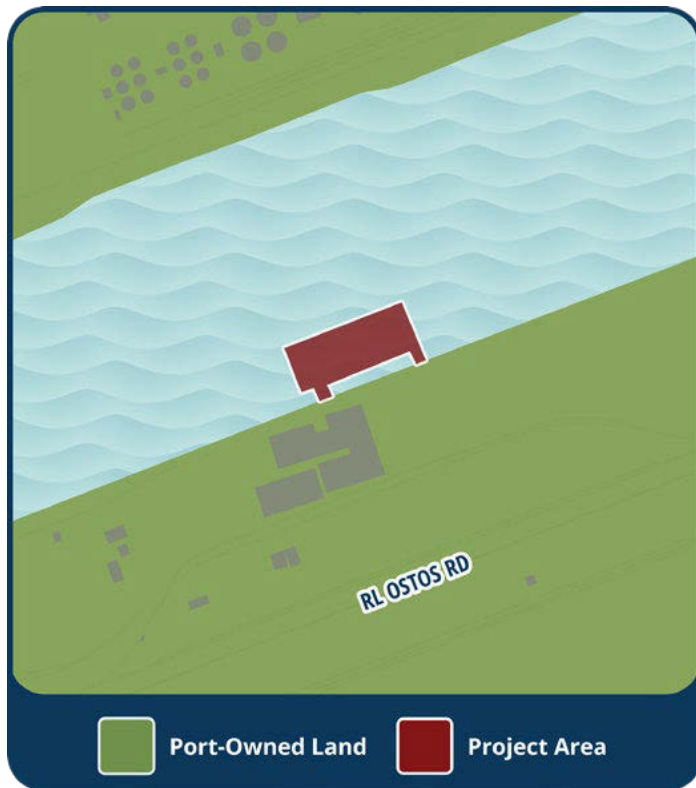
- Establishes the infrastructure for a new workforce training center that connects employers with potential employees, creating a sustainable worker pipeline.



BULK CARGO DOCK ENGINEERING DESIGN AND STUDY

Port of Brownsville

Project Category:  | County: Cameron | Project Status: Conceptual | Total Project Cost: \$1,500,000



Project Description

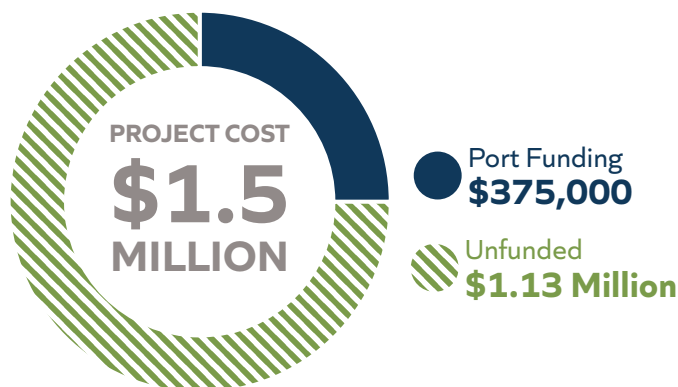
In order to fully take advantage of the Brownsville Ship Channel Deepening Project, which has lowered the channel draft to 52 feet, the Port of Brownsville seeks to upgrade the infrastructure and utilities within the port to fulfill the capacities and needs of clients. The dock was originally constructed in 1963 and was last upgraded in 2019. Although the existing Bulk Cargo Dock is fully operational and meets all Coast Guard safety standards, it is currently unable to accommodate the larger classes of vessels that will be able to operate in the improved ship channel. Upgrades to the cargo dock will allow the port to reap economic and operational benefits by accommodating these vessels.

Because the existing Bulk Cargo Dock was designed to a different draft, it needs to be analyzed and redesigned. This study and design of the Bulk Cargo Dock will determine what is required to be able to keep this dock in operation and to maximize its full capacity with the new channel draft of 52 feet. The results of the analysis and design of the project will be the first step towards ensuring that the dock functions at its maximum operational potential in the future.

Multiple clients are located on the south side of the Brownsville Ship Channel and will benefit from this upgrade. Enhancement to its infrastructure will allow for local industries and the port to generate more revenue. Industries moving aggregates, limestone and grains will receive a direct benefit from this dock upgrade, allowing the industries to increase their trade volumes.

Without this project, the full economic and operational benefits of the 52-foot Brownsville Ship Channel will not be realized. The study and design of the dock upgrades are a crucial initial step in encouraging future industrial growth in this section of the port.

Funding Status





Project Status

The project is at the conceptual level of development. This project has the support of the Board of Commissioners as a needed upgrade in order to maximize the benefits of the deeper drafts achieved by the Brownsville Ship Channel Deepening Project.

The scoping and planning phase of the project are underway and are approximately 10% complete. Several environmental studies and reviews will be required as part of the U.S. Army Corps of Engineers permitting process; these environmental reviews are scheduled to begin in Summer 2024.

This project will be ready to let within the 2026-2027 biennium and is constructible by 2030.



Existing bulk cargo dock

PROJECT BENEFITS



Economics

- Boosts the economy in the Rio Grande Valley, the State of Texas and north of Mexico by giving local industries the opportunities to grow their companies through increased trade volume, leading to the generation of new businesses and additional job creation in the region.



Operations

- Upgrades will allow the Bulk Cargo Dock to remain operational and will represent an increase in revenue for clients and the port.
- Maximizes the benefits of deepening of the Brownsville Ship Channel by accommodating larger vessels, leading to increased operational efficiency.



Connectivity

- Allows the port to maximize the benefits of the Brownsville Ship Channel Deepening project. With the new, deeper draft, the improved liquid docks will accommodate larger vessels, facilitating better connectivity by improving the efficiency of goods transfer between barges and other modes of transport.



Safety

- Project design will comply with Coast Guard's standards, enhancing safety while the dock is in operation.



Other

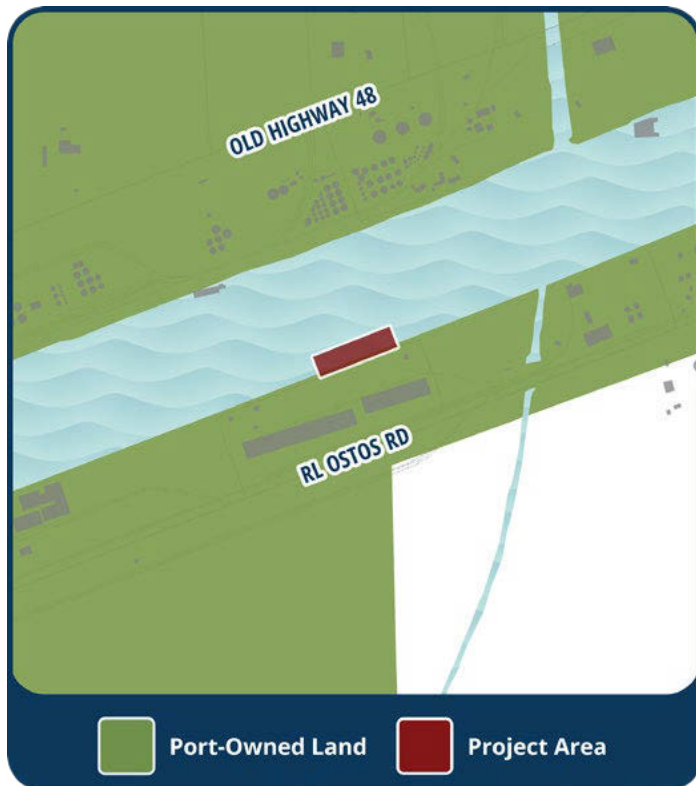
- Upgraded dock infrastructure will fulfill the needs of existing clients and attract new businesses to the port, helping to generate more jobs (direct and indirect) and revenue to benefit the local economy.



CARGO DOCK 15 ENGINEERING DESIGN AND STUDY

Port of Brownsville

Project Category:  | County: Cameron | Project Status: Planning & Scoping | Total Project Cost: \$1,500,000



Project Description

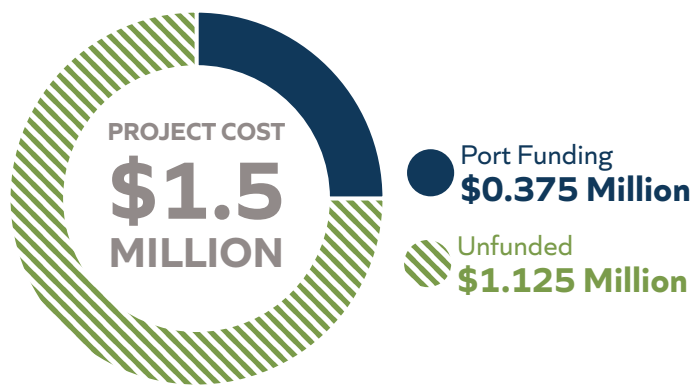
As a result of the ongoing Brownsville Ship Channel Deepening project, which has lowered the channel draft to 52 feet, the Port of Brownsville must upgrade dock infrastructure and utilities within the port to optimize operations and fully utilize the deeper draft. Although the Cargo Dock No. 15 is currently fully operational and meets all relevant Coast Guard safety standards, it is unable to accommodate larger classes of vessels that will be operating in the improved ship channel. Improvements to Cargo Dock No. 15 will allow the port to realize the potential economic and operational benefits the deeper channel draft creates.

The proposed project will analyze existing conditions at Cargo Dock No. 15 and develop a proposed design for the dock to accommodate Brownsville Ship Channel's 52-foot draft. The results of the analysis and design will be a critical first step towards ensuring that Cargo Dock No. 15 is able to function at its full operational capacity in the future.

Multiple lessees will benefit from improvements to Cargo Dock No. 15, which is located on the south side of the Brownsville Ship Channel. The dock receives commodities such as bagged cement, aggregates, bulk and bagged sugar, aluminum ingots and t-bars, iron and steel slab, wind tower components, and iron and steel coils; each of these industries and many more will see improved throughput as a result of this project. This project will also generate new business opportunities and allow the port to better utilize the deeper drafts provided by the Brownsville Ship Channel Deepening project.

This project is critical to optimize port operations at the cargo dock once the Brownsville Ship Channel is deepened to a depth of 52 feet. The engineering design and study for dock improvements will determine the kinds of improvements and upgrades that are required for the port to fully capitalize on the significant efforts and investments made into the ship channel. Without improving dock infrastructure, the port risks becoming less competitive in retaining and expanding business operations.

Funding Status





Project Status

The project has the full support of the port's Board of Commissioners. The board has identified Cargo Dock 15 as one of several docks that will require upgrades to accommodate the deeper draft created with the ongoing Brownsville Ship Channel Deepening project.

Scoping and planning for this project are approximately 10% complete. Design and construction documents are scheduled to be completed by Summer 2025.

U.S. Army Corps of Engineers permitting and associated environmental reviews are required for the project. The port anticipates completing these tasks by the end of 2024.

This project will be ready to let within the 2026-2027 biennium and is constructible by 2030.



Cargo Dock No. 15

PROJECT BENEFITS



Economics

- Allows better utilization of improvements related to the Brownsville Ship Channel Deepening project.
- Project will boost the economy in the Rio Grande Valley, the State of Texas and northern Mexico.
- This project will generate more revenue for the port and lessees, allowing for additional job creation.



Operations

- Increases throughput optimization and streamlines loading/unloading processes to take advantage of the deeper draft.



Connectivity

- Enhances cargo movements between vessels and modes of land transportation.



Safety

- The design of this project will ensure compliance with Coast Guard's standard requirements.



Other

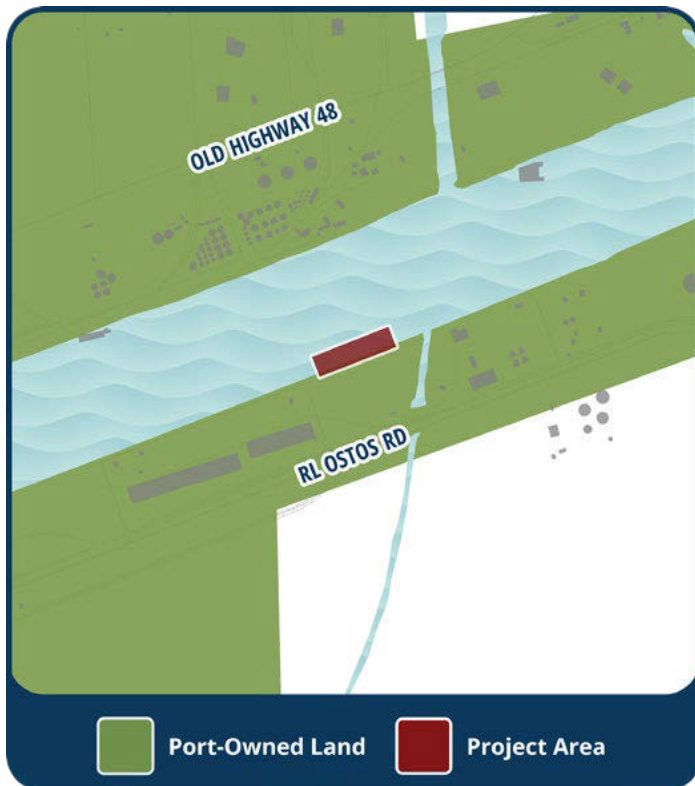
- Increases cargo volumes and revenues for the port, its clients, and the Rio Grande Valley as a whole.



CARGO DOCK 16 ENGINEERING DESIGN AND STUDY

Port of Brownsville

Project Category:  | County: Cameron | Project Status: Planning & Scoping | Total Project Cost: \$1,500,000



Project Description

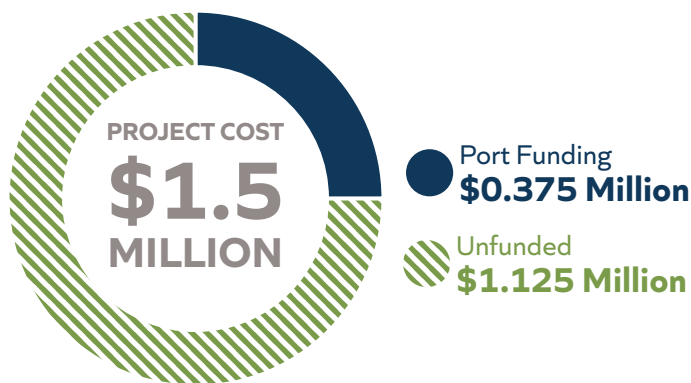
As a result of the ongoing Brownsville Ship Channel Deepening project, which has lowered the channel draft to 52 feet, the Port of Brownsville must upgrade dock infrastructure and utilities within the port to optimize operations and fully utilize the deeper draft. Although the Cargo Dock No. 16 is currently fully operational and meets all relevant Coast Guard safety standards, it is unable to accommodate larger classes of vessels that will be operating in the improved ship channel. Improvements to Cargo Dock No. 16 will allow the port to realize the potential economic and operational benefits the deeper channel draft creates.

The proposed project will analyze existing conditions at Cargo Dock No. 16 and develop a proposed design for the dock to accommodate Brownsville Ship Channel's 52-foot draft. The results of the analysis and design will be a critical first step towards ensuring that Cargo Dock No. 16 is able to function at its full operational capacity in the future.

Multiple lessees will benefit from improvements to Cargo Dock No. 16, which is located on the south side of the Brownsville Ship Channel. The dock receives commodities such as bagged cement, aggregates, bulk and bagged sugar, aluminum ingots and t-bars, iron and steel slab, wind tower components, and iron and steel coils; each of these industries and many more will see improved throughput as a result of this project. This project will also generate new business opportunities and allow the port to better utilize the deeper drafts provided by the Brownsville Ship Channel Deepening project.

This project is critical to optimize port operations at the cargo dock once the Brownsville Ship Channel is deepened to a depth of 52 feet. The engineering design and study for dock improvements will determine the kinds of improvements and upgrades that are required for the port to fully capitalize on the significant efforts and investments made into the ship channel. Without improving dock infrastructure, the port risks becoming less competitive in retaining and expanding business operations.

Funding Status





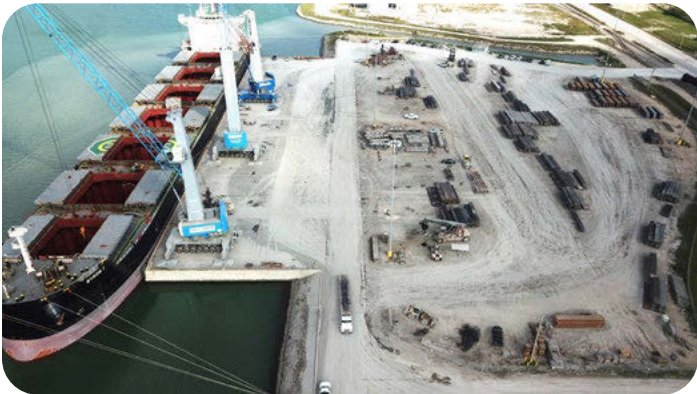
Project Status

The project has the full support of the port’s Board of Commissioners. The board has identified Cargo Dock 16 as one of several docks that will require upgrades to accommodate the deeper draft created with the ongoing Brownsville Ship Channel Deepening project.

Scoping and planning for this project are approximately 10% complete. Design and construction documents are scheduled to be completed by Summer 2025.

U.S. Army Corps of Engineers permitting and associated environmental reviews are required for the project. The port anticipates completing these tasks by the end of 2024.

This project will be ready to let within the 2026-2027 biennium and is constructible by 2030.



Cargo Dock No. 16

PROJECT BENEFITS



Economics

- Allows better utilization of improvements related to the Brownsville Ship Channel Deepening project.
- Project will boost the economy in the Rio Grande Valley, the State of Texas and northern Mexico.
- This project will generate more revenue for the port and lessees, allowing for additional job creation.



Operations

- Increases throughput optimization and streamlines loading/unloading processes to take advantage of the deeper draft.



Connectivity

- Enhances cargo movements between vessels and modes of land transportation.



Safety

- The design of this project will ensure compliance with Coast Guard’s standard requirements.



Other

- Increases cargo volumes and revenues for the port, its clients, and the Rio Grande Valley as a whole.



EAST OSTOS ROAD PAVING IMPROVEMENT PROJECT

Port of Brownsville

Project Category:



County: Cameron

Project Status: Planning & Scoping

Total Project Cost: \$10,000,000



Project Description

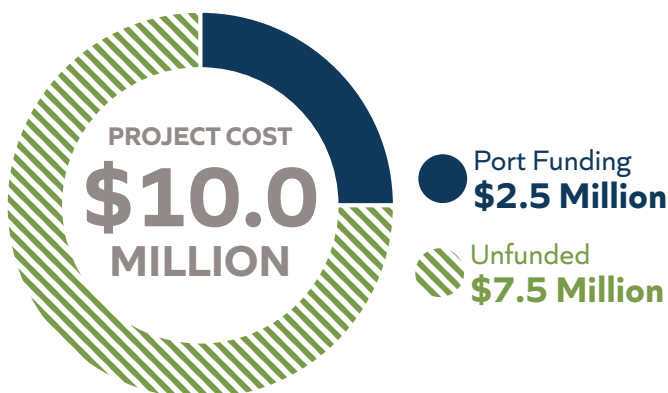
As cargo volumes moving to and from the Port of Brownsville continue to increase year over year, the need for better infrastructure also grows. The existing pavement along portions of Ostos Road is in dire need of rehabilitation. Segments of the road have experienced severe pavement failure over time, and the width of the roadway impedes safe transit for trucks. To improve travel conditions and support increased cargo movements after the Brownsville Channel Deepening project, the port needs to improve Ostos Road, which connects two main cargo docks to South Port Connector Road.

The project will rehabilitate approximately 2.75 miles of pavement on Ostos Road and widen a 2.25-mile segment for safer traffic movements. Ostos Road runs on the south side of the Brownsville Ship Channel, providing direct access to various cargo docks, express docks, bulk cargo docks, and liquid cargo docks. The improvements to Ostos Road will optimize connectivity to South Port Connector Road and SH 4.

Maintaining roadway infrastructure is crucial to keep the port competitive, attract clients, increase tax revenues, and stimulate economic development, especially as port traffic surges with deeper draft conditions in the Brownsville Ship Channel. The project will alleviate traffic and congestion within the port, directly benefiting clients in industries such as cement, aggregates, sugar, various metals, and wind energy.

Failure to implement the roadway improvements associated with this project will limit the potential growth impacts from projects such as the Brownsville Channel Deepening Project. While the capacity of the docks to move cargo will increase exponentially with other ongoing infrastructure improvements, the existing conditions and any further pavement failure along Ostos Road will limit operational benefits for the port by creating a bottleneck within this critical arterial road. This project is critical in order to maximize the economic benefits of other ongoing infrastructure projects to increase revenues and job creation in the region.

Funding Status





Project Status

This project has the support of the Board of Commissioners as a critical upgrade to roadway infrastructure in order to maximize the benefits of the deeper drafts achieved by the Brownsville Ship Channel Deepening Project.

The scoping and planning phase of the project are underway and are approximately 50% complete, while detailed design and construction documents are approximately 30% complete and scheduled to be finished by Fall 2024. Permitting and environmental review are not expected to be required for this project, due to the project occupying the same right of way and general configuration of the existing road.

This project will be ready to let within the 2026-2027 biennium and is constructible by 2030.



East Ostos Road current condition

PROJECT BENEFITS



Economics

- Enhances infrastructure to manage increased trade and cargo after the Brownsville Ship Channel Deepening.
- Boosts port throughput, increasing revenues for the port, lessees, and the Rio Grande Valley.



Operations

- Increases vehicular transportation for cargoes across the southern side of the ship channel.
- Enhances benefits from ongoing and future improvement projects such as the Brownsville Ship Channel Deepening, Docks 15 & 16 Concrete Paving, and West Ostos Road improvements.



Connectivity

- Improves transportation via South Port Connector Road, reducing main gate traffic and enhancing access to SH 4.



Safety

- Reduces risks of accidents and incidents by widening and maintaining the road to improve vehicle movements.



Other

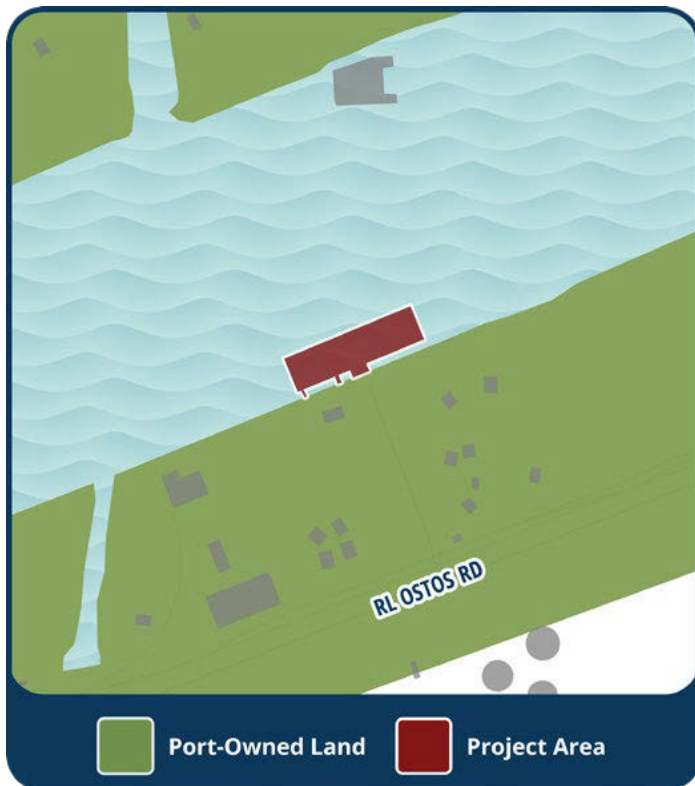
- Improves traffic management to reduce impacts to local residents.
- Boosts tax revenue and economic development by facilitating larger truck access and reducing vessel loading/unloading times.
- Increases trade, fostering local business growth and job creation.



LIQUID CARGO DOCK ENGINEERING DESIGN AND STUDY

Port of Brownsville

Project Category:  | County: Cameron | Project Status: Planning & Scoping | Total Project Cost: \$1,500,000



Project Description

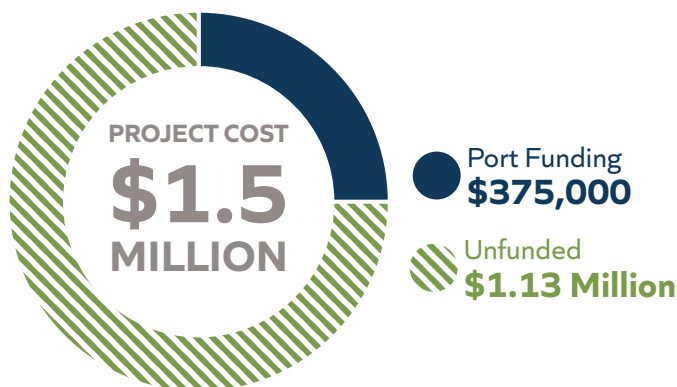
To fully take advantage of the Brownsville Ship Channel Deepening Project, which has lowered the channel draft to 52 feet, the Port of Brownsville seeks to upgrade the infrastructure and utilities within the port to fulfill the capacities and needs of clients. Although the existing Liquid Cargo Dock is fully operational and meets all Coast Guard safety standards, it is currently unable to accommodate the larger classes of vessels that will be able to operate in the improved ship channel. Upgrades to the liquid dock will allow the port to reap economic and operational benefits by accommodating these vessels.

The Liquid Cargo Dock is not as old as Oil Dock No. 3, but still was designed to more shallow draft than the Brownsville Ship Channel's proposed 52-foot draft. This proposed project would analyze existing and proposed conditions and develop a design for the Liquid Cargo Dock. This study and design of the Liquid Cargo Dock will determine what is required to be able to keep this dock in operation and to maximize its full capacity with the channel draft deepening. The results of the analysis and design of the project will be the first step towards ensuring that the dock functions at its maximum operational potential in the future.

Multiple terminals are located on the south side of the Brownsville Ship Channel and will benefit from this upgrade. Industries moving gasoline diesel, naphtha, different types of solvents, latex, wax, lube oils, crude oils, asphalt, and fuel oils will receive a direct benefit from this dock upgrade. Benefits from the draft increase and dock improvements include greater compatibility and access for larger vessels as well as additional mooring and berthing capacity, which will economically impact the port and local industries.

Without this project, the full economic and operational benefits of the 52-foot Brownsville Ship Channel will not be realized. The study and design of the dock upgrades are a crucial initial step in encouraging future industrial growth in this section of the port.

Funding Status





Project Status

This project has the support of the Board of Commissioners as a needed upgrade in order to maximize the benefits of the deeper drafts achieved by the Brownsville Ship Channel Deepening Project.

The scoping and planning phase of the project are underway and are approximately 10% complete. Several environmental studies and reviews will be required as part of the U.S. Army Corps of Engineers permitting process; these environmental reviews are scheduled to begin in Summer 2024.

This project will be ready to let within the 2026-2027 biennium and is constructible by 2030.



Existing Liquid Cargo Dock

PROJECT BENEFITS



Economics

- Boosts the economy in the Rio Grande Valley, the State of Texas and north of Mexico by giving local industries the opportunities to grow their companies through increased trade volume, leading to the generation of new businesses and additional job creation in the region.



Operations

- Liquid Cargo Dock upgrades will streamline processes by allowing for the accommodation of larger vessels, resulting in throughput optimization and increasing revenues for the port and its clients.



Connectivity

- Allows the port to maximize the benefits of the Brownsville Ship Channel Deepening project. With the new, deeper draft, the improved liquid docks will accommodate larger vessels, facilitating better connectivity by improving the efficiency of goods transfer between barges and other modes of transport.



Safety

- Project design will comply with Coast Guard's standards, enhancing safety while the dock is in operation.



Other

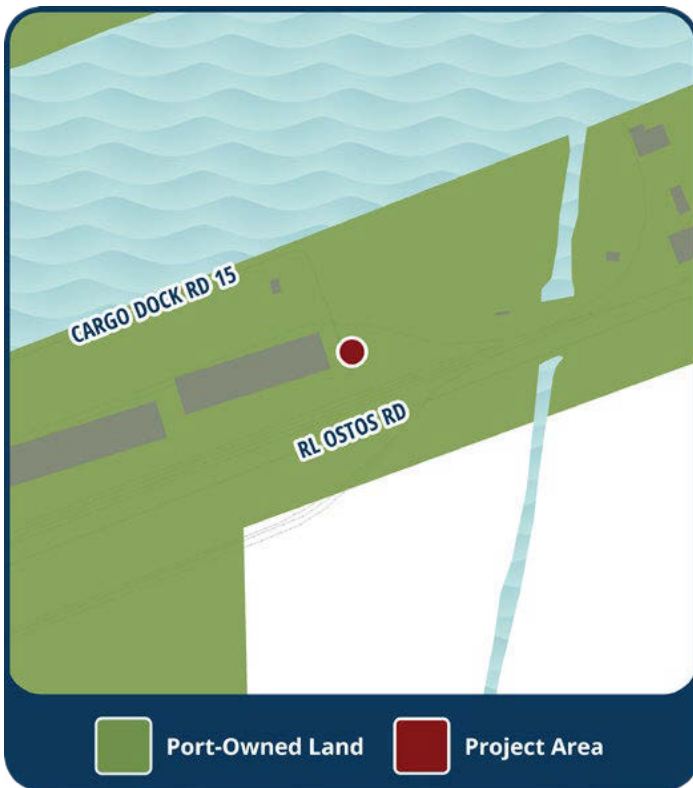
- Upgraded liquid dock infrastructure will fulfill the needs of existing clients and attract new businesses to the port, helping to generate more jobs (direct and indirect) and revenue to benefit the local economy.



MOBILE HARBOR CRANE

Port of Brownsville

Project Category:  | County: Cameron | Project Status: Planning & Scoping | Total Project Cost: \$6,000,000

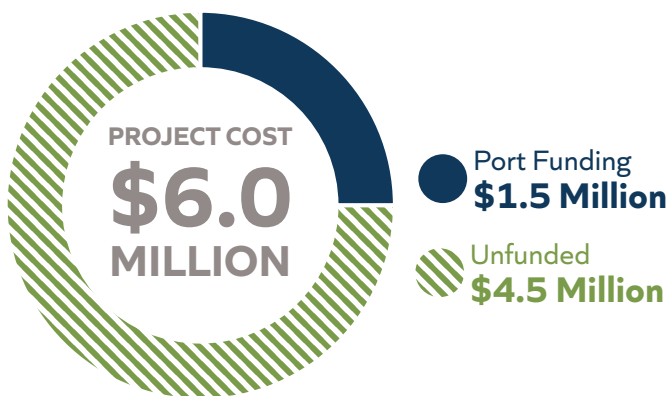


Project Description

Cranes play a vital role in the day-to-day operations of a port. The Port of Brownsville currently has two cranes operating on Docks 15 & 16, working 24/7 to provide heavy lift service to these docks. One of these two cranes is close to retirement and maintenance has become a struggle due to parts being obsolete. Having both cranes in operation is essential in order for the port to keep up to speed with cargo shipments that are loaded and unloaded from vessels.

This project would include the outright purchase of a mobile harbor crane, excluding installation. A new crane will allow the port to continue working on Docks 15 & 16 consistently through all shifts throughout the day and night. The growth of the revenue and the economy of the port and the whole Rio Valley depend directly on loading and unloading vessels at optimal pace. With the completion of the Brownsville Ship Channel Deepening Project, future cargo volumes are anticipated to increase exponentially. Acquiring an additional crane will enable the port to accommodate these increased volumes while maintaining efficient operations. The additional crane infrastructure will also increase the port's competitiveness and ability to attract new clients to the area.

Funding Status



The additional crane would benefit the steel industry as the amount of steel feed stock from the port to Mexico is more than any other U.S. port. The purchase of the crane would also positively impact sugar, aggregate, and wind energy industries.

Without the additional crane, port operations will be hindered by longer standby times, impacting clients through wasted time and money as they wait for vessels to be loaded or unloaded. Any unexpected crane downtime due to maintenance or repairs will only exacerbate these delays, leading to missed opportunities to attract new businesses, generate additional revenues, and create jobs within the region.



Project Status

The Board of Commissioners supports this project as a beneficial piece of equipment for the port that is critical to maintain current operations and allow for anticipated growth due to improvements to the Brownsville Ship Channel.

Scoping and Planning for this project are 100% complete. No permitting, environmental reviews, or construction documents are required for this project since it consists solely of purchasing new equipment to supplement and replace an older crane.

This project would be ready to let within the 2026-2027 biennium and is constructible by 2030.



Existing mobile harbor cranes

PROJECT BENEFITS



Economics

- Exponentially increases revenue generation in by allowing full utilization of benefits associated with the Brownsville Ship Channel Deepening project, expanding business operations within the port and the whole Rio Grande Valley.
- Modernized infrastructure improves port competitiveness to retain existing customers and attract new clients by providing optimal services.



Operations

- Allows dock operations to remain working 24/7, reducing vessel standby time to a minimum.
- Provides port with a competitive advantage given location and optimal services available to lessees and businesses within the region.



Connectivity

- Sustains and improves the port's ability to move cargo efficiently and effectively between land and barge by reducing downtimes caused by maintenance and equipment failure.



Safety

- Replacing the aging, existing cranes, which are near the end of life, will improve the safety of the port.



Other

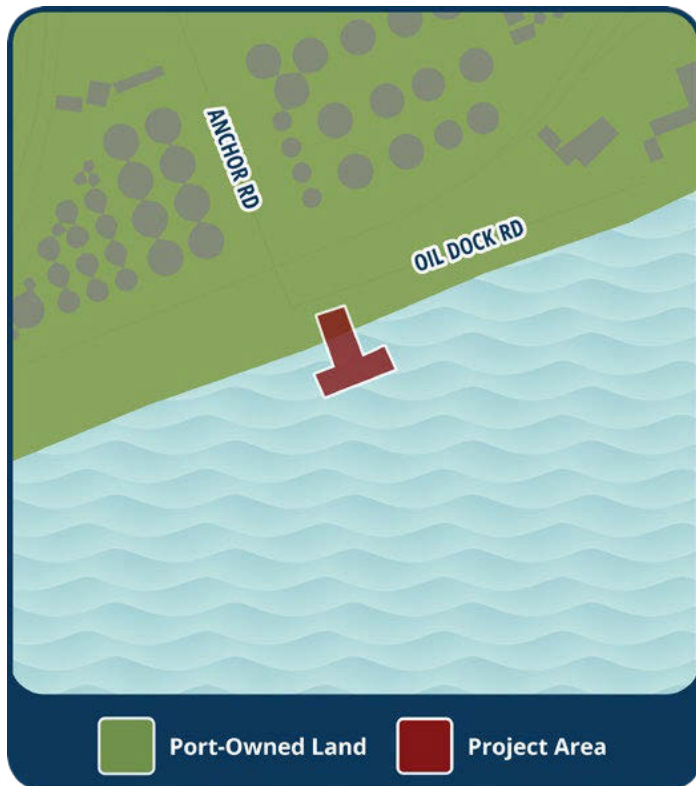
- Increases revenues and job opportunities for the port and region by allowing for improved cargo handling and accessibility.



OIL Dock No. 3 CONSTRUCTION

Port of Brownsville

Project Category:  | **County:** Cameron | **Project Status:** Planning & Scoping | **Total Project Cost:** \$35,000,000



Project Description

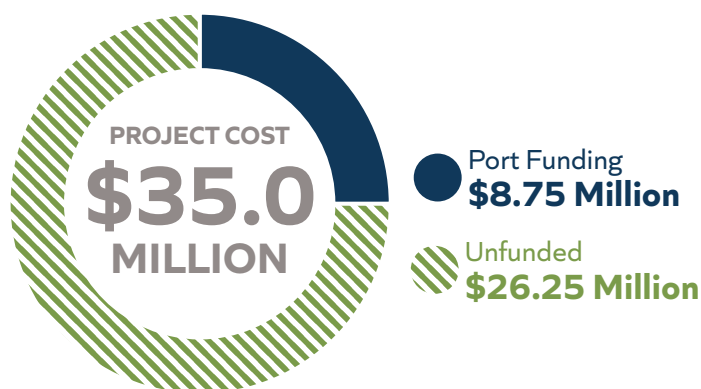
Due to the Brownsville Ship Channel Deepening project, Oil Dock No. 3 and several other docks will require upgrades. The existing docks were designed for a certain depth which will soon be exceeded by 10 plus feet of additional draft once the deepening project is concluded. The port has been struggling in keeping this dock in compliance with Coast Guard's minimum requirements, impacting the safety of the port. The dock was originally constructed in 1977 and last upgraded in 2017. To bring these docks to their full potential operation and safety standards, certain enhancements are necessary to address any limitations that may be contributing to the current state of the dock.

The proposed project will reconstruct Oil Dock 3. The current dock is aging and in need of upgrades to comply with the upcoming draft change. This project would construct a new oil dock to the east of its current location, similar to Oil Dock No. 6 that was built recently.

Multiple terminals are located on the north side of the Brownsville Ship Channel and will benefit from this upgrade. Industries moving gasoline diesel, naphtha, different types of solvents, latex, wax, lube oils, crude oils, asphalt, fuel oils will receive a direct benefit from this project allowing for an increase in trade volumes. This project will also generate new business opportunities and allow the port to better utilize the deeper drafts provided by the Brownsville Ship Channel Deepening project.

Without this project, the full potential of the oil dock will be compromised, negatively impacting port operations. Eventually, the existing oil dock will become unusable, limiting the port's ability to move goods, and leading to decreased revenue generation. Without the new oil dock, the Port of Brownsville will become less competitive in retaining existing customers and attracting new clients to the port.

Funding Status





Project Status

The project has the full support of the port's Board of Commissioners.

Scoping and planning for this project are approximately 10% complete. Design and construction documents are scheduled to be completed by the end of 2024.

U.S. Army Corps of Engineers permitting and associated environmental reviews are required for the project. The port anticipates completing these tasks in Summer 2025.

This project will be ready to let within the 2026-2027 biennium and is constructible by 2030.



Existing Oil Dock No. 3

PROJECT BENEFITS



Economics

- Allows better utilization of improvements related to the Brownsville Ship Channel Deepening project will boost the economy in the Rio Grande Valley, the State of Texas and north of Mexico.
- This project will generate more revenue for the port and lessees.



Operations

- Replaces the existing oil dock, which is nearing its end-of-life cycle, allowing the port to maintain existing operations and improve process optimization.



Connectivity

- Improves the port's ability to move cargo to and from vessels by replacing aging dock infrastructure.
- The new dock will allow the port to see exponential increases in goods moved once draft improvements on the Brownsville Ship Channel are completed.



Safety

- The design and construction of this project will ensure compliance with Coast Guard's standard requirements.



Other

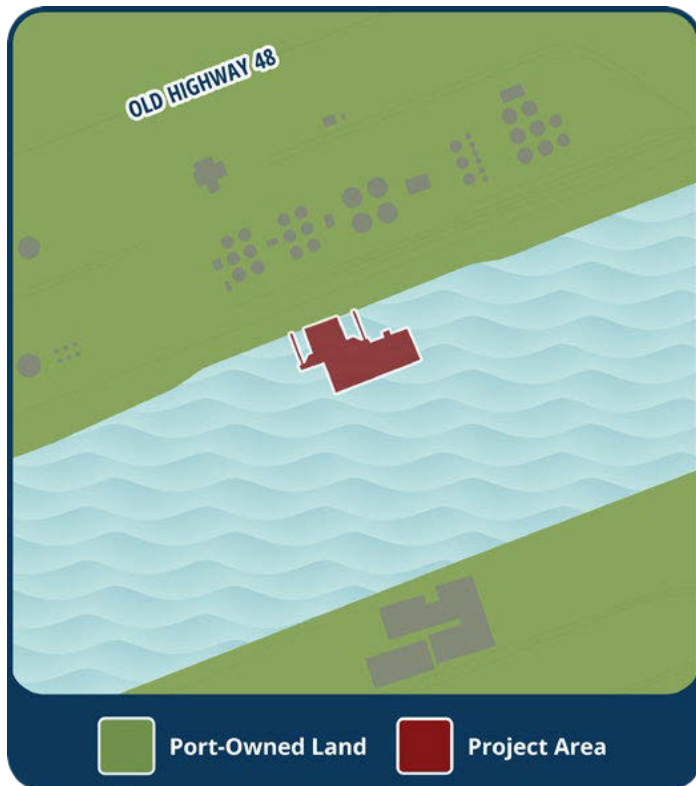
- Maintains existing job opportunities for the local community, with the ability to create more jobs, by replacing aging oil dock infrastructure that will soon be incapable of providing adequate services to customers.



OIL Dock No. 5 UPGRADE

Port of Brownsville

Project Category:  | **County:** Cameron | **Project Status:** Planning & Scoping | **Total Project Cost:** \$1,500,000



Project Description

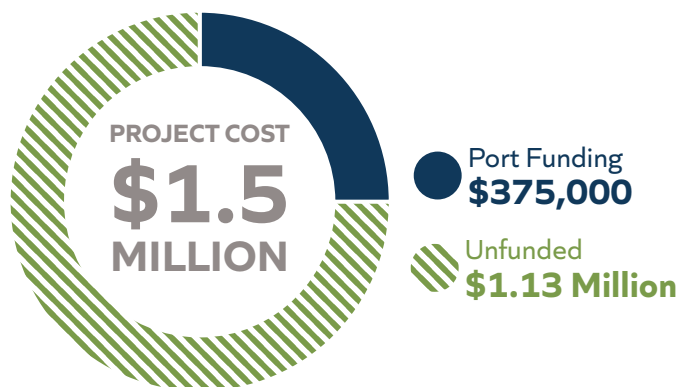
Due to the Brownsville Ship Channel Deepening project, Oil Dock No. 5 and several other docks will require upgrades. The existing docks were designed for a certain depth which will soon be exceeded once the deepening project is concluded. To bring these docks to their full potential operation and safety standards, certain enhancements are necessary to address any limitations that may be contributing to the current state of the dock.

To determine what improvements will be required to Oil Dock No. 5 to keep the dock in operation and fully utilize the improved draft of the ship channel, the Port of Brownsville proposes a study into alternatives, followed by the design of the related improvements. The study and design would be the first steps in improving the oil dock infrastructure to maximize the benefits from the Brownsville Ship Channel Deepening project, and its results will help to bring Oil Dock No. 5, which was originally constructed in 1995, to its full operational potential in the future.

Multiple terminals are located on the north side of the Brownsville Ship Channel and will benefit from the study and resulting proposed upgrades. Industries moving gasoline, diesel, naphtha, several types of solvents, latex, wax, lube oils, crude oils, asphalt, fuel oils will receive a direct benefit from this dock upgrade. The results of this study will ultimately lead to improvements that will generate new business opportunities and allow the port to better utilize the deeper drafts provided by the Brownsville Ship Channel Deepening project.

Without this project, the oil dock's full potential will be limited, negatively impacting port operations as the dock continues to age and is unable to capitalize on the improved draft depths in the nearby channel. Without taking the first step of analyzing and designing improvements to the oil dock, the Port of Brownsville risks becoming less competitive in retaining existing customers and attracting new clients to the port in the future.

Funding Status





Project Status

The project has the full support of the port’s Board of Commissioners, who have identified the need for dock upgrades and approved funds for studies to assess these improvements.

Scoping and planning for this project are approximately 10% complete. Design and construction documents are scheduled to be completed by the end of 2024.

U.S. Army Corps of Engineers permitting and associated environmental reviews are required for the project. The port anticipates completing these tasks in Summer 2025.

This project will be ready to let within the 2026-2027 biennium and the study and design can be completed by 2030.



Existing Oil Dock No. 5

PROJECT BENEFITS



Economics

- The Brownsville Ship Channel Deepening project will boost the economy in the Rio Grande Valley, the State of Texas and north of Mexico.
- This project will generate more revenue for the port and lessees.



Operations

- Oil Dock upgrades will result in throughput optimization allowing streamlines processes.



Connectivity

- Improves the port’s ability to move cargo to and from vessels by replacing aging dock infrastructure.
- The new dock will allow the port to see exponential increases in goods moved once draft improvements on the Brownsville Ship Channel are completed.



Safety

- The design and construction of this project will ensure compliance with Coast Guard’s standard requirements.



Other

- Maintains existing job opportunities for the local community, with the ability to create more jobs in the future, by replacing aging oil dock infrastructure to better accommodate future channel improvements.



RAIL ACCESS PRESERVATION PROGRAM

Port of Brownsville

Project Category:  County: Cameron | Project Status: Design | Total Project Cost: \$16,794,835

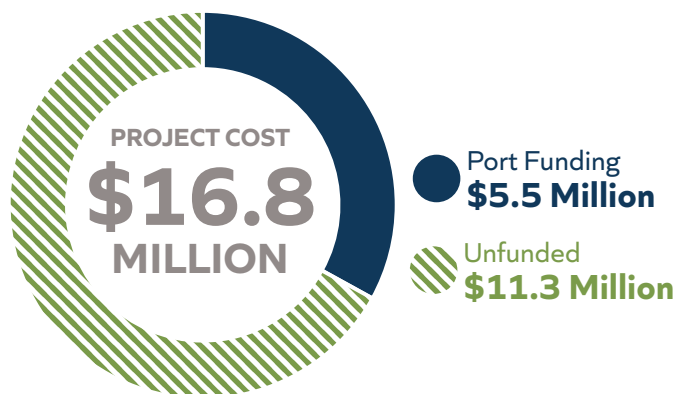


Project Description

Railroads are a critical tool that expand the service area for the Port of Brownsville, across North America, and around the world. The Brownsville & Rio Grande International Railway, LLC ("BRG") was created to serve port users and meet consumer demand. However, less safe and outdated rail infrastructure causes disruptions that ripple through the port and the broader supply chain. The Rail Access Preservation Program (RAPP) will address these acute freight rail shortcomings at the Port of Brownsville, modernizing port rail infrastructure to improve customer service, safety, and reliability.

The Rail Access Preservation Program is a key strategy in Brownsville's ongoing competition with the Mexican port of Altamira. RAPP will replace 100-year-old steel rail that poses a hazardous materials derailment threat and upgrade rail switches that create an injury risk for port rail workers. RAPP will replace the last wooden rail bridge providing sole access to a port in Texas. These elements have been identified by the Texas State Rail Plan as network challenges that limit railroad capacity, efficiency, velocity, safety, and freight mobility in Texas. RAPP will also install a new rail scale to weigh rail cars to improve safety and improve efficiency while reducing blocked rail grade crossings on port roads. Additionally, bottlenecks near the Highway 48 rail bridge will be addressed by constructing a new bridge with double tracking, improving train flow and capacity, further supporting the port's operations.

Funding Status



This antiquated, brittle rail is susceptible to breaks and too small to properly support modern trains. These weaknesses risk track-related derailments of tank cars hauling diesel, gasoline, and other liquid fuels: hazardous materials which can devastate the environment when released. Rail replacement is the only effective approach to reducing derailments, making North Lead (NL) track rehabilitation imperative to improving port safety.

RAPP will provide enhancements to infrastructure that is no longer fit for purpose, contributing to improved safety, efficiency, and reliability while increasing the port's competitive advantage in delivering shipments to manufacturing centers in northern Mexico.



Project Status

This project has the support of the port's Board of Commissioners, numerous Texas State Representatives/Senators, Local Authorities, and port customers. RAPP's rail and switch upgrades were identified as Texas rail network challenges in the 2019 Texas State Rail Plan, highlighting the long-standing need for the improvements.

The different components of the project will require different levels of design and permitting. The design of the project tasks are underway. The NL rail and switch rehabilitation design is 90% complete. The new bridge and double track rail design is 30% complete. The new weigh-in-motion rail car scale design is 50% complete.

The project is lettable by the 2026-2027 biennium and is constructible by 2030.



Project area

PROJECT BENEFITS



Economics

- Enhance growth at the Port of Brownsville by double tracking the entrance, adding a second rail scale, and upgrading infrastructure to stay competitive with Mexican ports.



Operations

- Increase reliability with improvements to the Highway 48 rail bridge, streamline railcar weighing processes, and reduce derailment risks for enhanced service continuity.



Connectivity

- Track bottlenecks near the singletrack Highway 48 rail bridge will be eliminated by double tracking the port access over a new bridge and realigning adjacent track to improve capacity and the flow of trains.



Safety

- Upgrade to meet Federal Railroad Administration safety standards, reduce derailment risks with new rails, and replace outdated switches with ergonomic designs to prevent injuries.
- Build a double-track bridge to withstand loads, natural disasters, and potential arson, improving port security.



Other

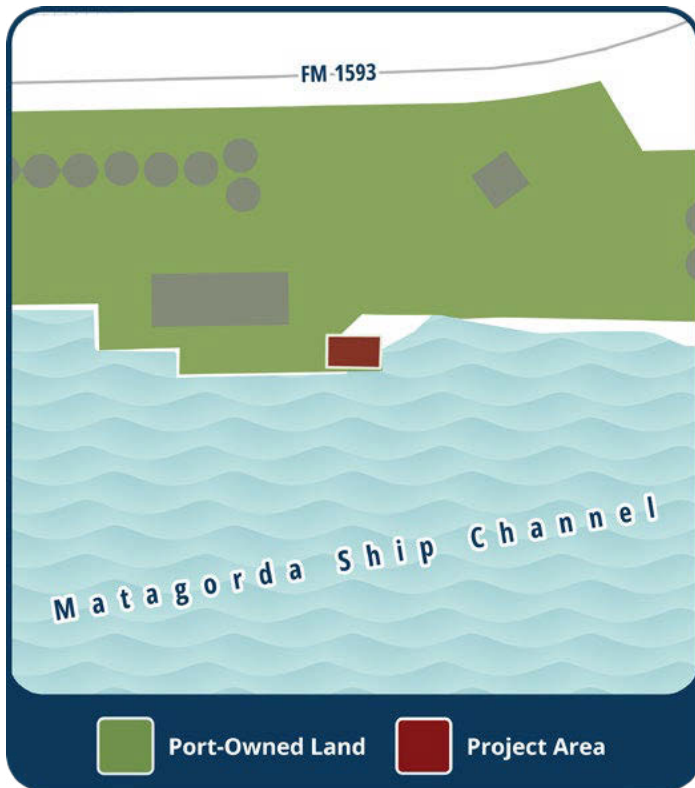
- Support job growth in the Community Development Zone, reduce hazardous spills with safer rail operations, and shift freight from trucks to more efficient rail, decreasing air pollution.



GENERAL CARGO DOCK - DOCK PILE ENCAPSULATION

Calhoun Port Authority

Project Category:  | County: Calhoun | Project Status: Planning & Scoping | Total Project Cost: \$541,256



Project Description

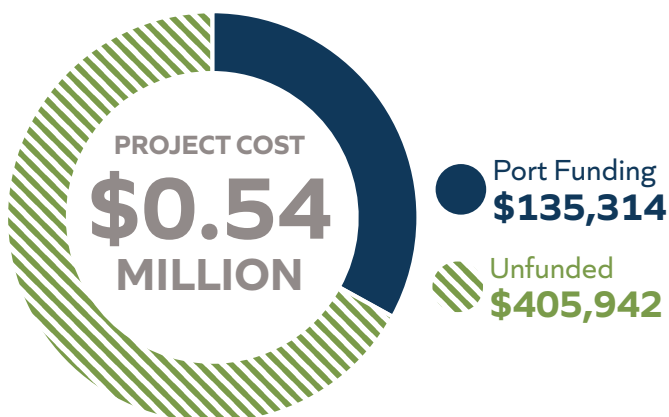
The existing General Cargo Dock at the Calhoun Port Authority (CPA) is currently a state of disrepair. Originally constructed in 2001, the dock's metal piles have experienced corrosion due to exposure to the saltwater environment. In order to extend the lifespan of the dock, CPA is looking to repair the damage at the dock to help preserve its structural integrity and ensure that it will remain fully operational in the future.

The project consists of reinforcing the dock piles through encapsulation to prevent further corrosion and prevent structural failure in the future.

Repairs to the dock will benefit many tenants, particularly chemical plants, fertilizer facilities, and crude oil shippers. Any breakbulk vessels or heavy cargo handled at the General Cargo Dock will benefit from the improvements. The dock provides numerous access points for liquid bulk and heavy bulk cargo operations, and keeping the dock in service will sustain present day operations and allow for growth in the future.

Further damage to the support system at the dock could cause failure. Without this project, the dock will eventually become unusable, severely limiting the port authority's abilities to meet the needs of current and any potential future clients by hindering loading and unloading capabilities. This project is critical in maintaining operations at the dock and to continue to supply job creation and revenues for the port authority and region.

Funding Status



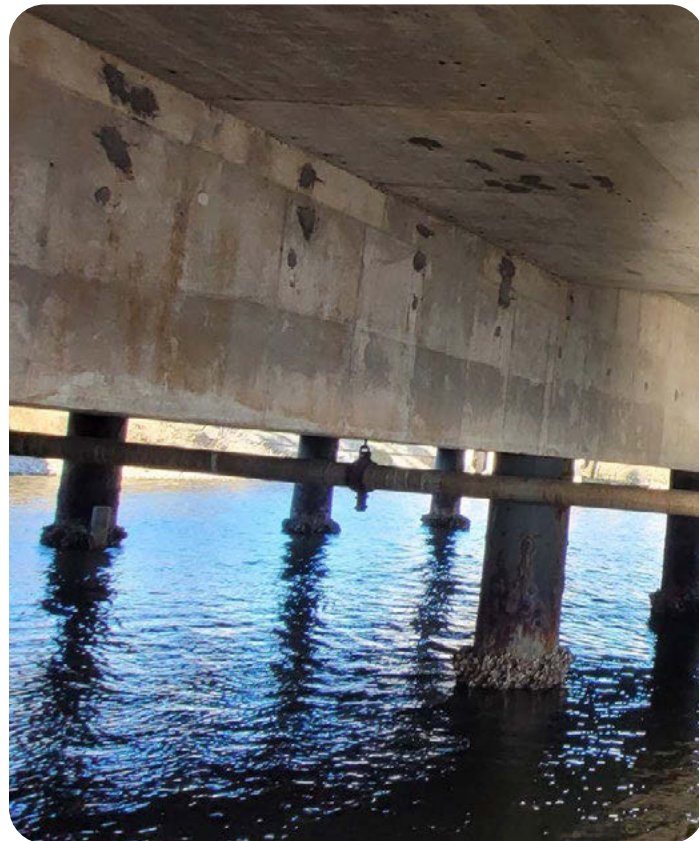


Project Status

The project has the support of the Board of Commissioners and Matagorda Ship Pilots.

Scoping and planning for the project are approximately 50% complete. U.S. Army Corps of Engineers permitting and environmental review are not expected to be required to make the repairs to the dock pile.

The project will be ready to let within the 2026-2027 biennium and is constructible by 2030.



Existing site conditions

PROJECT BENEFITS



Economics

- Prevents loss of jobs and port authority revenue by allowing the dock to continue safe operations.
- Supports port authority competitiveness by providing critical infrastructure needed to keep existing clients and attract new port users.



Operations

- Maintains dock access, allowing clients to operate normally and utilize the numerous access points for liquid bulk and heavy bulk cargoes.



Connectivity

- Maintains numerous access points for liquid bulk and heavy bulk cargo that will not be able to be utilized if the dock continues to deteriorate, improving cargo movement.
- Promotes seamless integration with other transportation modes including road and rail networks by limiting potential disruptions.



Safety

- Repairs and reinforces dock infrastructure to ensure secure mooring and prevent accidents while upgrading safety features to protect employees and dock users.



Other

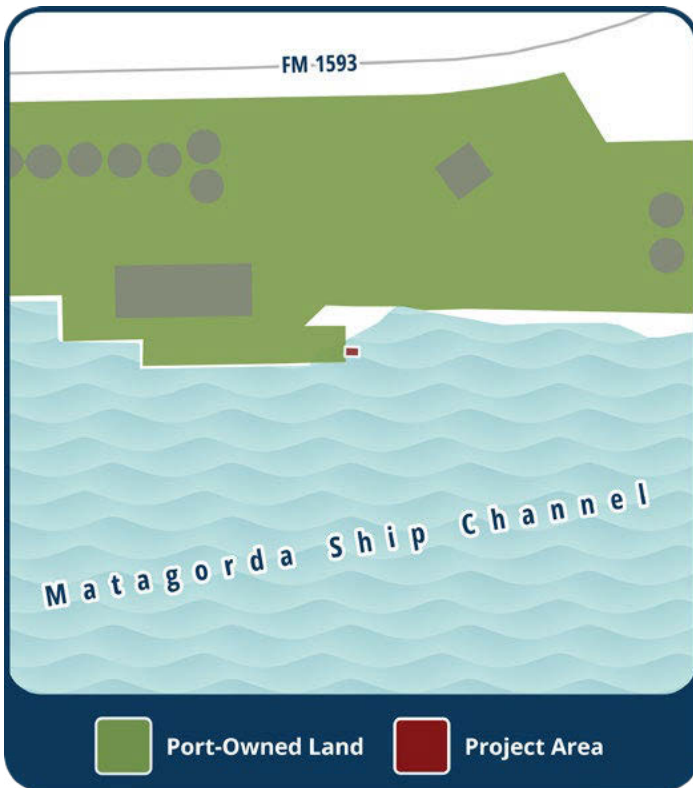
- Creates local jobs during construction and operation to support the local economy and improve quality of life in the region.



GENERAL CARGO DOCK- IMPACT BREASTING DOLPHIN REPLACEMENT

Calhoun Port Authority

Project Category: | County: Calhoun | Project Status: Planning & Scoping | Total Project Cost: \$817,200



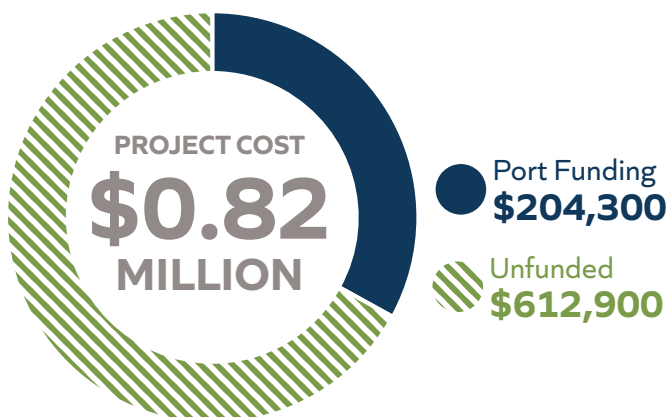
Project Description

The Port Board and Matagorda Ship Pilots are looking to repair the damage incurred on an area of the General Cargo Dock. The dock was originally constructed in 2001 and was struck by a barge resulting in damage to the structure. The damage to the existing General Cargo Dock includes the shifting of the breasting dolphin, access and landing on the dolphin, and damage to the corner of the dock. Although the damage has not significantly impacted operations so far, it has increased the difficulty to safely berth a ship or barge. Additionally, if left unrepaired it is possible that conditions will worsen over time, eventually rendering the facility unusable.

The proposed project includes replacing the impacted breasting dolphin and repairing the dock. The replacement 60-inch dolphin pile will be driven to an elevation of +4 feet to best match the existing tip elevation. The corner of the dock will require a concrete patch to install the corner fender.

The repairs will enable safe berthing of ships and barges. Without the implementation of the project, the access to the dock will be impacted negatively. The damaged dolphin and dock could potentially cause damage to the vessels trying to berth. The operations of the Calhoun Port Authority would be hindered by the damage, limiting the loading and unloading capabilities. Interruptions to these capabilities can lead to impacts on the supply chains. Maintaining this infrastructure is critical to retaining existing customers and attracting new clients to the port authority, helping to create jobs and generate revenues for the region.

Funding Status



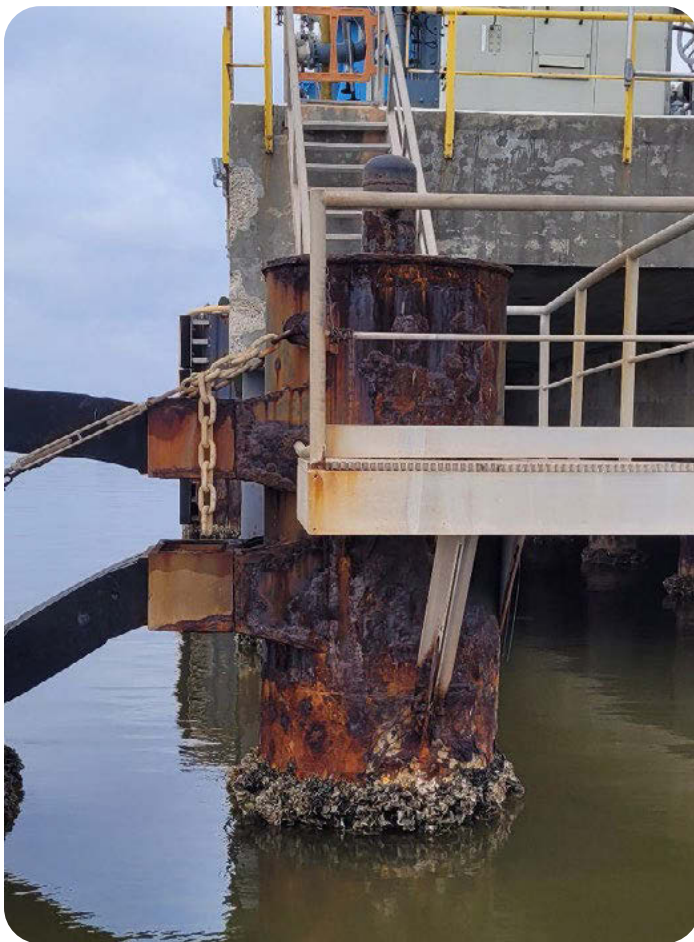


Project Status

This project has the support of the Board of Commissioners.

Scoping and planning for this project are approximately 50% complete. Land acquisition, permitting, and environmental review are not applicable since the project is replacing existing structures.

The project will be ready to let within the 2026-2027 biennium and is constructible by 2030.



Existing site conditions

PROJECT BENEFITS



Economics

- If damage to ships persists, or the dock is not able to be accessed, this dock will not be available for clients to use. There are numerous access points for liquid bulk and heavy bulk cargo which will lose revenue if unable to utilize the dock.



Operations

- Maintains full use of numerous liquid bulk and heavy bulk cargo access points that would be inoperable in the event of further damage to dock or breasting dolphin, limiting delays and congestion within the port.



Connectivity

- Maintains numerous access points for liquid bulk and heavy bulk cargo that will not be able to be utilized if the dock continues to deteriorate, improving cargo movement.
- Promotes seamless integration with other transportation modes including road and rail networks by limiting potential disruptions.



Safety

- Repairs and reinforces dock infrastructure to ensure secure mooring and prevent accidents while upgrading safety features to protect employees and dock users.



Other

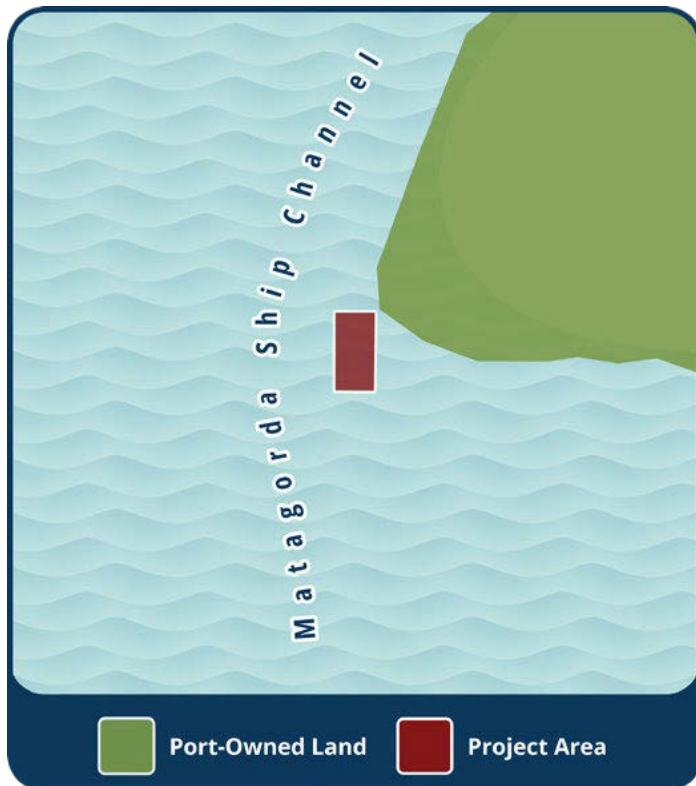
- Creates local jobs during construction and operation to support the local economy and improve quality of life in the region.



NEW BARGE FLEETING AREA

Calhoun Port Authority

Project Category: | County: Calhoun | Project Status: Planning & Scoping | Total Project Cost: \$24,000,000



Project Description

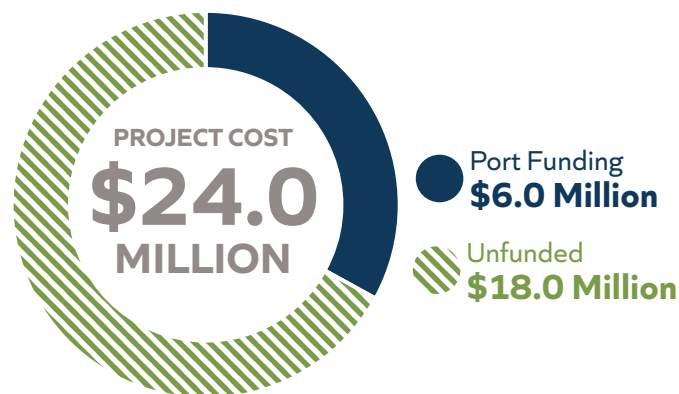
The construction of Liquid Dock 1 at the Calhoun Port Authority (CPA) removed approximately 800 linear feet of barge fleeting area available for use by vessels. Under current conditions, this lack of fleeting area results in barge queuing and light loading and slows the flow of traffic through the port. CPA currently services approximately 1,100 barges per year, and with the anticipated growth in port traffic and capacity, there will be an increased demand for staging barges.

This project includes the construction of a new barge fleeting area enhance CPA's ability to accommodate a larger number of barges and efficiently handle cargo. Efficient management of these staging areas is crucial, as they help to reduce the "port time" of larger vessels, enhancing operational efficiencies. The new barge fleeting area will ensure that barges are readily available to facilitate smoother and faster cargo operations, supporting improved productivity and optimal utilization of port facilities.

The new barge fleeting area would allow for the expansion of barge traffic and reduce the need for lightering of vessels, improving efficiency. The project will help to expand fleet barge capabilities and address the capacity limitation that is a constriction to the economic viability of the growing port authority.

Without the additional fleeting area, the port will continue to experience congestion, leading to longer wait times for barges to dock that causing delays and inefficiencies in cargo handling and transport. This will likely deter potential new customers and tenants from developing operations at the port authority and limit CPA's ability to meet growing demand. Not constructing this project will hinder the port authority's ability to optimize its operations, meet growing capacity needs, and capitalize on economic opportunities.

Funding Status





Project Status

The project is supported by local, state, and federal agencies as part of the next stage of the Matagorda Ship Channel Improvement Project (MSCIP). The project was included in the Calhoun Port Authority Master Plan.

Scoping and planning for the project are approximately 50% complete. Detailed design of the project is approximately 25% complete, while the environmental review for the project and associated permitting have been completed.

No land or right-of-way acquisition will be necessary for the project. The project is constructible by 2030.



*A vessel traversing the Matagorda Ship Channel
Photo credit: Captain David Adrian, Matagorda Bay Pilots*

PROJECT BENEFITS



Economics

- Replaces a significant portion of the previous fleeting area that was removed to construct other infrastructure projects.
- Increasing barge fleeting areas will reduce shipping costs caused by delays and increase port authority competitiveness for customers.



Operations

- Removes fleet barges from the main port area to reduce bottlenecks within the turning basin and create more usable cargo movement areas.



Connectivity

- Provides a link between marine and land-based transportation networks to facilitate seamless transfers between maritime, rail, and road transport.
- Supports a more efficient logistics chain to handle larger and more diverse shipments with reduced delays.



Safety

- Minimizes the risk of collisions, spills or handling errors by reducing congestion and queuing times to improve safety for personnel and cargo.



Other

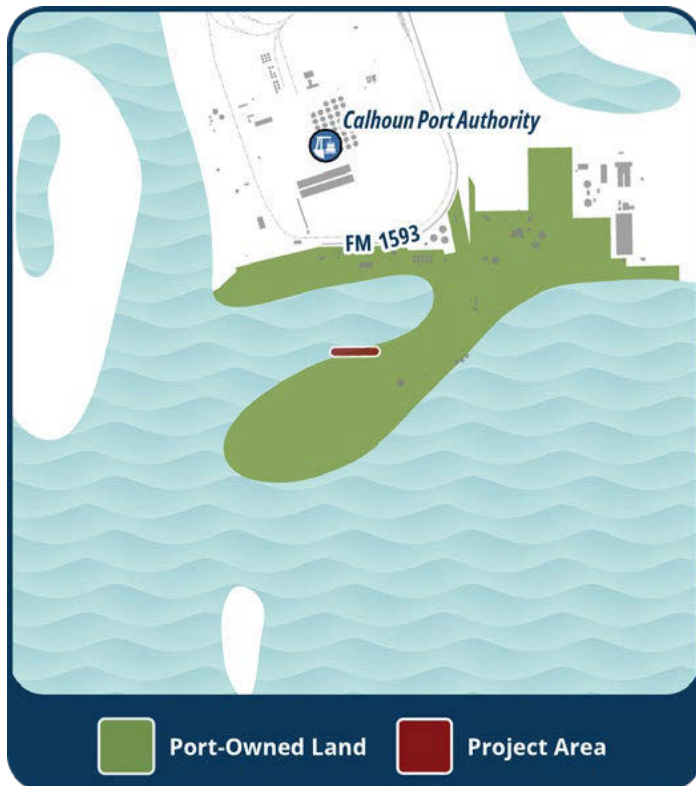
- Supports increased business activity and job creation to improve economic stability and quality of life for nearby residents.



SOUTH PENINSULA DEVELOPMENT LIQUID DOCK 1

Calhoun Port Authority

Project Category:  | **County:** Calhoun | **Project Status:** Planning & Scoping | **Total Project Cost:** \$ 48,000,000



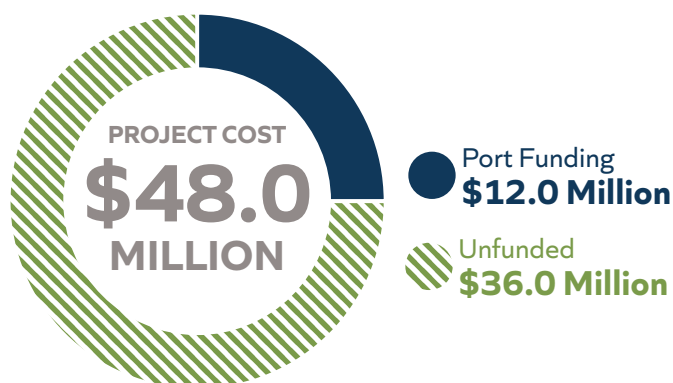
Project Description

Petrochemical export operations at the Calhoun Port Authority (CPA) are currently at full capacity, limiting opportunities for future growth. Currently, the port authority does not have any additional space for new loading arms, and the port authority lacks the dock infrastructure necessary to berth Aframax-sized liquid bulk ships. Upgrading dock infrastructure is a critical step in helping the port authority to remain competitive and achieve continued growth in one of its essential industries.

To take advantage of recent channel deepening and allow for the accommodation of larger, modern vessels, CPA would like to complete the construction of Liquid Dock 1 by deepening the area in front of the dock to match the adjacent ship channel and constructing the infrastructure required to support these ships. Aframax ships typically carry 750,000-800,000 barrels of oil per vessel, making them one of the largest and most efficient means of petrochemical export. Constructing this liquid dock will allow CPA to increase the volume and efficiency of goods movement through the port, increasing revenue generation.

This project will benefit the local petrochemical industries and support the export of energy products. The new liquid dock will allow the port authority to utilize recent nearby channel upgrades to improve operations, helping to utilize ships for cargo movements instead of less-efficient means of transportation such as trucks or rail. Without the improvements included in this project, CPA will be unable to expand its operations in petrochemical exports. CPA's current facilities are at maximum capacity, and the port authority is forced to turn away potential clients because they are unable to accommodate additional vessels. The project will result in the creation of direct and indirect jobs, helping to improve the local and regional economy while enabling CPA to remain competitive and capture additional market share through increased goods throughput and operational efficiency.

Funding Status



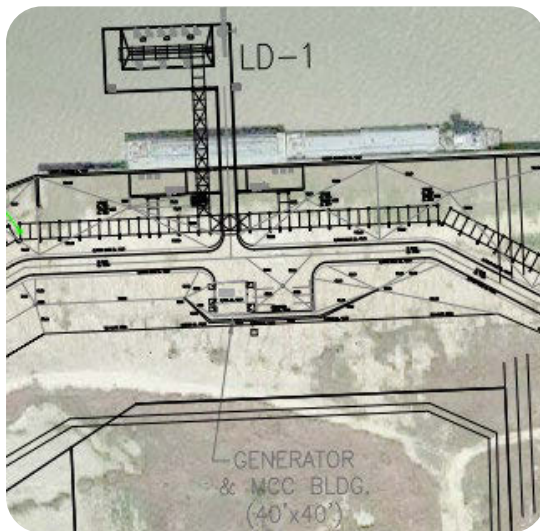


Project Status

The project has the full support of the Calhoun Port Authority Board. The project is essential for the expansion of the port authority's continued growth in petrochemical exports.

Scoping and planning for the project are approximately 90% complete. Detailed design of the project is approximately 50% complete, while the environmental review for the project and associated permitting have been completed.

No land or right-of-way acquisition will be necessary for the project. The project would be lettable within the 2026-2027 biennium and is constructible by the end of the 2030 fiscal year.



Liquid Dock 1 location and design



*Current dock conditions at the port authority
Photo credit: Captain David Adrian, Matagorda Bay Pilots*

PROJECT BENEFITS



Economics

- Enables additional vessel berthing at CPA, which is currently at capacity, to increase goods throughput and create additional port revenues.
- Creates at least 25 direct jobs for workers operating the new berth.
- Allows port to attract new business by creating new berthing locations to accommodate client needs.



Operations

- Allows CPA to move approximately 1 million tons of additional liquid product annually through the newly constructed berth.
- Accommodates larger Aframax vessels increases loading/unloading efficiency and reduces congestion within CPA waterways.



Connectivity

- Allows for movement of petrochemicals via waterways and reduces traffic from trucks and rails.



Safety

- Improves roadway safety within the port and local region by reducing the need for truck and railway usage to decrease risk of accidents.



Other

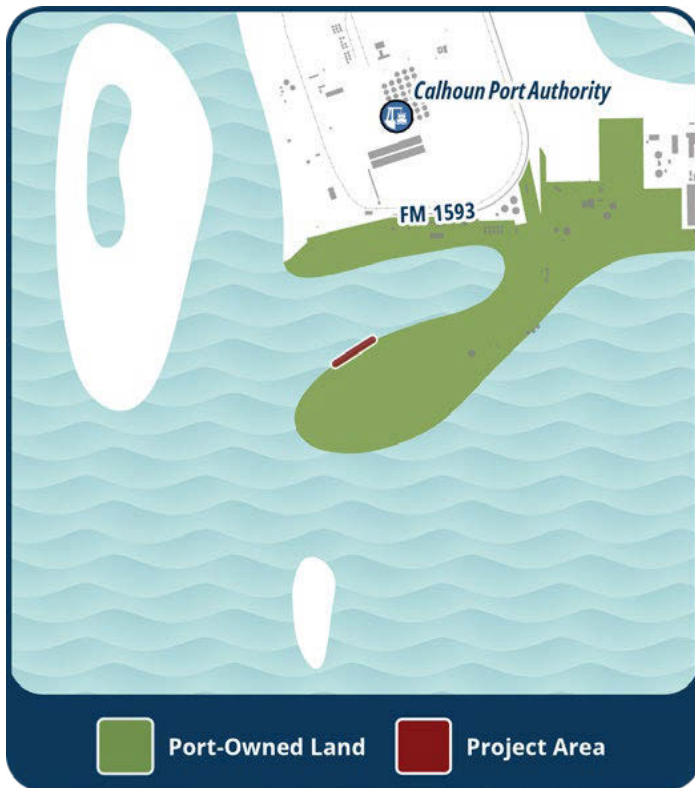
- Improves air quality and traffic congestion within the port and region by reducing the number of trucks required to move goods, limiting idling and reducing gas emissions.



SOUTH PENINSULA DEVELOPMENT LIQUID DOCK 2

Calhoun Port Authority

Project Category:  County: Calhoun | Project Status: Planning & Scoping | Total Project Cost: \$ 80,400,000



Project Description

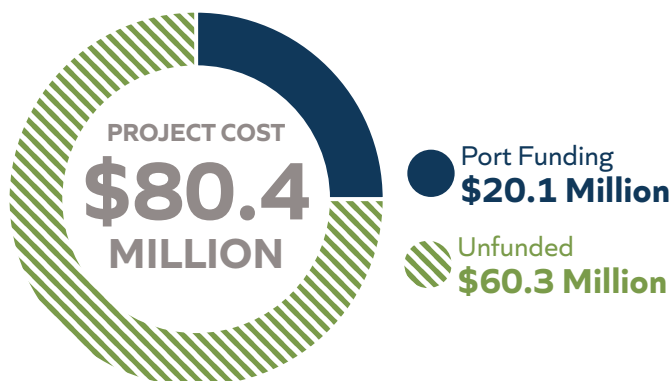
Petrochemical export operations at the Calhoun Port Authority (CPA) are currently at full capacity, limiting opportunities for future growth. Currently, CPA does not have any additional space for new loading arms, and the port authority lacks the dock infrastructure necessary to berth Aframax-sized liquid bulk ships. Upgrading dock infrastructure is a critical step in helping CPA to remain competitive and achieve continued growth in one of its essential industries.

In order to take advantage of recent channel deepening and allow for the accommodation of larger, modern vessels, CPA would like to complete the construction of Liquid Dock 2 by deepening the area in front of the dock to match the adjacent ship channel and constructing the infrastructure required to support these ships. Aframax ships typically carry 750,000-800,000 barrels of oil per vessel, making them one of the largest and most efficient means of petrochemical export. Constructing this liquid dock will allow the port to increase the volume and efficiency of goods movement through the port, increasing revenue generation.

This project will benefit the local petrochemical industries and support the export of energy products. The new liquid dock will allow CPA to utilize recent nearby channel upgrades to improve operations, helping to utilize ships for cargo movements instead of less-efficient means of transportation such as trucks or rail.

Without the improvements included in this project, CPA will be unable to expand its operations in petrochemical exports. The port authority's current facilities are at maximum capacity, and CPA is forced to turn away potential clients because they are unable to accommodate additional vessels. The project will result in the creation of direct and indirect jobs, helping to improve the local and regional economy while enabling the port authority to remain competitive and capture additional market share through increased goods throughput and operational efficiency.

Funding Status



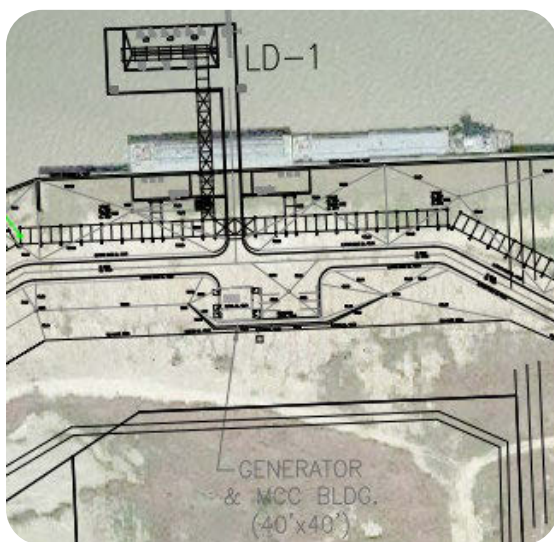


Project Status

The project has the full support of the Calhoun Port Authority Board. The project is essential for the expansion of the port authority's continued growth in petrochemical exports.

Scoping and planning for the project are approximately 90% complete. Detailed design of the project is approximately 50% complete, while the environmental review for the project and associated permitting have been completed.

No land or right-of-way acquisition will be necessary for the project. The project would be lettable within the 2026-2027 biennium and is constructible by the end of the 2030 fiscal year.



Liquid Dock 2 location and design



*Current dock conditions at the port authority
Photo credit: Captain David Adrian, Matagorda Bay Pilots*

PROJECT BENEFITS



Economics

- Enables additional vessel berthing at CPA, which is currently at capacity, to increase goods throughput and create additional port revenues.
- Creates at least 25 direct jobs for workers operating the new berth.
- Allows CPA to attract new business by creating new berthing locations to accommodate client needs.



Operations

- Allows CPA to move approximately one million tons of additional liquid product annually through the newly constructed berth.
- Accommodates larger Aframax vessels increases loading/unloading efficiency and reduces congestion within CPA waterways.



Connectivity

- Allows for movement of petrochemicals via waterways and reduces traffic from trucks and rails.



Safety

- Improves roadway safety within the port authority and local region by reducing the need for truck and railway usage to decrease risk of accidents.



Other

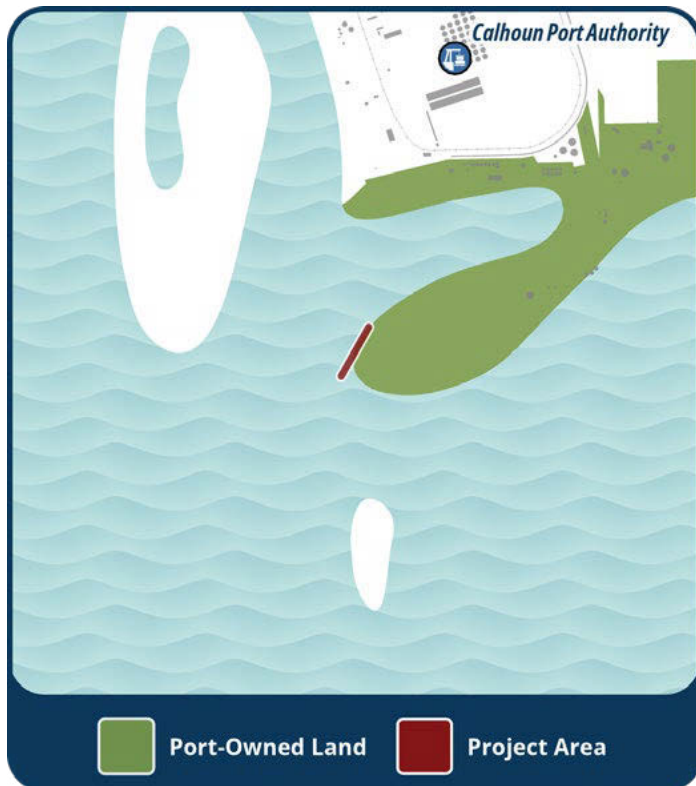
- The new liquid dock will result in the creation of 25 direct jobs for berth operators, supplying opportunities for well-paying jobs in an economically disadvantaged county.
- Improves air quality and traffic congestion within the port and region by reducing the number of trucks required to move goods, limiting idling and reducing gas emissions.



SOUTH PENINSULA DEVELOPMENT LIQUID DOCK 3

Calhoun Port Authority

Project Category:  | **County:** Calhoun | **Project Status:** Planning & Scoping | **Total Project Cost:** \$ 51,600,000



Project Description

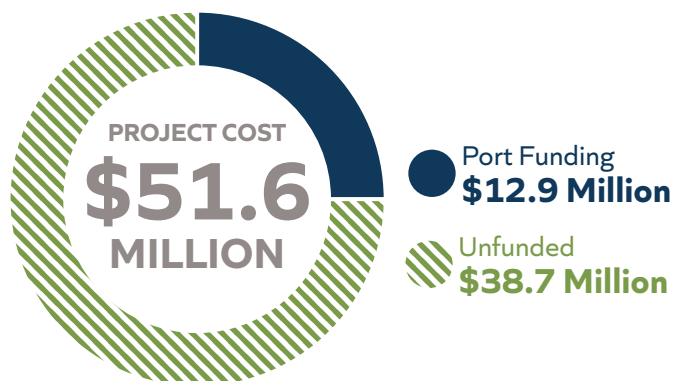
Petrochemical export operations at the Calhoun Port Authority (CPA) are currently at full capacity, limiting opportunities for future growth. Currently, the port authority does not have any additional space for new loading arms, and the port authority lacks the dock infrastructure necessary to berth Aframax-sized liquid bulk ships. Upgrading dock infrastructure is a critical step in helping the port authority to remain competitive and achieve continued growth in one of its essential industries.

In order to take advantage of recent channel deepening and allow for the accommodation of larger, modern vessels, the port authority would like to complete the construction of Liquid Dock 3 by deepening the area in front of the dock to match the adjacent ship channel and constructing the infrastructure required to support these ships. Aframax ships typically carry 750,000-800,000 barrels of oil per vessel, making them one of the largest and most efficient means of petrochemical export. Constructing this liquid dock will allow the port to increase the volume and efficiency of goods movement through the port authority, increasing revenue generation.

This project will benefit the local petrochemical industries and support the export of energy products. The new liquid dock will allow the port authority to utilize recent nearby channel upgrades to improve operations, helping to utilize ships for cargo movements instead of less-efficient means of transportation such as trucks or rail.

Without the improvements included in this project, the port authority will be unable to expand its operations in petrochemical exports. The port authority's current facilities are at maximum capacity, and the port authority is forced to turn away potential clients because they are unable to accommodate additional vessels. The project will result in the creation of direct and indirect jobs, helping to improve the local and regional economy while enabling the port authority to remain competitive and capture additional market share through increased goods throughput and operational efficiency.

Funding Status



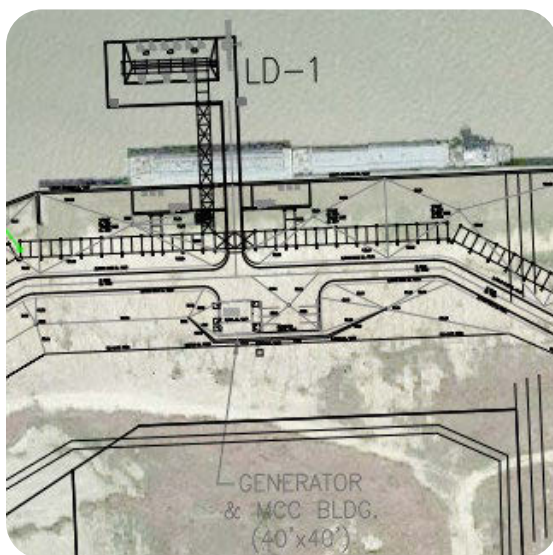


Project Status

The project has the full support of the Calhoun Port Authority Board. The project is essential for the expansion of the port authority's continued growth in petrochemical exports.

Scoping and planning for the project are approximately 90% complete. Detailed design of the project is approximately 50% complete, while the environmental review for the project and associated permitting have been completed.

No land or right-of-way acquisition will be necessary for the project. The project would be lettable within the 2026-2027 biennium and is constructible by the end of the 2030 fiscal year.



Liquid Dock 3 location and design



*Current dock conditions at the port authority
Photo credit: Captain David Adrian, Matagorda Bay Pilots*

PROJECT BENEFITS



Economics

- Enables additional vessel berthing at the port authority, which is currently at capacity, to increase goods throughput and create additional port revenues.
- Creates at least 25 direct jobs for workers operating the new berth.
- Allows port authority to attract new business by creating new berthing locations to accommodate client needs.



Operations

- Allows the port authority to move approximately one million tons of additional liquid product annually through the newly constructed berth.
- Accommodates larger Aframax vessels increases loading/unloading efficiency and reduces congestion within CPA waterways.



Connectivity

- Allows for movement of petrochemicals via waterways and reduces traffic from trucks and rails.



Safety

- Improves roadway safety within the port and local region by reducing the need for truck and railway usage to decrease risk of accidents.



Other

- The new liquid dock will result in the creation of 25 direct jobs for berth operators, supplying opportunities for well-paying jobs in an economically disadvantaged county.
- Improves air quality and traffic congestion within the port and region by reducing the number of trucks required to move goods, limiting idling and reducing gas emissions.



BARGE DOCK #1 IMPROVEMENT

Cedar Port

Project Category: | County: Chambers | Project Status: Permit Approval | Total Project Cost: \$6,250,000

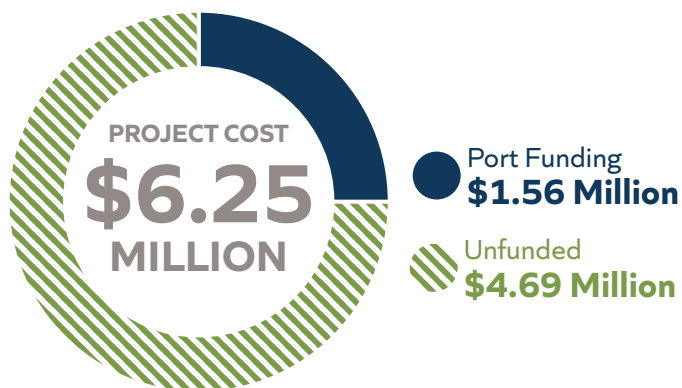


Project Description

Cedar Port is currently improving its barge dock to accommodate container-on-barge operations between Cedar Port and deep-water ports. The barge dock project represents a significant advancement in the state's transportation infrastructure, designed to enhance operational efficiency and environment within the cargo handling sector. To fully utilize the barge dock upgrades and heavy haul road as part of this ongoing project, the port requires a mobile harbor crane. The new crane will maximize the throughput capacity and operational efficiency of the newly upgraded facility.

Operational analysis indicates the necessity for a mobile harbor crane to service the dock's purpose-built container barges measuring 70 feet x 200 feet. Traditional cranes cannot span these barges' 70-foot width, requiring barge repositioning that introduces significant labor and time inefficiencies. This upgrade aids in seamless loading and unloading operations, directly translating to lowered idling emissions and enhanced operations velocity. This would simultaneously divert approximately 5,000 trucks per day from state highways, reducing congestion and emissions in the local community.

Funding Status



The acquisition of the mobile harbor crane is poised to benefit several industries, such as manufacturing, agriculture, retail, energy, and construction, both directly and indirectly. Moreover, the crane will introduce new port capabilities that will have a broad impact on regional and national logistics networks along with improved operational efficiencies and connectivity, economically benefiting the port and region while improving quality of life for local residents.

Without the mobile-harbor crane project, the port's capacity to handle cargo efficiently would remain constrained, limiting growth opportunities and reducing Cedar Port's competitiveness relative to other ports.



Project Status

The project has the full support and approval of Cedar Port and local stakeholder support. The project also has the support of congressional representatives, various Chambers County offices, the Baytown-West Chambers Economic Foundation, TGS Cedar Port Partners, LP, and CenterPoint Energy.

The port has previously applied for and been awarded a 2023 Port Infrastructure Development Program (PIDP) grant from the U.S. Department of Transportation Maritime Administration (MARAD) for the dock yard and structural components of the overall project, the acquisition of the mobile harbor crane is essential in providing critical infrastructure to fully take advantage of other investments in port infrastructure upgrades.

Scoping and planning for the project have been completed. The dock improvement project was permitted by the U.S. Army Corps of Engineers in 2023, and environmental review for the project was completed during the permitting phase.

No land or right-of-way acquisition will be necessary for the project. The project would be lettable within the 2026-2027 biennium and is constructible by the end of the 2030 fiscal year.



Existing site conditions

PROJECT BENEFITS



Economics

- Creates direct and indirect jobs during the construction, installation, and operational phases of the project.
- Generates additional revenue through increased trade volumes.
- Enhances dock capabilities and improves reliability to retain and attract clients.



Operations

- Enhances cargo handling capacity to accommodate larger volumes of cargo and reduce wait times.



Connectivity

- Enables seamless cargo transfer between barges and land transportation.
- Addresses the critical bottleneck repositioning barges for unloading processes.



Safety

- Reduces congestion around the Cedar Port area to lower the risk of accidents and collisions.
- Gantry cranes with advanced safety technology minimize the need for manual intervention.
- Improves resilience by enabling Cedar Port to serve as a critical node for response efforts after major events.



Other

- Creates direct and indirect jobs and fosters skills development for the local workforce.
- Improves air quality by reducing truck idling times that lead to pollutant emissions.



INGLESIDE CARGO DOCK

Port of Corpus Christi Authority

Project Category:  **County:** San Patricio | **Project Status:** Design | **Total Project Cost:** \$129,000,000



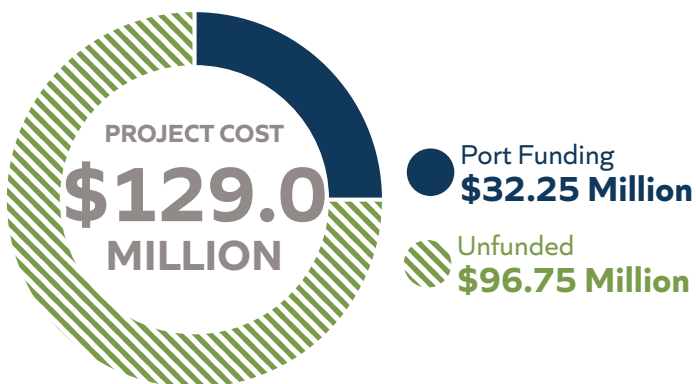
Project Description

The Ingleside Cargo Dock, which will be located on the La Quinta Channel, is a critical path item for the Port of Corpus Christi Authority's (PCCA) emerging, world-scale projects in San Patricio County and Nueces County. The industry partners that plan to use the cargo dock to move project cargoes, finished (bulk/breakbulk) commodities, and feedstocks represent a significant economic investment within the region.

PCCA's existing cargo docks are located within the Inner Harbor of the Corpus Christi Ship Channel, which is roughly 15 miles from the La Quinta project sites for which large module movements are required. Cargo movements from Inner Harbor cargo docks are height restricted to the south by a pedestrian bridge that was constructed as part of the new Harbor Bridge and to the north by grain elevator infrastructure, thus prohibiting the movement of modules of the size required for the La Quinta projects.

The proposed dock will be designed to allow inbound transport of modules and other project cargoes to support construction on various other project sites. The basis of design includes eventual conversion to handle bi-directional movement of general bulk/breakbulk cargo. The dock will be able to accommodate up to Babycap sized vessels and will provide the most efficient access to deep water of any equivalent facility on the Gulf Coast.

Funding Status



The project in Ingleside represents an entirely new infrastructure type and operational capacity on the La Quinta reach of the Corpus Christi Ship Channel, as no public cargo dock exists in the Outer Harbor area today. Locating a cargo dock at PCCA's Ingleside property will provide an efficient (3 miles or less) direct, unencumbered route to SH 361 for large modules movements to nearby project sites where emerging PCCA customers are developing world-scale projects in the clean hydrogen and decarbonized steel value chains. PCCA's current no-build scenario undermines the constructibility of multiple world-scale projects in the clean H2 and decarbonized steel value chains, as all require a nearby cargo dock over which to move oversized, prefabricated plant modules.



Project Status

The project has the support of the PCCA Port Commission.

PCCA has already started preliminary engineering for this project. Permit applications are currently under development for U.S. Army Corps of Engineers Section 404 and Section 10 permits and are anticipated to be submitted to the Army Corps by the fourth quarter of 2024. Environmental review has not started yet. The project will be ready to let within the 2026-2027 biennium.



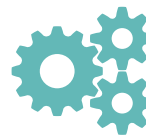
Rendering of the proposed cargo dock

PROJECT BENEFITS



Economics

- The new industries planning to utilize the cargo dock represent over \$13 billion in capital investment in San Patricio County.
- The cargo dock will anchor an emerging clean energy economy in the coastal bend, providing new opportunities for a region whose workforce is already rooted in energy production.



Operations

- Provides redundancy and alleviates congestion at existing cargo docks used for a variety of other commodity movements, including U.S. military cargoes.



Connectivity

- Addresses the region's need for an unrestricted public (that is, multi-user) dock to accommodate oversized prefabricated cargoes and creates optionality for movement of finished bulk and breakbulk cargoes.
- The proposed strategic location on the La Quinta reach of the Corpus Christi Ship Channel will enable direct and efficient connection to SH 361 with connectivity to SH 35, US 181, and SH 77.



Safety

- Maximizes commercial synergies and the potential for shared infrastructure and minimizes potential impacts on non-industrial land uses.



Other

- Creates new opportunities to cultivate and retain local talent, including development of bespoke, truly unique programs through local academic and training institutions.



INGLESIDE LOW CARBON ENERGY TERMINAL

Port of Corpus Christi Authority

Project Category:  **County:** San Patricio | **Project Status:** Design | **Total Project Cost:** \$288,500,000



Project Description

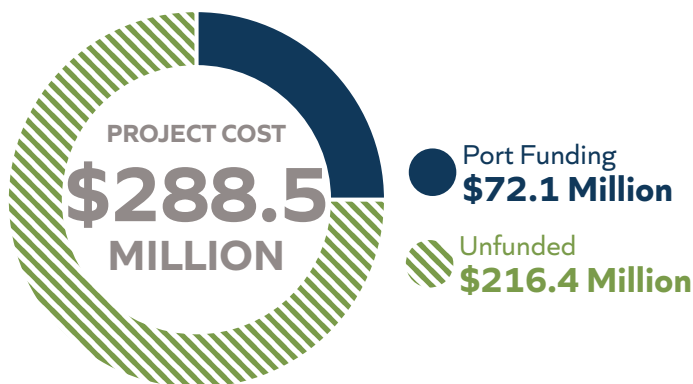
With over a dozen hydrogen and hydrogen derivative projects in some stage of planning or development, the Port of Corpus Christi Authority (PCCA) is emerging as a world-scale producer and exporter of low-carbon energy. The Ingleside Low Carbon Energy Terminal is a cornerstone in the port authority's strategy, as it will be the path to deep water for multiple world-scale producers of low carbon hydrogen and hydrogen derivatives.

PCCA's Ingleside Low Carbon Energy Terminal will be the nation's preeminent terminal for export of low-carbon hydrogen derivatives and will play a prominent role in domestic balance of energy trade and energy transition objectives. This PCCA-owned, multi-user terminal will feature best-in-class maritime and topside infrastructure and will provide the most efficient access to deep water of any alternative energy terminal on the Gulf Coast. The terminal will provide access to international markets for hydrogen and hydrogen derivatives produced by multiple customers on a 4,000+ acre, PCCA-owned, hydrogen ecosystem campus, located a few kilometers to the northwest. This campus will consolidate all links in the hydrogen value chain, including renewable electron generation (solar), hydrogen production from multiple feedstocks, and production of multiple hydrogen derivatives with geologic storage of pressurized CO₂.

The proposed Ingleside Clean Energy Terminal will provide the most immediate access to the Gulf of Mexico of any PCCA-owned terminal and will offer a depth of -47 feet mean lower low water (MLLW) with a plan to reach -54 feet. This multi-user terminal, which will accommodate both Aframax and Suezmax carriers, will create new capacity and optionality in the La Quinta reach of the Corpus Christi Ship Channel.

This facility is a critical shared element to multiple world-scale new energy producers. Without certainty about the path to the water that this terminal will provide, the associated upland production facilities will not reach financial investment decision and will not come to fruition. Any delay in constructing the proposed terminal will translate into a delay in the commissioning of the affiliated customer facilities; if any such delay is unmitigated, it may result in a loss of the project for the region.

Funding Status





Project Status

In July 2023, the Port Commission approved a service order for preliminary engineering services for this project.

This project was also included in the 2024-2025 Port Mission Plan (Page B-53). Preliminary engineering for this project is in the 2024 PCCA Capital Budget

Scoping, planning, and permitting for this project are ongoing. U.S. Army Corps of Engineers Section 404 and Section 10 permits have been completed; however, changes to the design may require a modification to the permit. Impacts to the special aquatic sites associated with the project have already been mitigated. Permitting for Clean Air Act authorization has not started. Environmental review is complete with National Environmental Policy Act (NEPA) review planned during the permit authorization stage.

The project would be ready to let within the 2026-2027 biennium.



Aerial view of the existing conditions at the proposed Ingleside Low Carbon Energy Terminal site

PROJECT BENEFITS



Economics

- Supports federal energy transition goals by enabling the export of large volumes of low-carbon energy products to allies reliant on Eastern Europe and the Middle East.
- Contributes to GDP, energy security, and trade balance by supplying energy.



Operations

- Increases PCCA’s capacity for low-carbon energy exports by adding new capacity in the Outer Harbor and prevents ship channel congestion by segmenting export operations geographically.



Connectivity

- Enhances energy export efficiency by centralizing hydrogen value chain components at a single campus with a terminal for very large gas carriers (VLGCs).



Safety

- Improves safety and operational efficiency with new maritime infrastructure and maximizes commercial synergies while minimizing impacts on non-industrial areas.



Other

- Drives significant capital investments exceeding \$13 billion into the Coastal Bend region through customer plans for hydrogen production facilities.



INLAND PORT MULTI-MODAL RAIL TERMINAL AND INDUSTRIAL PORT CAMPUS

Port of Corpus Christi Authority

Project Category: | **County:** Nueces | **Project Status:** 10% Design | **Total Project Cost:** \$81,500,000



Project Description

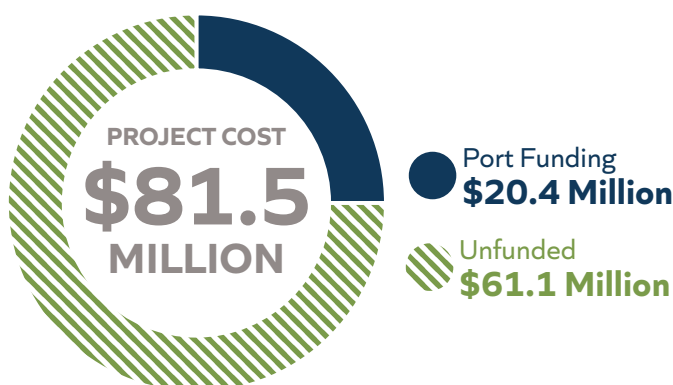
Rapid annual growth of rail movement has strained the Port of Corpus Christi Authority's (PCCA) existing short line system. There is a critical need for a storage-in-transit (SIT) yard capable of handling railcars and congestion in the regional and national Class I rail systems. Two customers completing production facilities on the north side of the port authority's Inner Harbor have expressed the need for storage in rail cars to facilitate their on-demand business models. Once these plants are in production, the need for railcar storage will further complicate vital rail operations at PCCA. Based on customer projections, by 2026, PCCA will move over 60,000 cars annually. This would be a 250% increase in 10 years.

PCCA's proposed Rail Terminal and Industrial Port Campus will be a roughly 2,000 acre multi-use industrial campus northeast of Robstown, Texas that will include approximately 24 miles of new rail line with turnouts, wye connections, and switches to connect to two existing Class I mainlines (used by three Class I railroads) and create a SIT yard capable of accommodating ~1,800 railcars. The development will also include rail support services infrastructure with a limestone service road and associated drainage culverts, parking area, building pad site, supporting utilities, and security fencing and lighting.

The project will add the largest rail yard in the region by connecting to two Class I railroad mainlines, Union Pacific (UP) and Canadian Pacific Kansas City (CPKC), and providing storage and connectivity for use by UP and CPKC as well as the third Class I railroad serving PCCA, BNSF. The project will enhance connectivity to the national rail network, facilitating high efficiency cargo movements without further burdening the national highway system, and it will provide essential incremental railcar storage capacity to alleviate congestion and restore fluidity to the port authority's short line system, which is an essential freight mobility modality for numerous existing and emerging industrial customers at the port authority.

The development of new rail capacity and connectivity is an essential dimension of the creation of the Inland Rail Port industrial campus, as it is an enabler of the manufacturing projects (such as decarbonized "green" steel) that are pending for this location. These manufacturing facilities are a key link in the fully integrated, low-carbon ecosystem that is emerging at this location.

Funding Status





Project Status

Preliminary engineering for the project was included in the 2024 PCCA Capital Budget. PCCA has been seeking funding for this project through all possible grant funding opportunities.

Property acquisition is underway. To date, PCCA has acquired just over half of the target 2,000 acres, including the parcels that are critical for construction of the planned rail infrastructure. Project design is approximately 10% complete.

PCCA is advancing preliminary engineering for this project and has identified funding for complete/detailed design in 2025 and 2026. This funding to complete engineering design will be reflected in PCCA's respective annual budgets. This project will be ready to let within the 2026-2027 biennium.



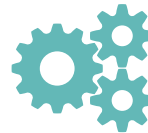
PCCA locomotive

PROJECT BENEFITS



Economics

- The project is the central component to attracting 13 new commercial developments making more than \$9 billion in capital investments to build and operate new energy production and green steel facilities.



Operations

- This project will create the largest public rail yard in the region and create utility for the three Class I railroads serving the port authority, BNSF, CPKC, and Union Pacific, to move diverse commodities for a variety of other customers, both new and existing.



Connectivity

- Providing a public rail yard in the Coastal Bend will provide a much-needed SIT yard and a logistics thoroughfare for rail traffic in the region.



Safety

- Includes security features to ensure the safety of personnel working in the yard and goods moving through the inland port are secure.
- The design of the rail yard will include stormwater considerations with impacts to the neighboring properties and the City of Robstown.



Other

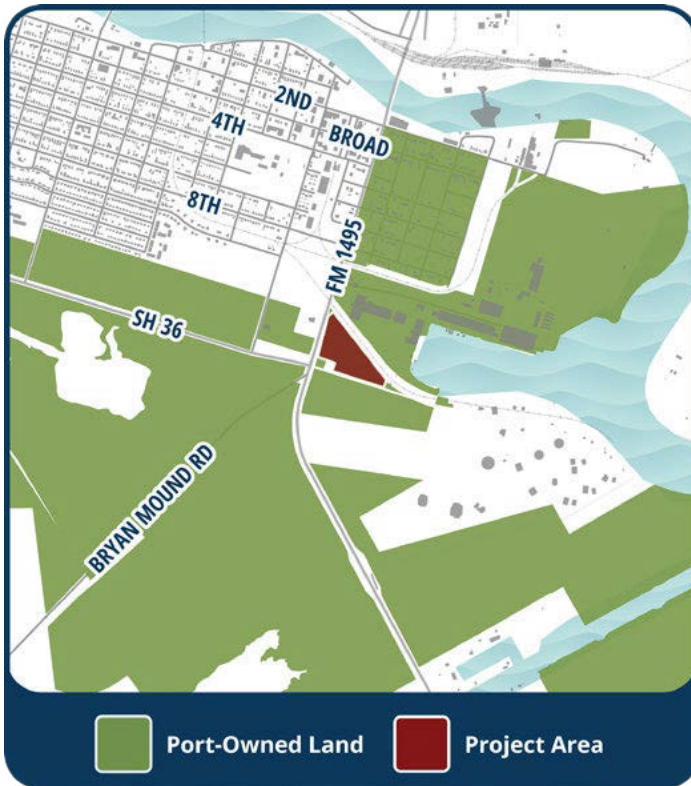
- Initial port revenue projections exceed \$10 million annually through lease revenues, railcar switching fees, and wharfage and dockage for maritime transport.



PARCEL 25 IMPROVEMENT

Port Freeport

Project Category:  County: Brazoria | Project Status: Pre-Construction | Total Project Cost: \$20,000,000



Project Description

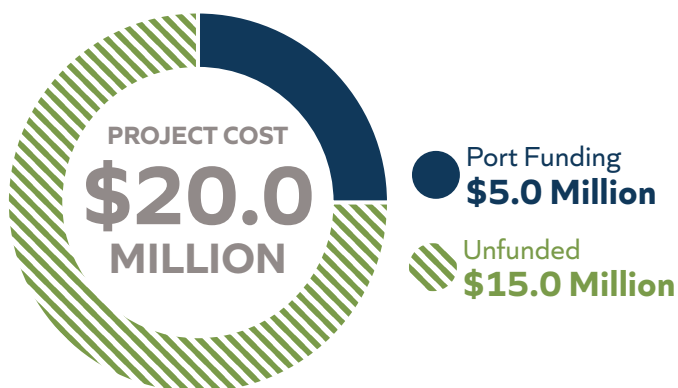
The existing conditions of Parcel 25, a yard stabilized with crushed concrete and limestone, limit the efficient operations of port users in the area. The yard has many low spots that interrupt intended drainage flow patterns and collect water. Reduced stabilization over time has created areas that allow equipment and cargo to sink into the ground, restricting vehicle movements within the yard particularly after rain events. Additionally, dust created by vehicle movements across the limestone surface often ends up being carried into the nearby community either directly by the wind or by adhering to vehicles that leave residue on streets and highways. To improve conditions in the yard and enable clients to keep up with demand for increased cargo movements, the port intends to stabilize and pave Parcel 25.

The project will consist of removing the crushed concrete and limestone aggregate that currently covers the 12 acres of Parcel 25 and replacing it with concrete pavement. Part of this project would include stabilizing the subgrade prior to constructing the pavement surface and slight grading adjustments to ensure optimal drainage.

Stabilizing and paving Parcel 25 will allow for the improved transfer of cargo from vessel to yard and from yard to trucks as the current unevenness is not conducive to efficient cargo movements, directly benefiting clients within steel import, stevedoring, and trucking industries. The paved surface will also result in reduced air pollution by eliminating limestone dust from vehicle movements within the yard.

The unstable areas within Parcel 25 do not allow for full utilization and slow operations within the port as vehicles spend additional time inefficiently navigating the poor yard conditions. Without improving conditions at Parcel 25, operational efficiency will continue to be hindered, limiting growth opportunities and restricting future revenue growth and job creation. The existing yard is a safety concern for employees and port users and a maintenance concern for port equipment and over-road vehicles and must be improved in order to maximize the benefits of a yard located ideally within the port to provide near-direct connections to several adjacent state highways.

Funding Status





Project Status

The project has the support of the Port Commission.

The site was previously developed and no further permitting and environmental review are expected to be required as part of the project.

The project's construction readiness is subject to receiving a grant award from TxDOT. The project would be lettable within the 2026-2027 biennium and constructible by the end of the 2030 fiscal year.



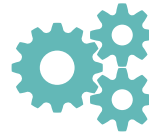
Existing parcel conditions

PROJECT BENEFITS



Economics

- Stabilizes yard conditions for efficient operations, enabling clients like Tenaris to increase material movements.
- Improves storage and dispatch, making the port more competitive, generating revenue, and creating jobs in the region.



Operations

- Allows for expedited truck loading to reduce idle times.
- Enables quicker truck dispatch to allow for faster, more efficient turns, and reduce emissions.



Connectivity

- Enhances operations and throughput near FM 1495, SH 36, and SH 288, streamlining cargo connections from vessels to trucks.



Safety

- Concrete paving improves visibility and provides stable surfaces to improve worker safety.
- Reduces truck loading incidents caused by uneven surfaces.
- Eliminates drainage issues, improving loading efficiency, material storage, and safety.



Other

- Improves working conditions for employees who mostly reside in the Brazosport area.
- Reduces airborne dust from crushed limestone in nearby residential areas.
- Mitigates limestone buildup on vehicles which will eventually fall onto highways.



VELASCO TERMINAL AREA 4 IMPROVEMENT

Port Freeport

Project Category: | County: Brazoria | Project Status: Planning & Scoping | Total Project Cost: \$26,756,500



Project Description

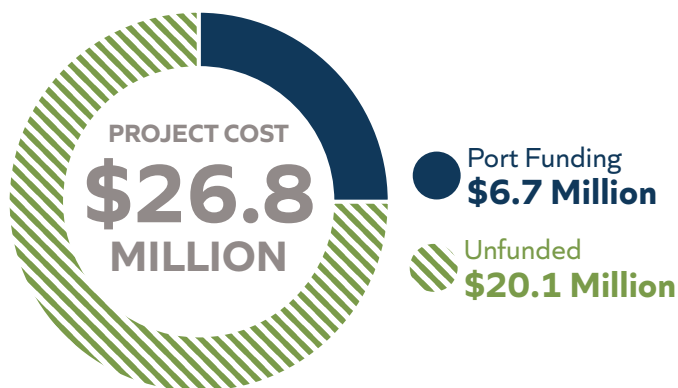
Area 4 within the Velasco Terminal currently contains transitions between paved concrete surfaces and stabilized aggregate surfaces, as well as elevation transitions within the site that are not conducive to moving cargo efficiently or safely. Area 4 was initially stabilized in 2016 to benefit the project cargo industry, and additional improvements in 2019 raised a portion of the site to match elevation with the nearby container terminal. Although the past decade of periodic site upgrades has helped to grow port operations, the current conditions of Area 4 limit the port's potential output.

The scope of the project would bring improvements to approximately 10 acres of land adjacent to the waterfront. Upgrades would include replacing the stabilized limestone aggregate with concrete paving, storm drainage, and high mast lighting in the area.

Velasco Terminal is a multipurpose terminal serving the movement of containers, finished vehicles, high & heavy equipment for the construction and agriculture industries, as well as breakbulk and project cargo. A homogeneous, paved concrete surface for the terminal will benefit each of these business sectors and allow cargo volumes to increase at the public facilities.

Operational efficiency within Area 4 is currently hindered by differences in grade elevation within the area as well as by the transitions from concrete pavement in adjacent developments to aggregate surfaces. Failing to construct the necessary improvements in Area 4 will continue to present safety concerns and delay volume growth for the port.

Funding Status





Project Status

The project is a priority project for the port and is listed in Port Freeport’s FY 2024 Capital Plan. The project was listed in the port’s 2023 Capital Budget, which was approved by the Port Commission.

Scoping and planning for the project are approximately 60% complete, with design also being approximately 60% complete. Completion of these tasks are dependent on securing funding and the Port Commission’s approval of a funding agreement with TxDOT. The project would be lettable within the 2026-2027 biennium and constructible by the end of the 2030 fiscal year.

The project has received a U.S. Army Corps of Engineers Section 404 permit and Section 408 authorization. Environmental review and permitting for the project are also complete.



Velasco Terminal Area 4

PROJECT BENEFITS



Economics

- \$1,976,000 annual wages from direct jobs.
- 52,000 annual wage hours from direct jobs.
- Additional indirect and induced jobs.



Operations

- Creates a uniform, concrete-paved surface throughout the Velasco Terminal to increase movement efficiency.
- Supports existing Dock 8 and future Dock 9, increasing operational efficiency for a combination of container and roll-on/roll-off cargo.



Connectivity

- Area 4 will be primarily accessed via Port Freeport’s Gate 12, which has near-direct connectivity to FM 1495, SH 36, and SH 288.



Safety

- High mast lighting will improve visibility conditions for workers, employees, operators, and other personnel.
- Waterline and fire hydrant improvements will provide firefighting capabilities and allow for asset protection.



Other

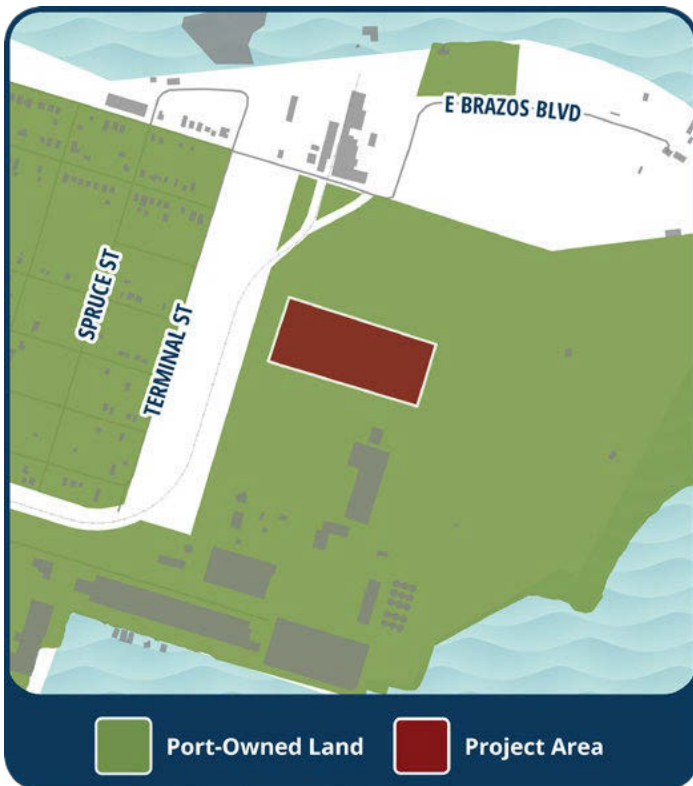
- Port expansion and investments in marine infrastructure will provide an avenue to attract new shippers and carriers to utilize a seaport for the movement of waterborne commerce, providing employment opportunities for local, qualified workforce.



VELASCO TERMINAL AREA 6 IMPROVEMENT

Port Freeport

Project Category: | **County:** Brazoria | **Project Status:** Planning & Scoping | **Total Project Cost:** \$10,000,000



Project Description

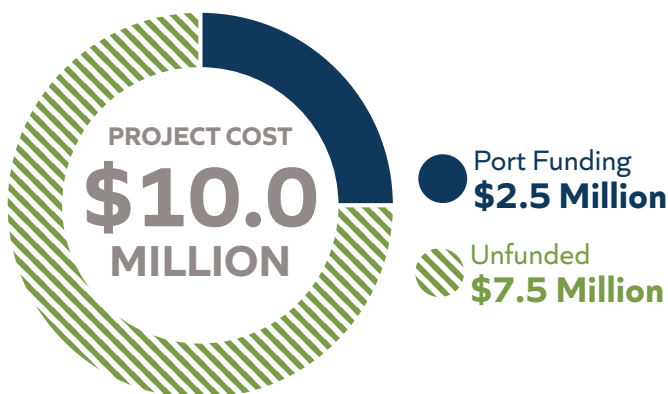
Area 6 within the Velasco Terminal is a semicircle-shaped storage yard bordered by Port Road, Turning Basin Road, and a rail spur that serves the rice mill at Port Freeport. The existing storage yard is limestone aggregate on top of stabilized base, which limits the types of cargo the port can store in the area. Additionally, there is an approximately 8-foot difference in elevation between Area 6 and adjacent areas, negatively impacting port operations. Currently, the existing rail spur crosses two primary port roads, and when railcars are delivered and switched to the rice mill, traffic on these primary roads must stop until the rail movement ceases. Port Freeport requires infrastructure improvements within Area 6 to optimize operations within this section of the Velasco Terminal.

The scope of the project would include improvements to approximately 7 acres of land, including elevating Area 6 and installing concrete pavement to create a safer uniform surface for cargo movement to and from adjacent areas. The rail spur would also be relocated to eliminate crossings with port roads. High mast lighting would be installed in the area to improve safety and visibility for all port users.

Improvements to Area 6 will create valuable storage space for diverse types of cargo, such as containers and finished vehicles, which cannot currently be accommodated due to the existing aggregate surface. Port Freeport's burgeoning container and roll-on/roll-off cargo segments would benefit greatly. Additionally, relocating the rail spur will eliminate the two road crossings, allowing for more effective and efficient traffic movements throughout the port.

Failing to construct the necessary improvements in Area 6 will continue to present safety concerns and delay growth by limiting the available cargo that can be stored in the area. Operational efficiency within Area 6 is currently hindered by congestion created by rail operations at the nearby rice mill. This project alleviates many issues within Area 6 and enables Port Freeport to continue to facilitate growth in profitable cargo sectors.

Funding Status





Project Status

The project is a priority project for the port and is listed in Port Freeport's FY 2024 Capital Plan. The project was listed in the port's 2023 Capital Budget, which was approved by the Port Commission.

Scoping and planning for the project are approximately 60% complete with design also being approximately 60% complete. Completion of these tasks are dependent on securing funding and the Port Commission's approval of a funding agreement with TxDOT. The project would be lettable within the 2026-2027 biennium and constructible by the end of the 2030 fiscal year.

The project has received a U.S. Army Corps of Engineers Section 404 permit and Section 408 authorization. Environmental review and permitting for the project are also complete.



Velasco Terminal Areas 5 and 6

PROJECT BENEFITS



Economics

- \$474,240 annual wages and 12,480 annual wage hours from direct jobs.
- Additional indirect and induced jobs.



Operations

- Fixes elevation issues along with relocation of the rail spur.
- Improved safety and efficiency due to removal of rail/roadway intersections.
- Opens a smooth area for container and terminal handling with direct access to Gate 12.



Connectivity

- Area 6 will have access through Gate 12 which will handle containers or roll-on/roll-off cargo.
- Proximity to new roads and SH 36 or the SH 332/288 corridor will increase connectivity and feed Velasco Terminal and expansion areas.



Safety

- Reduces congestion, as cargo currently stored in this area must be moved through the port and navigate around other terminal traffic.
- Surfacing created through the project will significantly reduce travel distance for unloaded cars.
- Improved rail spur safety by removing intersections.



Other

- Attracts new shippers and carriers to utilize the seaport for the movement of waterborne commerce.



VELASCO TERMINAL BERTH 9 IMPROVEMENT

Port Freeport

Project Category:  County: Brazoria | Project Status: Pre-Construction | Total Project Cost: \$56,000,000



Project Description

As Port Freeport continues to grow in size, the number of ships calling to port and the amount of cargo volume being handled is rapidly increasing, requiring additional berthing space.

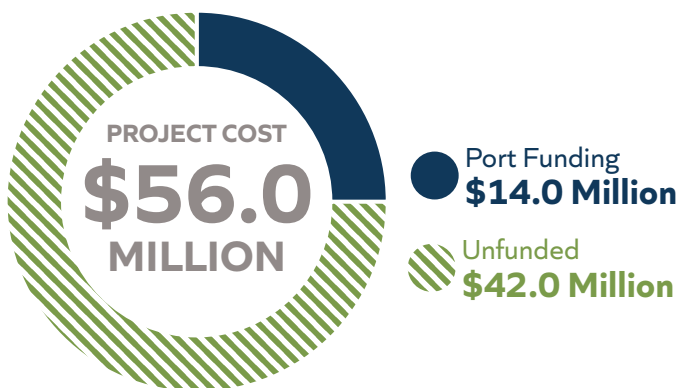
Berth congestion is a concern at most seaports, as carriers benefit from berthing on arrival, allowing efficient cargo operations. Ports that continually suffer congestion become less desirable for carriers and shippers, thus shipping freight rates tend to increase due to the additional time incurred waiting for a berth. To accommodate increased vessel traffic, the port plans to improve Berth 9 to create additional docking space.

The scope of this project would include the addition of 673 linear feet of berth, bringing Velasco Terminal to a total of 2,400 linear feet. Berth 9 would have two distinct heights from the waterline, with 588 feet being 17 feet above the waterline (the same as the adjacent Berths 8 and 9) and the remaining 85 feet being 13 feet above the waterline. The lower berth height would continue to provide Port Freeport with the ability to receive roll-on/roll-off vessels at the Terminal.

The expansion of container and cargo handling facilities is one of Port Freeport's strategic objectives for continued growth. The addition of Berth 9 will complete the Velasco Terminal berthing improvements and provide the port with increased operational efficiency by allowing greater berthing flexibility and reducing potential congestion caused by berthing delays.

The project is nearly construction ready and only a lack of funding availability prevents the port from making the improvements to Berth 9. Any delay in constructing this project will slow the port's growth, negatively impacting economic development for the port and the surrounding community.

Funding Status



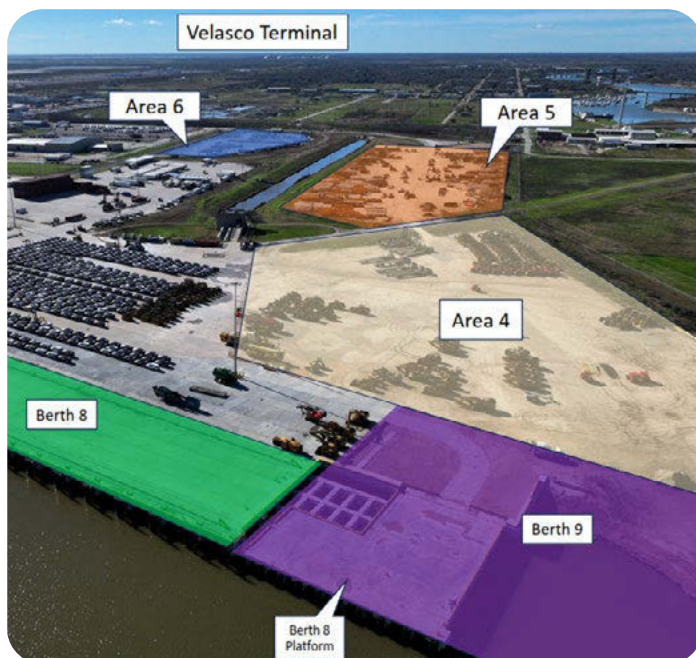


Project Status

The project is the final expansion to the dock at Velasco Terminal. The expansion of Port Freeport’s container and cargo handling facilities is a major strategic objective for growth. This is a priority project for the port and is listed in Port Freeport’s Capital Plan with construction slated for FY 2029. If grant funding is awarded, the project can be brought forward and executed during FY 2026-2027.

Scoping, planning, and design for the project have been completed, and final construction documents are approximately 90% complete. Completion of these tasks are dependent on securing funding and the Port Commission’s approval of a funding agreement with TxDOT.

The project has received a U.S. Army Corps of Engineers Section 404 permit and Section 408 authorization. Environmental review and permitting for the project are also complete.



Velasco Terminal Berths 8 and 9

PROJECT BENEFITS



Economics

- \$1,770,500 annual wages from direct jobs.
- 46,592 annual wage hours from direct jobs.
- Additional indirect and induced jobs.



Operations

- Replaces the current roll-on/roll-off platform at Berth 8 to continue offering flexibility with the vessel types handled at Velasco Terminal.
- An expanded Berth 9, combined with improvements that are either underway or planned, provides the greatest operational efficiency and flexibility.



Connectivity

- In conjunction with other terminal improvements, Berth 9 enhances connectivity to Port Freeport’s hinterland.



Safety

- High mast lighting will improve safety and security for all port users.
- Additional security cameras will monitor the berth and waterside.
- Fire hydrant installation will improve firefighting capabilities and asset protection.



Other

- Provides an avenue to attract new shippers and carriers to utilize a seaport for the movement of waterborne commerce, providing employment opportunities for local, qualified workforce.



CRUISE TERMINAL 28 SHEET PILE REPLACEMENT

Port of Galveston

Project Category:  | County: Galveston | Project Status: Planning & Scoping | Total Project Cost: \$30,000,000



Project Description

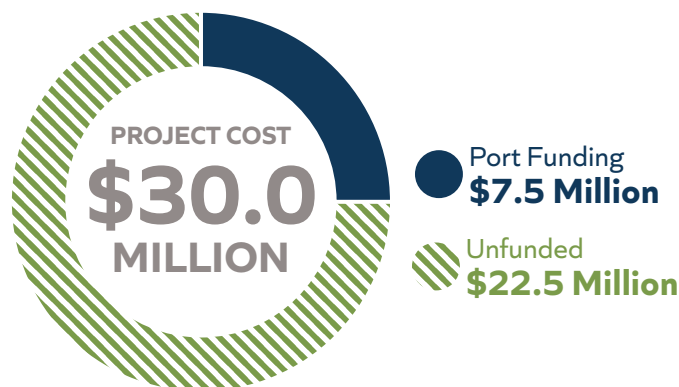
The sheet piles at Pier 27 located near Cruise Terminal 28 are experiencing deterioration due to aging. The facility was originally developed in the 1970s and is nearing the end of its life expectancy. The aging infrastructure risks the operations and safety of the cruise industries that conduct business at the terminal.

The Port of Galveston has been maintaining the structure but would like to repair the wall by wrapping the existing structure or installing a new structure in front of it. This project consists of replacing 900 feet of sheetpile bulkhead with a new sheetpile bulkhead structure. This project will replace a structure that is nearing the end of its design life, improving safety and state of good repair. Replacing the sheet piling will ensure the continual operation of port commercial activities. Improving the infrastructure at the port will offer stability and protection against erosion and waves.

Failure to replace the sheet piles could leave the terminal vulnerable to infrastructure failure caused by continued gradual deterioration or storm events in the future. The repairs will maintain the waterfront property infrastructure for commercial industries such as cruise ships, general ship services, and lay vessel industries, which contribute to the economic impact of the port and local region.

Without this project, the area risks becoming structurally compromised through continued aging and deterioration. This would limit the ability for cruise calls and significantly impact the port economically. The existing bulkhead is not adequate and replacing the structure will allow the port to expand its cruise capabilities and maximize the efficient use of its assets.

Funding Status





Project Status

The project is approved by the Board of Trustees of the Galveston Wharves with the approval of the Capital Improvement Plan.

The project is currently in the scoping and planning phase, which is 50% completed. Permitting is complete. The project will utilize an existing U.S. Army Corps of Engineers Nationwide permit. If the design requires, an amendment to the permit for the existing structure will be requested. The project will be ready to let within the 2026-2027 biennium.



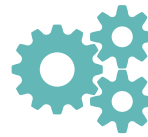
Cruise ship at terminal

PROJECT BENEFITS



Economics

- Ensures the continued utilization of current port assets to remain operational and continue to generate economic benefit
- In 2022, port cruise activity generated 3,500 jobs, \$557.3 million in local business revenue, and \$19.7 million in state and local taxes.
- Each cruise generates about \$1.8 million in business revenue in the local economy.



Operations

- Without repairs, the deteriorating sheet piles will eventually fail, leading to operational interruptions for the cruise terminal until the structure can be replaced.



Connectivity

- Provides stability for the cruise terminal area, maintaining connectivity by ensuring passenger access to the cruise terminal, which is incredibly important for the cruise industry.



Safety

- Enhances safety by ensuring safe vessel operations and movements through replacing structures that are approaching the end of their intended life cycles.



Other

- Continued operational efficiency from the terminal benefits the city and local region by creating jobs and supporting local businesses with increased traffic from cruise patrons.



MAINTENANCE FACILITY RELOCATION

Port of Galveston

Project Category:  | **County:** Galveston | **Project Status:** Planning & Scoping | **Total Project Cost:** \$10,000,000

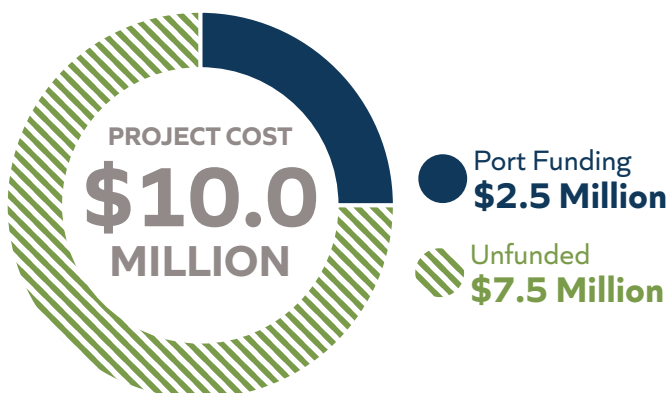


Project Description

The Port of Galveston's maintenance facility is currently taking up approximately 3 acres of valuable staging area on the West End Cargo Complex. The port has proposed a project that would consist of the construction and relocation of the port's maintenance operations to a new facility. This is part of the port's plan to be more efficient with space. The final location has not been decided but would be between 33rd Street and 37th Street.

The relocation will free this space for the highest and best use of public assets. Any additional acreage at the West End Cargo Complex is valuable. When pieced together with the added acreage from the slip fill (7 acres) and grain elevator demolition (18 acres), this project adds a sizable land area and improvements involving paving, landscaping, fencing, and security cameras. Placing the maintenance facility in a more central location will benefit the port's operations, and moving the facility out of the cargo yard will enhance port safety. Freeing up acreage on the West Port Cargo Complex will help the port economically by allowing development for future businesses on the west end.

Funding Status



The project would benefit breakbulk and roll-on/roll-off industries by allowing for the existing maintenance site to be re-developed as a larger cargo area. In the future, the existing facility could be used as a warehouse for certain breakbulk cargoes or torn down to create a storage yard.

If the project is not implemented, the site will continue to inefficiently take up valuable acreage on the port's West End Cargo Complex, limiting future opportunities for business growth that require larger laydown and storage facilities.



Project Status

This project was approved in the annual Capital Improvement Plan by the Board of Trustees of the Galveston Wharves and has also been included in the port's master plan, highlighting its importance to the port's future developments.

Scoping and planning of the project are 20% complete with a planned completion date of December 2024. Permitting would require city building permits and coordination. A Stormwater Pollution Prevention Plan will be required to protect surrounding areas and storm sewers. Final design plans are anticipated to be completed by June 2026. The project will be ready to let within the 2026-2027 biennium.



Aerial view of current maintenance facility

PROJECT BENEFITS



Economics

- Increases capacity for break-bulk and roll-on/roll-off industry capabilities by repurposing 3 acres of space currently used for maintenance activities into additional storage.



Operations

- Placing the maintenance facility in a more central location will facilitate getting to work more quickly.



Connectivity

- By being off-port, crews will have better access to work locations, adding operational efficiency.



Safety

- Separating maintenance activities by removing them from the cargo yard enhances safety, as employees will no longer be subjected to constant operations in the vicinity.
- Larger contiguous spaces for cargo laydown decrease risk of maintenance workers being near cargo-moving equipment.



Other

- Freeing up acreage in the West Port Cargo Complex will help the port develop future business on the west, contributing to economic growth in the region.



PELICAN ISLAND BERTH DEVELOPMENT

Port of Galveston

Project Category:  **County:** Galveston | **Project Status:** Planning & Scoping | **Total Project Cost:** \$35,000,000



Project Description

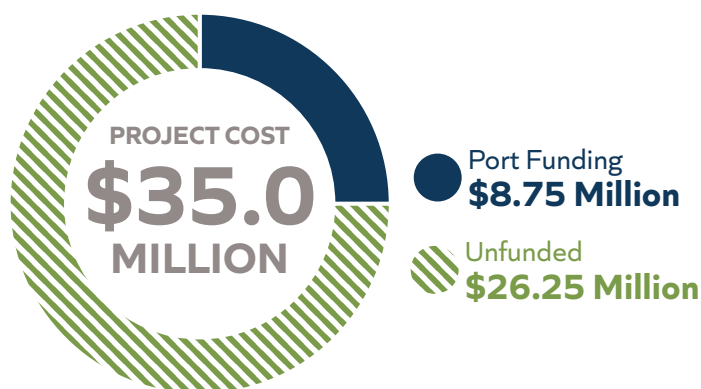
The Port of Galveston's West Port Cargo Complex is going through major renovations over the next few years, making operations challenging. To keep up with continued growth, particularly in the petrochemical industry, the Port of Galveston plans to construct a 500-foot x 75-foot deck at the east end of Pelican Island to provide additional ship berthing.

The petrochemical industry as well as various roll-on/roll-off (RoRo) vessel users have a need for a berth on Pelican Island. The port could meet these and other future cargo needs by developing two tracts totaling 357 acres on Pelican Island, including a 257-acre tract on the deepwater Galveston Harbor. This untapped waterfront location that currently offers no berth for commercial business will be an immediate and direct benefit to this bustling area since there is deeper water in this location, allowing multiple types of barges to approach. Having an extra berth to take jobs when work is being completed will prove efficient and economical.

The new deck will increase RoRo capabilities within the port. Additionally, the new deck would provide an area for barges to stop for activities such as crew changes or inspections, making the Port of Galveston more attractive to businesses and customers. The project includes dredging and additional upland improvements to support the new deck, including bulkheads, mooring dolphins, and access ramps. This project would be the initial phase of the development, with an additional 100 acres available from a placement area nearby for additional future development. The port's potential development and expansion in this area have already started discussions with interested customers, which will lead to future economic growth.

Creating the new berthing area will allow for the expansion of the port, creating more business and jobs, and helping to increase the volume of goods moving through the port. Increasing the port's RoRo capabilities will also make the Port of Galveston competitive with regards to attracting potential new customers. The utility of the deck will entice businesses to ship into and out of the port.

Funding Status

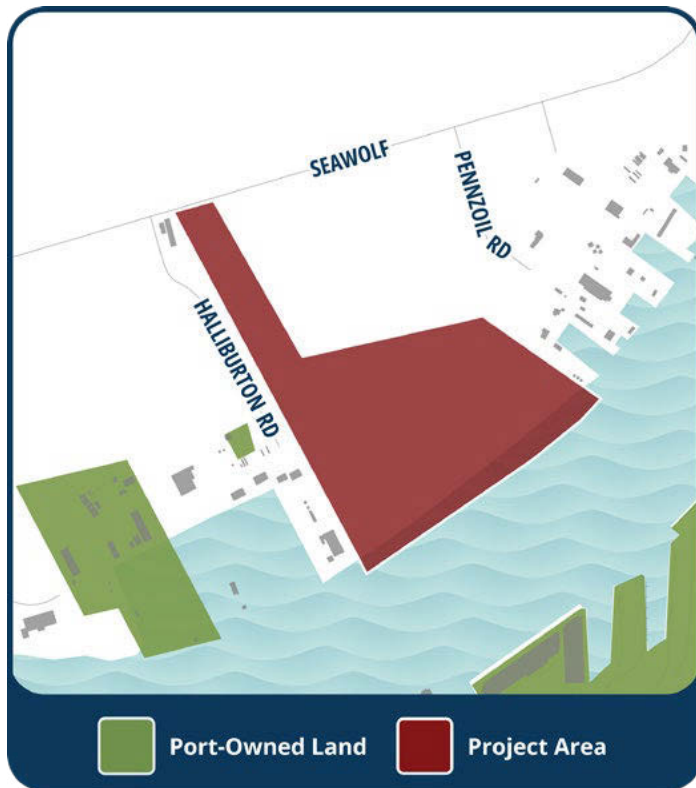




PELICAN ISLAND PROJECTS PHASE 1

Port of Galveston

Project Category:  | **County:** Galveston | **Project Status:** Planning & Scoping | **Total Project Cost:** \$65,000,000



Project Description

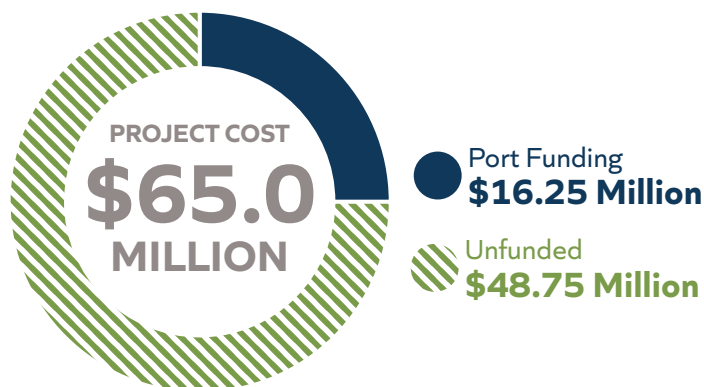
Pelican Island development provides a tremendous opportunity for the Port of Galveston, as continued growth of industries in the region present the need for port expansion. Currently, the island lacks the utilities and connectivity to fully support commercial operations, but the port has a project plan that will create another niche market for the port.

The scope of this project includes improving the connectivity of Pelican Island to Galveston Island, as well as the initial work for an island-wide roadway infrastructure improvement to facilitate future development of the island. Also included is the development of an liquefied natural gas (LNG) terminal and an automobile processing and roll-on/roll-off (RoRo) facility. This project would constitute Phase 1 of a larger project to develop Pelican Island into an industrial development with RoRo capabilities.

The portion of the project specific to the Port of Galveston improvements include the automobile processing/RoRo facility and 1,000-foot berth on the south side of the island. The projects being completed in conjunction with other project partners provide better connectivity for the port and the City of Galveston to Pelican Island. These projects include improving the existing Pelican Island Causeway with the addition of a bicycle path, developing a new truck road and rail bridge providing tailored access to I-45, and initially designing the work of the interior roadway system (Old Port Industrial Road). The final project includes the development of the proposed LNG facility that would serve the ever-increasing energy needs of emerging markets as LNG demand is growing.

These projects would boost the operations of the port by expanding business opportunities. The additional infrastructure and facilities would support the port's capabilities for trade and shipping allowing the port to take advantage of projected revenue growth.

Funding Status





PROJECT BENEFITS

Project Status

This project has been approved by the Board of Trustees of the Galveston Wharves as part of the port's 20-year Strategic Master Plan. The project supports the Board's Master Plan objective of promoting development and growth of the Port of Galveston.

This project is in the pre-planning phase, and letting and construction are dependent on sufficient progress being made toward other portions of work for the project being completed by other project partners. No scoping/planning, land acquisition, permitting, or design work has been completed by the Port of Galveston for the RoRo facility at this time. Another potential restriction on this project relates to acquiring the land necessary to complete the project.

The project would not be ready to let within the 2026-2027 biennium but could be let by the end of 2030.



Phase I includes two 500-foot berths, entry roadway, lay-down area and sanitary system



Economics

- Serves a projected increase of 26% of automobile/RoRo imports/exports through 2035 through Port of Galveston.
- Would generate a total of 1,203 jobs (407 direct), \$104.8 million in personal income and consumption, \$152.7 million in revenue to local businesses, and \$7.9 million of state and local taxes annually.
- The proposed LNG facility would serve the ever-increasing energy needs of emerging markets as LNG demand is projected to grow 3.5% a year by 2035.



Operations

- Offers greater utilization of port resources, optimizing capacity to grow business.
- Provides a basis upon which long identified industrial and cargo operation expansion can be developed.



Connectivity

- Enables easy shipping across the country and extends the Port of Galveston's capacity to ship around the world.
- A rail bridge across West Bay would allow direct access to Galveston Railway.



Safety

- Creates a less dense area to work in and a way to split cargo between the West End and Pelican Island, making each more productive and operationally efficient.



Other

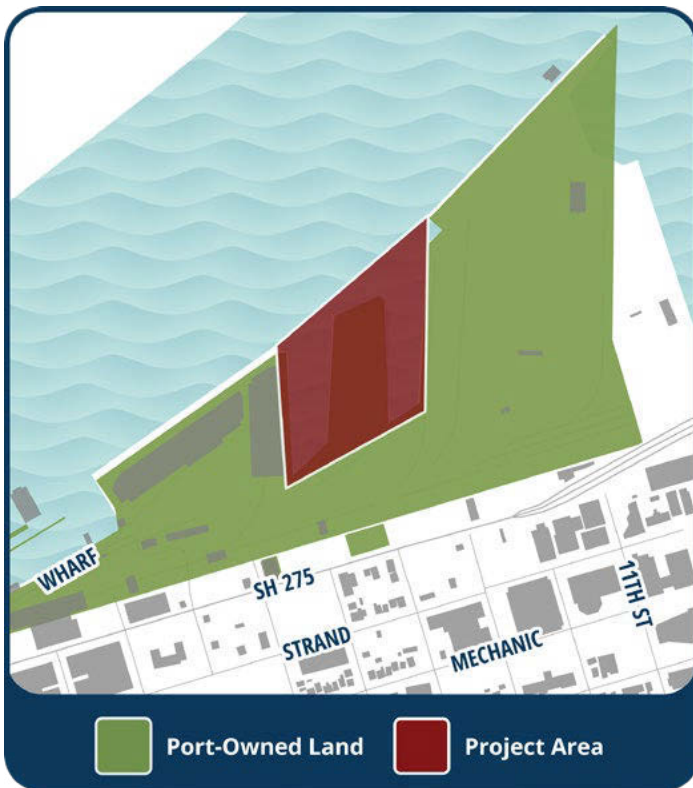
- Pelican island berth and infrastructure will 'make ready' the island for commerce. Cargo, Lay business and industrial complex opportunities planned.



PIER 12-14 BERTH

Port of Galveston

Project Category:  | County: Galveston | Project Status: Planning & Scoping | Total Project Cost: \$101,600,000



Project Description

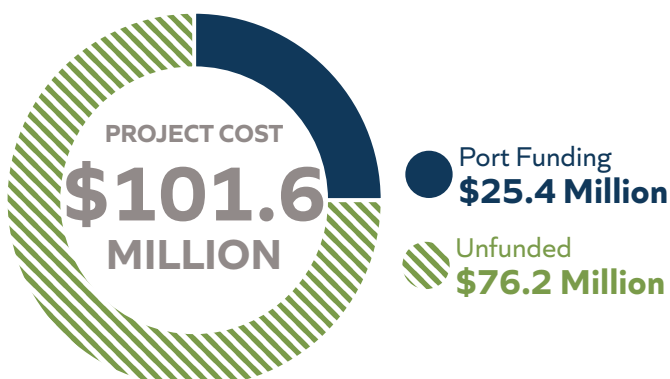
In order to accommodate continued growth from the cruise industry, the Port of Galveston seeks to develop a new berth between Piers 12 and 14. The current slip configuration in this area was constructed in 1948 and is unable to handle today's larger vessels calling at the port. There is currently no berth between Piers 10 and 16, which limits the number of ships that can berth. Due to deterioration and events such as Hurricane Ike, the berths inside the slips and at the bulkhead are in a state of extreme disrepair and create unsafe conditions.

The scope of this project will include constructing a 45-foot draft berth (with infrastructure being designed to be forward-compatible to a future 50-foot draft) to close Slips 12-14 and constructing a new berth by adding a new wharf stretching from Pier 14 to Pier 12. The 1,100-foot channel side berth will repair, rehabilitate, and improve the pier and bulkheads at Piers 12 and 14. This project will create additional berthing space for another cruise ship while repairing damaged and decaying infrastructure that is not currently being utilized.

The project will benefit the cruise and cargo industries by creating additional berthing space for ships to make calls. The construction of this new berth will also benefit the port as whole.

The construction of this project is integral to the future of the port. Without this project, the port will not have space to berth cruise ships as scheduled, limiting revenue growth that is needed to reinvest in other port infrastructure projects and limiting regional economic impacts such as new direct and indirect jobs and additional tourism money for local businesses around the island. Additionally, the safety issues caused by storm damage and continued erosion will continue to exacerbate over time.

Funding Status





Project Status

The project has been included in several preliminary plans and studies, and geotechnical assessments have been performed for the site. Scoping and planning for the project are approximately 30% complete. No land acquisition will be required for the project as the port already owns the property in the project area.

The slip fill dredging improvements have been permitted by the U.S. Army Corps of Engineers, indicating that environmental reviews have already been completed. No other permits have been pulled or are anticipated for this project.

The project will be ready to let within the 2026-2027 biennium and is constructible by 2030.



Concept to create additional berth at Pier 12-14

PROJECT BENEFITS



Economics

- Increases revenues from cruise operations that are critical in order for the port to fund future infrastructure and cargo improvement projects.
- Enables the port to keep up with increased cruise demand, which has recently seen operating income increase over 50% year-over-year.
- Creates higher revenues, increases demand, creates direct and indirect jobs and encourages tourism for the local region.
- An estimated total of \$1.6 million of direct induced and indirect state and local tax revenue to be generated annually throughout the state.
- Anticipated to generate 238 jobs: 81 direct jobs, 112 induced jobs, and 45 indirect jobs.



Operations

- Increased revenues will decrease the duration of the West End Cargo Complex construction project, which requires the port to work under reconfigured and inefficient berthing. During construction, the port is splitting time at Pier 32-33 amongst all providers while other berths are out of commission, reducing revenues from cargo movements.



Connectivity

- Enables more ships to call and improves the port's ability to serve clients and capitalize on demand for port facilities.



Safety

- Improves structural stability and safety of dilapidated and damaged infrastructure.



Other

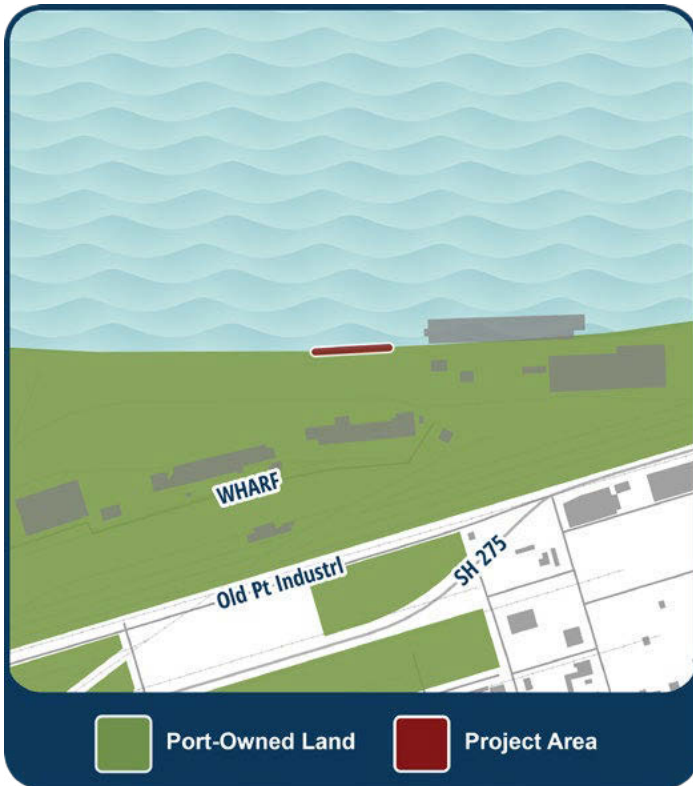
- Enables the port to better serve existing and new clients and capitalize on constantly increasing cruise demand.
- Increases port revenues, waterfront jobs, and indirect tax revenues for the city through parking and hotel fees.



PIER 29 BULKHEAD IMPROVEMENTS

Port of Galveston

Project Category:  | **County:** Galveston | **Project Status:** Planning & Scoping | **Total Project Cost:** \$7,000,000



Project Description

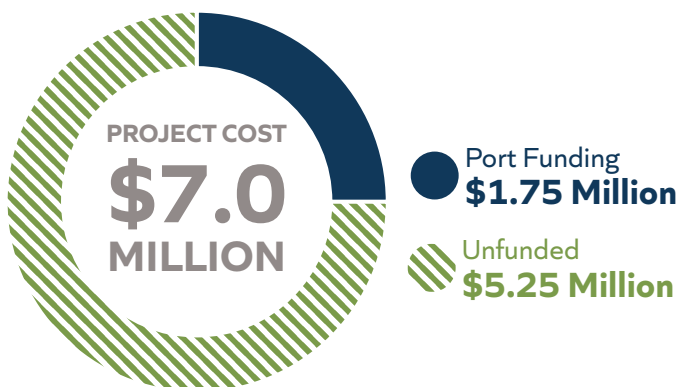
The Pier 29 Bulkhead Improvement project is situated between two other Port of Galveston proposed projects, the Cruise Terminal 28 Sheet Pile Replacement and the Pier 30-33 Mooring and Berthing Upgrades projects.

The Pier 29 waterfront location has never had a full bulkhead, only precast cutoff walls, and has experienced high rates of erosion due to a combination of storms and passive processes. The bulkhead improvements will add stability and prevent further erosion of the area.

The Pier 29 Bulkhead Improvement project would construct an approximate 400' long steel bulkhead that would be incorporated into adjacent port infrastructure. The bulkhead would be constructed from steel and a concrete cap, steel anchors, and tie rods. This project provides connectivity for port infrastructure which will simultaneously create additional berth space to accommodate more cruise, cargo and lay ships, generating more jobs and regional revenues.

Constructing this project would benefit cruise and breakbulk industries. In the future, the site could be a suitable location for shore power facilities. With infrastructure improvements it would be possible for utilizing this area for additional cargo. Additionally, erosion is causing safety issues and therefore maintenance is needed for the line handling area.

Funding Status



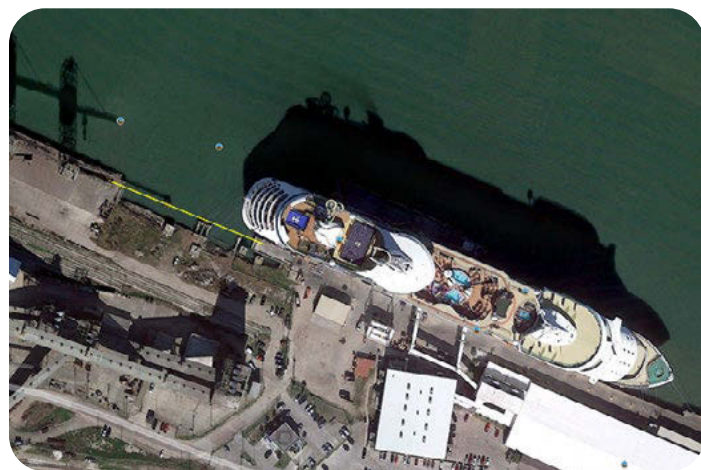


Project Status

The project is approved by the Board of Trustees of the Galveston Wharves in the Port's Capital Improvement Plan.

Scoping and planning of this project are approximately 10% complete. Permitting for this project would include coordination with the Texas Historical Commission due to a nearby historic landmark. U.S. Army Corps of Engineers Clean Water Act Section 404 permits will be required in all phases of this project as well as Rivers and Harbors Act Section 10 permits.

Design is anticipated to be completed June 2027. This project could not be let within the 2026-2027 biennium but could be let by the end of 2030.



Pier 29 bulkhead improvements

PROJECT BENEFITS



Economics

- Prevents loss of business due to erosion, which would affect both cruise and cargo operational efficiency.



Operations

- The project connects the 400-foot long distance between the adjacent Cruise Terminal 28 Sheet Pile Replacement and Pier 30-33 Mooring and Berthing Upgrades project locations.



Connectivity

- Connecting the two other improved bulkheads will create an additional berth needed for multiple ship days, adding greater capacity to the port.



Safety

- Eliminates persistent shoreline erosion, making the spaces safer to traverse.



Other

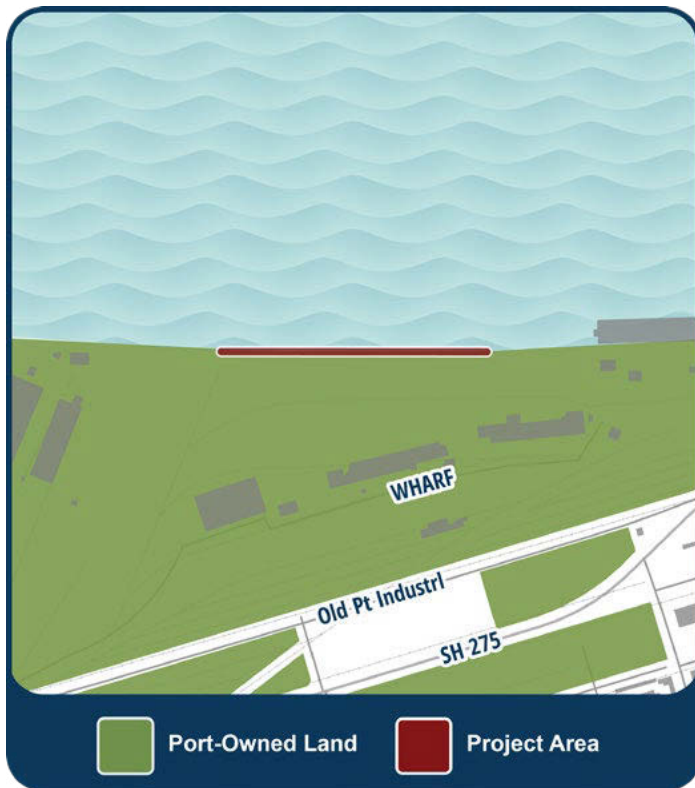
- Capacity to accept more cruise calls per year, thus more passengers, more economic impact to the region.



PIER 30-33 MOORING AND BERTHING UPGRADES

Port of Galveston

Project Category:  | **County:** Galveston | **Project Status:** Planning & Scoping | **Total Project Cost:** \$10,000,000



Project Description

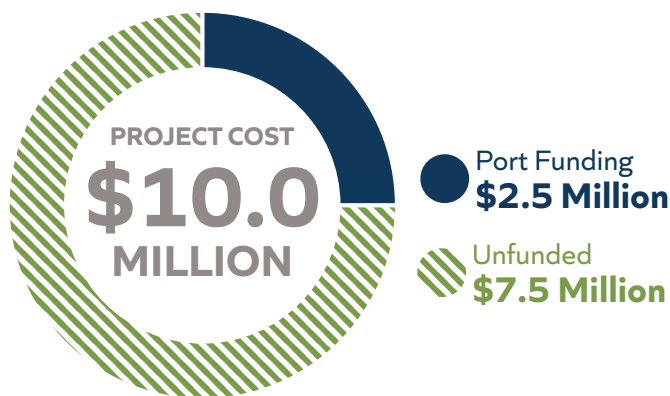
The breakbulk business at the Port of Galveston is highly successful due to its proximity to open water and interstate/ rail access. To maintain and grow cargo operations, an investment in old, decaying waterfront infrastructure is critical. Formerly used for grain exports, the Port of Galveston is proposing a project that would allow for more processing of breakbulk cargo.

The project would consist of upgrading fenders on bollards made of foam-filled fenders "Seaguard" rubber for the outer structure. The existing fenders are mostly steel and timber and are in poor condition. Construction would include cutting out sections and driving pilings to install new mooring dolphins within the structure.

This project would improve berth utilization and allows for expanded capabilities. Parts of the docks are tires and wood. Repairs will enable maximum utilization of berth. The port would expand its capabilities and be able to move more oversized and overweight items that will not fit in a container or cargo. Updating the fenders will also prevent damage to vessel and dock infrastructure. The breakbulk industry would benefit from the port being able to accommodate these infrastructure improvements.

Without the infrastructure upgrades included as part of this project, the port will be restricted in its ability to pursue future growth in its breakbulk operations. As a result, the port would be missing future opportunities for local job creation and additional revenue generation.

Funding Status





Project Status

The project has been approved in the port's annual Capital Improvement Plan by the Board of Trustees of the Galveston Wharves.

Scoping and planning of the project are ongoing. The project would require an amendment of the existing U.S. Army Corps of Engineers permit. Additionally, Clean Water Act Section 404 and Rivers and Harbors Act Section 10 permits will be required.

The project would be ready to let within the 2026-2027 biennium and is constructible by 2030.



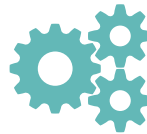
Approximate location of Pier 30-33 mooring and berthing upgrades

PROJECT BENEFITS



Economics

- Allows for more processing of breakbulk and greater growth for the port, as well as improves berth utilization and operational efficiency.



Operations

- Updating dock infrastructure will improve smooth berthing operations.



Connectivity

- Improves port's capabilities to move oversized and overweight items that will not fit in a container.
- Reduces time spent on deconstruction and reconstruction so that items are ready for dispatch.



Safety

- Mooring equipment should be updated to ensure compliance with standards for certain ships.
- Updated and proper equipment reduces damage to vessels and prevents accidents from occurring.



Other

- Port growth creates a positive economic impact for the City of Galveston and the region.



RAIL SPUR AND LOADING AREA

Port of Galveston

Project Category:  | **County:** Galveston | **Project Status:** Planning & Scoping | **Total Project Cost:** \$5,000,000



Project Description

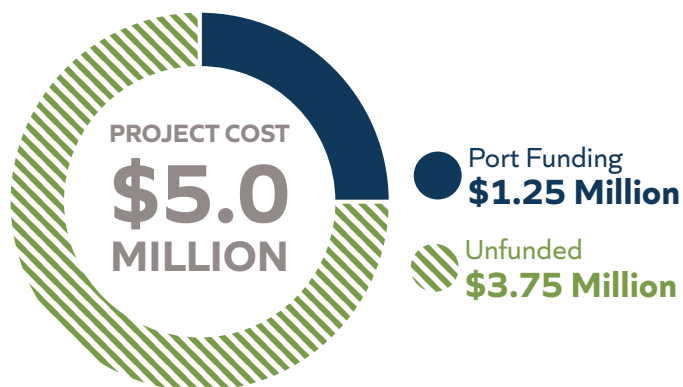
Current West Port Cargo Complex infrastructure does not allow for transloading large project pieces directly from vessels to rail. The port receives many overweight requests that cannot be accommodated. The addition of a rail spur and loading area would allow the port to service this need.

The proposed project would consist of constructing an on-dock rail spur and loading area and reinforcing sections of Pier 33 to allow for heavy breakbulk cargo loads and support cranes. Standardized containers and trailers can be transported both by road and rail. This dispenses with the need for time-consuming reloading and reduces safety risks, as the containers or trailers are simply lifted from the train onto the truck or vice versa. Transloading between freight trains and container ships is also quick if the port infrastructure is adequate.

The resulting Rail Spur and Loading Area improvement project will allow the region to better compete for new business, generating more jobs and revenues. The project would benefit any industrial development industries such as chemical plants and power providers. Rail spur improvements would also help with roadway congestion by removing large cargo from trucks and shipping by rail instead.

Without this project, the port will be missing opportunities for economic growth, including more employment opportunities and increased revenues as it continues to turn away overweight cargo requests.

Funding Status





Project Status

The project has been approved by the Board of Trustees of Galveston Wharves in the port's annual Capital Improvement Plan.

The project is currently in the scoping and planning phase which is 20% complete. Currently, no permits have been obtained for this project.

U.S. Army Corps of Engineers Clean Water Act Section 404 permits will be required in all phases of this project. Rivers and Harbors Act Section 10 Permits will also be required. This project will be ready to let within the 2026-2027 biennium and is constructible by 2030.



Rail Spur and Loading Area

PROJECT BENEFITS



Economics

- Boosts regional economy, benefiting industries like chemical manufacturers and power providers.
- Increases competitiveness and opportunities, raising per capita income.
- Supports job growth and private investment, enhancing economic potential.



Operations

- Rail shipping is more fuel-efficient, reduces loading time, and moves higher cargo volumes.
- Cuts maintenance costs compared to trucking.



Connectivity

- Standardized containers and trailers can be transported both by road and rail, removing the need for time-consuming reloading. Transloading between freight trains and container ships is also quick if the port infrastructure is adequate.
- By transporting goods and materials across the country, freight railroads help businesses produce their goods and services much more efficiently. This increased production leads to more jobs and a stronger economy.



Safety

- Rail is 40 times safer than road, reducing shipment risks, and lowers theft risk compared to trucking.



Other

- Reduces greenhouse gas emissions by reducing congestion within the port and allowing for more rail utilization in lieu of highway transport.



WEST END CARGO EXPANSION

Port of Galveston

Project Category:  | **County:** Galveston | **Project Status:** Planning & Scoping | **Total Project Cost:** \$18,000,000



Project Description

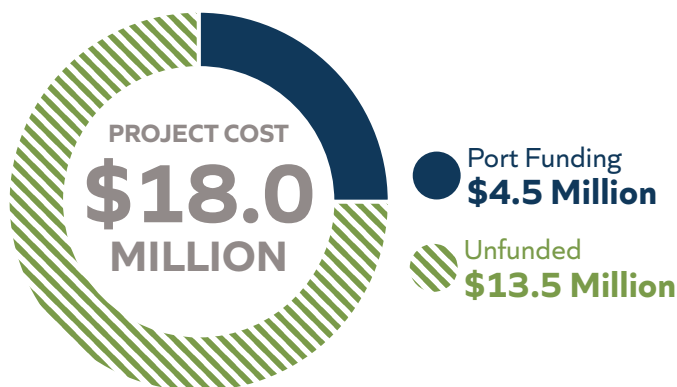
The port is investing millions of dollars in projects to expand acreage and infrastructure at its West Port Cargo Complex. If funded, this project would fill an outdated slip at Pier 40-41, creating an estimated seven acres of waterfront land for cargo operations.

Additionally, the project includes the replacement of deteriorated T-head bulkhead at Piers 39-40. The scope of work includes dredging, constructing a fill-retaining structure, placement of fill, improving storm sewers, and installing flexible pavement. Upon completion of this phased work, the port will add about 15 acres of cargo handling capacity by filling two slips.

The project funds key elements of a larger project to create additional uplands in the in the cargo complex of the port. The uplands are needed to support growing breakbulk and roll-on/roll-off (RoRo) cargo operations. The uplands will be created by placing fill material behind the bulkhead.

The port is expanding its cargo complex to meet a growing demand for cargo movements. It also helps the port consolidate much of its cargo operations in one area to increase safety and efficiency. This also allows the port to segregate its cargo operations from cruise operations and eliminate the need for large trucks to travel through the heavily traveled area of Harborside Drive adjacent to downtown and port cruise operations. Without this project, the infrastructure will continue to deteriorate, and the area will fail to maintain the best and highest use of public assets.

Funding Status





Project Status

The project is currently in the scoping and planning phase. No land acquisition will be required for the project as the port already owns the property for the West End Cargo Expansion project. The initial phases of the project have been funded by others for a combined \$72 million investment and include the 38-39 slip fill by the Federal Emergency Management Agency (FEMA) and the 39-40 T-head by TxDOT. The remaining phases described herein include the far west and east slip fills; remainder of the berth; and paving the entire laydown area.

The slip fill dredging improvements have been permitted by the U.S. Army Corps of Engineers, and environmental reviews have already been completed. No other permits have been pulled or are anticipated for this project.

The project has been let and is constructible by 2030.



The West Port Now



The West Port Tomorrow

West End Cargo Expansion vision

PROJECT BENEFITS



Economics

- Local businesses are estimated to receive \$9.3 million in sales revenue by providing cargo-related services.
- An estimated total of \$1.6 million of direct induced and indirect state and local tax revenue to be generated annually throughout the state.
- Anticipated to generate 238 jobs, including 81 direct jobs, 112 induced jobs, and 45 indirect jobs.



Operations

- Increases the port's ability to handle cargo operations and accommodate new business.
- Improves safety and accessibility along the intermodal rail corridor between the Port of Galveston and freight destinations.
- Mitigates congestion, reduces emissions, and generates truck travel time savings.



Connectivity

- Allows the port to segregate its cargo operations from cruise operations and eliminate the need for large trucks to travel through the heavily traveled area.



Safety

- Filling the slips enhances operational efficiency and safety.
- Additional space would alleviate congestion and reduce the risks of accidents during cargo handling.



Other

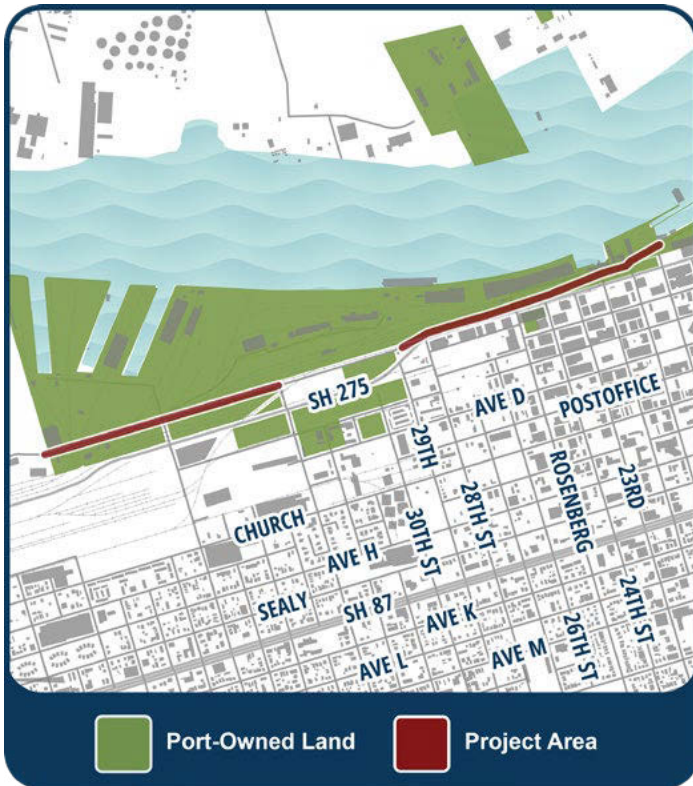
- The West End Cargo Expansion will recapture more land for laydown and develop infrastructure for longer berth, both of which will be impetus for tremendous growth.



WHARF ROAD ROADWAY AND UTILITY IMPROVEMENTS AND GATE RELOCATION

Port of Galveston

Project Category: County: Galveston | Project Status: Pre-Permitting | Total Project Cost: 14,000,000



Project Description

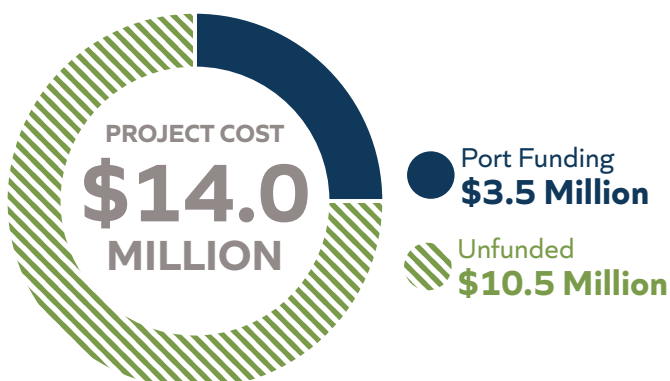
Under existing conditions, Harborside Drive often experiences significant congestion as a mix of cargo and cruise traffic share the road and pedestrians navigate busy road crossings to reach cruise terminals or nearby commercial areas. To alleviate these conditions, the Port of Galveston seeks to relocate its existing gate and develop an internal roadway network. The proposed project will benefit cargo operations, ease traffic congestion, and separate cargo and cruise traffic to yield economic, emissions, and safety benefits that benefit the port and the local community.

The scope of this project includes the development of Wharf Road (also known as Old Port Industrial Road), an internal road within the port, to support the port's growing cruise and cargo sectors and the port's 20-Year Strategic Master Plan. The port has identified four separate phases for the roadway improvements; however, the focus for this improvement project would be on Phase 1 (between 33rd Street and 41st Street) and Phase 2 (connecting to the Pier 21 commercial district). The project will also include the relocation of the 40th Street Gate, the port's main gate for cargo, and installation of a truck scale.

The project will benefit all port users, removing thousands of cars, trucks, and buses from Harborside Drive each year by providing access to internal port roads, helping to promote efficient port operations and reduce congestion on local roads. This is particularly helpful for cargo movements leading into the West End Cargo Complex.

Without this project, the port will continue to be negatively impacted by heavy congestion on Harborside Drive, reducing operational efficiency and increasing the time required to service ships. These conditions also increase the likelihood of conflicts between cargo vehicles, passenger vehicles, and pedestrians to reduce overall safety in the area.

Funding Status





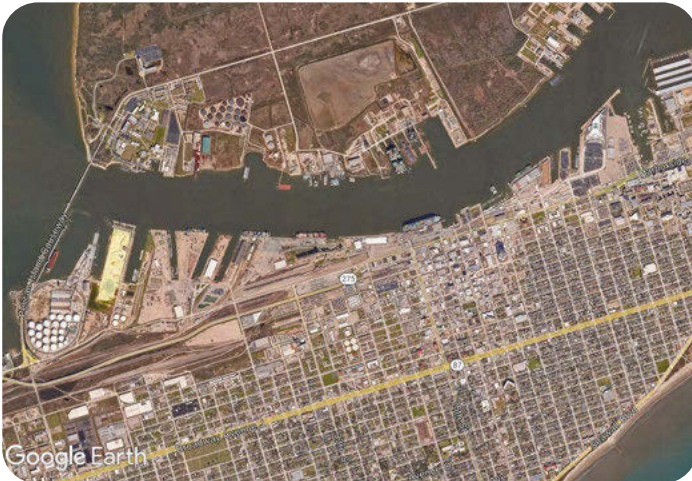
PROJECT BENEFITS

Project Status

The project has the support of the Board of Trustees of the Galveston Wharves and the internal roadway has been funded in phases by TxDOT. This project was previously included in the 2024-2025 Port Mission Plan, highlighting its importance to the port and its future development.

Permitting and environmental review for the project have not begun for the project. The port will need City of Galveston and TxDOT permits as well as an Environmental Site Assessment for the roadway to the west of 41st Street.

The project will be ready to let within the 2026-2027 biennium and is constructible by 2030.



Aerial photo of existing conditions along Harborside Drive



Economics

- Facilitates the movements of goods and services between markets to reduce transport costs and enhance efficiency.
- Improves reliability and levels of service for port clients, helping to retain and attract new customers to the port.



Operations

- Improves traffic efficiency and creates an additional entrance from Harborside Drive.
- Re-routes trucks that supply cruise ships onto interior roads to alleviate traffic on Harborside.
- Relocating the gate allows the port to combine two cargo yards for more efficient use of space.



Connectivity

- Creates a more direct path to port facilities for cargo vehicles to achieve a greater level of connectivity to the Texas highway system.
- Optimizes the gate location to streamline operations and efficiently process cargo as it enters or exits the port.



Safety

- Separates cargo and passenger vehicle movements to improve pedestrian safety on Harborside Drive.
- Lowers the risk of traffic incidents and accidents by reducing congestion.



Other

- Facilitates pedestrian travel between the port complex and local shops or restaurants, creating additional opportunities and revenue for local businesses in the area.
- Improves air quality by reducing noise pollution and gas emissions caused by traffic congestion.



RAIL REHABILITATION

Port of Harlingen

Project Category:  County: Cameron | Project Status: Planning & Scoping (80% Complete) | Total Project Cost: \$750,000

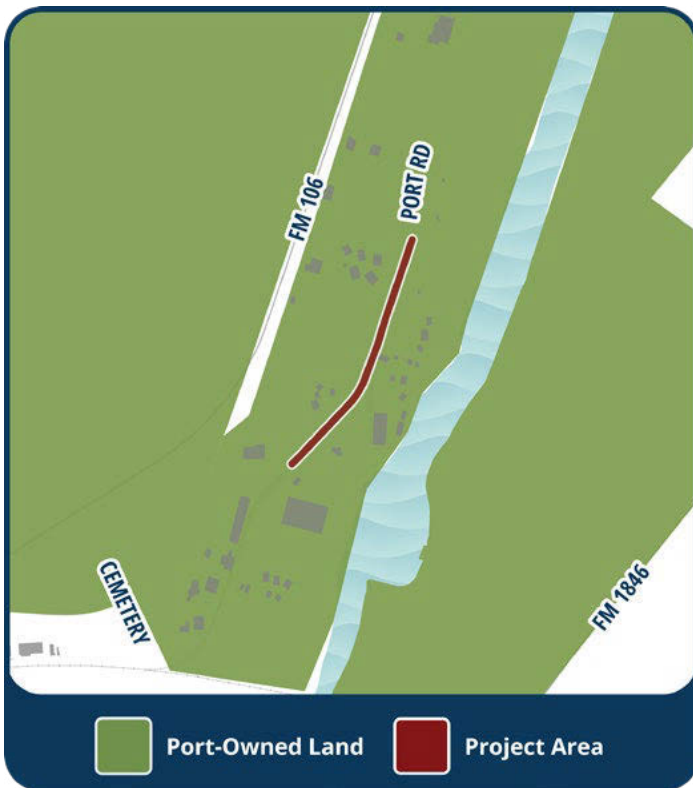
Project Description

The disarray of existing track limits the Port of Harlingen's rail capability and is a major limiting factor in the port's intermodal flexibility. Much of the current rail infrastructure has deteriorated over the years and needs to be repaired and rehabilitated to adequately serve clients and prevent risk of catastrophic events such as derailment. Although rail accounts for less than 1% of tonnage moving through the port, it has been identified as a major area of potential growth. The rail line beyond the Class 1 Rail right-of-way is owned by Union Pacific (UP) and lies within the confines of the port authority's property. It is the responsibility of the port to maintain the track and railbed.

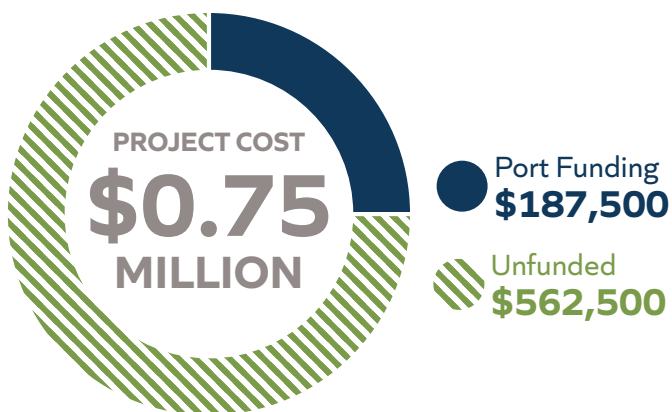
The scope of the Rail Rehabilitation project will consist of the total rehabilitation of 1,950 linear feet of track running south to north through port property. Tasks include installation of new ballasting, tie replacement, implementation of guard or check rails on curve, leveled track, and ensuring proper drainage on the rail bed with ditches and grading.

The proposed railyard will increase connectivity between the port and the region and create safer rail transport for current tenants using rail. Opening the port to more rail business would also give the port the option to alleviate congestion on roads and barge with an alternative service line. However, the rail rehabilitation project will have a direct and immediate impact on major industry tenants: petroleum, oil and gas, agriculture, construction and scrap metal. The project will also improve the port's capabilities in the aggregate bulk and liquid bulk industries.

A lack of rail capabilities has caused the port to lose several development opportunities over the years, including some private-public partnership opportunities. Completing this project will enable the port authority to be more competitive in the market and more effectively offer all three modes of cargo transportation. Without this project, the lack of modern rail infrastructure will continue to limit the port authority's opportunities for economic growth and diversification.



Funding Status



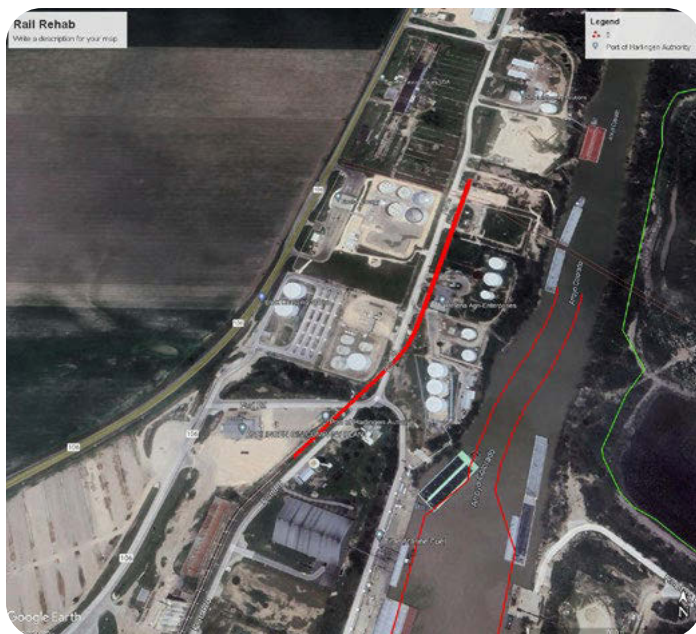


Project Status

The Port of Harlingen Board of Commission has identified rail as a vital need for the port and the development of rail infrastructure is a major piece in its long-term development plan. Additionally, the Harlingen Economic Development Corporation included boosting rail capacity at the port and more efficient service lines as part of its 10-year Master Plan in 2023, highlighting the project's importance to the region.

Scoping and planning for this project are approximately 80% complete and final plans and construction documents are also approximately 80% complete. No right-of-way or land acquisition are required for this project. No permitting or environmental review are expected for this project.

The project will be shovel-ready for the 2026-2027 biennium.



Rail rehabilitation project area

PROJECT BENEFITS



Economics

- Allows port authority to take advantage of its position within the second largest U.S. Free Trade Zone and excel as a hub for international transport to Mexico, particularly for bulk aggregate and liquid bulk cargoes.
- Improves port authority competitiveness by bolstering customer trade through more efficient cargo movements.



Operations

- Rail is the most efficient, high volume transit type and will quickly and significantly increase the port's import and export volumes.
- Reduces truck congestion and port traffic from arterial roads to reduce delays, minimize roadway maintenance costs, and improve overall efficiency.



Connectivity

- Provides true multimodal options for current and potential tenants.
- Aligns with multiple objectives in the Texas Rail Plan with a focus on improving rail operations at the U.S.-Mexico border.



Safety

- Alleviates roadway congestion by switching the movement of goods from roadway to rail.
- Reduces risk of catastrophic rail incidents such as derailments.



Other

- Creates jobs and additional tax revenue to benefit the community in an Economically Disadvantaged County.
- Lowers greenhouse gas emissions through use of rail instead of trucks.



RAILYARD DEVELOPMENT

Port of Harlingen

Project Category:  | County: Cameron | Project Status: Planning & Scoping | Total Project Cost: \$30,000,000



Project Description

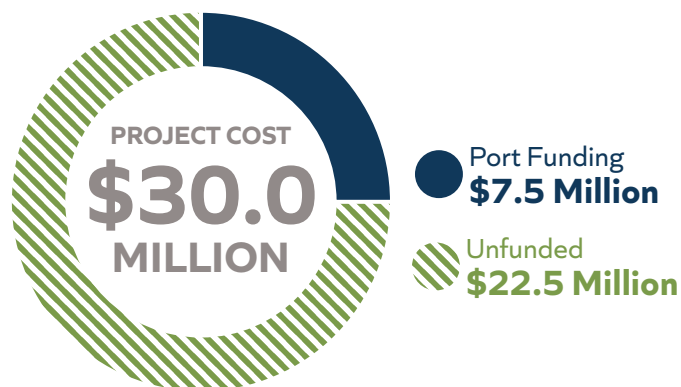
In an effort to kickstart a nearly non-existent rail business, the Port of Harlingen plans to develop a new railyard on recently acquired land and expand its rail capabilities. In recent years, more than 500 acres of land have been purchased for rail expansion/development off FM 106, directly across the street from the majority of port operations, paralleling Port Road. Currently, the port authority only has 3,700 feet of single lead track, and rail accounts for less than 1% of tonnage moving through the port. There is limited storage for rail cars and no run-around track for locomotive movement on site.

The project will be an extension off the existing lead track with 14,500 ft of new track, creating a 100-car capacity. The location and potential design will allow for easy truck access. Completing this project will enable the port authority to be more competitive in the market and effectively offer three modes of cargo transportation by re-establishing rail as a potential means of transport. The project will improve the port authority's capabilities in aggregate bulk and liquid bulk industries. Part of this project would establish a storage yard and additional lead tracks into port facilities. The proposed railyard will be able to handle four unit-car trains per week. On average, there are 161 railcar transits annually.

The proposed railyard will increase connectivity between the port and the region and create safer rail transport for current tenants using rail. Opening the port to more rail business would also give the port authority the option to alleviate congestion on roads and barge with an alternative service line. The project will have a direct impact on major industry tenants: petroleum, oil and gas, agriculture, construction, and scrap metal.

The port authority has lost several development opportunities over the years due to lack of rail capabilities. With the addition of a railyard and more tracks, the port authority can accommodate more business needing rail transport into the port. Failure to construct this project, however, would continue to limit the port authority's growth and diversification opportunities.

Funding Status





Project Status

The Port of Harlingen's Board of Commissioners has identified rail as a vital need for the port and the development of rail infrastructure is a major piece in its long-term development plan. Additionally, the Harlingen Economic Development Corporation included boosting rail capacity at the port and more efficient service lines as part of its 10-year Master Plan in 2023, highlighting the project's importance to the region.

Scoping and planning for this project are approximately 10% complete and conceptual drawings have been completed. Neither permitting nor environmental review for this project have begun. The project will require significant coordination with Union Pacific. However, the port authority has already started preliminary discussions with the railroad and reports that they agree with this project. A Texas Historical Commission permit may be required.



Railyard development area existing conditions

PROJECT BENEFITS



Economics

- Allows port to take advantage of its position within the second largest U.S. Free Trade Zone and excel as a hub for international transport to Mexico, particularly for bulk aggregate and liquid bulk cargoes.
- Improves port competitiveness by bolstering customer trade through more efficient cargo movements.



Operations

- Rail is the most efficient, high volume transit type and will quickly and significantly increase the port's import and export volumes.
- Reduces truck congestion and port traffic from arterial roads to reduce delays, minimize roadway maintenance costs, and improve overall efficiency.



Connectivity

- Provides true multimodal options for current and potential tenants.
- Aligns with multiple objectives in the Texas Rail Plan with a focus on improving rail operations at the U.S.-Mexico border.



Safety

- Alleviates roadway congestion by switching the movement of goods from roadway to rail, improving safety within the port and surrounding region.



Other

- The addition of rail service will lead to an exponential increase in job creation and revenue benefits for the local region.



SCALE FOUNDATION INSTALLATION

Port of Harlingen

Project Category: | County: Cameron | Project Status: Scoping & Planning | Total Project Cost: \$700,000



Project Description

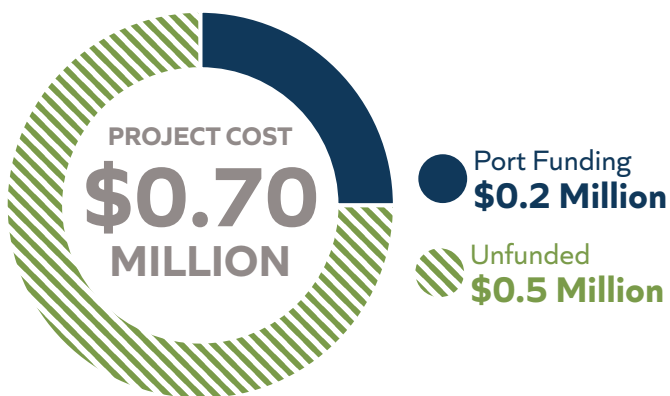
Currently, the Port of Harlingen does not have a scale for tenant use. Operators are required to construct or provide their own scales to meet industry, state, or federal shipping requirements. Scales at a port are essential for the efficiency of shipping operations, helping to handle large volumes of traffic daily. Under existing conditions, trucks queuing to be weighed cause congestion within the port, negatively impacting operational efficiency and increasing safety hazards as other vehicles navigate around them.

The scope of this project will include installing the foundation for a truck scale. The port authority has experienced as many as 61,000 trucks annually, mostly overweight fuel trucks bound for Mexico. The port's tenants project the number of trucks to increase by over 100% within the next five years; providing opportunity for truck weighing will allow for more efficient and faster transport of goods. As business continues to increase, the installation of a port scale would allow tenants to begin on-site operations more efficiently and provide a more uniform and accurate means of weighing commodities.

This project will have a direct benefit for the port authority's major industry tenants including petroleum, oil and gas, agriculture (cotton, grain, distillers dried grains [DDGs], and fertilizer) and construction (aggregate sand/cement). The project will also benefit any potential industries looking for cargo transport, helping to increase the port's competitiveness in the region.

Without the implementation of this project, the port authority will continue to be unable to safely operate during peak hours, as congestion caused by trucks waiting to be weighed increases the risk of collisions and accidents within the port. The truck scale is a critical piece of infrastructure that is necessary for the port authority to keep up with expanding demand in the future.

Funding Status





The project is currently shovel ready, and the port authority only lacks the funding mechanisms to begin these infrastructure improvements.



PROJECT BENEFITS



- Enables the port authority to keep up with rapidly expanding tonnage movements, supporting business expansion and job creation in the region.
- Increases goods throughput with safer cargo movements, more flexibility, less congestion during peak hours, and less traffic on roadways.



- Alleviates lines for operator scales to increase traffic flow in truck queuing areas.
- Increases efficiency by alleviating port congestion.



- Enables more utilization of the port by adding an additional means of weighing cargo, allowing more goods to move through the port and connect to the surrounding region.



- Reduces hazards from port traffic congestion as trucks wait to weigh their cargoes.



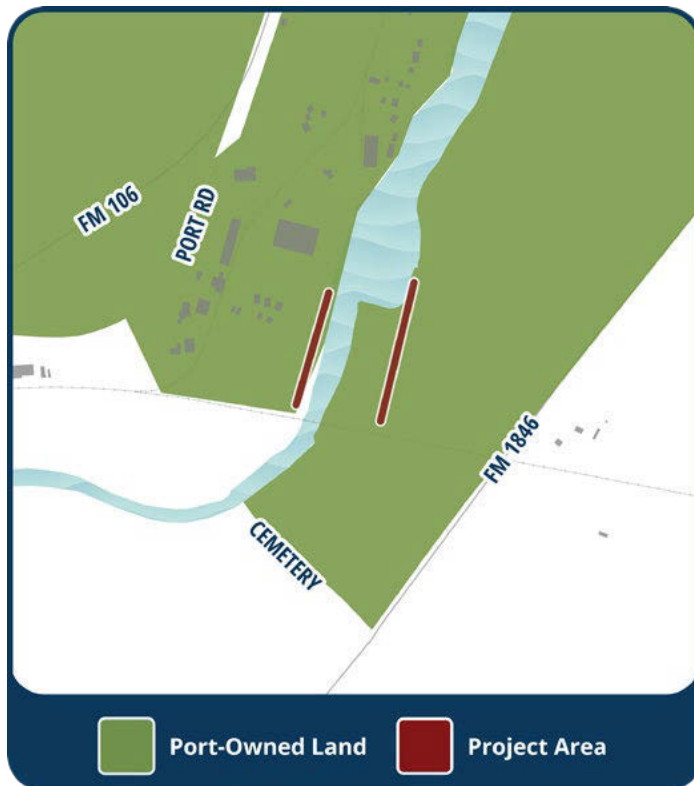
- Promotes cost-effective, reliable, and efficient transportation of goods to attract new industry and business opportunities to an Economically Disadvantaged County.



TURNING BASIN BULKHEAD

Port of Harlingen

Project Category:  County: Cameron | Project Status: Planning & Scoping | Total Project Cost: \$8,200,000

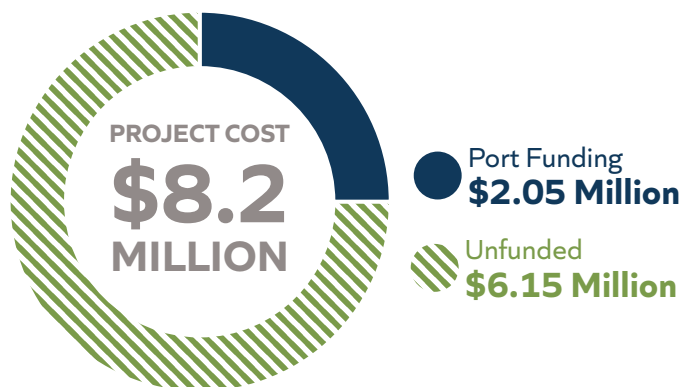


Project Description

This project is dependent on the extension of a turning basin at the Port of Harlingen and will provide critical infrastructure to support that expansion. The Port of Harlingen has only 2.5 acres of land with waterfront access and two tracts totaling 28 acres with dock access near the existing turning basin. Since the waterway was cut for navigation in 1952, the turning basin dimensions of 400 feet wide and 14 feet deep have not changed. Meanwhile, port authority operations have continued to grow, with tremendous growth occurring in the last few years. The increase in goods moving through the port has resulted in increased traffic and congestion due to limitations within the turning basin, which now acts as a bottleneck, decreasing maneuverability, causing safety and operation problems.

This project includes installing 1,700 feet of steel sheet-pile bulkhead with reinforced concrete. This new bulkhead will support the improvements included in the Turning Basin Extension project, which will extend the turning basin at the Port of Harlingen and install fleeting areas to help with control of traffic and congestion caused by future growth within the port. Expansion of the turning basin would allow for better, more efficient, and safer maneuverability of barge traffic. The expansion of the turning basin would entail cutting away from the high banks and dredging out to a 16-foot depth. The proposed expansion would also create 700 feet of new docks, more than doubling the current available dock space. The proposed expansion consists of widening the East Basin approximately seven acres and the West Basin approximately two acres which will allow for the possibility of an expanded pier and additional waterfront property.

Funding Status



The expansion of the turning basin will address issues in safety, availability of waterside land and access, and increase commodity accommodation. A wider turning basin will ease major traffic and capacity issues and attract tenants seeking waterfront access. These projects will directly impact major industry tenants and potential industries looking for cargo transport. It will also open access for the Port of Harlingen to offer a container on barge service line. Without implementing the extension, the Port of Harlingen will drastically reduce its potential for new tenants and commodities and cap itself out of any new business, revenue, and growth.



Project Status

The project has support from port operators, port representatives and port customers. Local advocacy groups, industry organizations, and potential clients have expressed interest in this expansion opportunity, including the Harlingen Economic Development Corporation.

Scoping and planning for this project are approximately 20% complete. The design and environmental review processes for the project are also approximately 20% complete.

The port authority has completed a portion of the permitting with the U.S. Army Corps of Engineers and is currently in the Final Investment Decision process. The port authority has no concerns with being able to obtain the required permits for the project.

This project will be ready to let within the 2026-2027 biennium and is constructible by 2030.



Location of bulkhead site

PROJECT BENEFITS



Economics

- Doubles the available dock space, providing a significant increase in revenue and creates sustainable jobs.
- Allows the port to diversify its capabilities as the port authority makes container barge capability growth a priority and further expands into liquid bulk and aggregate cargo industries.



Operations

- Increases room for more barge traffic for a more streamlined schedule and process for loading and unloading. This creates a reduction in wait times and improves access within the port.



Connectivity

- Improves the port authority's ability to move waterborne cargo at a faster, more efficient, and safer rate, allowing for more businesses to utilize barge services in the region.



Safety

- Relieves the current congestion within the port by improving turning basin geometry, reducing the chances of vessel collisions and groundings.
- Improves road safety and reduces injury risks by utilizing barges to reduce the number of trucks and railcars from shipping processes.



Other

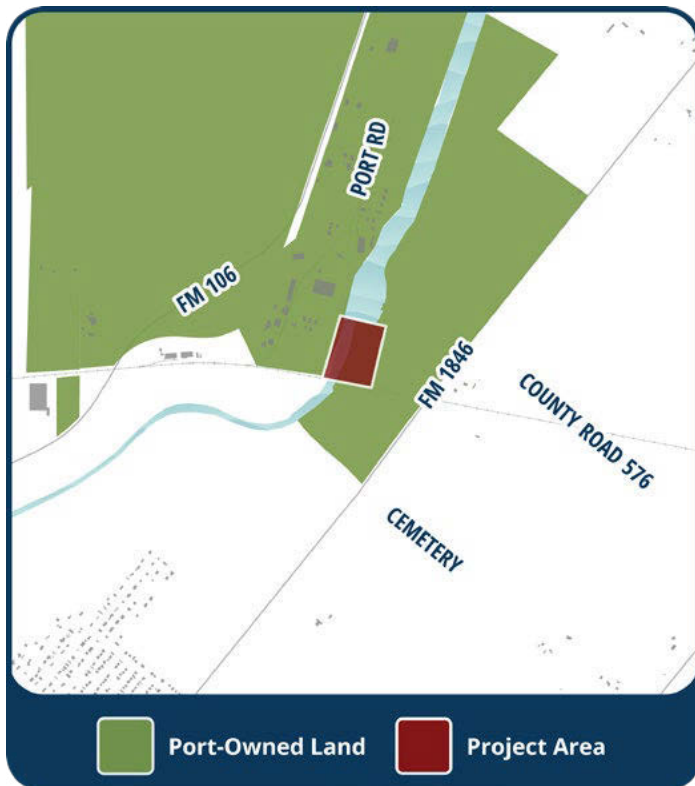
- Reduces emissions by utilizing barge transport to move more cargo instead of railroads or trucks.



TURNING BASIN EXTENSION

Port of Harlingen

Project Category:  | County: Cameron | Project Status: Planning & Scoping | Total Project Cost: \$13,000,000



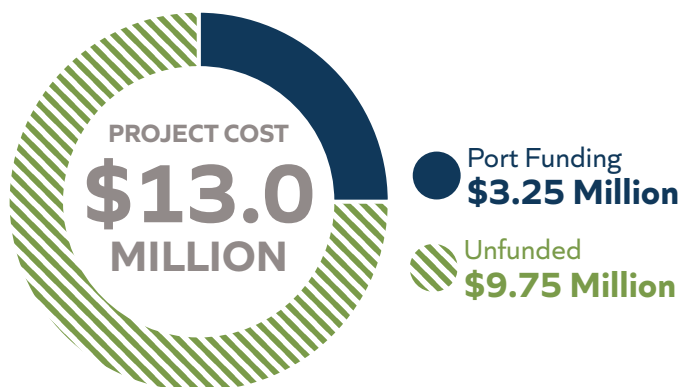
Project Description

The Port of Harlingen has only 2.5 acres of land with waterfront access and two tracts totaling 28 acres with dock access near the existing turning basin. Since the waterway was cut for navigation in 1952, the turning basin dimensions of 400 feet wide and 14 feet deep have not changed. Meanwhile, port authority operations have continued to grow, with tremendous growth occurring in the last few years. The increase in goods moving through the port has resulted in increased traffic and congestion due to limitations within the turning basin which now acts as a bottleneck, decreasing maneuverability, causing safety and operation problems.

This project includes extending a turning basin at the Port of Harlingen and installing fleeting areas to help with control of traffic and congestion caused by future growth within the port. Expansion of the turning basin would allow for better, more efficient, and safer maneuverability of barge traffic. The expansion of the turning basin would entail cutting away from the high banks and dredging out to a 16-foot depth. The proposed expansion would also create 700 feet of new docks, more than doubling the currently available dock space. The proposed expansion consists of widening the East Basin approximately 7 acres and the West Basin approximately 2 acres which will allow for the possibility of an expanded pier and additional waterfront property.

The expansion of the turning basin will address issues in safety and availability of waterside land and access, and increase commodity accommodation. A wider turning basin will ease major traffic and capacity issues and attract tenants seeking waterfront access. These projects will directly impact major industry tenants and potential industries looking for cargo transport. It will also open access for the Port of Harlingen to offer a container-on-barge service line. Without implementing this project, the Port of Harlingen will drastically reduce its potential for new tenants and commodities and cap itself out of any new business, revenue and growth.

Funding Status



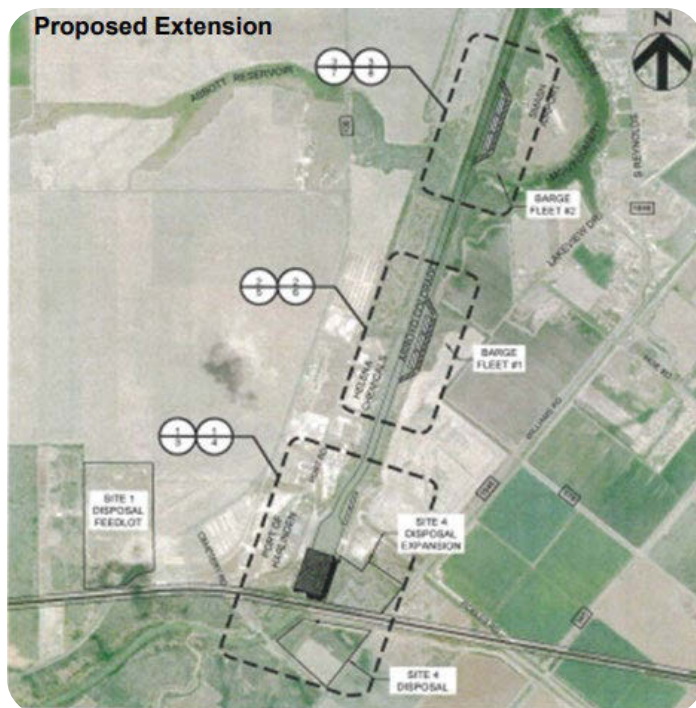


Project Status

Scoping and planning for this project are approximately 20% complete. The design and environmental review processes for the project are also approximately 20% complete.

The port has completed a portion of the permitting with the U.S. Army Corps of Engineers and is currently in the Final Investment Decision process. The port authority has no concerns with being able to obtain the required permits for the project.

This project will be ready to let within the 2026-2027 biennium and is constructible by 2030.



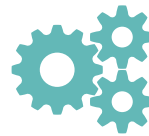
Barge fleeting areas are essential to assist in current and future growth in traffic management.

PROJECT BENEFITS



Economics

- Doubles the available dock space, providing a significant increase in revenue and creates sustainable jobs.
- Allows the port to diversify its capabilities as the port authority makes container barge capability growth a priority and further expands into the liquid bulk and aggregate cargo industries.



Operations

- Increases room for more barge traffic for a more streamlined schedule and process for loading and unloading. This creates a reduction in wait times and improves access within the port.



Connectivity

- Improves the port authority's ability to move waterborne cargo at faster, more efficient, and safer rates, allowing for more businesses to utilize barge services in the region.



Safety

- Relieves the current congestion within the port by improving turning basin geometry, reducing the chances of vessel collisions and groundings.
- Improves road safety and reduces injury risks by utilizing barges to reduce the number of trucks and railcars from shipping processes.



Other

- Reduces emissions by utilizing barge transport to move more cargo instead of railroads or trucks.



BARBOURS CUT TERMINAL WHARVES 5 AND 6 REHABILITATION

Port Houston

Project Category:  | County: Harris | Project Status: 60% Design | Total Project Cost: \$77,000,000



Project Description

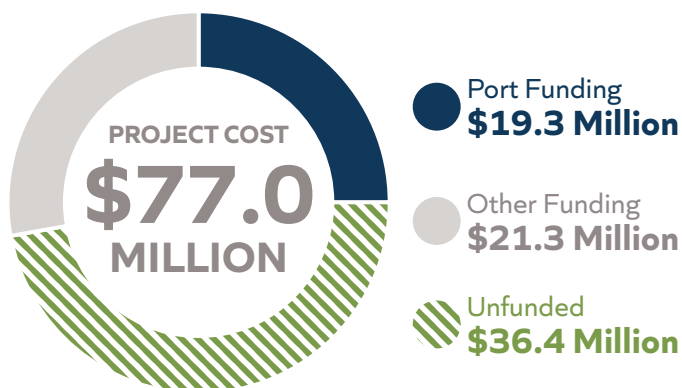
To accommodate the consistent double-digit growth in container shipping each year, Port Houston is proposing to rehabilitate 1,334 linear feet of wharves at the Barbours Cut Terminal. These improvements will focus on enhancing a section of Wharf 5 and the entirety of Wharf 6. Over the past four decades since the construction of the Barbours Cut Terminal wharves, heavy usage has led to notable deterioration.

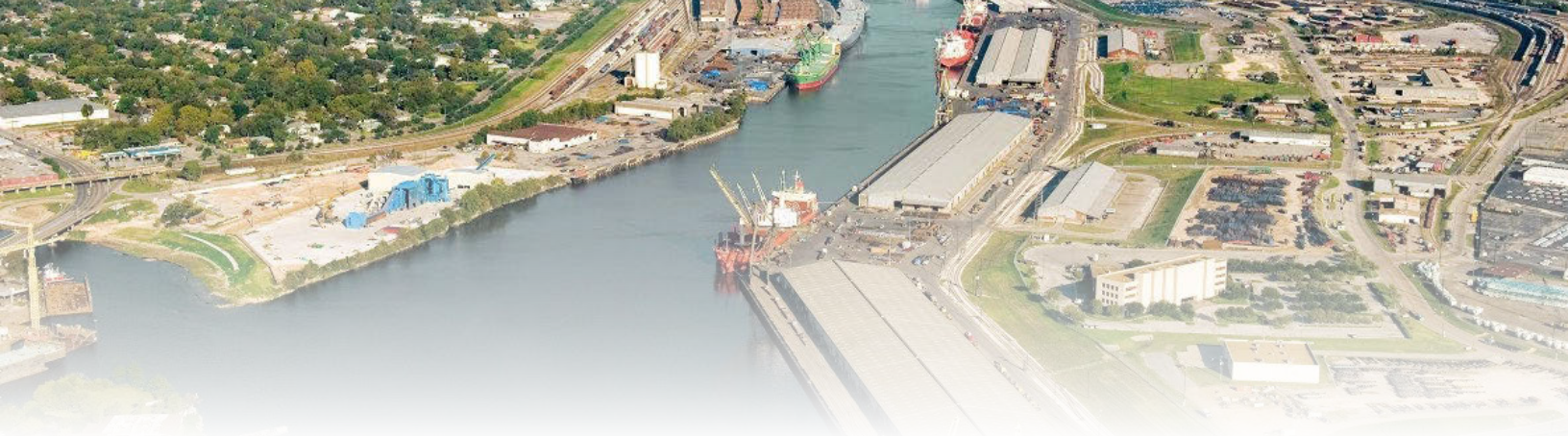
Tasks for this project include surveying, dredging, building drilled shaft foundations, concrete work, installing crane rails, fender systems, utilities, and constructing a stevedore support building. These upgrades will accommodate ship-to-shore cranes as part of the port's future improvement plans. This initiative is a component of a broader modernization program at the terminal, aimed at enhancing cargo handling efficiency and capacity. This involves replacing Panamax cranes with larger Post Panamax cranes, improving docks, and expanding and reconfiguring the yard.

Currently, only two out of the six wharves at the terminal can handle Post Panamax vessels, which account for about half of the calls. Strengthening the wharves through this project will enable cranes to service these larger vessels at any of the six wharves. These enhancements will allow the bigger ships to dock, expanding container storage capacity and the overall flow of goods through the terminal. This project will offer widespread benefits to users in the manufacturing, shipping, railroad, and trucking sectors.

The Barbours Cut Terminal plays a vital role in the port's operations. Without these wharf improvements, the port's ability to compete for market share amid ongoing shipping growth will be negatively affected. The current capacity to handle only two Post Panamax vessels at a time restricts the flow of goods through the port, reducing potential revenue and causing congestion as ships idle while waiting for limited wharf space.

Funding Status



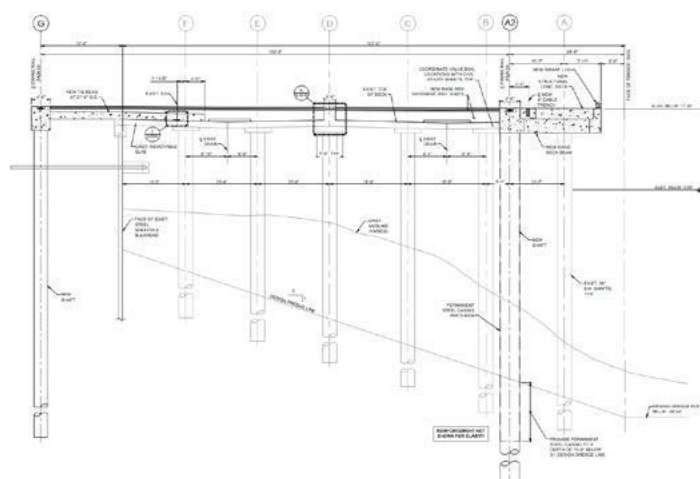


Project Status

The project was included as part of Port Houston's 2040 Plan that had support from stakeholders and the public. It was also included in the previous iteration of the Port Mission Plan, highlighting the project's importance for present day operations and future growth.

The scoping and planning for the project are finished, and the design is approximately 60% complete. The environmental review for the project has also been completed and no additional permits are required.

No land or right-of-way acquisition will be necessary for the project. It is expected that the project will be ready for bidding within the 2026-2027 biennium and completed by the end of the 2030 fiscal year.



Typical cross-section of wharf

PROJECT BENEFITS



Economics

- Upgraded wharves will be able to accommodate more and larger vessels, increasing the volume of cargo that can move through the port.
- Increased throughput will create jobs and generate revenue for the region.



Operations

- Reduces delays by providing more space for loading and unloading cargo.
- Strengthened wharves will enable more frequent mooring for larger Post Panamax vessels, increasing overall port efficiency.



Connectivity

- Enhances connectivity by seamlessly integrating land and water transportation systems.



Safety

- Improves the port's resiliency by reconstructing the aging wharf, originally built between 1975 and 1985.
- Improved wharf would remove the current weight limits on cargo, improving safety for customers and employees.



Other

- Reduced vessel processing times will lower emissions of NO_x, PM_{2.5}, VOC, CO₂, and SO₂, resulting in \$108.7 million in undiscounted benefits.



BAYPORT SOUTHEAST DRAINAGE AND COMMUNITY BENEFIT

Port Houston

Project Category:  | County: Harris | Project Status: Preliminary Engineering Complete | Total Project Cost: \$39,000,000



Project Description

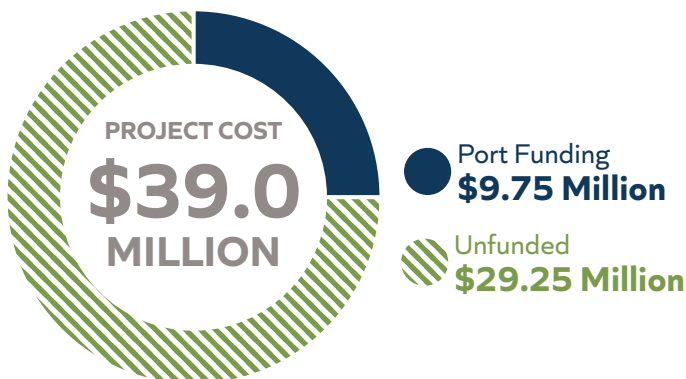
Port Houston's Bayport Container Terminal has seen record growth in recent years. Demand forecasts indicate the need for expanding terminal capacity to handle increasing container volumes. This growth requires the continued development and expansion of terminal capacity to accommodate increased containerized volume and to support the growth of the local and regional economy and job creation.

The scope of this project includes the following:

1. Reconfigure five drainage ponds at Bayport Southeast End to maintain drainage while recapturing usable acreage.
2. Construction of modified stormwater system.
3. Removal or relocation of existing berm.
4. Construction of berm and/or sound wall barrier along Todville Road.
5. Construction of community hike and bike trail.
6. Construction of road enhancements in proximity to drainage path.

Proposed project is expected to yield over 60 acres of usable port property that can be utilized to increase terminal capacities and enhance operational efficiencies. In addition, this project will provide amenities and roadway enhancements to the local community.

Funding Status





Project Status

Currently in the scoping and preliminary engineering phase, this project has gained support from various stakeholders due to the anticipated outcomes of improving terminal efficiencies, stimulating regional economies, improving drainage, enhancing roadways, and providing community amenities.

Securing the required permits may involve coordination with multiple agencies, including the City of Seabrook, City of Pasadena, Harris County, Harris County Flood Control District, TxDOT, and federal agencies such as the U.S. Army Corps of Engineers and the Environmental Protection Agency.

Portions of this program will be ready to let within the 2026-2027 biennium.



Proposed project plan, components 1 to 5

PROJECT BENEFITS



Economics

- Increasing port terminal capacity can enhance trade, stimulate local economies, and improve global competitiveness.



Operations

- Capacity increase can result in increasing overall throughput, enabling the port to handle peak demand periods more effectively.



Connectivity

- Capacity increase enhances the port as a focal point for economic clusters, where businesses can co-locate to take advantage of improved connectivity and access to global markets.



Safety

- Newly designed drainage systems will be developed in conjunction with the Pine Gulley watershed administrators.



Other

- Increasing port capacity can help reduce emissions by improving efficiency, reducing congestion, and enabling more sustainable operations.

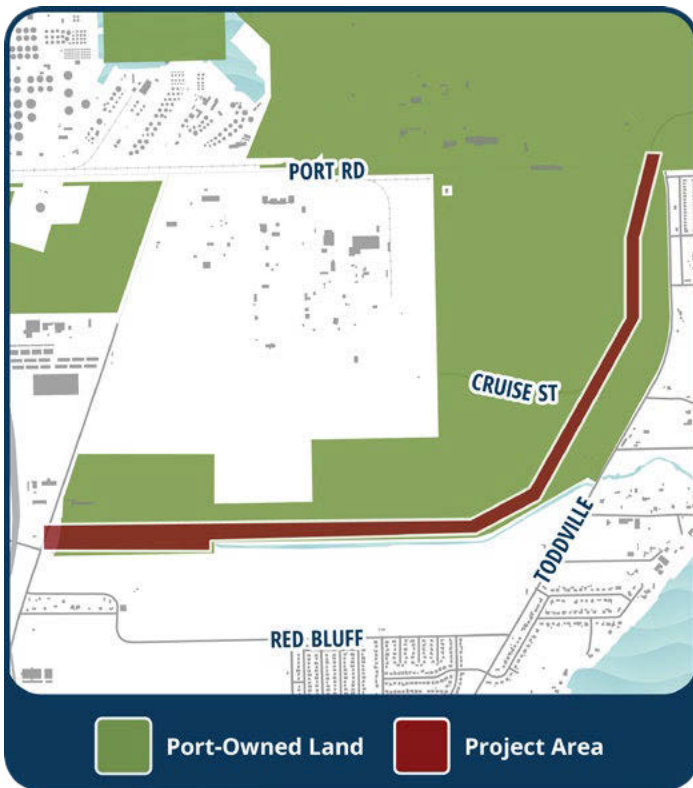


PORT HOUSTON™

BAYPORT SOUTHERN ACCESS ROAD

Port Houston

Project Category:  | County: Harris | Project Status: Scoping & Planning | Total Project Cost: \$196,000,000



Project Description

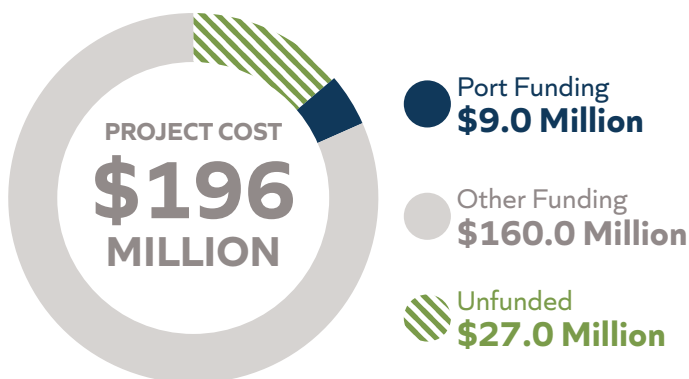
To meet the continually growing demand while maintaining acceptable levels of service, the road access to and from Port Houston must be improved. With truck traffic likely to double within the next 10 years, developing the Bayport Southern Access Road is essential. This road will accommodate future growth and ensure that the port can handle increasing volumes without compromising efficiency or reliability for its customers.

The Bayport Southern Access Road would consist of five phases. Phases 1 through 3, which make up the scope of this grant request, would include constructing a 1.2-mile road from the intersection of Red Bluff Road and SH 146 to Freight Station Road, constructing a 1.8-mile road from Freight Station Road to Port Road, widening Freight Station Road to four lanes from its current two-lane configuration, and intersection improvements. Phases 4 and 5, which are not included in this grant request, will involve the construction of northbound and southbound direct connectors to SH 146. These phases will be funded and executed separately by TxDOT in the future.

The project will significantly enhance the operation at the Bayport Container Terminal while supporting the growth of the regional and state economies. Key imports include hardware and construction materials, machinery, appliances, and consumer goods and key exports include plastic resins, petrochemicals, and various agriculture and automotive commodities. The new roadway will alleviate traffic congestion, improving efficiency and safety, while maintaining the port's competitiveness.

The construction of this project is critical for the port's future success. Without it, increasing container volumes and truck traffic will worsen congestion, leading to operational bottlenecks, increased safety hazards, and elevated emissions from idling and slow-moving vehicles. Ongoing delays and inefficiencies in cargo transportation will disrupt supply chains, making the port less attractive to existing and potential new clients, and ultimately limiting future opportunities for economic growth and revenue generation.

Funding Status

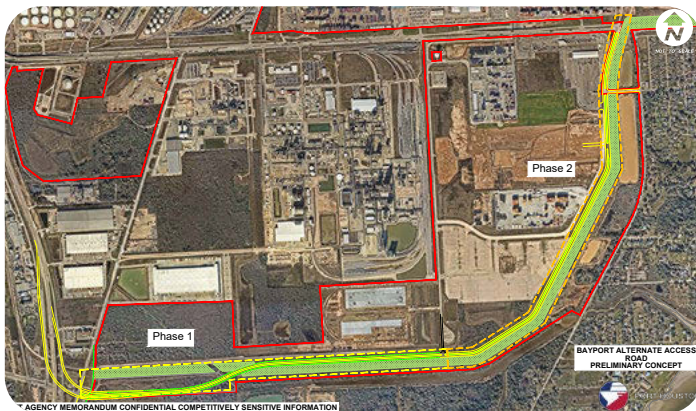


Project Status

The Bayport Southern Access Road has garnered wide-ranging support from various stakeholders due to its potential to enhance transportation efficiency, stimulate economic growth, and improve regional connectivity. Scoping and planning for the project are expected to begin in Fall 2024.

Securing the required permits may involve coordination with multiple agencies, including the City of Seabrook, City of Pasadena, Harris County, Harris County Flood Control District, TxDOT, and federal agencies such as the U.S. Army Corps of Engineers (USACE) and the Environmental Protection Agency. Portions of the project within the bounds of the container terminal are already included in the existing USACE Bayport permit and may not require additional permitting. The specific permitting and environmental review requirements will be identified in the Scoping and Planning stage of the project.

It is expected that the project will be ready for bidding within the 2026-2027 biennium and completed by the end of the 2030 fiscal year.



Preliminary concept for the access road

PROJECT BENEFITS



Economics

- Grows port revenue through increased goods movement, helping to generate additional state and local taxes annually.
- Creates direct and indirect jobs during the construction phase and additional jobs in port operations, logistics, and maintenance.



Operations

- Enables the movement of additional cargo anticipated with the full build-out of the Bayport Terminal.
- Smooths traffic flows to reduce congestion within the port and optimizes truck scheduling to reduce idle times.



Connectivity

- Provides a direct connection to SH 146 to facilitate seamless traffic integration into the state's road network.
- Alleviates congestion and reduces existing bottlenecks, particularly during peak times.



Safety

- Decreases the risk of accidents and collisions by alleviating traffic congestion on Port Road.
- Improves resiliency by creating an alternative access route to utilize if Port Road is disrupted by an incident or natural disaster.



Other

- Lowers emissions of pollutants and particulate matter by decreasing vehicle idling.
- Creates direct and indirect jobs to benefit the local workers and generate additional opportunities for small businesses.

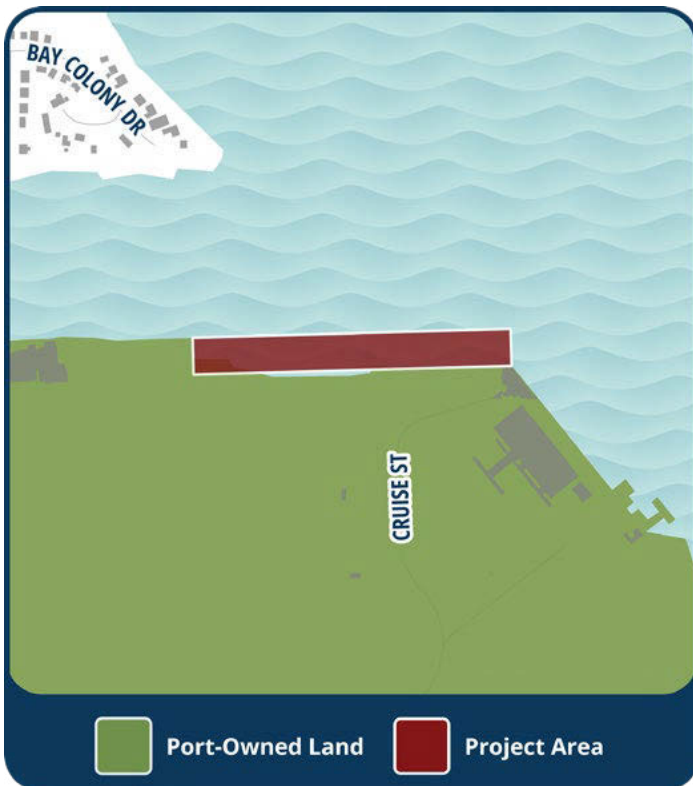


PORT HOUSTON™

BAYPORT TERMINAL WHARF 1

Port Houston

Project Category:  County: Harris | Project Status: 30% Design | Total Project Cost: \$150,000,000



Project Description

Strong growth in cargo shipping industries over recent years requires facilities expansion at Port Houston to enable it to handle existing and current demand without adding to congestion within the port. Design and construction of a new wharf will complement current infrastructure improvements at Bayport Terminal to allow for continued growth in the future.

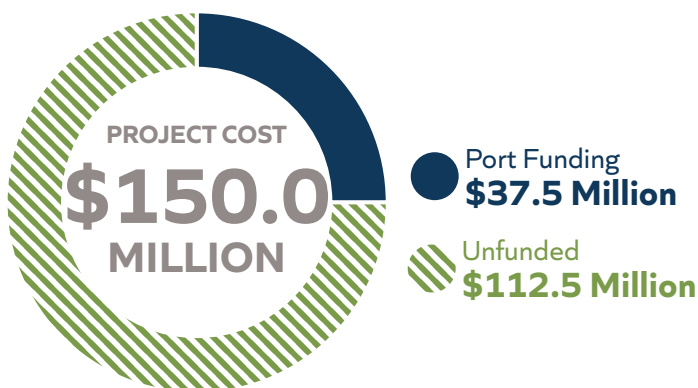
The scope of this project includes the development of a new 1,676 linear feet of wharf space at Bayport Terminal. Tasks include surveying, dredging, drilling shaft foundations, structural concrete, crane rails, fender systems, utilities installation, and the construction of a support building. This infrastructure will accommodate ship-to-shore cranes as part of the port's future improvement plans.

The new wharf will help to accommodate recent and future growth in cargo volumes by reducing the amount of congestion in the port and improving operational efficiency. This project will benefit a broad range of users including manufacturing, shipping, railroad, and trucking companies. The Bayport Terminal is a significant and dynamic part of the regional and national economies. This project will greatly benefit local, state, and national populations by increasing product throughput and job creation.

Failure to construct the wharf will reduce growth opportunities for Port Houston. The port's monthly volume for loaded exports and empty imports are both significantly higher than in recent years, and without the additional facilities, space constraints will lead to increased congestion within the port, causing delays and reducing operational efficiency.

This project helps to fulfill Port Houston's mission to "move the world and drive regional prosperity" by enabling the port to keep up with current and future business demand. Delivering goods efficiently and creating jobs to support the local community will create a positive economic and social impact for the region.

Funding Status



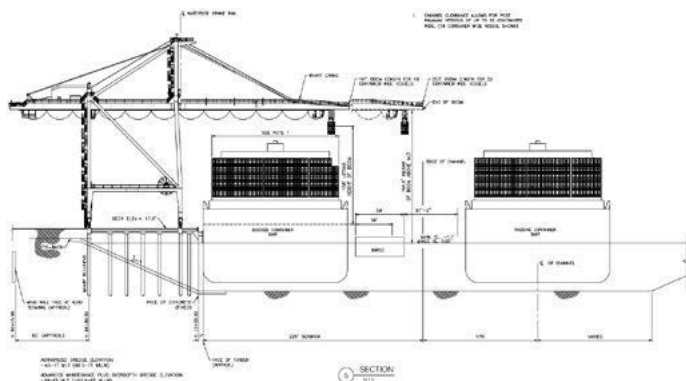


Project Status

The project was included as part of Port Houston's 2040 Plan that was supported by stakeholders and the public, highlighting the project's importance to the port's future.

Scoping and planning for the project have been completed, with design approximately 30% complete. The U.S. Army Corps of Engineers permit has been received for the project.

No land or right-of-way acquisition is required for the project. The project would be lettable within the 2026-2027 biennium and constructible by the end of the 2030 fiscal year.



Typical cross-section of wharf

PROJECT BENEFITS



Economics

- Increases economic performance by increasing land use productivity and strengthening the nation's ability to make and move goods more efficiently.
- Project is estimated to have an economic impact up to \$22.9 million per year net of the revenue accruing to Port Houston.



Operations

- Additional wharf will reduce vessel wait times by approximately 237,000 hours over the life of the asset, significantly improving operational efficiency within the port.



Connectivity

- Reducing congestion will lead to more efficient cargo transfer between the oceangoing vessels the port services and the major highway and rail systems that deliver goods to/from other destinations in the region.



Safety

- Design and installation of safety technology will allow Port Houston's Security Department to manage security at the terminals and assure compliance with security regulations.



Other

- Reduce the time vessels wait for wharves to open, thereby reducing emissions. By Port Houston's calculations, emissions benefits discounted total \$131.2 million in reductions of NO_x, VOC, PM_{2.5}, CO₂, and SO_x emissions.



PORT HOUSTON™

BAYPORT TERMINAL YARD EXPANSION

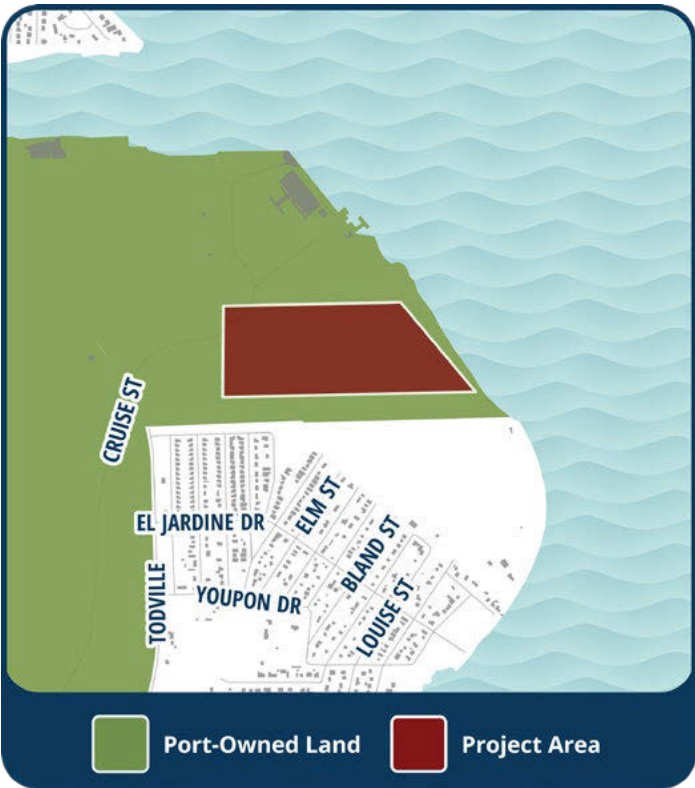
Port Houston

Project Category:

County: Harris

Project Status: 30% Design

Total Project Cost: \$95,418,093



Project Description

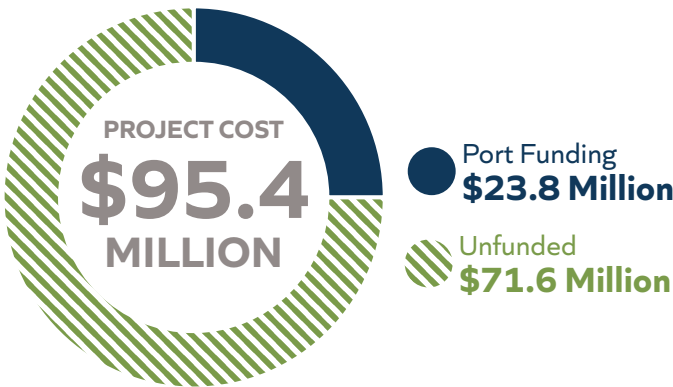
To accommodate recent and anticipated growth in containerized cargo, Port Houston plans to develop a 46-acre expansion of the container yard at the Bayport Container Terminal. The Bayport Terminal is a state-of-the-art facility designed to enhance the efficiency and capacity of container handling operations and optimize productivity by providing a fast turnaround for cargo vessels. As one of the most modern and strategically developed terminals in the U.S., it features advanced technology and infrastructure, including high-capacity cranes. The terminal supports significant trade volumes, contributing to Port Houston’s status as the 5th largest container port in the nation. With ongoing expansions and upgrades, Bayport Container Terminal plays a crucial role in improving connectivity, streamlining logistics, and supporting the growth of international trade through the Gulf Coast.

Over time, the terminal has faced the exciting challenge of keeping pace with the rapidly growing cargo demands. Total container throughput doubled from 2 to 4 million TEU between 2015 and 2023, and this growth trajectory is continuing in 2024 to require full build-out within the decade. This also presents a challenge for truck turn times, a crucial aspect of operational efficiency. To maintain optimal productivity levels, the port has a truck turn time goal of 38 minutes; however, the limited space and resulting congestion cause the truck turn times to reach up to 50 minutes.

This project, along with an ongoing 54-acre container yard expansion, will complete the development of the container yard space at the Bayport Terminal, increasing the port’s container cargo handling capabilities while maintaining efficient truck turn times and reducing emissions. The additional capacity will benefit a broad range of users including manufacturing, shipping, railroad, and trucking companies.

If these improvements are not implemented at the Bayport Terminal, congestion and inefficiencies will persist, potentially limiting the port’s ability to capture growth in key industries and economic development. Furthermore, this will negatively impact future job growth in the area and increase emissions.

Funding Status





Project Status

The Bayport Terminal Yard Expansion project was included in Port's Houston 2040 Plan that was supported by port stakeholders as well as the public. The project was also included in the previous iteration of the Port Mission Plan, highlighting its importance to the Houston region.

Scoping and planning for the project are in progress, and the design is scheduled for completion in 2025. The project would be lettable within the 2026-2027 biennium and constructible by the end of the 2030 fiscal year.

A Department of Transportation National Environmental Policy Act (NEPA) review has been completed.



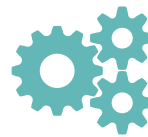
Existing site conditions and proposed container yard

PROJECT BENEFITS



Economics

- Increases capacity, leading to significant economic impact (estimated \$22.9 million per year, undiscounted) for the region and nation.
- Job creation is estimated at 958 direct jobs, 1,382 induced jobs, and 855 indirect jobs.



Operations

- Increases efficiency by increasing the available container space, reducing congestion, and decreasing truck turn times
- \$13 million in emission reduction benefits (discounted), 580 metric-ton reduction of NO_x, and 88,000 metric-ton reduction of CO₂.



Connectivity

- Reduces congestion and wait times, allowing trucks to be loaded more quickly, optimizing the flow of goods in and out of the yard. This benefits the port and has a ripple effect on the entire supply chain, improving overall connectivity between various nodes of the transportation network.



Safety

- Adding yard space and reducing turn times will reduce terminal congestion, allowing for free-flowing traffic and thereby decreasing likelihood of accidents.



Other

- An expanded yard can position the terminal as a more attractive option for shipping lines and customers, potentially drawing more business and boosting the port's overall competitiveness.



PORT HOUSTON™

CARE TERMINAL WHARF REHABILITATION

Port Houston

Project Category:  | County: Harris | Project Status: Design | Total Project Cost: \$5,000,000



Project Description

The Care Terminal is a multi-purpose facility spanning 32 acres, located on the northern side of the Houston Ship Channel. It offers terminal and stevedoring services. Constructed in the 1970s, Wharf 1 at the Care Terminal requires extensive rehabilitation due to its aging and deteriorating infrastructure to ensure continued operation in the future.

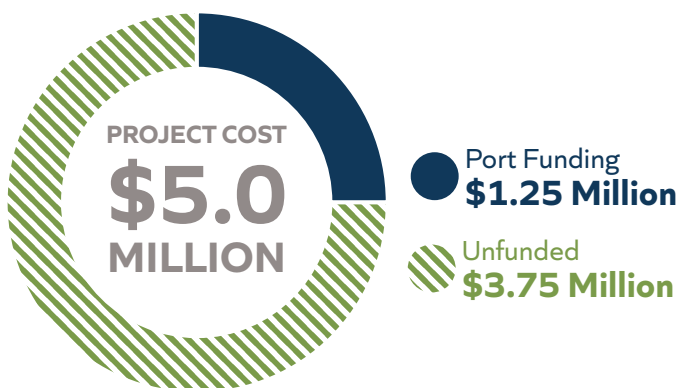
This project will rehabilitate Wharf 1 which is essential for meeting current cargo demands and ensuring optimal operations by maximizing terminal and wharf efficiency and productivity.

The Care Terminal offers global connectivity and local expertise, with convenient access to key inland locations in a rapidly expanding market. This project will bring significant economic benefits to the nation, state, and region. Upgrading the wharf will improve operations and connectivity by providing safer mooring for vessels and cargo unloading, facilitating more effective movement of goods between water and road transit modes.

Improvements at Wharf 1 will strengthen the operations of Care Terminal's main industries, handling various types of cargo like multi-purpose, steel, project, and breakbulk. These improvements aim to enhance operations for users in manufacturing, shipping, railroad, and trucking sectors. By serving a diverse range of cargo and users, these improvements aim to boost efficiency and ensure smooth cargo flow through the terminal, enhancing its overall effectiveness and economic impact.

Without the proposed rehabilitation efforts outlined in this project, the wharf will deteriorate further, presenting safety risks for workers and cargo operations. Operations at the wharf will slow down as fewer ships would be able to safely dock. Over time, the wharf may become unable to accommodate larger vessels, restricting the types of ships that can use the terminal. As business opportunities in the port expand, this deteriorating infrastructure will hinder the terminal's competitiveness and its ability to capture a larger market share.

Funding Status



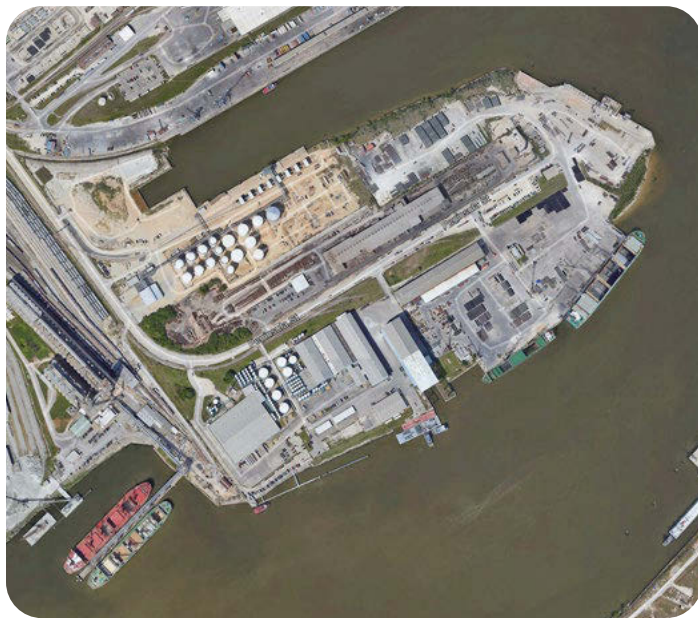


Project Status

The project was included as part of Port Houston's 2040 Plan that was supported by stakeholders and the public, as well as in the 5-year Capital Improvement Plan, highlighting the project's importance for both present day operations and future growth.

Scoping and planning for the project have been completed. Permitting is not expected to be required for this project, as it consists of rehabilitating existing infrastructure. Environmental review has not started.

No land or right-of-way acquisition will be necessary for the project. It is expected that the project will be ready for bidding within the 2026-2027 biennium and completed by the end of the 2030 fiscal year.



Aerial view of the Care Terminal

PROJECT BENEFITS



Economics

- Keeping the wharf infrastructure modern is integral to maintaining the business activity that allows the port to support millions of jobs and generate billions of dollars in economic value and tax revenue.
- Reduces schedule delays and operational costs that can lead to higher transportation expenses.



Operations

- Prevents additional structural issues which will restrict vessels' ability to safely moor and unload cargo, causing delays in shipping schedules, increased costs, and decreased efficiency for shipping companies and port operators.



Connectivity

- The wharf connects the water side and road side of Texas' multimodal transportation system.



Safety

- Rehabilitation will minimize safety hazards for maritime workers and cargo being transported.
- Rehabilitation can decrease the risks of accidents such as collapses or slips, leading to potential injuries or loss of life.



Other

- Reduces the risk of polluting surrounding water bodies through leaching of hazardous chemicals.
- Reduces energy consumption and emissions by reducing idle times as vessels wait for berthing.



CONTAINER TERMINALS CAPACITY IMPROVEMENT PROGRAM

Port Houston

Project Category:  County: Harris | Project Status: Preliminary Engineering to 60% Design | Total Project Cost: \$125,000,000

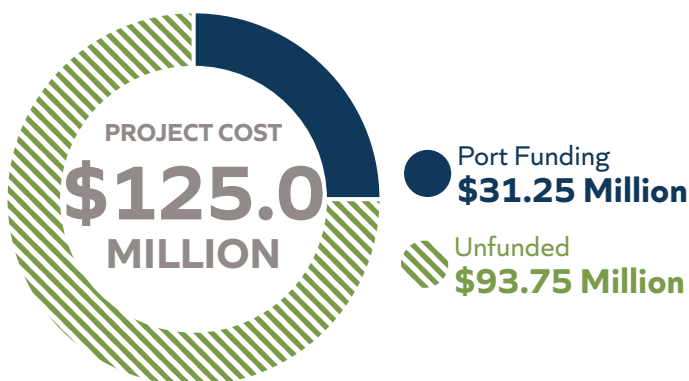


Project Description

Container terminal volumes have exceeded forecasts, making it crucial for infrastructure to evolve and keep pace with demand. This program underscores the necessity for enhancements to gates, yards, and other support facilities. The program is composed of four critical components, each designed to increase safety, efficiency, sustainability, and capacity.

- 1. BPT Entry Gate Expansion Phase 2:** The second phase of the Bayport Terminal (BPT) Entry Gate Expansion will increase the current configuration by adding five additional lanes equipped with weigh-in-motion scales. This expansion will facilitate more efficient traffic flow, reduce emissions, significantly improve operational efficiency, and enhance overall safety.
- 2. BPT Maintenance Annex:** Cargo growth means growing equipment maintenance, while providing safer working conditions, and so the BPT Maintenance Annex will be established. This facility will help with maintenance of Hybrid Rubber Tire Gantry Cranes, Low and Zero Emission Yard Tractors, Zero Emission fleet vehicles, and various other Container Handling Equipment (CHE). Ensuring that all essential equipment is kept in optimal working condition will be vital to sustaining terminal operations.
- 3. BPT Southwest Property Tracts:** This component is focused on preparing land for future logistics, warehousing, and additional cargo areas. The preparation of these tracts is crucial for meeting market demand and supporting the terminal's long-term growth strategy.
- 4. BPT & BCT Container Yard Developments:** These two projects aim to expand the BPT container yard by 25 acres and the Barbours Cut (BCT) container yard by 14 acres, thereby increasing throughput and alleviating terminal congestion. These expansions will not only accommodate the growing volume of containers but also contribute to maintaining optimal productivity and customer satisfaction.

Funding Status

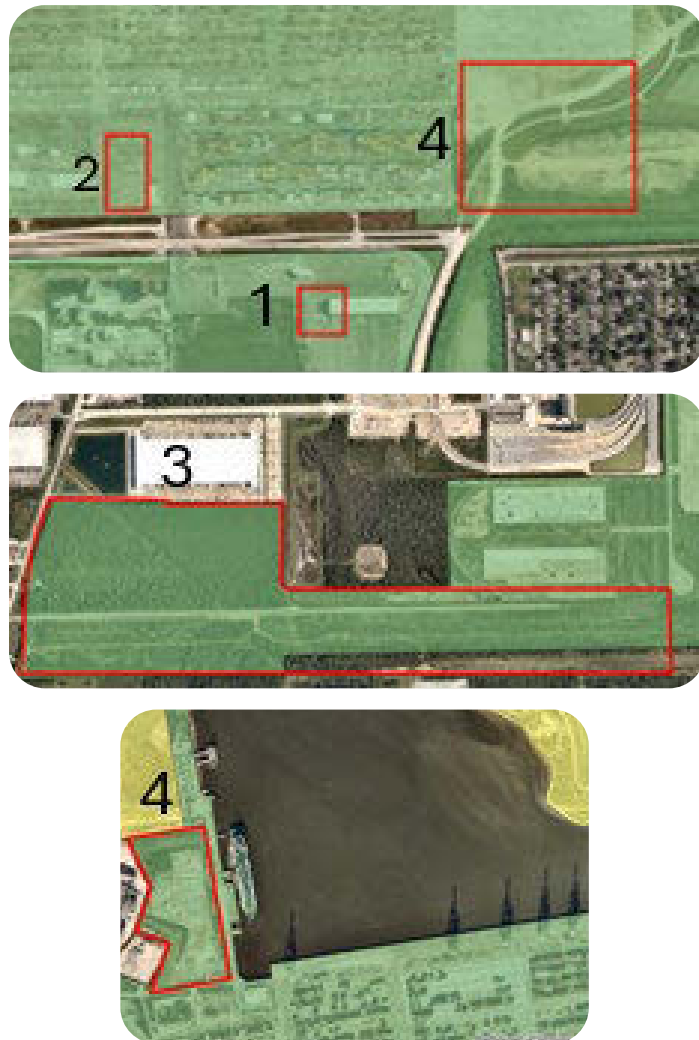




Project Status

The various components of these projects are at different stages, ranging from initial scoping and early planning to design phases. Each project is being carefully developed to meet the strategic goals of the port. Additionally, all activities are confined within the boundaries of port-owned property, ensuring that the projects align with the port's long-term vision and operational needs.

Portions of this program will be ready to let within the 2026-2027 biennium.



Locations of the four proposed sites

PROJECT BENEFITS



Economics

- The modernization of port infrastructure will boost cargo handling speed and efficiency, significantly increasing throughput capacity and supporting economic growth by reducing delays and congestion.
- This project will create direct and indirect jobs in construction, logistics, maintenance, and port operations.



Operations

- Upgraded facilities will adapt to market changes, fluctuations, and natural disasters without compromising service quality.



Connectivity

- Improved connectivity between land and sea transportation systems will ensure seamless cargo transfer and reduce bottlenecks.



Safety

- Safety is paramount, with state-of-the-art technology reducing accident risks and ensuring a safer environment for all partners.



Other

- The upgrades will reduce emissions by cutting equipment idling and optimizing operations, enhancing air quality in surrounding communities and reinforcing the port's commitment to environmental stewardship. Additionally, these improvements will position the port to attract more global trade opportunities, driving sustainable economic growth

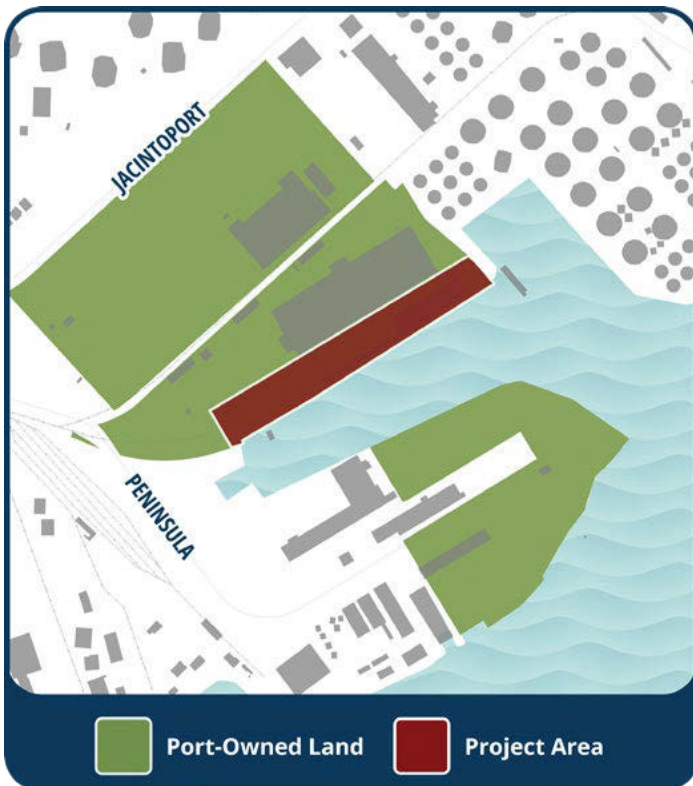


PORT HOUSTON™

JACINTOPORT REHABILITATION

Port Houston

Project Category:  | County: Harris | Project Status: Design | Total Project Cost: \$10,000,000



Project Description

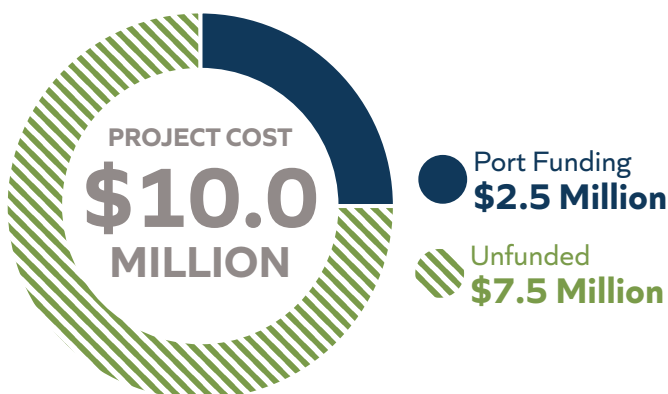
For general and project cargoes, Jacintoport Terminal offers an 1,830-foot dock, 8 acres of concrete apron, 45 acres of additional staging areas, concrete roadways throughout the facility, dual certified truck scales, 100,000 square feet of warehouse space, computerized inventory control, their own fleet of cranes, and an entire facility that is Customs Trade Partnership Against Terrorism (CTPAT) validated by U.S. Customs. These features create one of the most modern and complete facilities for breakbulk and project cargoes in the country. However, to maintain the current demands of cargo and keep the supply chain moving, two of the wharves within Jacintoport must be reconstructed.

The rehabilitation of wharves will strengthen the operations of Jacintoport's main industries, handling various types of cargo like multi-purpose, steel, project, and breakbulk. These improvements aim to enhance operations for users in manufacturing, shipping, railroad, and trucking sectors. By serving a diverse range of cargo and users, these improvements aim to boost efficiency and ensure smooth cargo flow through the terminal, enhancing its overall effectiveness and economic impact.

Without the proposed rehabilitation efforts outlined in this project, the wharves will deteriorate further, presenting safety risks for workers and cargo operations. Operations at the wharves will slow down as fewer ships will be able to safely dock. Over time, the wharves may become unable to accommodate larger vessels, restricting the types of ships that can use the terminal. As business opportunities in the port expand, this deteriorating infrastructure will hinder the terminal's competitiveness and its ability to capture a larger market share.

Jacintoport Terminal is part of a cargo handling and stevedoring firm operating from a secure 62-acre terminal. It offers a flexible labor source that provides significant cost savings to shippers of all cargo types. Rehabilitating the two wharves associated with this project is essential for maintaining safe and efficient operations, ensuring the port remains competitive and prepared for future market growth.

Funding Status



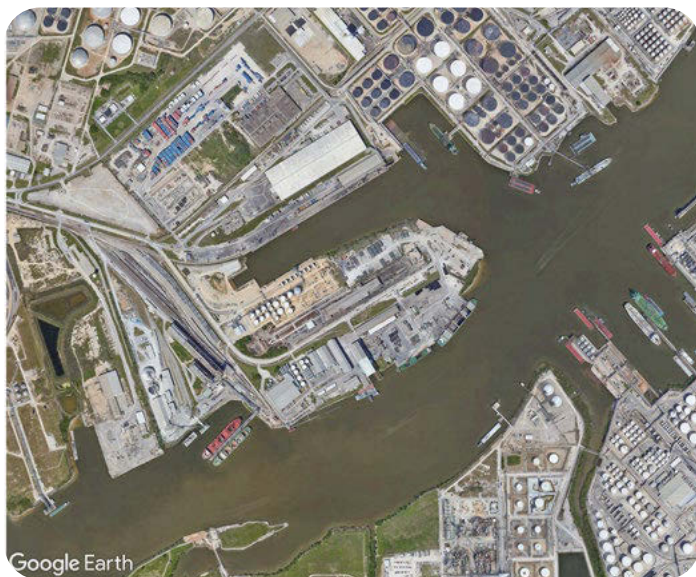


Project Status

The project was included as part of Port Houston's 2040 Plan that was supported by stakeholders and the public, as well as in the 5-year Capital Improvement Plan, highlighting the project's importance for both present day operations and future growth.

Scoping and planning for the project have been completed. The permitting and environmental review processes for this project have not started.

No land or right-of-way acquisition will be necessary for the project. It is expected that the project will be ready for bidding within the 2026-2027 biennium and completed by the end of the 2030 fiscal year.



Aerial view of the Jacintoport Terminal

PROJECT BENEFITS



Economics

- Reduces schedule delays and operational costs that can lead to higher transportation expenses.
- Increases throughput at the terminal, increasing competitiveness and economic contributions to the region.



Operations

- Wharf rehabilitation will prevent additional structural issues which will restrict vessels' ability to safely moor and unload cargo, causing delays in shipping schedules, increased costs, and decreased efficiency for shipping companies and port operators.



Connectivity

- The wharf connects the water side and road side of Texas' multimodal transportation system.



Safety

- Continued deterioration will pose safety hazards for maritime workers and cargo being transported.
- Structural weakness or deterioration can increase the risks of accidents such as collapses or slips, leading to potential injuries or loss of life.



Other

- Rehabilitation decreases the risk of polluting surrounding water bodies through leaching of hazardous chemicals.
- Reduces energy consumption and emissions by reducing idle times as vessels wait for berthing.



TURNING BASIN OPTIMIZATION PROGRAM

Port Houston

Project Category: 

County: Harris

Project Status: Preliminary
Engineering to 100% Design

Total Project Cost: \$277,000,000

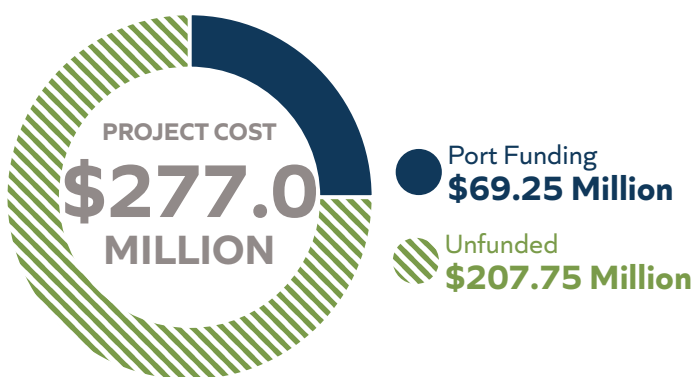


Project Description

Port Houston is partnering with the U.S. Army Corps of Engineers to expand the channel which will deepen some upstream segments, such as areas west of the IH-610 Bridge to the Turning Basin. In addition, Port Houston remains dedicated to its long-range plan to accommodate cargo growth, population growth, and other state regional plans e.g. expansion of the IH-610 bridge. The Turning Basin Terminal (TBT) is a 100-year-old facility that continues to modernize and align with the increased demand of the maritime and freight transportation industries. The following projects underlines the constant need to maintain and improve infrastructure to meet industry needs while creating jobs, supporting the local economy, and indirectly supporting the long-term economic stability of the region.

- **TBT Cargo Area Paving and Improvements:** Paving and upgrading the cargo handling area will boost infrastructure, operational efficiency, and safety to meet growing cargo volumes and modern logistics demands.
- **TBT Utilities Improvement:** Improving the water supply system by upgrading and relocating pipes ensures adequate flow for users and emergency services. Additionally, moving electrical lines and poles to safer locations, whether underground or elsewhere, enhances operational safety and reduces electrical hazards during cargo handling.
- **TBT Master Plan – Secured Zone & Building Demolitions:** Revamping underutilized, unsafe areas to support modern terminal needs, and expanding secure zones to protect assets and personnel, will optimize operations and meet the demands of a modern facility.
- **TBT Berth Strengthening Program:** Reconstructing docks, bulkheads, and berths enhances channel safety, protects assets, and ensures a safe environment for workers, contributing to efficient freight operations.
- **TBT New Maintenance Building:** Constructing a new terminal maintenance facility is vital for ensuring operational efficiency and cost effectiveness by minimizing downtime and extending the lifespan of equipment.

Funding Status



Project Status

- **TBT Cargo Area Paving and Improvements**
 - » Pre-programing phase
 - » Undergoing scope development
- **TBT Utilities Improvement**
 - » Pre-programing and preliminary cost estimates
 - » Initiated engagement with utility provider
- **TBT Master Plan-Secured Zone & Building Demo**
 - » Pre-programing phase
 - » Buildings 13, 15, Emergency Operations Building and Central Maintenance programmed for demolition
 - » Demolitions at Cargo Docks (CD) 45-46 including in-berth strengthening
- **TBT Berth Strengthening Program**
 - » Slope stability analysis complete on all docks; designs complete and ready to construct Berths 16, 20-21. Berth 9 design complete; Berth 32 and CD 45-46 are in preliminary engineering
- **TBT New Maintenance Building**
 - » Building programing complete, design initiated

Portions of this program will be ready to let within the 2026-2027 biennium.



Locations of proposed improvements

PROJECT BENEFITS



Economics

- These port infrastructure projects will lead to creation of jobs in engineering, construction, and project management.
- These enhancements are expected to create numerous direct and indirect jobs in construction, logistics, maintenance, and port operations, thereby continuing to stimulate the regional economy.



Operations

- Ensures service reliability and capability of supporting terminal operations and avoiding disruptions that could impede the flow of goods.



Connectivity

- TBT is a critical node in state and regional transportation networks. Modernizing ensures that this hub operates efficiently, supporting the broader transportation network.



Safety

- Efforts to modernize the terminal benefit all aspects of the terminal, including the work safety of the cargo handling users.



Other

- Terminal improvements reduces sediment runoff and erosion, water waste, dust and particulate matter and air emissions, and asset degradation.



DRAVO BULKHEAD - EAST SIDE

Port of Orange

Project Category:  | County: Orange | Project Status: Planning & Scoping | Total Project Cost: \$34,200,000



Project Description

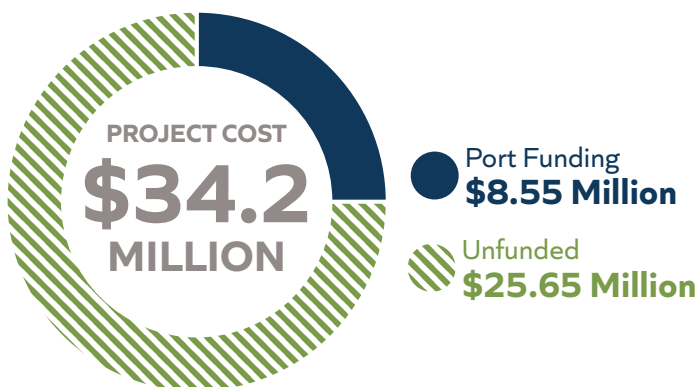
The Port of Orange proposes the addition of a bulkhead along the DRAVO East Side Peninsula to enhance the capabilities and resilience of the port's infrastructure, benefiting local industries that rely on the port for import, export, and transportation activities. The project consists of approximately 2,685 feet of bulkhead construction to improve waterway access and protect port facilities from erosion and sloughing, which have been ongoing problems in the area since Hurricane Ike in 2008.

A bulkhead will provide stability to the shoreline, prevent erosion, and protect port infrastructure ensuring the continuous functionality to the port and minimizing disruptions to port operations. Stable waterfronts created by bulkheads enhance the berthing and mooring stability for vessels. The port, once equipped with a well-maintained bulkhead, can accommodate larger vessels, provide secure mooring conditions, and facilitate efficient loading and unloading operations. These improvements support the efficient movement of people, goods, and services, contributing to the overall economic and social connectivity of our community.

A bulkhead at this location could also prevent a shoreline collapse by stabilizing land adjacent to the Sabine River. This proposed project would have an economic benefit for industrial businesses, including DOW, Honeywell, Chevron Phillips, Syensqo, Arlanxco, and Lion Elastomers, that are involved in shipping, logistics, warehousing, and transportation. These users would benefit from more efficient operations at the port facilitated by stable waterfronts provided by a bulkhead.

If the proposed bulkhead is not constructed on the east side of DRAVO Peninsula, port operations and infrastructure are at risk of disruption and damage that could occur due to shoreline erosion from storm surge, waves, tides, and other water movements.

Funding Status





Project Status

The Orange County Navigation and Port District Board of Commissioners fully supports this project.

Scoping and planning for the project have not been completed. The port will work with its environmental engineer to obtain the required U.S. Army Corps of Engineers and Texas General Land Office permits.

The project will be ready to let within the 2026-2027 biennium.



Location of proposed bulkhead

PROJECT BENEFITS



Economics

- Attracts vessels and increases shipping traffic, leading to expanded trade volumes, tax revenues, and growth for the port to support local industries.
- Creates and maintains local jobs.
- Benefits businesses involved in shipping, logistics, warehousing, and transportation.



Operations

- Creates stable waterfronts and enhances berthing and mooring for vessels.
- Accommodates larger vessels, facilitating efficient loading and unloading operations in the port.
- Protects against erosion or damage to the waterfront that would result in downtimes for maintenance and repairs.



Connectivity

- Contributes to the resilience of coastal infrastructure against natural disasters and erosion.
- Improves likelihood that connectivity is maintained even during extreme weather events by reducing the risk of a disruption to port operations.



Safety

- Reduces the risk of flooding and protects infrastructure from the destructive effects of storm surges, floods, and tropical weather.
- Stabilizes the land adjacent to water bodies to prevent shoreline collapse. This is crucial for the safety of utilities, equipment, and cargo near the water.



Other

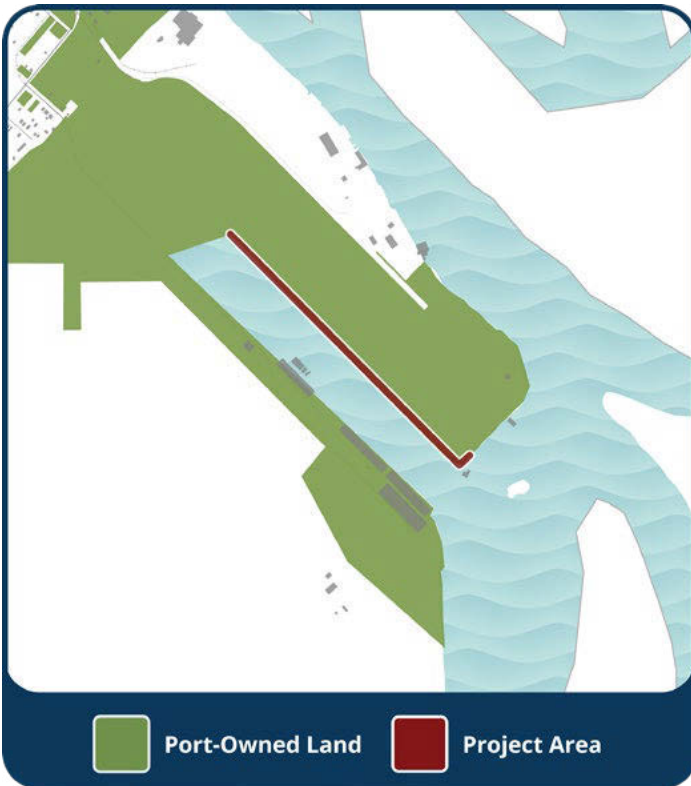
- Creates job opportunities along the waterway and a better quality of life for Orange County citizens.
- Located within 5 miles of many industrial employers, including an \$8 billion Chevron Phillips Chemical expansion.



DRAVO BULKHEAD - WEST SIDE

Port of Orange

Project Category:  | County: Orange | Project Status: Planning & Scoping | Total Project Cost: \$44,300,000



Project Description

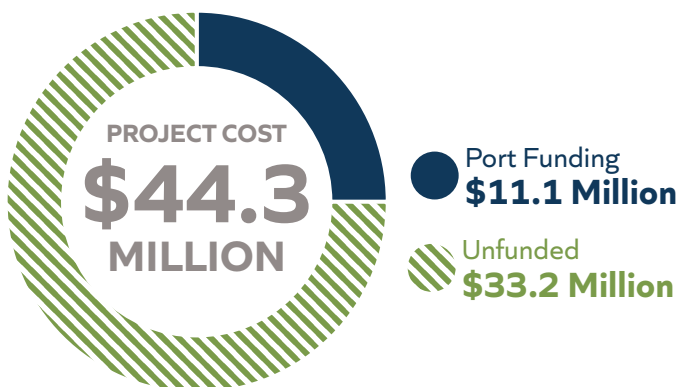
The west side of the DRAVO Peninsula is not currently protected by a bulkhead. The Port of Orange proposes the addition of a bulkhead along the DRAVO West Side Peninsula to enhance the capabilities and resilience of the port's infrastructure, benefiting local industries that rely on the port for import, export, and transportation activities. The protective function of a bulkhead contributes to the stability and security of port operations, supporting economic development and trade in the community.

The project consists of approximately 3,600 feet of bulkhead construction on the west side of the DRAVO Peninsula to improve waterway access to the area and allow for safe offloading. Implementing the bulkhead is a critical measure for protecting port facilities.

The bulkhead would stabilize the shoreline, ensuring a secure environment for vessels during loading and unloading operations. Stable berths facilitated by a bulkhead would allow for more efficient and safe handling of vessels. The port could optimize the use of cranes, conveyor systems, and other equipment when the waterfront is stable and protected, resulting in quicker turnaround times for vessels. A secure and well-maintained bulkhead can attract vessels and increase shipping traffic. The port could accommodate larger vessels and provide secure mooring conditions, facilitating more efficient loading and unloading operations in Orange County.

Without this proposed DRAVO bulkhead project on the west side of the peninsula, there will be limitations and negative impacts affecting both the infrastructure and the operations of the port. By not adding the bulkhead, the DRAVO Peninsula has no protection against shoreline erosion caused by storm surges, waves, tides, and other water movements. The erosion would eventually lead to the degradation or damage to port infrastructure which will disrupt port operations.

Funding Status





Project Status

The Orange County Navigation and Port District Board of Commissioners fully support this project.

Scoping and planning of the project is 25% complete. The port will work with its environmental engineer to obtain the required U.S. Army Corps of Engineers and Texas General Land Office permits.

The project will be ready to let within the 2026-2027 biennium.



Location of proposed bulkhead

PROJECT BENEFITS



Economics

- Attracts vessels and increases shipping traffic, leading to expanded trade volumes, tax revenues, and growth for the port to support local industries.
- Creates and maintains local jobs in an economically disadvantaged community.
- Benefits businesses involved in shipping, logistics, warehousing, and transportation.



Operations

- Protects port infrastructure from the impacts of storms, creating a more resilient port.
- Ensures the continuous functionality to the port and minimizes disruptions to port operations.
- Offers ability to manage cargo more efficiently.



Connectivity

- Enhances berthing and mooring stability, accommodating larger vessels.
- Contributes to resilience of coastal infrastructure against natural disasters, ensuring that connectivity is maintained even during extreme weather events.



Safety

- Stabilizes the shoreline and protects against the gradual loss of land, protecting port infrastructure, equipment, utilities, and cargo.
- Mitigates the impact of storm surge during severe weather events.



Other

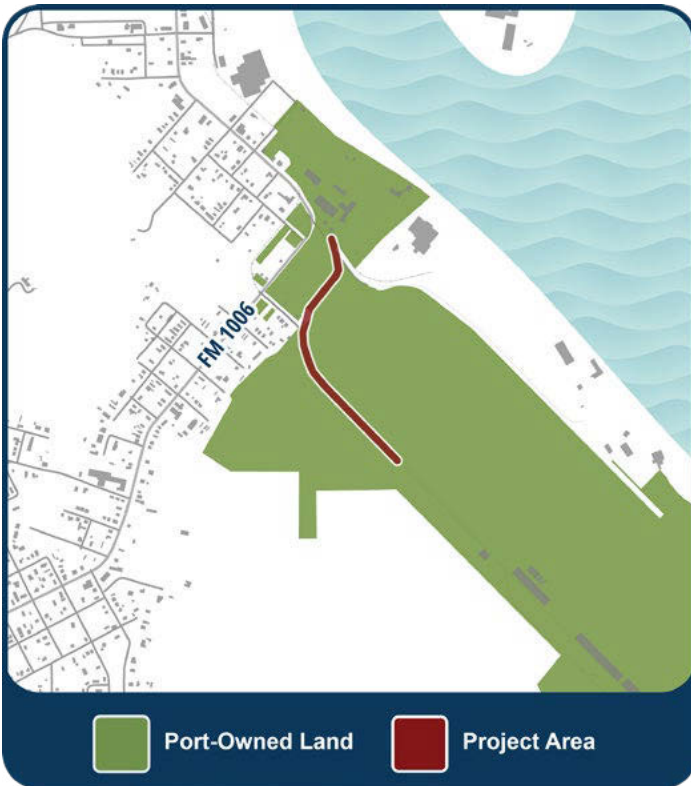
- Creates job opportunities along the waterway and a better quality of life for Orange County residents.
- Located within five miles of many industrial employers, including DOW, Honeywell, Chevron Phillips, Syensqo, Arlanxeo, and Lion Elastomers, as well as an \$8 billion Chevron Phillips Chemical expansion.



IMPROVE RAIL REVERSE CURVES FROM S. CHILDERS TO ALABAMA ST

Port of Orange

Project Category:  **County:** Orange | **Project Status:** Planning & Scoping | **Total Project Cost:** \$2,529,500



Project Description

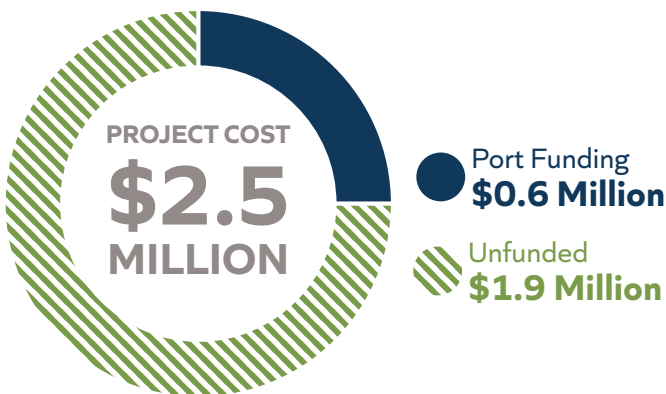
At the Port of Orange, the narrow 19-degree curve on the existing rail on South Childers Road to Alabama Street presents a range of limitations and negative impacts, affecting safety, efficiency, and the overall viability of rail transportation. The tight 19-degree curve runs the risk of derailments, particularly during adverse weather conditions. Increased wear and tear occur on the railway tracks due to the tight curve resulting in higher maintenance costs and more frequent repairs. Addressing the challenge through improving the rail curves is essential for improving railway operations, ensuring safety, and promoting the continued growth and effectiveness of the port's rail transport systems.

The project will consist of improving approximately 3,700 feet of the rail reverse curves from South Childers Road to Alabama Street from a tight 19-degree curve to an 11-degree curve, improving the port's intermodal capabilities to provide rail, truck, and waterway access for the movement of goods.

Improving the rail curves will provide more efficient access for trains to reach port facilities, improve overall logistics operations, enhance railway safety by reducing the risks of derailments and ensure smoother train operations while contributing to an optimized rail network, supporting increased capacity and more efficient use of railway infrastructure. The resulting capabilities contribute to economic development, streamlined logistics, and enhanced accessibility for local businesses and communities.

Not improving the rail curves could pose challenges for emergency services in accessing incident sites along the railway, potentially delaying response times in case of emergencies. Tighter curves may limit the frequency of train movements and overall railway capacity, impacting the efficiency of freight transport.

Funding Status





Project Status

The Orange County Navigation and Port District Board of Commissioners fully supports the project.

Planning and scoping of the project is 20% complete. The port will work with the City of Orange and Union Pacific to obtain the required permits.

The project will be ready to let within the 2026-2027 biennium.



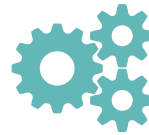
Proposed rail "S" curve improvements

PROJECT BENEFITS



Economics

- Reliable railways promote economic development by creating multimodal capabilities for port clients, enabling opportunities for job creation.
- Attracts local manufacturers and distributors, leading to increased investments and business development in the Southeast Texas region.
- Become more competitive on a local and regional scale.
- Port will be equipped to handle diverse types of cargo to attract a broader range of industries.



Operations

- Improved rail curves enhance track utilization, leading to higher throughput and capacity, reduced wear and tear on trains and infrastructure, and makes train handling easier for operators.



Connectivity

- Smoother and more efficient train movements.
- Integrates with other modes of transportation, facilitating seamless cargo movement.



Safety

- Reduces the overall risk of derailments.
- Reduces the complexity of train operations and provides more stability for trains, reducing the likelihood of lateral forces that can lead to accidents.



Other

- Creates job opportunities along the waterway and a better quality of life for Orange County residents.
- Located within five miles of many industrial employers, including DOW, Honeywell, Chevron Phillips, Syensqo, Arlanxco, and Lion Elastomers, as well as an \$8 billion Chevron Phillips Chemical expansion.



RAIL YARD SOUTH OF S. CHILDERS ROAD

Port of Orange

Project Category:  County: Orange | Project Status: Planning & Scoping | Total Project Cost: \$3,000,000



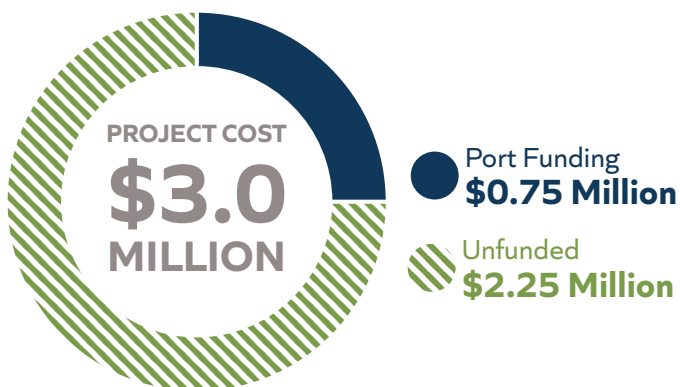
Project Description

To expand growth opportunities and tap into new markets, the Port of Orange is proposing a new rail yard to allow for safer and improved access in and out of the DRAVO Industrial Terminal. The project consists of constructing a 6,280-foot rail yard, which will consist of new rail, ties, and ballast in the green space south of the roadway on S. Childers Road.

A new rail yard can benefit local industries allowing intermodal capabilities by rail, highway, and truck while enhancing various capabilities of the existing rail transportation system. This project will aid in retaining longstanding tenants and support the growth of the port with business development and job creation. The port will benefit from potential economic opportunities and investments from local industries and businesses that prioritize efficient rail connectivity for their operations. The proposed rail yard will contribute to the competitiveness of the region by attracting diverse industries, improving intermodal connectivity, and supporting evolving transportation needs.

Investing in rail infrastructure is crucial for the overall resilience, competitiveness, and sustainability of the port and other local industries and businesses. By not implementing the new rail yard south of S. Childers Road, it could lead to various limitations and negative impacts that will affect the transportation efficiency, logistics operations, and the overall economic development of the community. Without the new rail yard, there will be limited integration between rail and maritime transport, hindering the seamless transfer of cargo between ships and rail. Supply chain operations would slow down, impacting the efficiency of cargo movement to and from the port. Without rail, there is higher reliance on truck transport, which will contribute to an increase in emissions and road congestion in and around the port. The absence of a new rail yard will result in suboptimal cargo handling at the port, potentially leading to longer turnaround times for vessels.

Funding Status





Project Status

The Orange County Navigation and Port District Board of Commissioners fully supports the project. The project also has the support of local businesses, local and federal government agencies, and local industry partners.

Planning and scoping for the project are approximately 20% complete. The port will work with Union Pacific to obtain the required permits. The port has discussed the project with its environmental engineer.

The project will be ready to let within the 2026-2027 biennium.



Location of proposed rail yard

PROJECT BENEFITS



Economics

- Enhances the efficiency of transportation, leading to a faster and more cost-effective movement of cargo.
- Reduces transportation costs for customers and tenants, making Orange County more competitive for future growth opportunities.



Operations

- Provides additional space for train operations, enhancing rail-maritime coordination for faster cargo turnaround and offering flexibility in cargo types.
- Enables the port to have better coordination and scheduling of train movements, minimizing conflicts and optimizing use of rail infrastructure.



Connectivity

- Enhances intermodal connectivity at the port by providing a central location for efficient cargo transfer between ships and trains.
- Optimizes rail operations through improved sorting, staging, and assembly of trains.



Safety

- Enhances the efficiency of cargo movement, reducing congestion and potential disruptions within the port.



Other

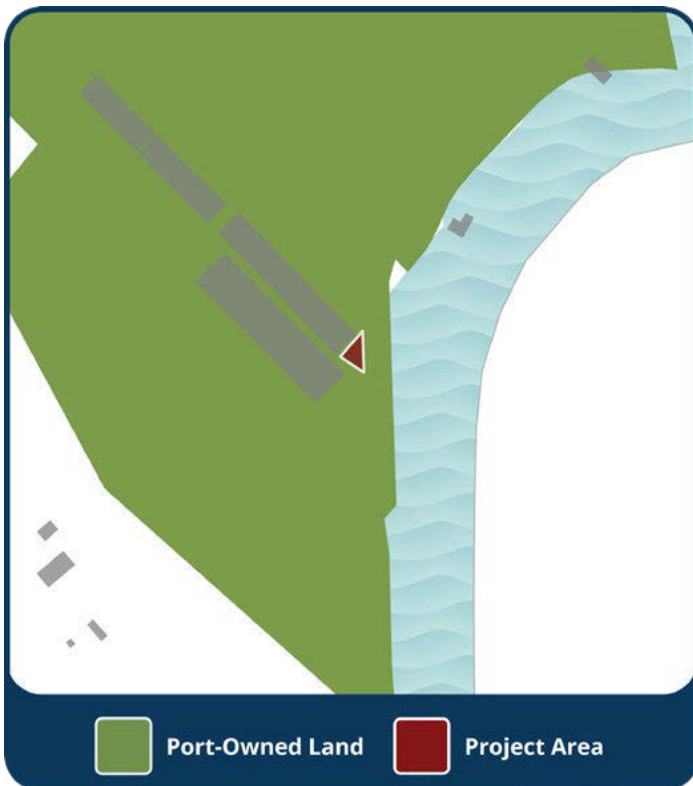
- Shifts freight transportation from trucks to trains, reducing carbon emissions.



TRANS MODAL YARD TRANSITION DOCK AND FENDERING

Port of Orange

Project Category:  | County: Orange | Project Status: Planning & Scoping | Total Project Cost: \$13,586,750



Project Description

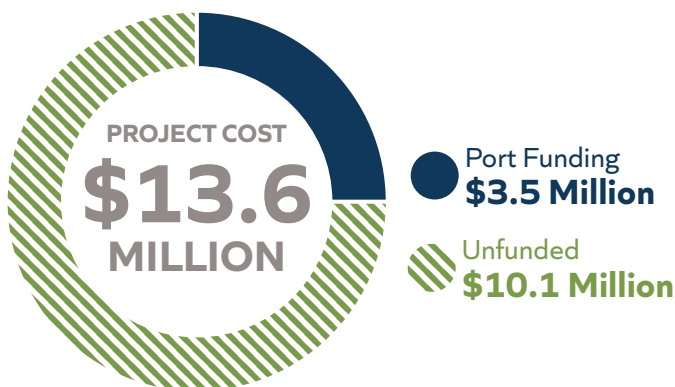
The Port of Orange is an economic engine that promotes economic development by creating opportunities along the waterway for job creation in Orange County and a better quality of life for residents. Various stakeholders, including the Port of Orange Board of Commissioners, local businesses, local and federal government agencies, and local industry partners—DOW, Honeywell, Chevron Phillips, Syensqo, Arlanxeo, and Lion Elastomers, and Chevron Phillips Chemical, which is currently underway with its own \$8 billion expansion project—have collaborated about the benefits of developing the Trans Modal Yard Transition Dock and Fendering project at the port's Alabama Street Terminal.

The project includes a 9,300-square-foot Trans Modal Yard Transition Dock that ties in at the Alabama Street Terminal to the Trans Modal Yard currently being designed for construction under Maritime Infrastructure Program 88. This project would provide additional area for equipment, ingress/egress for both docks, and fendering to the Trans Modal Yard.

The project will save costs that are currently going into diverting tugs towing barges up the tributary and increase diversity of options for container-on-barge customers. The tie-in will enable the Trans Modal Yard to utilize waterfront space more effectively, supporting the expansion and scalability of port operations. This increased capacity can attract additional cargo volume and business opportunities. By investing in infrastructure upgrades, it will enhance efficiency and reduce congestion both on the highway and waterway.

By not constructing the additional property tie-in to the docks, the Trans Modal Yard will have limited direct access to maritime transportation modes, such as ships and barges at the Alabama Street Terminal docks. This limitation will hinder efficient transfer of cargo between different transportation modes. An additional property tie-in to the docks is crucial for utilizing both docks more efficiently by providing an additional ingress/egress between the docks, providing additional area for equipment and cargo.

Funding Status





Project Status

The Orange County Navigation and Port District Board of Commissioners fully supports the project. The project also has the support of local businesses, local and federal government agencies, and local industry partners.

Planning and scoping of the project are approximately 20% complete. The port will work with its environmental engineer to obtain the required U.S. Army Corps of Engineers and Texas General Land Office permits.

The project will be ready to let within the 2026-2027 biennium.



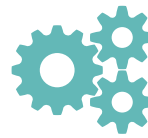
Trans Modal Yard dock tie-in

PROJECT BENEFITS



Economics

- The tie-in enables the Trans Modal Yard to utilize port waterfront space more effectively, supporting the expansion and scalability of operations.
- Makes the region more appealing for new investments.



Operations

- Optimizes space utilization, leading to more efficient cargo storage and handling.
- Improved layout will reduce congestion and streamline operations, allowing greater cargo volumes moving through the port.



Connectivity

- Fosters integrated logistics and improves coordination and collaboration between docks, leading to more efficient and connected supply chain.
- The transition dock ties-in the docks at the Alabama Street Terminal to the Trans Modal Yard providing additional area for equipment and additional ingress/egress for both docks.



Safety

- Allows for centralized control and monitoring of access points, helping to regulate entry/exit.
- With this well-organized layout, the risk of accidents, collisions, or other safety incidents is minimized.



Other

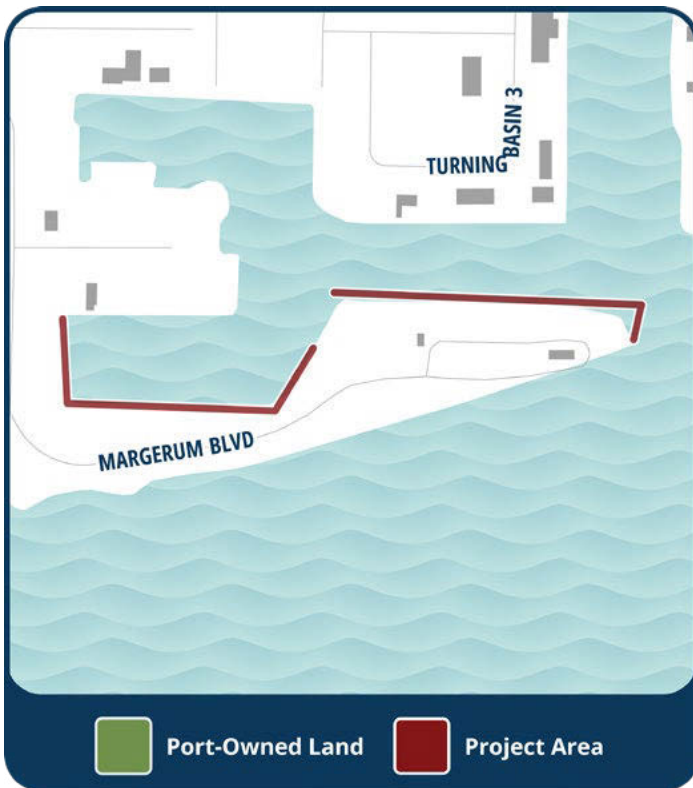
- Creates job opportunities along the waterway in a central location in Orange County, a economically disadvantaged community.
- Improves local air quality by reducing emissions caused by towing barges up the tributary.



SOUTH HARBOR BULKHEAD RECONSTRUCTION

Port of Palacios

Project Category:  **County:** Matagorda | **Project Status:** Permitting | **Total Project Cost:** \$28,000,000



Project Description

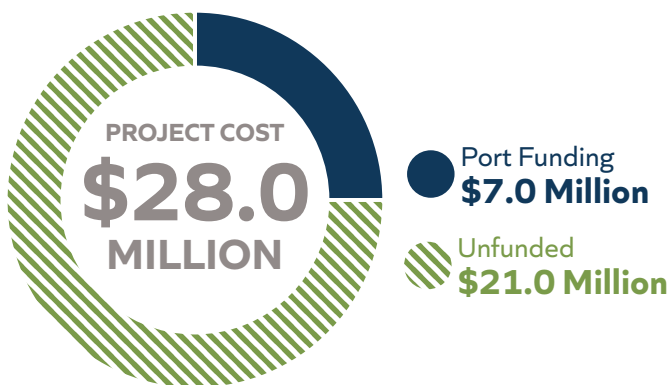
The Port of Palacios is currently limited by the amount of available dock space, with all of its hardened dock space, reinforced with steel and concrete, currently being leased to clients. The port frequently receives calls from potential clients that would begin barge movements to and from the port if dock space were available to operate from. In order to reap the benefits of growing client demand, the port must upgrade and increase their existing dock infrastructure.

The proposed project would consist of reconstructing an old wood bulkhead structure along the south portion of the port. A recent study of the wood dock recommends that discrete repairs be performed to extend the service life of the structure. These repairs consist of discrete repairs to the substructure, superstructure, handrails, bracing members and hardware. The project would also involve placing a sheet pile bulkhead wall and concrete apron in the location, providing a harder, stronger structure for the port to utilize.

The project would provide additional linear feet of dock space for current lessees and future clients for new business such as barging and small shipping. The hardened dock would provide sturdier and more durable infrastructure to improve safety conditions for vessels and dock workers alike, and the additional dock space provided by the project would improve maneuverability around docked vessels, enhancing safety for clients and customers.

Without this project, the port risks being unable to accommodate existing and future client demand for docking space, particularly as the existing wooden docks continue to deteriorate and approach the end of service life. Without the dock enhancements, the wooden docks will eventually become safety hazards and limit port operations. Failing to construct the dock improvements would have long-term negative impacts to revenue generation and limit new job opportunities, impeding economic growth in the region.

Funding Status





Project Status

This project has overwhelming support from Matagorda County, the City of Palacios, and the Palacios Economic Development Corporation. The community understands there is a need for more bulkheaded dock space and the nearby business owners and district taxpayers are in support of this endeavor.

Scoping and planning for the project are approximately 90% complete. No land or right-of-way acquisition will be required.

The permitting and environmental review processes began in October 2024, with detailed design starting in November 2024.

This project would be ready to let within the 2026-2027 biennium and is constructible by 2030.



Wood Dock H



Wood Docks B and C

PROJECT BENEFITS



Economics

- Enhances dock space, attracting new clients and boosting revenue for regional economy.
- Generates dozens of new jobs through permanent barge and tug operations, stimulating economic growth.



Operations

- Adds linear feet of dock space, providing more options for vessel and barge operators.
- Facilitates immediate access to local industries for shipping and receiving products via water movement.
- Lowers operating costs for clients by enabling barging products instead of trucking.



Connectivity

- Enhances barge capabilities to allow agricultural clients to reduce long haul trucking routes to other ports or to Mexico.



Safety

- Upgrades existing wooden dock to a stronger, safer surface for vessels and dock workers.
- Enhances safety by creating additional docking space, reducing accident risks and promoting maneuverability.



Other

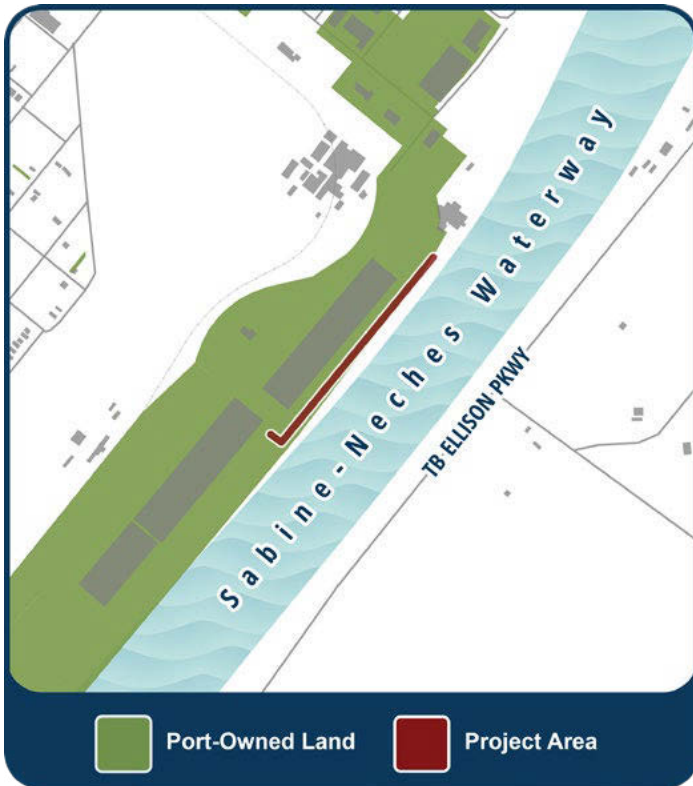
- Supports job creation and revenue generation in economically disadvantaged county.
- Reduces emissions by shifting to more ecologically friendly barge shipping over long haul truck routes.
- Provides an enhanced infrastructure capable of being more resilient to environmental factors and climate change.



BERTH 1-2 TOE WALL CONSTRUCTION

Port of Port Arthur

Project Category:  County: Jefferson | Project Status: Conceptual | Total Project Cost: \$31,000,000

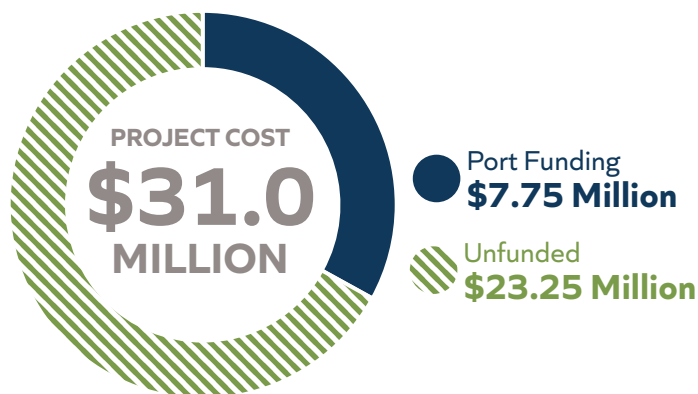


Project Description

The Sabine-Neches Waterway is being currently being deepened to 48 feet; however, Berths 1 & 2 at Port Arthur are currently designed to accommodate 40-foot drafts. To enhance productivity and safety during berthing operations, it is essential to match the berth depths to the channel depths. Under current conditions, vessels that serve this port are required to load light, which reduces the efficiency and earning power of these movements.

In order to deepen the berths, a proposed subsurface sheet pile retaining wall must first be installed to provide stability for the berth and docking system. This sheet pile wall at Berths 1 & 2 will be approximately 1,675 linear feet long. It will be placed near the face of the dock and driven below the mudline. Following this improvement, the berth area can be dredged an additional 8 feet to match the improved channel depth of 48 feet, which will be completed in a separate future project. Additional measures will need to be taken to fortify the dock for this new depth. The project also involves removal and replacement of the existing fendering system with added mooring bollards to accommodate breasting lines.

Funding Status



This proposed increase in draft allows more economical potential for the import and export of value-added products such as steel, aluminum, liquid energy, and forest products. This will alleviate draft restrictions and avoid the port having to turn away ships that could otherwise use Berths 1 & 2. The project will allow for larger and fully loaded vessels to call on these berths, allowing a larger volume of cargo to be moved more efficiently. This would benefit current industries such as pulp, paper, forestry products, aluminum suppliers and other commodities or breakbulk shippers that may not be current users of the Port of Port Arthur.

Without the construction of this project, Berths 1 & 2 would be unable to safely dredge to the proposed 48-foot draft and the port would be unable to capitalize on nearby channel improvements to improve expand port operations.

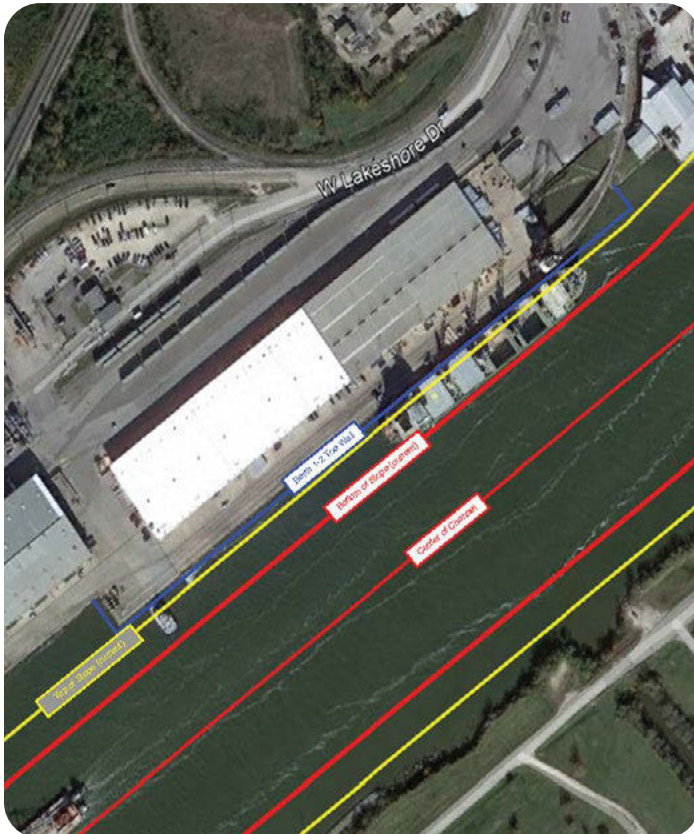


Project Status

The project has the support of the Board of Commissioners, Port Arthur, customers, and labor unions as this project would match the current channel depth change occurring on the Sabine-Neches Waterway.

Scoping and planning for the project have not begun. The existing permit SWG 2011-00303 will be amended to include this project due to the project location and size. This amendment is expected to be straightforward and will not cause a schedule delay. The National Environmental Policy Act (NEPA) process is not applicable for this project.

The project is expected to be able to let within the 2026-2027 biennium and is constructible by 2030.



Berth 1-2 Toe Wall

PROJECT BENEFITS



Economics

- Enhances the port's ability to handle larger vessels and drafts, retaining and growing cargo volumes to stay competitive.
- Eliminates light loading restrictions, increasing cargo movements, revenue, and job creation.



Operations

- Accommodates larger and fully loaded vessels, improving cargo movement efficiency and reducing congestion.
- Extends dredge cycles and improves vessel planning with better underkeel clearance.



Connectivity

- Adds a sheet pile toe wall to increase port capacity.
- Allows the berth to handle deeper draft vessels by dredging to match federal channel depth.



Safety

- Enhances safety as required by the U.S. Coast Guard and removes the need for lightering due to draft restrictions.
- Increases underkeel clearance for safer vessel operations and matches channel depths for greater resiliency, allowing alternative dock usage during emergencies.



Other

- Promotes economic growth and job creation in an economically disadvantaged area.



BERTH 7 AND 8 LIQUID LOADING TERMINAL

Port of Port Arthur

Project Category:  County: Jefferson | Project Status: Planning & Scoping | Total Project Cost: \$36,400,000



Project Description

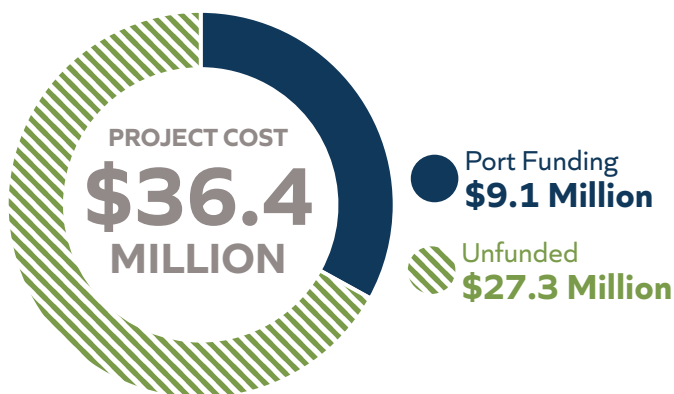
Year after year, increases in the movement of liquid energy tonnage occurs in Texas including the movement of oil, natural gas liquids (NGLs) and additional fuels, including renewables. With the channel deepening and diversification of various forms of energy, a gap exists in the innovative and purpose-built design to safely handle existing and emerging fuels with bunkering options. The Port of Port Arthur is proposing a project including the permitting, design, and construction of two berths for liquid loading facilities to receive and ship energy products. Backlands pipeline connectivity to be developed via private investment.

The port area and region have a robust pipeline infrastructure and a global scale refining complex with a leading albeit emerging additional energy transfer capability. Historically, the port has been a hub for layberths, lightering, bunkering, and liquids loading, supporting local industry, and optimizing waterway vessel movement. While most industries strictly limit layberths and bunkering, a well-designed bunker loop with fixed point for supply will mitigate safety and potential spillage during loading. Constraints exist on movement and aggravated by weather events. The project expands liquids transfer capability for various existing and emerging liquids cargoes, such as crude oil and distillates, while mitigating passing vessel effects.

This project would benefit industries including Port Arthur area liquid energy producers current and future fuels. While export capability is a focus, the project could be utilized for import products.

Safety is a significant factor in designing, permitting, and constructing two berth liquids loading facilities with appropriate setbacks vs repurposing an existing facility. The proposed location for the project is downstream of the Highway 82 bridge, which is periodically struck by minor vessel features such as antenna masts or lightning protection. As vessel size continues to increase over time, the waterway constraint at Hwy 82 will likely become a major issue, limiting cargo movement and commerce. The proposed project location will allow for improved operations in the present while creating facilities that will be able to accommodate future advancements in the shipping industry.

Funding Status



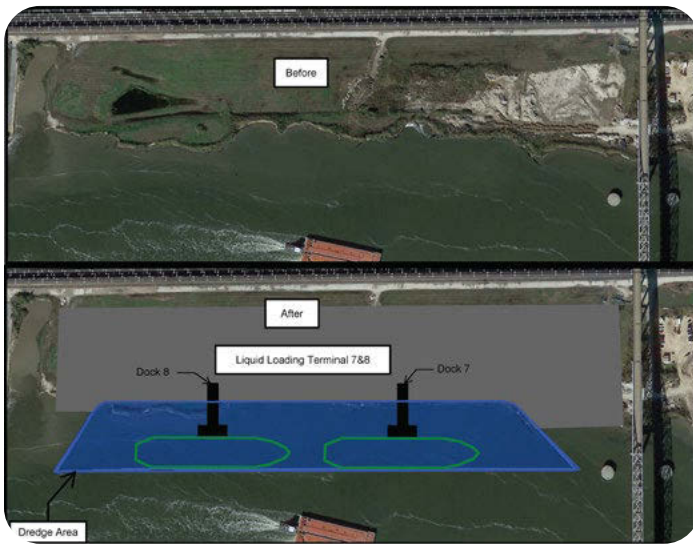
Project Status

The project has the support of the Board of Commissioners, the Port of Port Arthur, and its users. It has been highlighted to the Southeast Texas Regional Planning Commission and included in local outreach.

Scoping and planning for the project are approximately 75% complete. Permitting and environmental review are approximately 50% complete.

This project was previously permitted by the U.S. Army Corps of Engineers, including environmental permits & mitigation and preliminary design. However, the project was not constructed. The permitting process will need to be performed again, but a baseline has been established.

Construction is expected to start in 2027.



Design concept for the Berth 7 and 8 Liquid Loading Terminal

PROJECT BENEFITS



Economics

- Increases the U.S. export balance of trade, Texas' refined exports, and coastwide trade volume of renewable fuels to significantly increase tonnage, revenues, and job creation.



Operations

- Enhances downstream operations to improve last-mile connectivity, making improved use of Port Arthur's refining capacity and status as a leader in developing renewables and carbon sequestration.
- Improves efficiency by reducing vessel and terminal dwell times.



Connectivity

- Allows for utilization of Port Arthur's robust network of pipelines and terminals to access markets in Texas, U.S., and markets abroad.



Safety

- Provides for improved mooring, setback from channel, and remote area downriver of Hwy 82 Bridge.
- Provides additional safe bunkering and layberth for overall waterway traffic.
- Reduces waterway traffic delays and potential navigation hazards due to the project's location in a non-daylight restricted area with sufficient area for vessel turning movements.



Other

- Promotes economic growth and job creation in an economically disadvantaged area.
- Enhances the port's role as a producer of current and future fuels and provides a maritime pathway to foreign and domestic markets, helping to sustain the local economy.





BERTHS 3-5 TOEWALL

Port of Port Arthur

Project Category:  County: Jefferson | Project Status: Planning & Scoping | Total Project Cost: \$42,000,000

Project Description

The Sabine-Neches Waterway is being currently being deepened to 48 feet. However, Berths 3, 4, and 5 at Port Arthur are currently designed to accommodate 40-foot drafts. To enhance productivity and safety during berthing operations, it is essential to match the berth depths to the channel depths. Under current conditions, vessels that serve this port are required to load light, which reduces the efficiency and earning power of these movements.

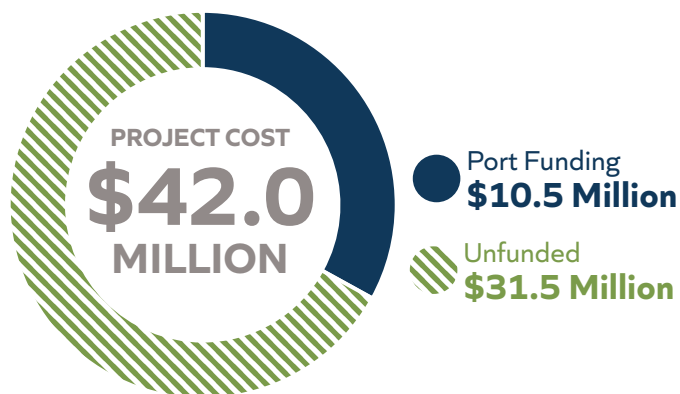
To deepen the berths, a proposed subsurface sheet pile retaining wall must first be installed to provide stability for the berth and docking system. This sheet pile wall at Berths 3-5 will be approximately 2,020 linear feet long. It will be placed near the face of the dock and driven below the mudline. Following this improvement, the berth area can be dredged an additional 8 feet to match the improved channel depth of 48 feet, which will be completed in a separate future project. Additional measures will need to be taken to fortify the dock for this new depth. The project may involve removal and replacement of the existing fendering system with added mooring bollards to accommodate breasting lines.

This proposed increase in draft allows more economical potential for the import and export of value-added products such as steel, aluminum, liquid energy, and forest products. This will alleviate draft restrictions and avoid the port having to turn away ships that could otherwise use Berths 3-5. The project will allow for larger and fully loaded vessels to call on these berths, allowing a larger volume of cargo to be moved more efficiently. This would benefit current industries such as pulp, paper, forestry products, aluminum suppliers and other commodities or breakbulk shippers that may not be current users of the Port of Port Arthur. This project would also benefit both dry and liquids bulk loading.

Without the construction of this project, Berths 3-5 would be limited by the current dredge depth of 40 feet. After the deepening of the channel and the vessels and markets shift to greater drafts, without the toewalls, Berths 3-5 will be unable to match the draft depth of 48 feet. This project allows the port to remain competitive and make full use of nearby channel improvements, helping to retain and attract customers to promote revenue generation and job creation.



Funding Status



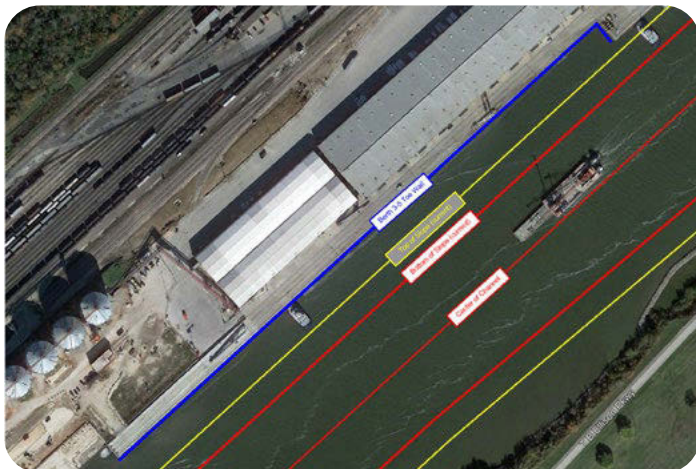


Project Status

The project has the support of the Board of Commissioners, the Port of Port Arthur, customers, and labor unions as this project would match the current channel depth change occurring on the Sabine-Neches Waterway.

Scoping and planning for the project have been completed. The existing permit SWG2011-00303 will be amended to include this project due to the project location and size. This amendment is expected to be straightforward and will not cause a schedule delay. The National Environmental Policy Act (NEPA) process is not applicable for this project.

The project is expected to be able to let within the 2026-2027 biennium and is constructible by 2030.



Proposed location for the Berth 3-5 Toewall

PROJECT BENEFITS



Economics

- Enhances the port's ability to handle larger vessels and drafts, retaining and growing cargo volumes to stay competitive.
- Eliminates light-loading restrictions, increasing cargo movements, revenue generation, and job creation.



Operations

- Accommodates larger and fully-loaded vessels, improving cargo movement efficiency and reducing congestion.
- Extends dredge cycles and improves vessel planning with better underkeel clearance.



Connectivity

- Adds a sheet pile toe wall to increase port capacity.
- Allows the berths to handle deeper draft vessels by dredging to match federal channel depth.



Safety

- Enhances safety as required by the U.S. Coast Guard and removes the need for lightering due to draft restrictions.
- Increases underkeel clearance for safer vessel operations and matches channel depths for greater resiliency, allowing alternative dock usage during emergencies.



Other

- Promotes economic growth and job creation in an economically disadvantaged area.



BRIDGE MULTIMODAL LAYDOWN AREA

Port of Port Arthur

Project Category: | **County:** Jefferson | **Project Status:** Planning & Scoping | **Total Project Cost:** \$14,621,000



Project Description

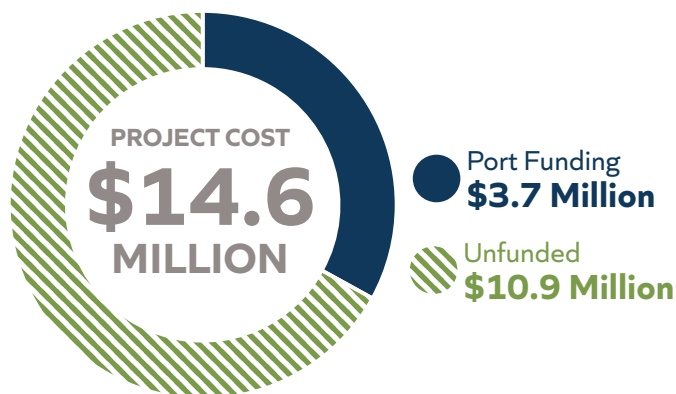
The MLK (Hwy 82) Bridge is located in TxDOT right-of-way, limiting the construction of docks and permanent structures in the area. Nearby deck heights are 14.5 feet above sea level, significantly higher than the conventional barges which are 6 to 7 feet above sea level. In order to better facilitate container on barge and project cargo movements in this underutilized area, the port is interested in building a step-down that will serve as additional laydown area for nearby berths.

This project will construct five acres of well-drained, paved backlands area adjacent to Berth 6, which recently received a \$67 million investment in improvements and development. The port currently has limited backlands capability compared to its length of dock space; this project will improve the capability to accommodate vessels at Berth 6 and allows for better utilization of recent infrastructure upgrades in the area.

The port is experiencing year after year growth of cargo volumes with commensurate increases in jobs, trucks, and rail volumes. With completion of Docks 5 and 6 and other port side expansion, the growth will continue with commercial cargo, specifically project cargo, roll-on/roll-off, military, containers, forestry, aluminum, and steel cargoes. A new multimodal laydown area will support continued growth in these industries while maintaining efficient operations by allowing for optimal, 360-degree traffic flow patterns to limit congestion within the port.

Failure to implement this project will result in continued congestion, truck idling, and an inability to support current and future customer growth, resulting in less revenue generation and job creation. The project area is currently underutilized, and the improvements to the surface would act as an efficiency multiplier to receive maximum benefits from significant recent infrastructure investments at Berth 6. Improved performance as a result of these improvements will maintain port competitiveness to maintain existing customers and attract new clients.

Funding Status

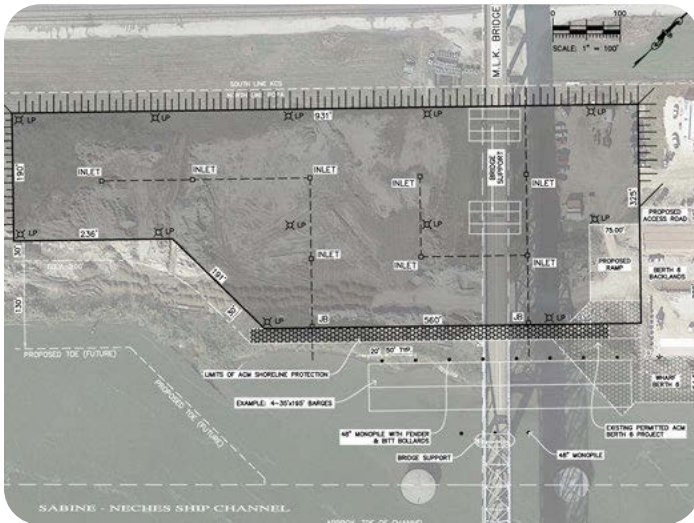


Project Status

The project has the support of the Board of Commissioners and various port users including workers and customers. The project has been highlighted to the Southeast Texas Regional Planning Commission and in ongoing community outreach.

Scoping and planning for the project are approximately 35% complete. Right-of-way and land acquisition in the project area have been completed. Permitting is underway for a U.S. Army Corps of Engineers (USACE) Individual Permit and USACE Section 10 Permit. Environmental review tasks, including threatened and endangered species study, socioeconomic and environmental justice analysis, and a cumulative impacts assessment are in progress.

The project will be ready to be let by the 2026-2027 biennium and will be constructible by 2027.



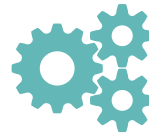
Design concept for Bridge Multimodal Laydown Area

PROJECT BENEFITS



Economics

- Creates open near dock-space for storage and laydown activities to support and fully utilize recent dock improvement projects.
- The port recently activated a Foreign Trade Zone 116. This area will be essential to that program attracting foreign private investment, leading to increased revenues, cargo diversification, and job creation for the region.



Operations

- Leverages ongoing dock expansion by create a developed area adjacent to a new dock with on-dock rail capabilities.
- Enhances import/export workflow by mitigating cargo congestion and minimizing idling of handling equipment and trucks through direct discharge.



Connectivity

- Establishes a stabilized area for efficient modal shifts and cargo movement among barges, railcars, and trucks.
- Provides an extra access point for trucks and military convoys to the nearby highway system.



Safety

- Improves access, leading to quicker emergency response times in case of accidents.
- Promotes safe cargo storage and operations by providing perimeter security.
- Creates a stabilized and well-drained laydown space for use during state and federal disaster recovery activities.



Other

- Creates well-paying jobs with benefits in a historically disadvantaged community.





MULTIMODAL RAILYARD FLYOVER STAGING AREA

Port of Port Arthur

Project Category:  | County: Jefferson | Project Status: Planning & Scoping | Total Project Cost: \$13,030,000

Project Description

In order to accommodate the customers within a new development area within the Port of Port Arthur, cargo movement into and out of this area needs to be amplified. Flood protection levees in this area are being modified by the U.S. Army Corps of Engineers which will have a significant impact on port operations. The port was awarded funding to construct an elevated flyover to cross the adjacent Canadian Pacific Kansas City rail yard and the new alignment of the flood protection levee. The area surrounding the future flyover project is currently blighted by abandoned land tracts that are frequently used to dump household waste, tires, and construction materials. The port seeks to develop these tracts of land into usable space in order to improve port operations in the area.

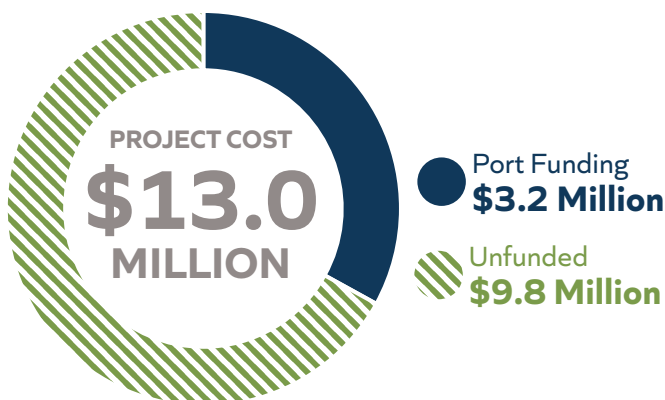
This project creates a 12-acre paved multimodal laydown area at the base of the new flyover in an area that is currently undeveloped and not suitable for residential development due to its location adjacent to a former metal scrap iron yard. The overall project site is approximately 14 acres in size, two acres of the development will be used as detention pond to minimize drainage impact to the surrounding areas. Existing utilities such as sanitary, water, storm sewer, and overhead electric lines will be removed from the site during construction.

This project will allow for the staging of trucks and military cargoes outside the main gate area, helping to alleviate traffic conditions at the port entrance which currently suffers from bottlenecking and gridlock. The proposed staging area will create an additional initial point of arrival for trucks for remote check-in to mitigate truck congestion. The area would also serve as laydown area for various cargo types, supporting growth in the forestry, metals, and military industries.

Without developing these parcels, the port will continue to have congestion and truck idling and will lack the ability to support customer growth, limiting future revenue generation and job creation in the region. The proposed staging area converts an underutilized area, often filled with illegally dumped materials, into an asset for the port. Beneficial transportation infrastructure constructed in a responsible manner will improve appearances for the community and stabilize the area for future economic development.



Funding Status



Project Status

The project has the support of the Board of Commissioners, the Port of Port Arthur, Stevedores, Local Longshore Labor, and port users. The project has been highlighted to the Southeast Texas Regional Planning Commission and in ongoing community outreach.

Scoping and planning for the project are approximately 25% complete. Right-of-way and land acquisition for the proposed project location are approximately 64% complete.

Environmental review is 50% complete, with Phase 1 and Phase 2 Environmental Site Assessments having been completed on the entire project area. Portions of the project area have been reviewed for wetlands, cultural resources, and threatened and endangered species.

Required permits include construction permitting through the City of Port Arthur immediately prior to construction, and drainage review and letter permit through Jefferson County Drainage District No. 7 during the design phase. These processes should be straightforward and will not impact the project schedule.

This project will be ready to let within the 2026-2027 biennium and is constructible by 2028.



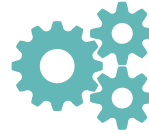
Location of the proposed Multimodal Rail Yard Flyover Staging Area

PROJECT BENEFITS



Economics

- Boosts appeal of nearby tracts for cargo and warehousing, attracting tenants.
- Increases regional income, jobs, customer facilities, and aids port expansion and diversification.



Operations

- Reduces the number of trucks using local streets as storage lane capacity during demand surges.
- Allows for efficient loading/unloading of trucks from a single load position for larger cargo movements or military convoys.



Connectivity

- Creates an entry/exit node that doubles as a staging area, allowing for more efficient access and truck processing procedures.
- Access improvements will reduce response times for emergency services.



Safety

- Separates port traffic from local traffic by creating additional space to utilize for storage and queuing.
- Eases port and driver load by establishing a TWIC-free laydown and truck staging area, freeing other port zones for regulated cargo staging.



Other

- Creates well-paying jobs with benefits in a historically disadvantaged community.
- Transforms an abandoned lot that is often used as a dumping spot for household waste, tires, and construction debris into a usable, productive space for the local community.
- Improves local air quality by reducing emissions from idled trucks through improved efficiency.

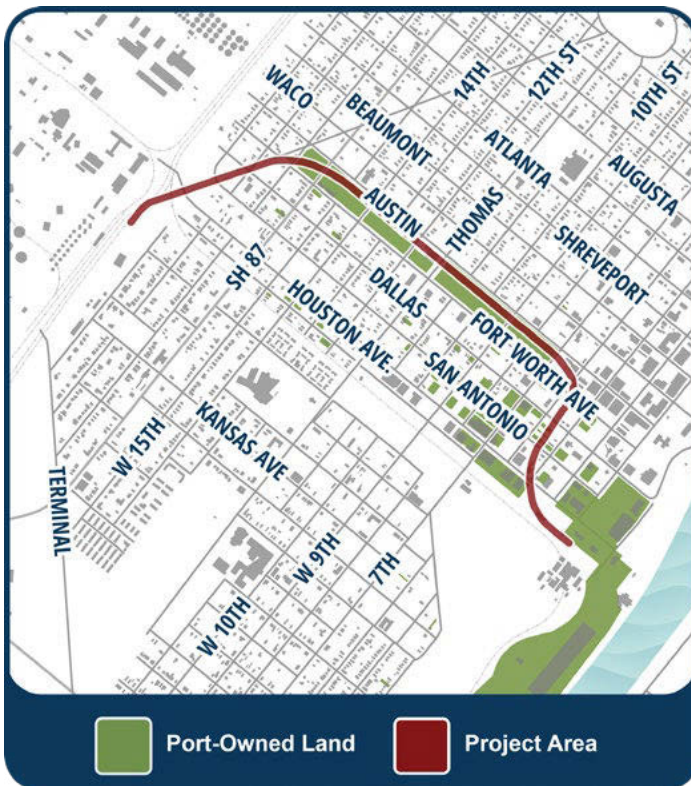




RAILYARD REDEVELOPMENT

Port of Port Arthur

Project Category:  County: Jefferson | Project Status: Planning & Scoping | Total Project Cost: \$15,097,000



Project Description

The recent completion of two key berth enhancement projects has added 1,600 linear feet of dock; however, there is now a significant gap in the port's rail capabilities to service these new docks and take advantage of increased berth capacities and cargo movements. In order to leverage these recent investments and to capitalize on year over year port growth, the Port of Port Arthur is proposing the redevelopment of an abandoned area to tie into the main rail line near Houston Ave and connect it to the port.

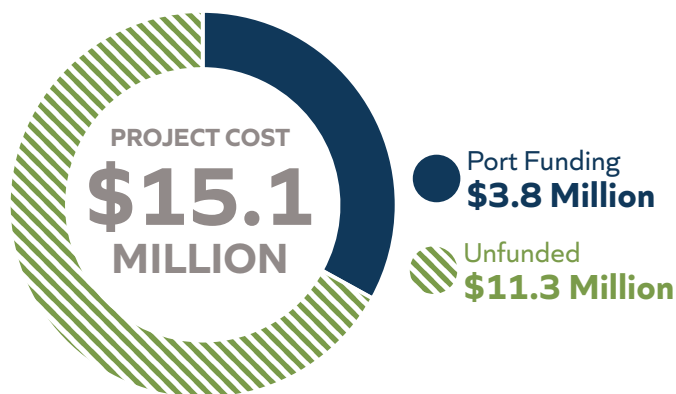
The proposed project would provide rail service to approximately 29 acres of laydown yard. The project area was originally a railyard, constructed in the mid-1910's. Redeveloping the 4-acre railyard will allow for full utilization of benefits provided by approximately \$110 million of recent infrastructure upgrades.

The port is a designated Strategic Seaport handling a considerable volume of military roll-on/roll-off cargo that tends to be a large rail user to move cargoes destined for Texas military installations such as Ft. Bliss, Ft. Cavazos, Red River Depot, and other locations around the country. The proposed railyard would also benefit several other industries, primarily industry project cargo, wind energy and breakbulk cargo.

The project will facilitate local job creation and cargo diversification as the port becomes more competitive and is able to attract new users to take advantage of recent infrastructure upgrades. The proposed railyard will also be located on the protected side of the nearby flood levee, improving the port's resiliency and resistance to impacts of natural disasters.

The Port of Port Arthur is highly dependent on rail movement to support Texas and U.S. manufacturers and exports. In recent years, the port has missed out on cargo opportunities due to a lack of rail capabilities, and without this project other missed business development opportunities are likely, negatively impacting revenue generation and job growth in the region. Without these improvements, the port will not be able to keep up with projected growth and will become less competitive in maintaining existing clients and attracting new business to the area.

Funding Status





Project Status

The project has the support of the Board of Commissioners, Port of Port Arthur, and the Canadian Pacific Kansas City railroad.

Scoping and planning for the project are approximately 20% complete. ROW and land acquisition are roughly 75% complete. Phase 1 & 2 Environmental Site assessments have been completed for approximately 75% of the required tracts of land.

Permits required include a City of Port Arthur building permit, site drainage letter permit from Jefferson County Drainage District No. 7., and road crossing permit from TxDOT (SH 87/ Gulfway Drive).

This project would be ready to let within the 2026-2027 biennium and is constructible by 2030.



Proposed alignment for the Railyard Redevelopment project

PROJECT BENEFITS



Economics

- Fulfills need for increased rail capabilities to support \$110 million in capital investments to increase goods movement, revenues, and job creation in the region.
- Additional rail capabilities are essential to utilizing the port's recently activated a Foreign Trade Zone 116 to attract foreign private investment.



Operations

- Eliminates double-handling of train cars, enhancing efficiency and reducing idle times.
- Lessens port congestion by adding rail and streamlining train car handling.



Connectivity

- Simplifies rail-to-vessel links by eliminating train disassembly for loading/unloading, and allows concurrent train runs for ship filling and direct rail advancement, enhancing seamlessness of connections.



Safety

- Enhances safety by minimizing labor interaction with moving railcars and reducing slip, trip, and fall risks through stabilized rail areas for cargo staging.
- The project, located on the flood-protected side, bolsters port resilience and operational continuity during disasters.
- Added fencing and lighting ensure a safer, more secure area.



Other

- Supports job creation and cargo diversification in a historically disadvantaged community.
- Enhances air quality by promoting rail cargo movement over emission-heavy truck transport.



TERMINAL RAIL EXPANSION

Port of Port Arthur

Project Category:  **County:** Jefferson | **Project Status:** Planning & Scoping | **Total Project Cost:** \$10,000,000



Project Description

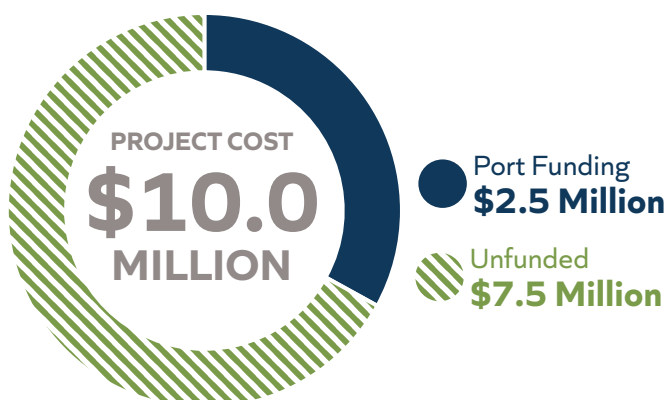
At the Port of Port Arthur, located next to the Canadian Pacific Kansas City (CPKC) railyard, approximately 80% of the inland breakbulk tonnage moves via rail, underscoring the port's heavy reliance on rail for supporting Texas and U.S. manufacturing and exports. The existing railyard faces space constraints and insufficient rails. The current layout often leads to congestion in standard operations due to time-consuming rail spotting and train car relocation, which increases idle times and inefficiencies, thus lowering operating capacity to about 75%.

To address the existing inefficiencies and allow the port to keep up with year over year growth in cargo movements, the Port of Port Arthur proposes a Terminal Rail Expansion project, which will enhance port connectivity and rail accessibility. The project includes constructing approximately 15,000 feet of railroad track parallel to the existing alignment. The addition of this track will optimize rail loading/unloading processes as trains will be able to be bulk handled directly onto trucks or barge, eliminating the need for time-consuming and unsafe reconfigurations. These increased rail capabilities will increase goods throughput and make the port more attractive to prospective clients, leading to increased revenue generation and job creation for the region.

The improvement will assist particularly with roll-on/roll-off cargo, including military, wind energy, and other large-scale cargo. The project would support movement of cargo for the largest refiner in North America as well as the largest energy producing complex in North America, including three local refineries, liquefied natural gas (LNG) facilities and pipeline transmission capability by handling pipe cargo. During periods of heightened military activity and normal transactional activity, the port moves Department of Defense cargo in and out of the port. Port Arthur is one of three Strategic Seaports in Texas, and military is a significant user of rail. The project would also support USTRANSCOMM-SDDC operations through U.S. installations, including all Texas bases.

Without the expansion, the Port risks missing future growth opportunities, which could negatively impact regional revenues and jobs. The rail improvements are crucial for maintaining competitiveness and supporting national security by ensuring the port can handle critical military and energy shipments efficiently. As a key hub for transporting oil, fuel, and military equipment, the upgrades are vital to both economic growth and the nation's strategic infrastructure.

Funding Status





Project Status

The project has the support of the Board of Commissioners, the Port of Port Arthur, and the CPKC railroad. This project was included in the port's Master Site Development Plan, highlighting its importance to the port.

The project area is on a combination of Port of Port Arthur owned property and unused land on the CPKC railroad. Preliminary design drawings have been previously shared, and land would likely be subject to a possible lease with a possibility of a sale.

No U.S. Army Corps of Engineers permitting or environmental review are expected to be required; the project would be an extension of an existing land tract, previously owned by CPKC (then Kansas City Southern) and sold to the port. The port has previously improved the drainage, stabilized the area, and constructed rail with an asphalt topping for multipurpose use on this tract.

This project will be ready to let within the 2026-2027 biennium and is constructible by 2030.



Location of the proposed Terminal Rail Expansion project

PROJECT BENEFITS



Economics

- Supports \$110 million in capital investments to boost goods movement, revenues, and job creation.
- Utilizes the newly activated Foreign Trade Zone 116 to attract foreign investment.



Operations

- Eliminates double-handling of train cars, improving efficiency and reducing idling.
- Adds rail and streamlines train car handling to lessen port congestion.
- Speeds up railcar spotting and turnover times for cargo.



Connectivity

- Directly connects rail-to-vessel operations, eliminating train disassembly and enabling simultaneous train operations, enhancing connection seamlessness.



Safety

- Reduces physical train car handling, decreasing collision risks.
- Eliminates truck needs, reducing truck-to-rail accident potential.
- Smooths passage at rail crossings, enhancing safety.
- Boosts port resiliency and disaster recovery response capability.



Other

- Promotes job creation and cargo diversification in underserved communities.
- Improves air quality by favoring rail over emission-heavy truck transport.

PORT MANSFIELD

AIRPORT RUNWAY EXTENSION

Port of Port Mansfield

Project Category:



County: Willacy

Project Status: Planning & Scoping

Total Project Cost: \$12,000,000



Project Description

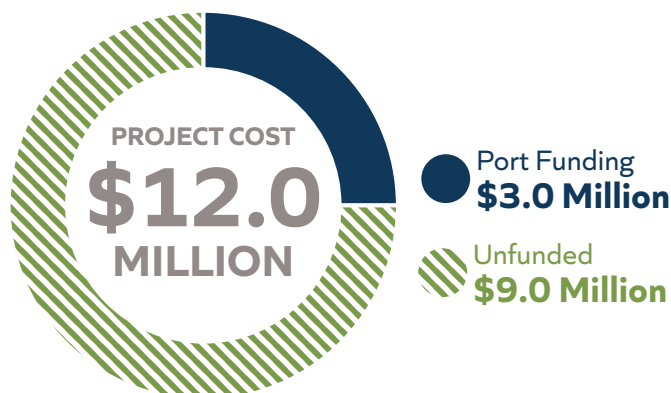
The airport runway at the Port of Port Mansfield provides a unique opportunity for the port and the community of Port Mansfield. However, due to the existing runway's 3,800-foot length, only small, privately-owned propeller craft can operate from the airport, and the runway has become so busy that it will need an extension to remain operating at peak efficiency. As the only paved government runway in Willacy County, improving the existing runway will expand economic benefits for the port and region as a whole.

Project improvements include extending the runway length from 3,800 to 5,200 feet. This improvement would allow for larger aircraft, including cargo planes and leer jets, to utilize the runway, helping to develop new economic opportunities for the port. The project also includes the addition of hangar storage space at the runway to handle cargo storage and staging.

Runway upgrades would serve to increase customer access to the region and create cargo-handling capabilities to attract customers to the port that will benefit the region. Extending the runway will also enable potential customers to break down cargo arriving by ship and then airlift the cargo from the port to its eventual destination. Several clients have approached the port about these capabilities in recent years, and the proposed runway improvements, along with the creation of additional hangar space for storage and staging, would enable the port to accommodate these requests and attract new business to the area. The improved runway could also provide services to the U.S. Coast Guard (USCG) by creating a re-fueling station to be used during search and rescue operations.

Without these improvements, the port will remain unable to capitalize on demand for improved airport services. In Willacy County, designated as an economically disadvantaged county, the potential job creation and additional revenues associated with these new business opportunities would be significant benefits critical for improved quality of life in the region.

Funding Status





Project Status

The project is supported by the Willacy County Navigation District Commissioners and a new commercial tenant that signed with the district in December 2023.

Scoping and planning for this project are approximately 20% complete. Design is 40% complete. The port is working to acquire 200-300 acres of property for this project. Permitting and environmental review has not been completed yet.

This project will be ready to let within the 2026-2027 biennium and is constructible by 2030.



Airport runway extension project area

PROJECT BENEFITS



Economics

- Enables customers to break down cargo from barges for shipment via plane, generating revenue by providing additional hangars and cargo space at the airport.
- Creates leasing opportunities for hangars, strengthening the commercial aspect of the port.
- Attracts new customers, generates additional revenue, and creates jobs for the region.



Operations

- Enhances the port's unique advantage with extra runway length and storage, and potential for future expansions based on demand.
- Improves cargo movement efficiency by expanding airport cargo space for larger shipments.
- Leverages improvements to the airport access road from the recent Seaport Connectivity Program grant to capitalize on infrastructure investments.



Safety

- Provides an alternative re-fueling location to support the U.S. Coast Guard in search and rescue operations in the area. Currently the USCG must fly nearly 50 miles to Brownsville for re-fueling.



Other

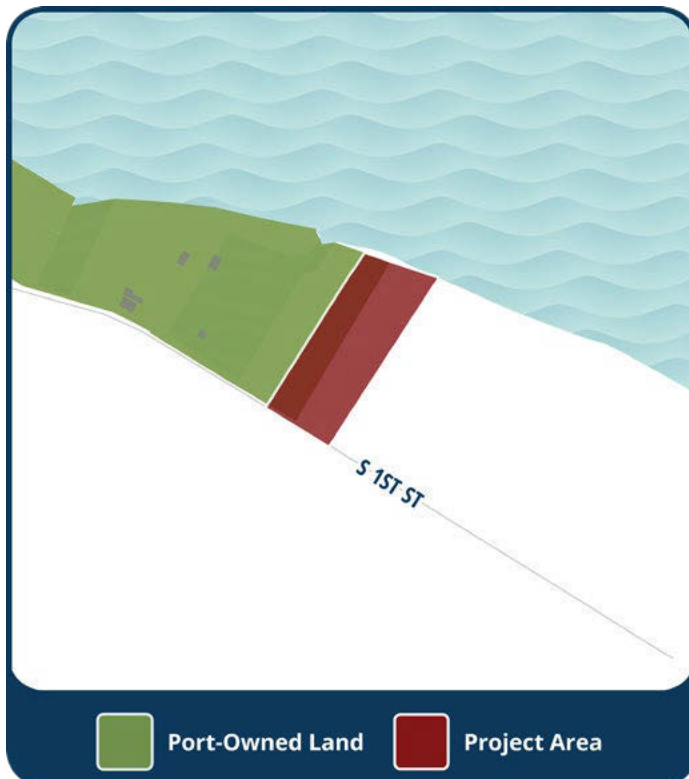
- Creates six to 10 short-term jobs and 20 to 30 additional long-term jobs in an economically disadvantaged county.



INLET CHANNEL FOR MARINA EXPANSION

Port of Sabine Pass

Project Category:  County: Jefferson | Project Status: Scoping & Planning | Total Project Cost: \$12,000,000



Project Description

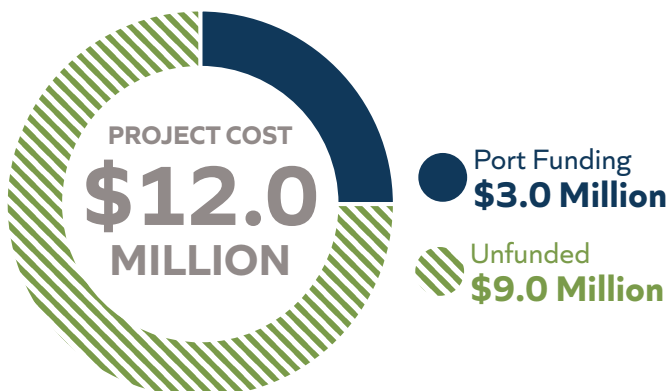
The existing marina at the Port of Sabine Pass is currently overcrowded, and the smaller vessels using the marina are often forced to wait for available berths or go further upstream to berth. This creates additional hazards for large liquefied natural gas (LNG) tankers and their tugs that are navigating this busy section of the Sabine-Neches Waterway (SNWW), resulting in congestion and significantly increasing the likelihood of accidents. The current marina was built over 20 years ago, and needs to be deepened and expanded in order to keep up with continued growth and demand from users at the port.

The proposed project will include the excavation of a new inlet that will be adjacent to the existing marina slips. The project area is approximately 100 feet wide and 500 feet long and will include as many as 35 new boat slips to service additional recreational vessels. The new inlet will also include the addition of a new boat ramp and a service lift.

The marina expansion will allow smaller fishing and pleasure boats to quickly dock, removing them from the waterway where they will no longer have to maneuver around much larger tanker vessels. The expansion will also allow the port to accommodate more users and improve the marina's efficiency, helping to generate additional revenue and create additional jobs for local businesses and sport fishermen. The marina expansion project will create the additional space needed to serve social and economic needs for the region.

Without this project, overcrowding at the marina will continue due to insufficient berthing space. In the future, this will increase the likelihood accidents at the mouth of the SNWW. Economically, the port would be missing out on chances to expand business capacity for small fishing operations and the various types of businesses that support those operations.

Funding Status





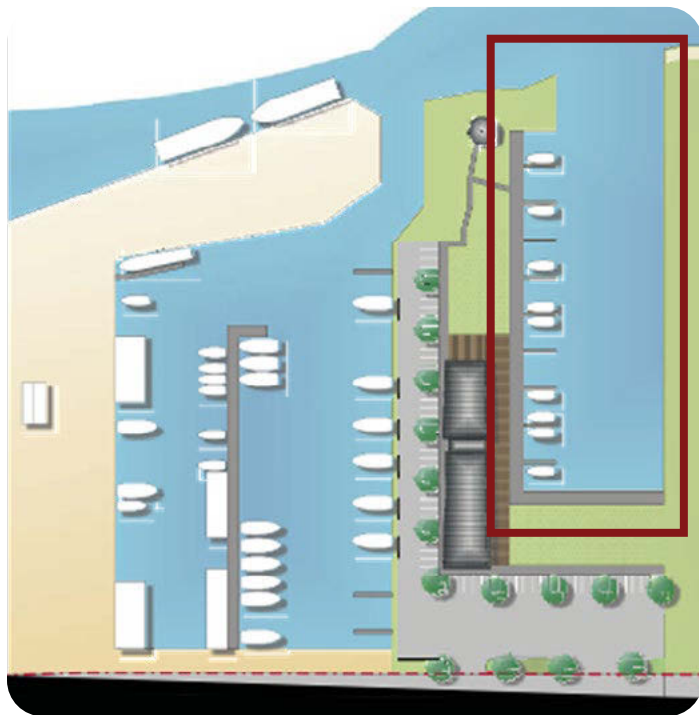
Project Status

The project strong support from a wide variety of stakeholders including government agencies, industry, regional planning organizations, and marina users.

Scoping and planning for the project are approximately 5% complete. Right-of-way and land acquisition necessary for the project have been completed.

The permitting and environmental review processes for the project has not started. The project will require a Section 404 permit and environmental clearance for soil disposal. The port plans to avoid ocean dumping and put its dredged material to good use.

The project is expected to be lettable by the 2026-2027 biennium and is constructible by 2030.



Proposed inlet expansion concept rendering

PROJECT BENEFITS



Economics

- Creates jobs locally for businesses and sport fisherman that would use the facility.
- Increases revenues through sale of fuel to vessels.
- Helps to retain existing businesses and attract new clients to Sabine Pass.



Operations

- Enhances efficiency through Improved access for all waterway users.
- Allows smaller vessels to dock as close to the mouth of the Gulf as possible, reducing congestion further upstream where larger vessels are operating.



Connectivity

- Improves the port's ability to quickly dock small boats and provide access to the nation's busiest waterway.



Safety

- Removes navigation conflicts between 500-foot LNG tankers and much smaller fishing and pleasure boats to improve safety on waterways.



Other

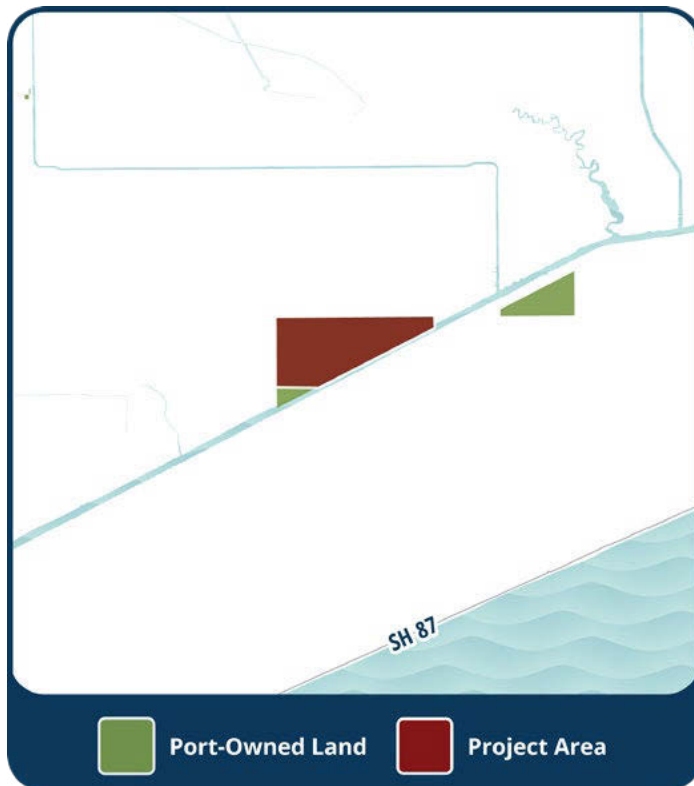
- Creates employment opportunities for the local community and small businesses such as small fishing operations and supporting industries such as small food and convenience businesses in an Economically Disadvantaged County.
- Enhances quality of life by creating a marina to serve as an attraction to new employees and their families.



INTRACOASTAL WATERWAY BARGE TERMINAL

Port of Sabine Pass

Project Category: | County: Jefferson | Project Status: Conceptual | Total Project Cost: \$40,000,000



Project Description

The project site is centrally located between Galveston Bay and Sabine Pass and has the potential to expand the carbon capture and construction industries simply by embarking on an opportunity to develop along the Gulf Intracoastal Waterway (GIWW) in this area. The maritime interstate system has already proven its value as an efficient method of moving some of the highest valued goods, but there is currently a gap which leaves Marine Highway 69 (M-69) as an underutilized asset.

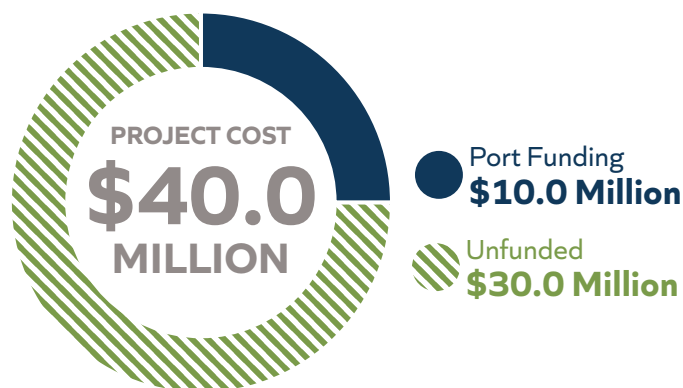
The Port of Sabine Pass is looking to utilize this project location that has been granted to service Chambers and Jefferson counties to alleviate roadway congestion and emissions which has been a result of the growth in the area due to Grand Parkway and the expansion of I-10. The need for construction materials has negatively affected logistic expenses and air quality, since the majority of the trucks with the capabilities to service the area must travel from Houston or Beaumont.

The proposed project site would accommodate bunkering tugboats and barge berthing on the GIWW for port connectivity to transport aggregate and cement to SH 124, as well as support carbon capture barges to injection sites properties on the GIWW. The port would eventually like to bring rail to this parcel as it builds out over time. There will also be future infrastructure needs such as roadways to connect the port to inland highways.

The benefit of the project would be to expand the carbon capture and construction industries with the added accessibility to materials and reduction in logistic costs. The project will allow commodities to bypass the anticipated construction zones that would come from future development. This will improve accessibility by keeping trucks out of the major traffic corridors and will create a safer environment for the general public.

The result of not pursuing this opportunity will increase the volume of trucks traveling alongside residential and commercial vehicles on major travel corridors. This presents a safety concern for those traveling, as the higher volume of traffic could lead to increased risk of accidents and fatalities. Providing an alternative access point for construction materials will decrease this risk and alleviate the emissions.

Funding Status





Project Status

The project is at the conceptual level of development. The project has a developer driven impact which will allow it to be ready to let within the 2026-2027 biennium. The rail phase could be longer, however, depending on the rail developer and the economics. The anticipated permits include Section 404, Section 401, Section 10, and Section 103, along with historical and endangered species environmental permitting.

Market impact, purpose, and use is currently being developed. Scoping for feasibility for rail and initial infrastructure will play a role in project scoping.



Location of the proposed barge berthing and loading terminal along the Gulf Intracoastal Waterway



Zoomed in view of the proposed barge berthing and loading terminal along the Gulf Intracoastal Waterway.

PROJECT BENEFITS



Economics

- Generates revenue by transferring products over the operation's bulkhead, replacing the need for trucking into the area.
- The expansion of market-based services that service the rising carbon capture market is one of the keys to economic growth.



Operations

- Improves cargo movement by utilizing the Marine Highway system, reducing traffic and increasing cargo volume.
- Enhances efficiency and enables the development of a sustainable market with less impact from natural disasters.



Connectivity

- This project is in the District-controlled region of the GIWW that will allow for the development of multimodal operations that can service isolated areas of the Gulf Coast.



Safety

- Reduces truck traffic on main thoroughfares, enhancing safety for all travelers.
- Benefits material suppliers by minimizing logistic touches to the destination, decreasing mishap exposure with fewer contact points.



Other

- The project introduces a new service-based operation in the area, creating employment opportunities for local residents.
- Reduction in truck traffic decreases road maintenance expenses and provides air quality benefits.



LNG SHIP BERTH AND BUNKERING

Port of Sabine Pass

Project Category:  | County: Jefferson | Project Status: Planning & Scoping | Total Project Cost: \$65,000,000



Project Description

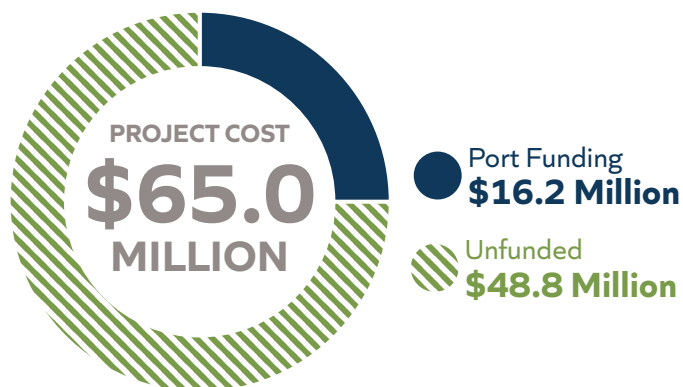
There are currently multiple liquefied natural gas (LNG) production marketplaces along the Sabine-Neches Waterway and additional facilities being permitted for production. The growth of this marketplace establishes a demand for port facilities capable of serving the LNG industry along with other industries along the waterway in an efficient manner. The proposed project, located approximately 2.5 miles downstream of the Port of Sabine Pass's marina could provide the most efficient and cost-effective means to do just that, enhancing the capabilities for the one of the largest LNG production regions in the world and the leading the bulk liquid cargo waterway in the nation.

The project will include one LNG ship berth, estimated to be 1,370 feet long, parallel to the shore on the lower part of the channel. Dredging of the channel will occur to an depth of -48 feet to accommodate the draft depth needed for anticipated vessels. A future project phase would include construction of three finger piers, ranging from 800 feet to 1,000 feet long, that would provide six LNG ship berths and would allow for lay berths for ships as well as fuel bunkering. The lay berth will have the capability to service vessels with stores (supplies and equipment), potable water, electrical shore power, and trash and sludge removal.

Tank farm and pump station is designed to be close to the loading docks and planned in two phases. The two phases will ultimately consist of six 150-foot diameter tanks with capacity of 100K barrels each of bunker fuel storage, thereby aiding in the expedited service to the vessels.

Sabine Pilots are estimating that by 2027, 4,500 ships will be traveling the ship channel each year, with 1,500 of these ships being LNG ships. This will cause congestion and navigational safety concerns during the fog season. There is not a port facility that is currently close to the Gulf that can service these industry vessels. Without construction, there is risk of losing this opportunity to the Louisiana side of the river due to a lack of real estate to service these vessels, resulting in lost possible revenue for Texas.

Funding Status





Project Status

The project has the support of the port's commissioners. The project is also important to Chenier, Golden Pass, Port Arthur LNG, and Oneok Production Facilities on the Sabine-Neches Waterway.

Scoping and planning for the project are 5% complete. The right-of-way and land acquisition task is 20% complete. Permitting is 10% complete. The project could be ready to let within the 2026-2027 biennium.



Rendering of LNG ship berth and bunkering facility



Location of the LNG ship berth and bunkering facility on the Sabine-Neches Waterway

PROJECT BENEFITS



Economics

- Increases volume in trade.
- Generates revenue locally from the sale of bunker fuel to tankers.
- Significantly benefits the LNG industry and other maritime ships, which provided an economic impact of \$450 billion to the state in 2023.



Operations

- Streamlines processes by reducing handling of dangerous LNG and bunker fuel, shortening ship downtime and allowing more ships to be serviced quickly with less environmental risk.



Connectivity

- Project connects to the Gulf Intracoastal Waterway and the state multimodal system.
- Focuses on pipeline functions in servicing shipping due to a limitation on rail accessibility.
- Provides relief to upstream shipping congestion on the Sabine-Neches Waterway.



Safety

- Moves the functions from the open Gulf to a protected inlet mooring.
- Improves port preparedness and resiliency with the use of controlled transfer processes.



Other

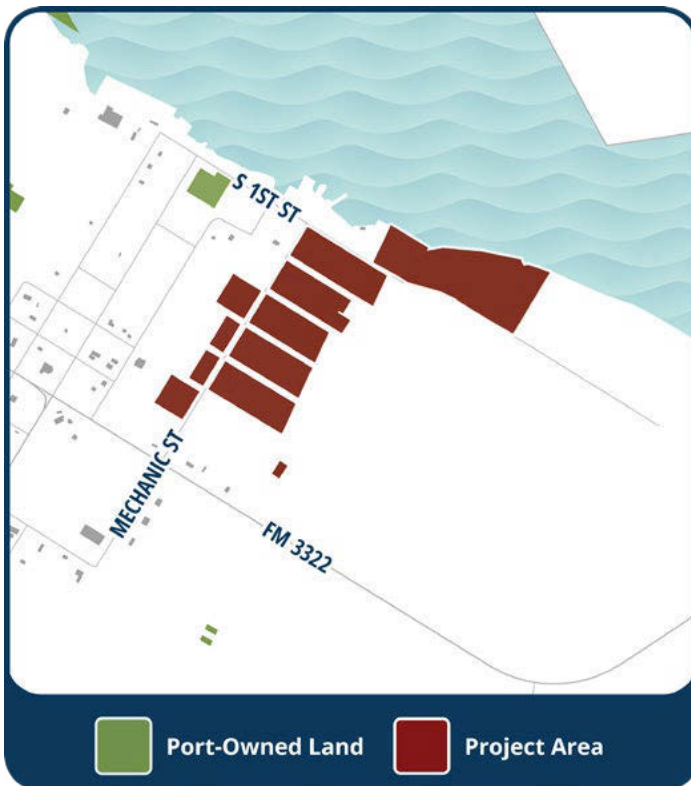
- Creates employment opportunities for the local community and small businesses.
- Project design will eliminate Gulf operations at sea with possibilities for environmental spills and surface impact.



MECHANIC STREET FACILITIES

Port of Sabine Pass

Project Category:  County: Jefferson | Project Status: Planning & Scoping | Total Project Cost: \$2,385,800

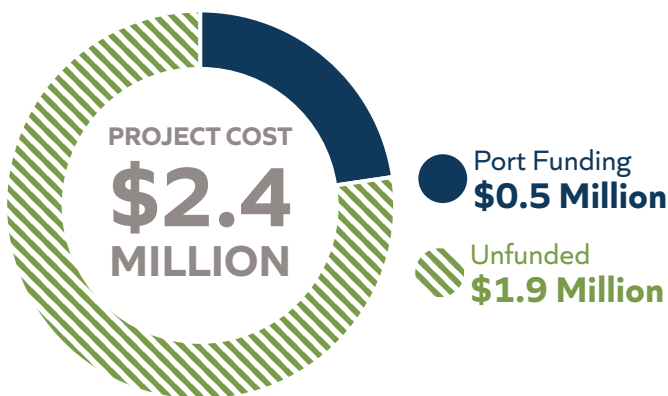


Project Description

Along Mechanic Street, the Port of Sabine Pass is looking into revitalizing a once-historic destination site. The small coastal community had catastrophic damage in the wake of Hurricane Rita. Commercial development projects would be an investment into the community, with industries in the region providing revenue for the needed workforce.

The port development will play a key role in the resurgence of the community. In preparation for site development, Mechanic Street is undergoing enhancements. The 2,563-foot-long roadway is being paved with concrete 24 feet wide. The roadway will become part of a transportation system that serves an increase in the trucking needs created by the expansion of waterway services. The port owns property on both sides of the roadway. The port has been in discussions with developers that would use a land lease to facilitate the building of multi-family housing (for both liquefied natural gas [LNG] and pressurized LNG plant expansions), restaurant establishments, grocery, and hardware retail outlets. Real estate to be developed will be more than 40 acres. While the developers will construct the operating facilities, the port plans to provide for needed civil and site construction to service commercial and retail growth.

Funding Status



The area needs multiple commercial routes to maximize the real estate controlled or associated with the port's long-term planning goals. The project provides an additional main street type development that combines with Broadway Street to help move recreational and retail business toward the waterfront, which promotes existing operations while bringing new business to the region.

If the project is not implemented, the retention of the workforce in the region is negatively impacted. Offering commercial and retail services is vital to retaining the workforce in order for regrowth to occur.



Project Status

The project has the support of the port's commissioners, is important to the local community, and is part of a commercial corridor that services the retail and marina community, which is a significant part of the economic growth.

Scoping and planning for the project are approximately 10% complete. Permits required will be identified when the planning and scoping phase is complete. The roadway portion of the project is currently under construction.

The project could be ready to let within the 2026-2027 biennium and construction could be completed by the end of the 2030 fiscal year.



Proposed commercial and retail area



Proposed multi-family area

PROJECT BENEFITS



Economics

- Generates revenue through land leases and potentially revenue share participation.
- Trade volume boosts retail sales and sales tax revenue for local governments while expanding the client base to increase foot traffic for businesses in the area.



Operations

- Provides centralization in truck traffic, reduces consumer traffic into adjacent communities, simplifies product delivery and a conscience for retail customers in servicing their needs.



Connectivity

- Reduces congestion on the existing transportation network that passes through the industrial area of Chevron and Valero.



Safety

- Reduces travel miles for consumers and thereby increases safety for the traveling public.
- Increases the ability for local emergency management to have a consistent supply chain of goods that would be available in a pre or post-disaster situation.



Other

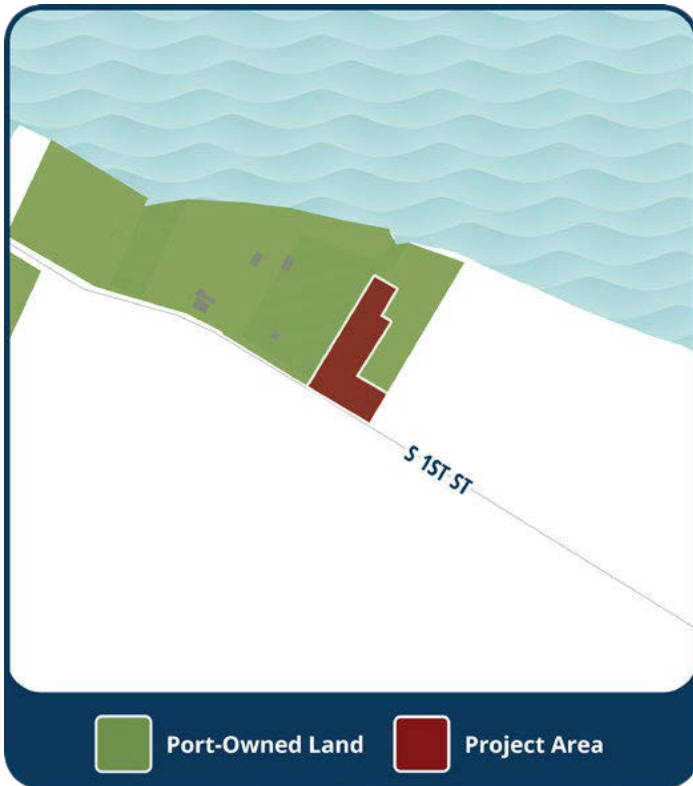
- Creates jobs that are needed to keep the workforce local.
- Local business always has an increased opportunity over those that are several miles away; in this case nearest competitors to new business will be over 15 miles away.



MULTI-USE FACILITY EXPANSION

Port of Sabine Pass

Project Category:  County: Jefferson | Project Status: Planning & Scoping | Total Project Cost: \$8,000,000



Project Description

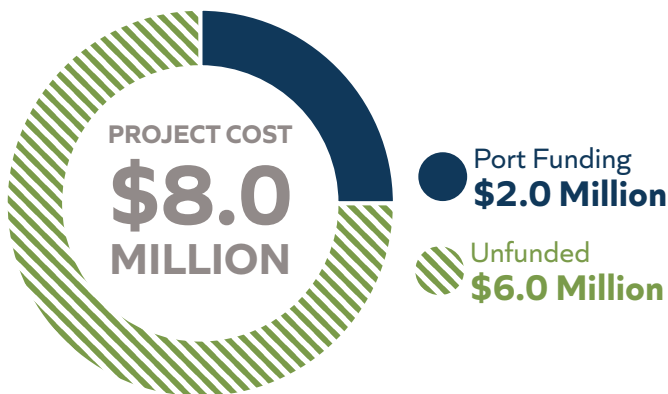
Following the devastating destruction that occurred during Hurricane Rita back in 2005, the Port of Sabine Pass is looking to restore commercial development to the local community to provide retail opportunities that were lost after the storm. The community is in need of a facility that could promote municipal growth both economically and socially during this phase of regional reconstruction.

The port is seeking to expand the marina, recreational, and entertainment use by cutting another inlet to form a lagoon, creating additional boat slips, and building cabins or other lodgings that would service tourism. The facility would house offices, meeting rooms, guest rooms (hotel type), and eating area (restaurant in configuration). The project aids the retail and marina communities by attracting new development and promoting economic benefits through jobs and revenue stimulation. The facility would offer a number of public service functions such as the ability to host events, house local management, and provide meeting locations for the region.

The visiting public will feel safe with the ability to retreat to a facility with new building codes designed to reduce the impact of natural or industrial disasters. Due to the design, it can play a role as the only shelter-in-place location from natural disasters, and its being located on the waterfront could be useful as an operations center by regional emergency management authorities.

Historic weather events continue to occur in this region, showing the need for a weather-resilient foundation to aid the community. Without the assistance from local agencies, this community's redevelopment progress may slow down or even halt.

Funding Status

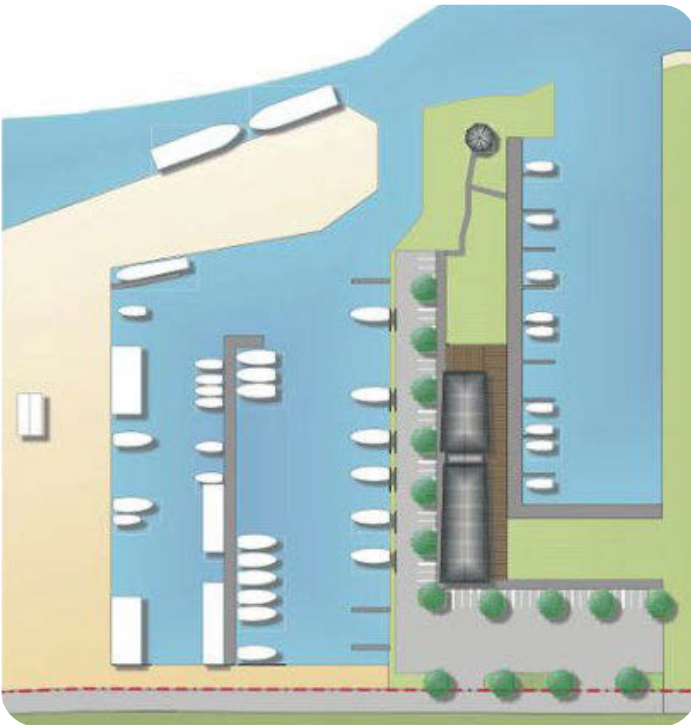




Project Status

The project has the support of the commission and local marina community. This is an important project that the port has highlighted in previous iterations of its Master Plan.

Scoping and planning is 10% completed. Permits anticipated include U.S. Army Corps of Engineers permits, building permits, certifications to be deemed a shelter-in-place facility, and health permits for food operations. The project would be ready to let by the 2026-2027 biennium.



Multi-use facility plan



Multi-use facility rendering

PROJECT BENEFITS



Economics

- Brings in new revenue and sales taxes on goods and services.
- Provides overnight facilities/ storage and draws small business to the area that would service the new customer base.



Operations

- Integrates multiple operations including pipeline operations, services to moored ships, and the management of the retail and recreational operations seamlessly.



Connectivity

- Mitigates upstream congestion by aiding in the service of large vessels near the mouth of the ship channel.



Safety

- Provides a safe harbor facility to service residents, customers, employees, recreational users, fishermen, ecotourism, bird watchers, and visitors that need a place to seek cover in the event of inclement weather.
- Facilities can function as an operations center for regional management authorities in emergency situations.



Other

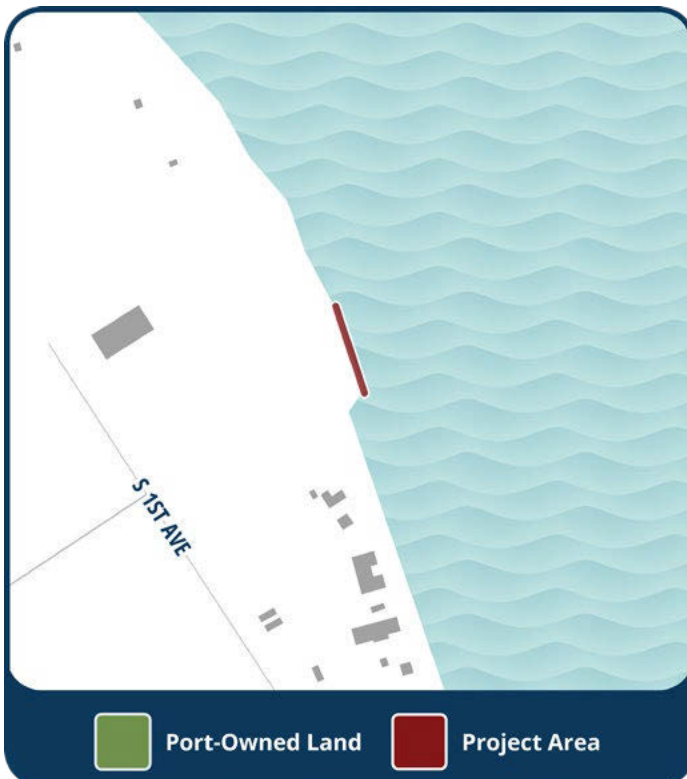
- Benefits the local community by providing employment opportunities that are non-existent in this area of this Economically Disadvantaged County. Increased recreational traffic will also lead to small business opportunities.



NORTH YARD DOCK

Port of Sabine Pass

Project Category:  County: Jefferson | Project Status: Scoping & Planning | Total Project Cost: \$ 44,700,000



Project Description

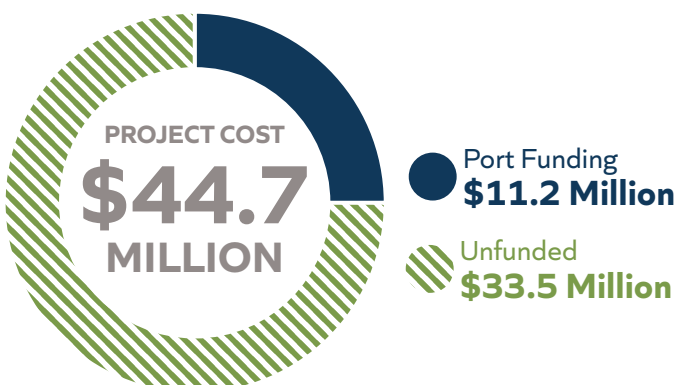
To take advantage of its location within a 10-mile radius of the largest project development region in the world, the Port of Sabine Pass is looking to create an efficient and cost-effective vessel servicing facility. Current re-fueling vessel servicing practices require one to three days as vessels are re-fueled offshore from tugs and barges. The proposed construction of the North Yard Dock would reduce the time required to fuel and service berthed vessels to eight hours.

The proposed project will include the addition of an approximately 500-foot-long ship berth on the shore, approximately 600 feet from the Sabine Neches Canal. Ships will come in empty, be serviced, and leave with a full load of fuel and cargo. The project is ideally located in a deep part of the channel and away from more highly trafficked areas further north to reduce congestion.

The Sabine-Neches Waterway is the leading bulk liquid waterway in the nation. By 2027, pilots are estimating that 4,500 ships will be going up and down the Sabine-Neches Waterway annually. Speedy servicing limits berthing time and benefits all users, and this project will help alleviate congestion and employ more local inhabitants while providing additional revenues for the local community. This project will enable the port to capitalize on the next decade of projected shipping growth in the region, while eliminating the risks of environmental catastrophe during offshore re-fueling.

Without this project, the port will lose an opportunity to develop a new revenue stream through onshore fueling, opening the door for the service to be provided by Louisiana ports instead. Offshore re-fueling activities will continue to create higher risks of environmental incidents and be subjected to extreme weather events that can disrupt operations.

Funding Status





Project Status

The project has strong support from a wide variety of stakeholders including government agencies and local industry.

Scoping and planning for the project are approximately 20% complete. Right-of-way and land acquisition necessary for the project have been completed.

The permitting and environmental review processes for the project began in Summer 2024. The project will require a Section 404 Permit, a Texas General Land Office lease modification, and environmental clearance for dredged materials disposal. The port plans to avoid ocean dumping and put its dredged material to good use.

The project is expected to be lettable by the 2026-2027 biennium and is constructible by 2030.



Existing site conditions

PROJECT BENEFITS



Economics

- Creates jobs and new revenue streams for the port through onshore fueling of tanker and creates supplemental business opportunities servicing ships.



Operations

- Streamlines fueling process to reduce inactivity time from 1-3 days to 8 hours docked per cargo vessel.
- Enables efficient onshore pipeline loading and removes need for multiple touches of bunker fuel.



Connectivity

- Provides relief to upstream shipping congestion on the Gulf Intracoastal Waterway.
- Reduces impacts to limited roadway system that services the region.



Safety

- Moves fueling functions from the open Gulf to a protected inlet to increase safety.
- Reduces accident risk by limiting roadway miles traveled by trucks.
- Improves port resiliency through controlled transfer processes, limiting shutdowns compared to transfers at sea.



Other

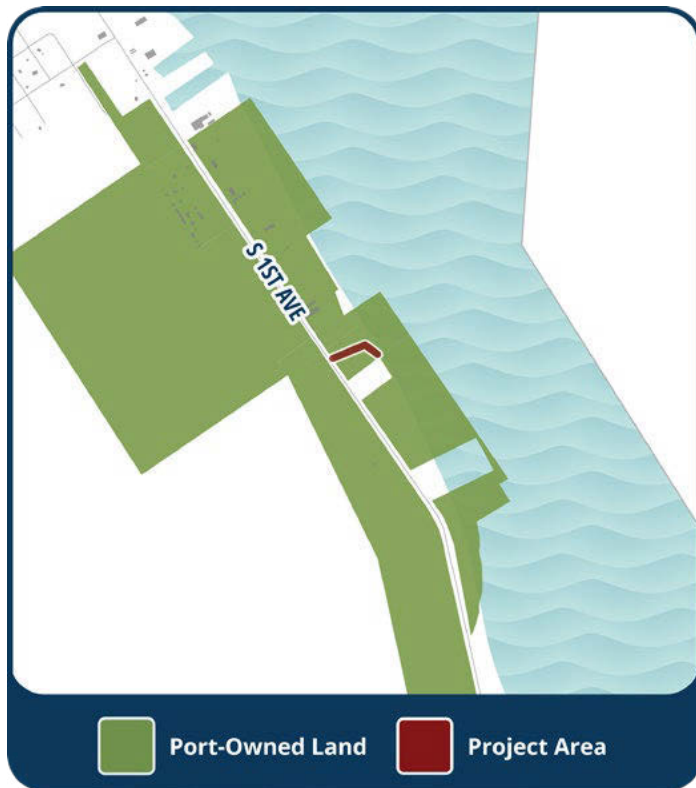
- Creates direct and indirect jobs for the local workforce to support small businesses in an Economically Disadvantaged County.
- Reduces gulf operations to lower risks of environmental spills.



SHEET PILING WALL REPLACEMENT AT TEXAS BAYOU

Port of Sabine Pass

Project Category:  | County: Jefferson | Project Status: Planning & Scoping | Total Project Cost: \$12,945,000



Project Description

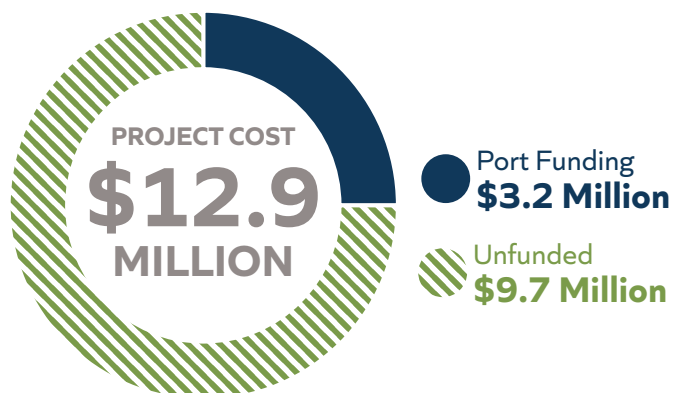
The existing sheet piling in the area where Texas Bayou meets the Sabine-Neches Waterway (SNWW) is experiencing deterioration due to aging, restricting most commercial activities nearby. The aged infrastructure creates a safety hazard for vessel traffic, keeping the asset unacceptable for service and impacting the operability of the dock. The docks have been dormant, costing the economy due to limited berthing for the area.

The proposed project involves constructing a 650-foot steel sheet pile wall at Sabine Pass while retaining the existing bulkhead. This replacement will enhance dock strength and stability, correcting current hazardous conditions and aiming to increase transportation efficiencies and market share. This channel, vital for 4,500 tankers annually bringing \$450 billion to the state, will see improved travel times for vessels in the Gulf, maintaining essential service corridors.

Failure to improve or repair the sheet piling in this area will cause safety and economic impacts. Congestion increases potential for vessel accidents. Any increase in traffic without improving nearby infrastructure will reduce efficiency, creating a negative impact on revenue margins and potentially pushing market share to other regions. The congestion also increases the potential for loss of business, which is already being felt as margin reductions are experienced in some commercial sectors, forcing closures and relocations. This results in a loss of local revenue for service businesses and government agencies within the immediate area.

Both the local existing commercial shipping industry and new liquefied natural gas (LNG) facilities will benefit from this sheet piling wall replacement. This project will increase the port's ability to service commercial fishing, shrimping, barge operations, and more. The draft depth increase will allow for a greater variety of commercial operations that can be serviced, such as the LNG and pressurized LNG shipping industries.

Funding Status





Project Status

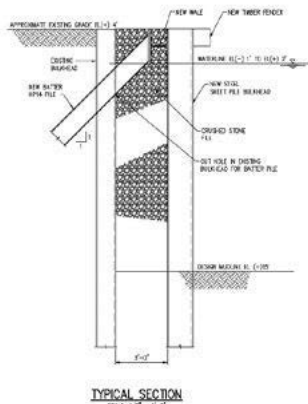
The project has the support of the port’s commissioners. The project is also important to local commercial industry, stakeholders, and the public to continue creating economic locations that will continue to bring businesses that can increase local activities and commerce and improve shipping operations on the busiest LNG shipping lane in the country.

Scoping and planning for the project are approximately 10% complete, with design anticipated to be completed by the end of 2024. Permitting and environmental review for the project are 100% complete. A U.S. Army Corps of Engineers Nationwide 13 permit has been obtained. Additional permitting will be required for the dredging of the berth.

The project could be ready to let within the 2026-2027 biennium and construction could be completed by the end of the 2030 fiscal year.



Preliminary design of the new replacement wall



Typical section of the replacement wall

PROJECT BENEFITS



Economics

- The location of this project near the Gulf offers a unique opportunity to increase port capacity to service this market by at least 30%.
- Supports growth and job opportunities for local businesses, including retail, consumer services, commercial fishing, and other land-based operations in the area.



Operations

- Enhances efficiency by reducing navigation and wait time to the docks.
- Expedites movement of products to their ultimate marketplace.
- Provides additional storage and vessel berthing.



Connectivity

- The project is adjacent to a barge and ship loading area that would provide access to shipping services up and down the SNWW and the Gulf Intracoastal Waterway.



Safety

- A new, stable sheet pile wall will provide safer conditions for berthing and product transfer.
- Prevents continued deterioration and eventual failure of the existing, corroded bulkhead and adjacent dock.
- Reduces boat traffic in the area and risk of vessels colliding.



Other

- Supports economic growth and creates job opportunities for local businesses in an Economically Disadvantaged County.



GENERAL CARGO DOCK DEVELOPMENT

Port of Victoria

Project Category:  **County:** Victoria | **Project Status:** Planning & Scoping | **Total Project Cost:** \$8,000,000



Project Description

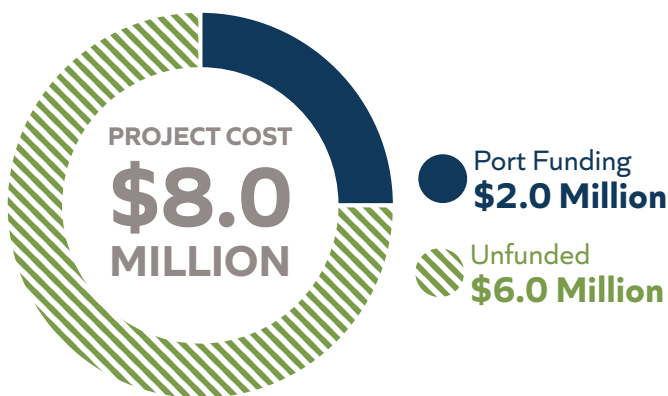
The Port of Victoria, strategically situated two hours from major cities like Houston, Austin, and San Antonio, is poised for economic development. Positioned within a Foreign Trade Zone and a Texas Enterprise Zone, the port is an attractive location for businesses. Additionally, the port's South site, known as the Texas Logistic Center, spans over 2,500 acres and is being master planned for future development, including three green energy projects. The enthusiasm of the Victoria County Navigation District for embracing emerging industries and providing essential dock capacity for green energy production reflects the port's commitment to supporting diverse and sustainable economic initiatives, such as those requiring barge access and liquid docks for ammonia transportation.

The Port of Victoria is in the midst of expansion to meet the demands of its growing operations. As part of this development, a new general cargo dock is proposed for the North site, supplementing the existing dock to accommodate increased traffic and potential business opportunities. The additional dock aims to address overflow concerns and serve multiple customers, facilitating the shipment of various goods such as plastics, bulk, break bulk cargo, frack sand, and steel. Notably, this project holds the promise of connecting existing rail lines to the cargo docks, establishing a crucial avenue for the efficient movement of goods in and out of the port.

The proposed dock location is currently undergoing a two-lane road expansion with two queuing lanes, funded by a Seaport Connectivity Program grant. This improvement sets the stage for the broader benefits anticipated from the construction of the new cargo dock, enhancing transportation infrastructure, and streamlining logistics.

Without the specialized infrastructure included as part of this project, the port may struggle to handle specific types of liquid goods and miss opportunities for attracting businesses.

Funding Status





Project Status

The City of Victoria, Victoria County, and other existing tenants at the port are in full support of this project.

Currently, there is an active U.S. Army Corps of Engineers permit for this Project. Further environmental permitting for this project is not required. Any drainage improvements in the future may require additional permits. Coordination with the relevant railroad authority will be required as well as coordination with the Texas Historical Commission.

The project will be ready to let within the 2026-2027 biennium and is constructible by 2030.



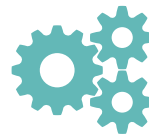
Location of proposed general cargo dock

PROJECT BENEFITS



Economics

- Enhances the region's capacity attracting more businesses, making the region more competitive in terms of trade and commerce.
- Stimulates economic growth through increased international trade.



Operations

- Incorporates modern technologies, such as automated container handling systems or smart logistics solutions, to significantly improve the efficiency of port operations.



Connectivity

- Addresses existing bottlenecks or congestion points in the transportation network, optimizing traffic flow.
- Develops or improves road and rail links to seamlessly connect the port with the state's existing transportation infrastructure.



Safety

- Implements measures to prevent spills, control emissions, and manage hazardous materials.
- Includes comprehensive emergency response and preparedness plans that cover a range of potential scenarios, including natural disasters, accidents, and security incidents.



Other

- Brings significant community and local benefits, including job creation, environmental sustainability, improved air quality, enhanced quality of life, and small businesses.



LIQUID DOCKS 4-6 AND 1-2

Port of Victoria

Project Category:



County: Victoria

Project Status: Planning & Scoping

Total Project Cost: \$15,000,000



Project Description

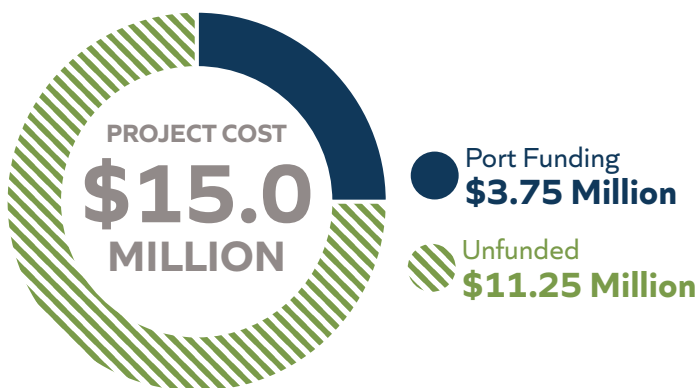
Situated at the port's South site, known as the Texas Logistic Center, this location spans over 2,500 acres of undeveloped land. A master plan is underway to incorporate three green energy projects within this space, presenting an opportunity to allocate up to 745 acres for green energy production. The Victoria County Navigation District expresses enthusiasm for embracing these emerging industries and is committed to providing essential dock capacity to accommodate their needs.

The project entails constructing two distinct liquid docks to facilitate the growth of ammonia and hydrogen industries. These docks have the potential to support an annual production capacity of 3 million tons of ammonia. Notably, the current absence of liquid docks in this specific port area, coupled with the lack of expansion capacity at the existing North site docks, underscores the significance of this initiative. Dock 1 specifications are 485 feet x 100 feet, featuring four slips and supported by 10 pile clusters. Dock 2 specifications are 100 feet x 100 feet, offering two slips and sustained by six pile clusters.

Given that the envisioned green energy projects necessitate barge access and liquid docks for ammonia transportation, the proposed infrastructure enhancements are vital for facilitating the burgeoning "green energy revolution" at the port. The Texas Logistic Center currently lacks liquid docks, making these additions integral to the success of the envisioned green energy initiatives. The port's local leadership, in tandem with community support, is dedicated to ensuring the requisite infrastructure is in place to accommodate these innovative and environmentally impactful projects. This initiative aligns with the port's commitment to being a key player in the global shift toward sustainable and green technologies.

Without this specialized infrastructure, the port may struggle to efficiently handle specific types of liquid goods, leading to inefficiencies in cargo operations. The absence of a liquid dock with a shallow draft may result in missed opportunities for attracting businesses, investment, and job creation associated with the liquid cargo industry.

Funding Status





Project Status

The City of Victoria, Victoria County, and other existing tenants at the Port of Victoria are in full support of this project at the port's Texas Logistic Center. Both governmental agencies have committed funds in support of the Industrial Rail Project that is also being constructed at this site.

Scoping and planning of the project is 50% complete. The port has a U.S. Army Corps of Engineers permit to perform the work. Phase I environmental reviews have previously been performed at this project location resulting in no concerns. The environmental assessment will be a simple update. Final construction documents are 10% completed.

The project will be ready to let within the 2026-2027 biennium.



Location of the proposed liquid docks

PROJECT BENEFITS



Economics

- Increases port competitiveness by enhancing the region's capacity to handle a larger volume of goods.
- Creates jobs during construction and operation.



Operations

- Enhances operations through technological advancements, efficient processes, improved infrastructure, and a comprehensive strategy for optimizing cargo movement.



Connectivity

- Enhances connectivity to the state's multimodal transportation system by addressing issues, integrating with existing infrastructure, contributing to transportation plans, and incorporating sustainable practices.



Safety

- Addresses potential environmental risks associated with port activities and implements measures to prevent spills, control emissions, and manage hazardous materials.



Other

- Brings significant benefits to the community including job creation, environmental sustainability, improved air quality, enhanced quality of life, and opportunities for small businesses.



PORT ADMINISTRATION BUILDING

Port of Victoria

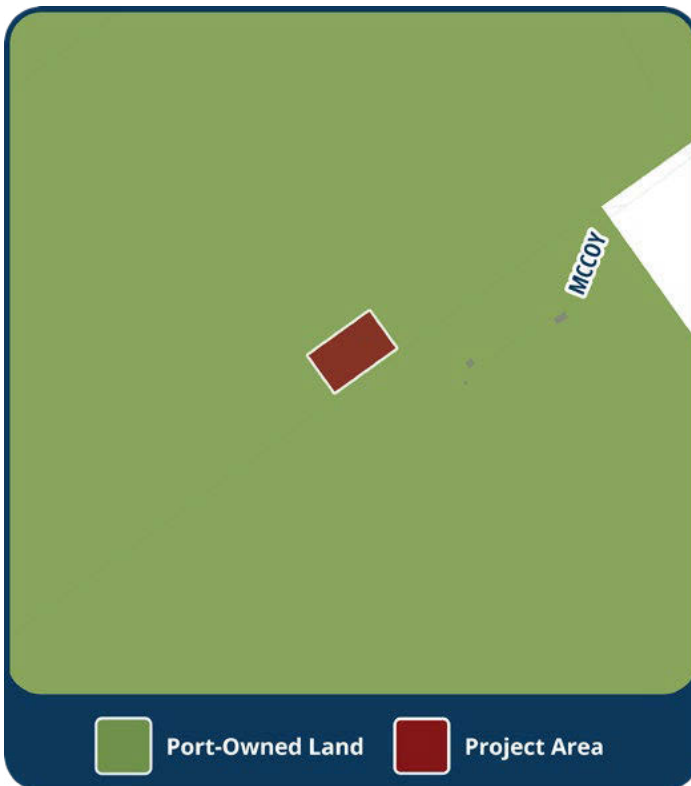
Project Category:



County: Victoria

Project Status: Planning & Scoping

Total Project Cost: \$5,000,000

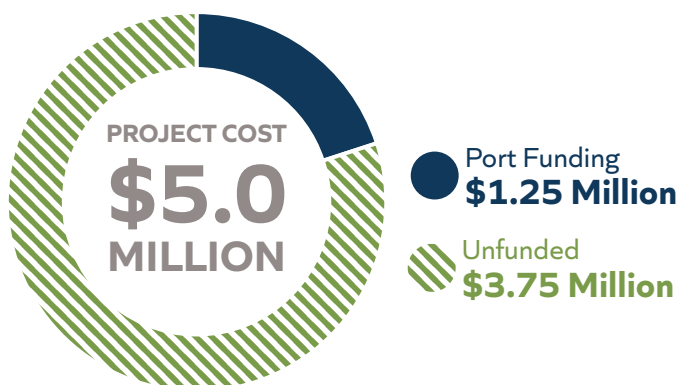


Project Description

The proposed project involves the construction of a new administration building on the South site of the Port of Victoria, now branded as the Texas Logistics Center. With approximately 6,000 square feet dedicated to office space, storage, conference facilities, and a boardroom, the new building aims to address the challenges posed by the current outdated and overcrowded facility on the North site. The plan includes renting out space and leasing the land currently occupied by the outdated building, unlocking prime canal real estate for better use by port industries requiring access to the barge canal.

The existing facility's limitations necessitate the construction of a modern administration building. This upgrade not only alleviates congestion and provides an improved working environment for port staff but also enhances operational efficiency through advanced technologies, streamlined processes, and improved communication systems. The increased administrative capacity allows for better handling of paperwork, documentation, and coordination, to optimize logistics and supply chain management and meet the demands of a growing maritime industry.

Funding Status



The project offers additional benefits such as diversification of revenue streams through the conversion of the existing facility into leasable space, improved customer service and stakeholder relations, adaptation to industry trends, job creation, economic boost, environmental considerations, and enhanced infrastructure resilience. By investing in new and improved infrastructure, the Port of Victoria is strategically positioning itself to meet the anticipated demands of a growing and evolving maritime industry while fostering sustainability, innovation, and economic growth within the local community.

Not implementing the project can result in a continuation of existing challenges, missed opportunities for growth and revenue generation, and an overall inability for the port to adapt to the evolving demands of the maritime industry.

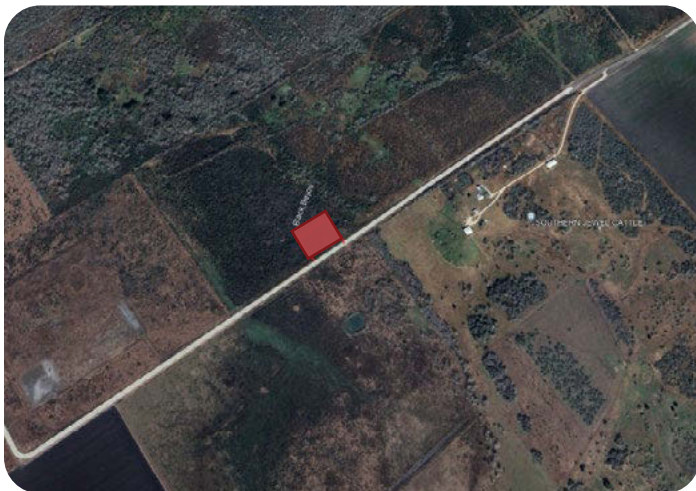


Project Status

The City of Victoria, Victoria County, and other existing tenants at the Port of Victoria support this project at the port's Texas Logistic Center. Both governmental agencies have committed funds to support the Industrial Rail Project also being constructed at this site. U.S. Congressman Michael Cloud and State Representative Geanie Morrison have expressed support for all infrastructure improvements at the Port of Victoria.

Project scoping and planning have not been completed yet. The facility would be constructed on port property, and no permitting will be required.

The project would be ready to let within the 2026-2027 biennium.



New port administration building location

PROJECT BENEFITS



Economics

- The proposed project has the potential to drive economic growth, enhance the competitiveness of the region, and contribute to the sustainability of the port and the state.



Operations

- The proposed project will bring about operational benefits by addressing various efficiency factors and improving the overall effectiveness of the Port of Victoria in handling cargo movement and related activities.



Connectivity

- The proposed project can enhance connectivity to the state's multimodal transportation system by addressing infrastructure needs, optimizing access points, and leveraging technology.



Safety

- Boosts well-being by addressing safety and security, implementing emergency response plans, and enhancing resilience for customers, port employees, and the community.



Other

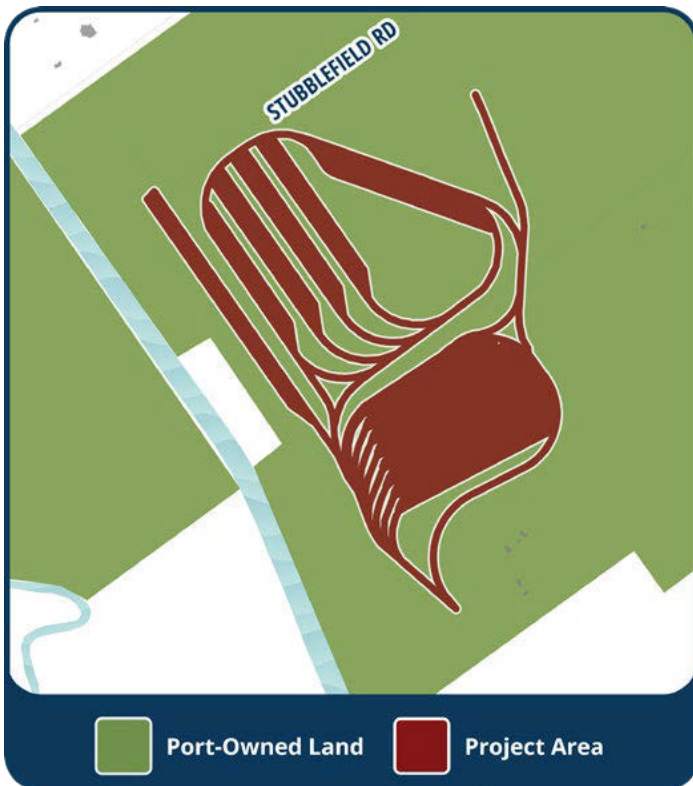
- Creates employment opportunities, supports small businesses, prioritizes environmental sustainability, and enhances overall quality of life.
- Contributes to the community surrounding the port.



TEXAS LOGISTICS CENTER RAILCAR STORAGE PHASES 1 AND 2

Port of Victoria

Project Category:  County: Victoria | Project Status: Planning & Scoping | Total Project Cost: \$25,000,000



Project Description

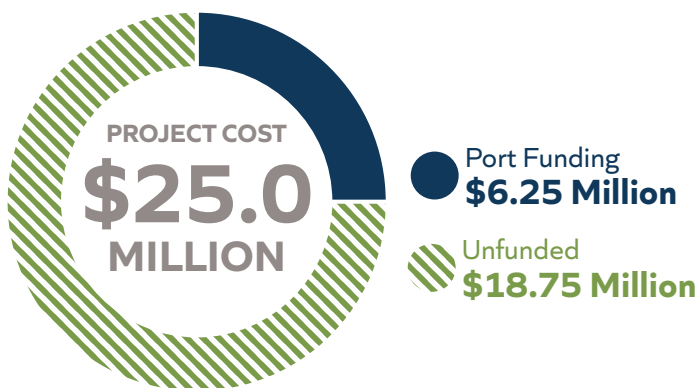
The Port of Victoria recently formed the Texas Logistics Center (TXLC) at its South site. This region is also experiencing tremendous growth. The TXLC is located within Foreign Trade Zone 155 and Texas Enterprise Zone. Currently, the logistics center has no rail car storage. With current projected volumes of 5 million tons per year by 2030, however, the port will see a massive rise in the number of rail cars moving in and out of TXLC.

The project would consist of constructing two different rail car storage areas. Phase 1 would be inside the new rail loop. It would hold 500 cars and is estimated to cost \$10 million. Phase 2 would cross McCoy Road, would hold 750 cars, and would cost \$15 million, for a total project cost of \$25 million.

All industries that ship via rail would benefit from the new storage capabilities the port would obtain with this project. The storage yards would benefit the rail operators by providing increased capacity for storage, bettering organizational and operational efficiency, and would optimize utilization of rail assets. Mainline tracks can be freed up for active freight movements, reducing congestion and improving the overall performance of the freight network.

Without the construction of the rail car storage yards, economic growth and industrial development in the region could be limited without proper rail infrastructure. Industries relying on efficient rail transportation may be less inclined to expand or establish operations in an area without proper rail infrastructure. Limited storage space also causes congestion that would pose safety risks and negatively impact productivity.

Funding Status





Project Status

The City of Victoria, Victoria County, and other existing tenants at the Port of Victoria support this project at the port's Texas Logistic Center.

Scoping, planning, and design for the project are approximately 5% complete. No right-of-way or land acquisition would be required for this project. Wetlands and Endangered Species studies have already been completed for this site, and the port does not anticipate additional environmental review.

The project will be ready to let within the 2026-2027 biennium.



Proposed project configuration

PROJECT BENEFITS



Economics

- This project is required to accommodate the large-scale projects the port currently has in options for lease at the port.
- Project will bring in new lease revenue and rail usage fees, including a fee per day per car.



Operations

- The storage yard provides additional capacity for rail operators to store idle or surplus railcars, allowing for better management of resources and increased flexibility in responding to changes in demand.
- With a designated storage area, rail operators can organize their fleets more efficiently and better utilize rail assets.



Connectivity

- By having a storage yard, mainline tracks can be freed up for active freight movements, reducing congestion and improving the overall performance of the freight network.



Safety

- Lack of a dedicated storage yard leads to congestion in active rail yards with stored railcars, elevating safety risks and the potential for accidents, and complicating emergency responses.
- A designated storage area with controlled access significantly decreases the risk of theft, vandalism, or unauthorized access.



Other

- Creates both construction and long-term jobs for the local region.



TRANSLOAD TRACKS AND CONTAINER LAYDOWN YARD EXPANSION

Port of Victoria

Project Category:  | County: Victoria | Project Status: Planning & Scoping | Total Project Cost: \$12,000,000

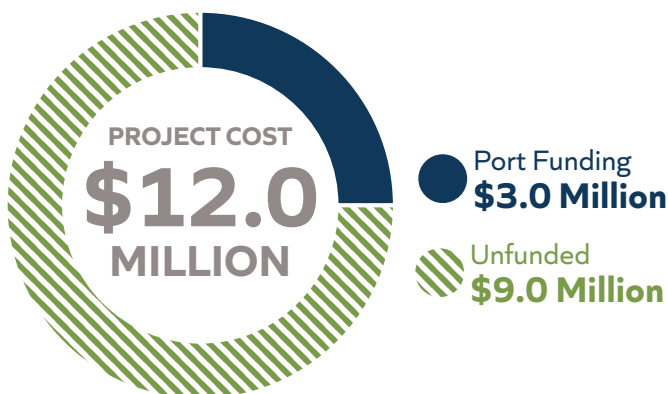


Project Description

The Port of Victoria is proposing a project for transload track and container and laydown yard expansion. In recent years, the port has developed the Texas Logistics Center. The port already offers access to the rare combination of transportation options. This project will expand the port's capabilities further by adding a container-on-barge and rail terminal. The proposed expansion project would cover approximately 20 acres of the port's property. The project would consist of three transloading tracks, each 4,000 feet long for a total of 12,000 feet of rail, as well as a container yard. The construction for this project can be constructed in phases.

The port has hopes of developing as a satellite program with Port Houston. This project would help relieve pressure on the port and help to reduce congestion on roadways that are bogged down with container truck traffic. With the expansion, the port has the potential to take thousands of trucks off the road each year. All industries that ship via ISO tank or container will benefit from the project, including wind turbine industries. This project will open accessibility to deepwater ports in-state and out-of-state. It will also provide access to the BNSF and Union Pacific railroads, providing connectivity to the U.S., Mexico, and Canada.

Funding Status



The consequences of not implementing the expansion are inefficiency in cargo transportation, increased costs, vessel congestion, reduced competitiveness, and a negative environmental impact. Containers provide a standardized and secure way to transport goods, and the absence of this infrastructure can lead to delays, manual handling issues, and increased chances of damage to the cargo. In the absence of a container-on-barge / rail yard, costs may rise due to inefficiencies. Manual handling, lack of standardization, and increased transit times can contribute to higher transportation costs. This affects the overall profitability of the transportation services. Competitors with well-developed container systems are likely to provide more reliable and cost-effective services, attracting customers away from those lacking such facilities. The absence of a container system may result in increased waste and environmental impact.



Project Status

The expansion project has the support of the City of Victoria, Victoria County, and existing Port of Victoria tenants for this project at the port's Texas Logistic Center. U.S. Congressman Michael Cloud and State Representative Geanie Morrison have expressed support for all infrastructure improvements at the Port of Victoria.

Scoping and planning of the project is 10% complete. Permits are not anticipated to be required, since all development will be on port property.

The project will be ready to let within the 2026-2027 biennium.



Proposed project configuration

PROJECT BENEFITS



Economics

- A well-equipped rail yard can facilitate the movement of international cargo, supporting exports and imports, contributing to economic development and fostering international trade relationships.
- Offers efficient and reliable transportation services to attract customers, grow businesses, and improve the competitiveness of the entire region in terms of trade and commerce.



Operations

- Allows for a smooth transition between various modes of transport.
- Minimizes manual handling and reduces the time required to transfer cargo between different transport modes.



Connectivity

- Provides connectivity to multiple deepwater ports both in-state and out-of-state.
- Provides access to BNSF and Union Pacific railroads, providing connectivity to the U.S., Mexico, and Canada.



Safety

- Minimizes the need for manual handling of cargo.
- Reduces truck traffic on major highways.



Other

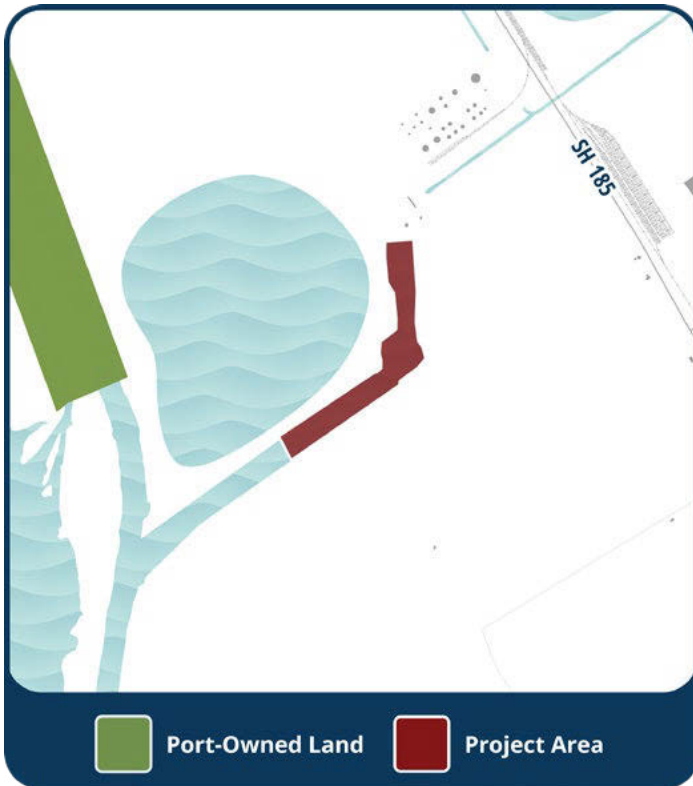
- Decreases waste and environmental impact with enhanced transportation practices.
- Reduces emissions in Houston-Galveston-Brazoria nonattainment area.



LONG MOTT HARBOR LIQUID CARGO DOCK BULKHEAD AND IMPROVEMENTS

West Calhoun Port Authority

Project Category:  County: Calhoun | Project Status: 50% Design | Total Project Cost: \$ 18,600,000



Project Description

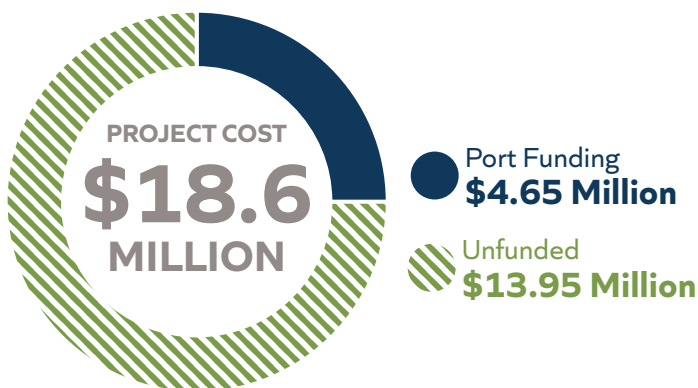
Under existing conditions, the Long Mott Harbor within the Port of West Calhoun is susceptible to erosion and sloughing that encroach upon and limit the functionality of dock infrastructure such as work areas and dock space. Currently, this area generates no income but is highly desirable to potential customers, several of which have already expressed interest due to its desirable location near inland highway and rail corridors.

In order to capitalize on client demand for development in Long Mott Harbor, the proposed project will include the construction of approximately 3,300 linear feet of steel bulkhead, fleeting area, and a limestone-paved working area. The project will enable the retention of existing dock space and provide for a more stable docking facility in general, allowing the future development of port infrastructure to meet the demands of clients.

These improvements would add capacity for shallow draft barge movements and movement of containerized, breakbulk, and other project cargoes. The location is being reviewed for use by several companies, such as Dow Union Carbide, that support expanding existing facilities and constructing new facilities for various commodities. Bulkheading would go a long way in creating a professional port facility and building confidence in the port's suitability to current and future users.

Without the construction of the necessary bulkhead, the port's facilities will continue to erode and limit the ability to retain existing clients and attract new users. The Long Mott Harbor area has been historically underutilized, and there is existing demand from potential clients that the port is unable to capitalize on due to a lack of available funds. This project is key to helping the port take advantage of available opportunities and operate at its full potential to provide the most benefit to the local region.

Funding Status





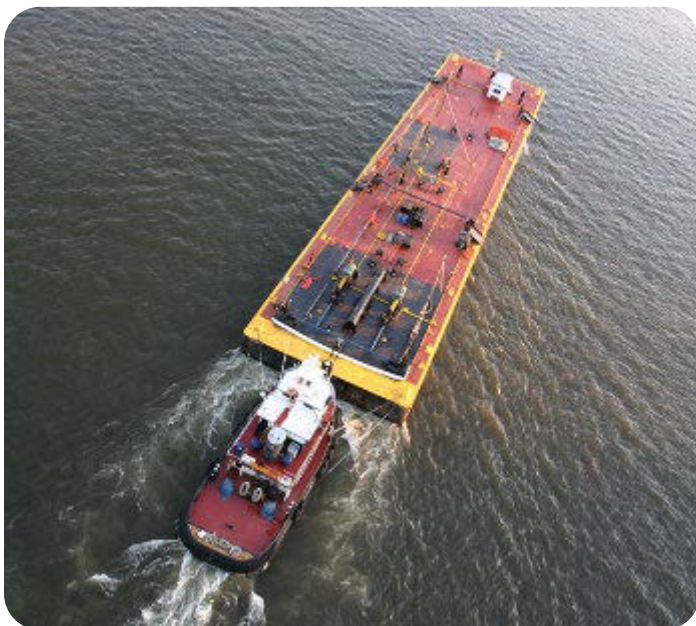
Project Status

This project has the support of the port's commissioners and users of Long Mott Harbor, including Dow Union Carbide, Kirby Inland Marine, and others currently in negotiations with the port to use the facility. The project has been included in previous plans, including the previous iteration of the Port Mission Plan, highlighting its importance to the port.

Scoping and planning for the project have been completed, and design for the project is approximately 50% complete. Detailed design is expected to be completed by the end of 2024.

Environmental review for the project has been completed as part of the U.S. Army Corps of Engineers (USACE) permit package. The project has received a Section 404 permit and real estate permit letter from USACE. A Texas Commission on Environmental Quality (TCEQ) Section 401 pre-filing request has been approved for the project. No land or right-of-way acquisition will be necessary for the project.

The project would be lettable within the 2026-2027 biennium and is constructible by the end of the 2030 fiscal year.



Barge leaving Long Mott Harbor

PROJECT BENEFITS



Economics

- Creates a revenue stream from a currently unused area in the port.
- Maintains port competitiveness and fulfills business needs of potential clients.
- Creates new jobs for the port and for customer employees to benefit the region.



Operations

- Revamps and improves a historically underutilized port asset to create additional capacity for shallow draft barge movements.



Connectivity

- Harbor offers proximity for cargo access to US 35, SH 185, SH 59, and I-69, which are designated as the state's primary freight corridor, as well as rail routes.



Safety

- Protects the eroding shoreline to prevent continued sloughing and impacts to work areas and dock space.



Other

- Creates tremendous job opportunities for residents in Calhoun County and surrounding counties.



Port Authority Advisory Committee

TEXAS PORT MISSION PLAN

89TH Legislative Session

SEAPORT CONNECTIVITY PROJECTS, ISSUES, & NEEDS

This document presents an in-depth examination of inland connectivity conditions for seaports along the Texas Gulf Coast, detailing essential connections between the port gates and the multimodal freight network. The report evaluates the current state of access routes, identifies areas with connectivity deficiencies, and presents potential solutions to address those needs and support critical routes connecting Texas to the nation and the world.

In addition to this introduction, the document includes:

- A figure for each port (in alphabetical order) showing port access routes, development considerations, and potential regional connectivity needs affecting the ports;
- Seaport connectivity project profiles with details for projects that could potentially be undertaken to address connectivity needs for each port where such projects have been identified;
- A table listing summary data for all potential connectivity improvement projects, and a table listing those longer term project that may have regional benefits for port connectivity.

Connectivity needs were identified through interviews with administrators from Texas seaports and complemented by a data evaluation of conditions on the ports' transportation networks. Interviews with port administrators focused on critical multimodal connectivity challenges and the ability to serve evolving markets. Data analysis evaluated roadway

capacity, safety, and bridge conditions. Port connectivity needs are mapped in the figures included in this report.

To address the most pressing challenges for inland connectivity, ports were invited to submit detailed project proposals to realize key enhancements to port operations and community mobility. The proposed solutions have been conceptually developed to enable consistent cost estimation. Their effectiveness in enhancing port connectivity, the complexity of their development and implementation, environmental impact considerations, property acquisition needs, and the diversity of potential funding sources have all been assessed. Although not ranked, these projects are detailed for their ability to facilitate travel and the movement of goods to and from the ports with minimal adverse impacts on surrounding land use and the potential for travel enhancement for their communities. Each of the port-provided projects would benefit an Economically Disadvantaged County in Texas. A profile sheet for each of these projects is included in this document.

Additional connectivity needs were identified through the planning process that are regional in nature, affecting more than one port or community or are located on the routes connecting one or more ports. The Seaport Connectivity project table in this document includes a listing of conceptual projects to address these needs.

PORT	PROPOSED PROJECT	TOTAL COST
Port of Beaumont	Truck Queuing Area 3	\$4,000,000
Cedar Port	FM 1405 Road Widening State Highway 99 to Barge Dock Road	\$16,660,000
Port of Corpus Christi Authority	Mike Carrell Road Access Improvements	\$4,600,000
Port Freeport	Truck Staging Area Across from Gate 8	\$7,607,600
Port Freeport	Public Parking Expansion Area	\$1,500,000
Port of Galveston	Galveston Island Wayfinding Project	\$1,600,000
Port of Galveston	Pedestrian Improvements 21st - 29th Street	\$1,120,000
Port Houston	Port Road Grade Separation	\$33,000,000
Port Houston	Barbours Cut Terminal West End Exit Improvements	\$40,000,000
Port of Orange	Alabama Street Entrance Improvements from FM 1006 to Gate	\$2,825,000
Port of Orange	Alabama Street Improvements from Gate to Bridge Crossing and Bulkhead	\$9,458,000
Port of Orange	Alabama Street Improvements from Bridge Crossing to Command Center	\$3,725,800
Port of Orange	South Childers Roadway Improvements from FM 1006 to Orange City Limits	\$4,384,000
Port of Orange	South Childers Roadway Improvements from City Limits to Entrance of DRAVO Industrial Terminal	\$8,340,900
Port of Orange	DRAVO Additional Truck Queuing and Utility Enhancements - East Side	\$7,296,000
Port of Orange	DRAVO Additional Truck Queuing and Utility Enhancements - West Side	\$5,465,000
Port of Port Arthur	Turn Lane Traffic Relief and Truck Staging Area	\$4,723,000
Port of Sabine Pass	Industrial Truck Route	\$20,129,744
Port of Sabine Pass	White Ranch Road	\$23,109,632
Port of Sabine Pass	State Highway 87	\$284,000,000
Port of Victoria	SH 185 Flyover	\$25,000,000
Port of Victoria	North Access Road to East Transload Road	\$1,900,000
Port of Victoria	North Access Road to Turning Basin	\$1,250,000
Port of Victoria	Edna Lane/McCoy Road/Dupont Road	\$5,000,000
Yoakum District	SH 35 Bridge Replacement 2810	\$51,138,686
Yoakum District	SH 35 Bridge Replacement 2712	\$17,015,257

DISTRICT	REGIONAL CONNECTIVITY ISSUE	ISSUE DETAIL	PORTS AFFECTED	NOTES & POTENTIAL SOLUTIONS
Beaumont	SH 87 Congestion and High Crash Rates	SH 87 is a key route serving multiple ports. High congestion and safety issues affect truck traffic and hinder operational efficiency for the ports. Addressing issues on this road is of high importance to the District as improvements would serve both port growth and regional travel.	Port of Sabine Pass Port of Port Arthur	The TxDOT Beaumont District is conducting a study to identify solutions to improve operations and safety.
Beaumont	SH 82 and SH 87 Intersection Congestion	Heavy congestion at this intersection causes long delays for trucks. Congestion is exacerbated by presence of rail line and level crossings. Issues at this intersection are a high priority for ports as much truck traffic must pass through this bottleneck.	Port of Sabine Pass Port of Port Arthur	The TxDOT Beaumont District has completed a feasibility study to address intersection issues.
Beaumont	SH 82 MLK Bridge Clearance	Low vertical clearance of MLK Bridge (and Veterans Memorial Bridge on SH 87) restricts vessel movements, limiting port development. The bridge is frequently struck by passing ships.	Port of Sabine Pass Port of Port Arthur Port of Beaumont Port of Orange	TxDOT MRD is undertaking an economic impact analysis to assess costs of limited air draft on these bridges.
Beaumont	SH 380 Congestion and Local Traffic Conflicts	The port generates hundreds of truck trips daily, exacerbating congestion on SH 380 and safety issues. Most truck traffic accessing the port uses this route.	Port of Beaumont	A regional safety and access study could identify the scale of transportation needs for this route and recommend alternatives to address issues.
Corpus Christi	SH 181 Neuces Bay Causeway Clearance	Low vertical clearance and narrow pier spacing of causeway restricts barge traffic and limits port development. The route is a regional evacuation asset.	Port of Corpus Christi Authority	Reconstruction of the bridge is key to both the port's future and regional resiliency. A feasibility study could identify alternatives to address deficiencies. The port is willing to take the lead in sponsoring such an effort.
Corpus Christi	SH 361 Ferry Conflicts	Passenger ferries connect Port Aransas with Ingleside and Aransas Pass. Commercial vessels accessing the Port of Corpus Christi disrupt the connection, leading to delays and potential safety concerns.	Port of Corpus Christi Authority	Investigate scale and consequences of conflicts to develop operational or infrastructure alternatives as necessary.
Corpus Christi	SH 35S at Cove Harbor	High traffic speeds on SH 35 generate conflicts and safety issues with trucks, tow vehicles, and passenger vehicles entering and exiting port facilities.	Aransas County Navigation District	Concept includes construction of protected turn lanes and lighting improvements.
Houston	Pine Street Bridge Construction Delays	The Pine Street Bridge on FM 1495 is a key access route for Port Freeport. The bridge was awarded funding for reconstruction and the project was let in 2021. However, the project was never awarded due to ongoing coordination lapses with the railroad and marina. Costs have risen in the meantime and the project will require additional funding from the state and additional support from Port Freeport.	Port Freeport	Evaluate for funding options to complete coordination and re-let the reconstruction project.

DISTRICT	REGIONAL CONNECTIVITY ISSUE	ISSUE DETAIL	PORTS AFFECTED	NOTES & POTENTIAL SOLUTIONS
Houston	Bayport Container Terminal Truck Operations and Access	Full build out of the Bayport Container Terminal is constrained by insufficient roadway capacity to manage growth in truck traffic.	Port Houston	A new access road with direct connectors to SH 146 could support future operations. The proposed Bayport Southern Access Road (BSAR) would construct new two-lane direct connectors between SH 146 and BSAR.
Houston	Congestion at SH 146 and Port Road	Existing direct connectors lack capacity for expected truck volumes to support port growth.	Port Houston	Proposed project would expand existing, single lane direct connectors by adding second lane on each direct connector.
Houston	I-610 Ship Channel Bridge Capacity and Height Restrictions	The ship channel bridge on I-610 has reached its design life and requires major upgrades or replacement to continue serving the District's ports. The existing bridge height is insufficient to accommodate larger vessels, and additional capacity is needed to support truck traffic.	Port Houston Cedar Port Port of Texas City Port of Galveston	Undertake planning to identify alternatives for reconstruction of the bridge.
Houston	Barbours Cut Truck Operations and Access	Insufficient capacity between Barbours Cut Blvd and SH 146 limits truck travel efficiency, leading to delays for thousands of trucks a day moving between the container terminal and highway system.	Port Houston	Proposed project would design and construct two double lane direct connectors to Barbours Cut Blvd to support expanded operations.
Houston	SH 225 Capacity Limitations	SH 225 is the major freight artery along the Houston Ship Channel. Additional traffic is anticipated along SH 225 highway, resulting from the recent \$1 billion investment in improvements to the ship channel. SH 225 lacks capacity to support planned growth in trucking operations along the channel.	Port Houston Others	Proposed concept would expand SH 225 from 6 lanes to 12 lanes, which includes the addition of two main lanes and four managed lanes.
Pharr	FM 1420 Upgrade for Heavy Haul	To enhance regional connectivity, FM 1420 could be upgraded as a heavy haul route. This would serve to significantly reduce travel distances between the ports of Harlingen and Port Mansfield, opening both up to new agriculture markets	Port of Harlingen Port of Port Mansfield	Undertake planning to widen roadway between the ports and add shoulders.
Pharr	Rio Hondo Bridge Sign	Regional traffic is frequently disrupted when the Rio Hondo bridge is raised to allow vessels to access the Port of Harlingen. This leads to long local traffic delays and can impact the provision of emergency services.	Port of Harlingen	Develop a digital electronic sign to alert motorists of bridge related delays to allow them to seek alternate routes efficiently.
Pharr	SH 48 Congestion and Safety Issues	Increased traffic congestion from major LNG construction projects have led to delays and safety issues on SH 48. Conflicts between trucks and recreational traffic are common.	Port of Brownsville Port of Port Isabel	The MPO is completing a study of this corridor to identify alternatives to address growing traffic volumes. Minor spot improvements have been implemented.
Yoakum	SH 35 Lavaca Bay Bridge Restrictions	The Lavaca Bay Bridge on SH 35 is too narrow to accommodate oversize vehicles carrying construction modules. These restrictions hamper port growth.	Port of Victoria Port of West Calhoun Calhoun Port Authority	Undertake planning to identify alternatives for reconstruction of bridge.



TRUCK QUEUING AREA 3

Port of Beaumont

Project Category:  **County:** Jefferson | **Project Status:** Planning & Scoping | **Total Project Cost:** \$4,000,000

Connectivity Issue

The Port of Beaumont is the largest strategic military port in the United States. Situated near the Neches River in Texas, it serves as a vital hub for trade and transportation. Currently handling 70,000 trucks, the port faces several connectivity challenges, including lack of parking and laydown space. Large infrastructure projects are being planned that will exacerbate the issue, including construction of a bulk liquid terminal located east of the Orange County Liquid Bulk Terminal and improvements to the Low Line and Main Street Rail.

The Port of Beaumont is located within 500 feet of the Jefferson County Courthouse, three blocks from Beaumont City Hall, and a half-mile from ExxonMobil Refinery, one of the largest refineries in the U.S. Due to the proximity to major employers in the area, congestion caused by 18-wheelers and other trucks entering and exiting the port causes operational delays for not only the Port of Beaumont, but also other businesses and entities that rely on these main routes as primary access points.

Solution

The port proposes the construction of a third truck queuing area to link two previous Seaport Connectivity Program funded queuing areas. The 2.5-acre lot will be capable of handling approximately 20 additional trucks, bringing the port's total queuing capacity to approximately 65 trucks.

Project Status

Right-of-way acquisition is complete, and permits are anticipated but not acquired. This project will be ready to be let within the 2026-2027 biennium and is constructible by 2030.

PROJECT BENEFITS



Safety

- Reduction in 18-wheeler traffic.
- Security guards can conduct more thorough checks on entering vehicles.
- Decreased congestion on the main road.
- Improved safety for pedestrians around the Courthouse complex.



Economics

- Optimized cargo movement supports existing operations and fosters continued growth.
- Faster cargo movement improves operational efficiency.
- Lays the foundation for future expansion with several hundred high-paying jobs.



Operations

- Swift entry and exit for both truck drivers and individuals working at the port.
- Proximity to the main gate enables quicker responses from the port operations team, reducing overall wait times.
- Enhances access into and out of the port facility.
- Reduces wait times for truck drivers and simplifies check-in procedures, especially during high volume periods.

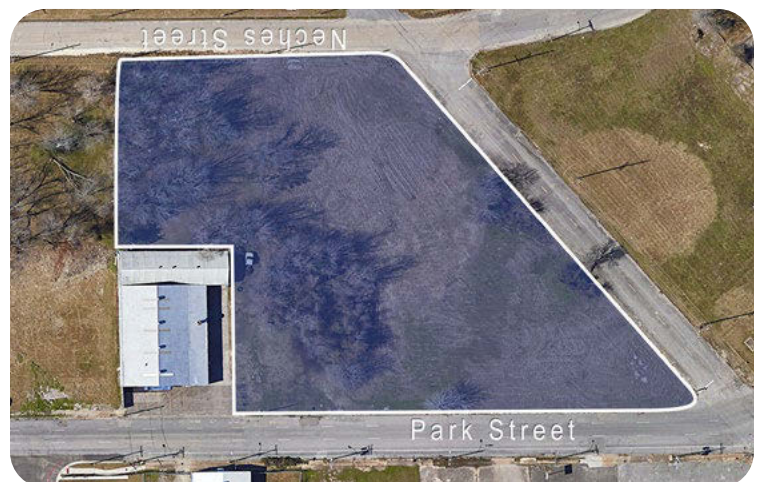
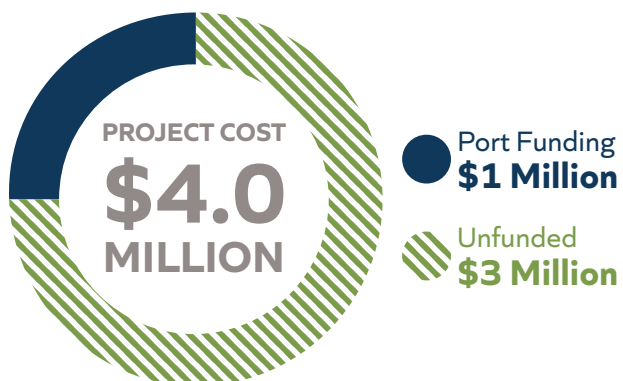


Other

- Improvements in air quality by reducing vehicle delay.



Funding Status



Aerial photograph of Truck Queuing Area 3



FM 1405 ROAD WIDENING FROM STATE HIGHWAY 99 TO BARGE DOCK ROAD

Cedar Port Navigation & Improvement District

Project Category: | **County:** Chambers | **Project Status:** Planning & Scoping | **Total Project Cost:** \$16,660,000

Connectivity Issue

It is estimated that up to 30% of the 4+ million containers in and out of Port Houston are delivered to TGS Cedar Port Industrial Park by truck via FM 1405. As the park grows, traffic on the roads within the park area will increase with both commercial and personally owned vehicles due to multiple businesses purchasing land or leasing buildings. Each new facility brings its own logistical footprint and supply chain, as well as employees.

FM 1405 is the main north/south corridor connecting existing public barge dock as well as the primary heavy-haul road into the future deep water container terminal being developed with the U.S. Army Corps of Engineers. It will be crucial for FM 1405 to serve as the heavy-haul route to avoid land use conflicts with residents to the east in Beach City.

Solution

Cedar Port is proposing a multi phased widening project of FM 1405 from State Highway 99 to FM 2354. The first phase of the project is from SH 99 to Barge Dock Road, serving the existing Cedar Port Industrial Park. The proposed project will take the existing two-lane undivided road to a five-lane undivided road in addition to improving one railroad crossing and upgrading signal equipment.

Project Status

The FM 1405 widening project is currently in the final stages of engineering and planning. Throughout the process the port has met with the TxDOT Beaumont District numerous times to share drawings and understand permitting requirements. All land for the project lies within existing TxDOT right-of-way.

The project is lettable by the 2026-2027 biennium.

PROJECT BENEFITS



- Safety will be improved through upgraded railroad crossings and updates to signalization equipment in addition to safer ingress and egress throughout the corridor.



- Proposed project will improve access and efficiency of business located at TGS Cedar Port and help attract new businesses.

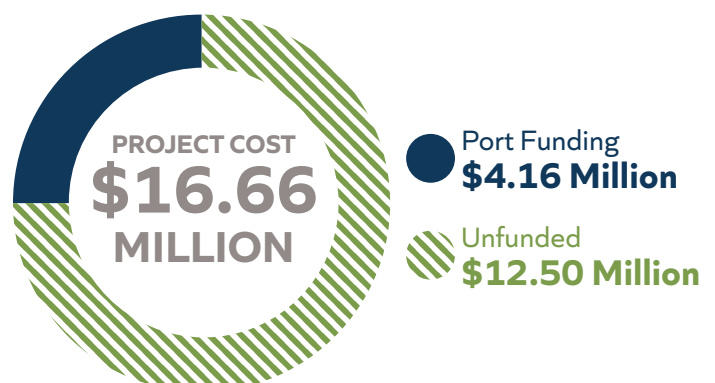


- This project will improve at-grade railroad crossings and existing signals and reduce delays for businesses.



- Improvements in air quality by reducing vehicle delay.
- Quality of life improvements to employees and business at TGS Cedar Port.

Funding Status







MIKE CARRELL ROAD ACCESS IMPROVEMENTS

Port of Corpus Christi Authority

Project Category:



County: Nueces

Project Status: Conceptual

Total Project Cost: \$4,600,000

Connectivity Issue

Mike Carrell Road (MCR) serves the port as the direct access road to Oil Dock 14 and future Oil Dock 22. It is also the primary access point to the soon to be finished Corpus Christi Polymers facility— where products will be stored and shipped via rail car, causing further increases in train traffic—and emerging development near the Tule Lake Turning Basin. Further growth is anticipated with at least four potential customers considering the area east of MCR to locate new energy and steel projects in South Texas. Traffic is expected to range from 100 to 250 trucks daily, not including employee vehicles. There will also be increased train length and frequency at the at-grade-crossing, slowing right turns onto Mike Carrell Road.

Presently, trains stop vehicular traffic at the railroad crossing, and the right turn lane becomes an impromptu queuing lane for turning trucks. The current lane capacity is only eight to 10 trucks, and vehicles spill onto the Joe Fulton International Trade Corridor (JFC), causing delays, bottlenecks, and other safety hazards. Trucks are currently using the small drive to turn around; however, this makes the area unsafe, as it is not marked nor maintained for such use. Additionally, the lack of smooth transition from JFC onto this area makes it an unsafe pull-off zone.

Solution

The proposed project is Mike Carrell Road Access Improvements. This would involve the extension of the right turn lane at JFC and Mike Carrell Road from 600 feet to about 2,000 feet to address increased traffic at the new Corpus Christi Polymers plant. It also involves necessary resurfacing of the adjacent area of the JFC, including the addition of rumble strips on lane shoulders and the centerline, as well as reconstruction of the limestone pathway west of the Vulcan Material entrance as a safer pull-off zone for truck drivers.

PROJECT BENEFITS



Safety

- Increase safety along the Joe Fulton International Trade Corridor.
- Integrated rest area will allow drivers to rest without risk of accidents.
- Extension of right turn lane will relieve local congestion and increase safety.



Economics

- Improves operations for nearly 95,000 workers in the Coastal Bend Region, or 38% of the total employment in the surrounding area.



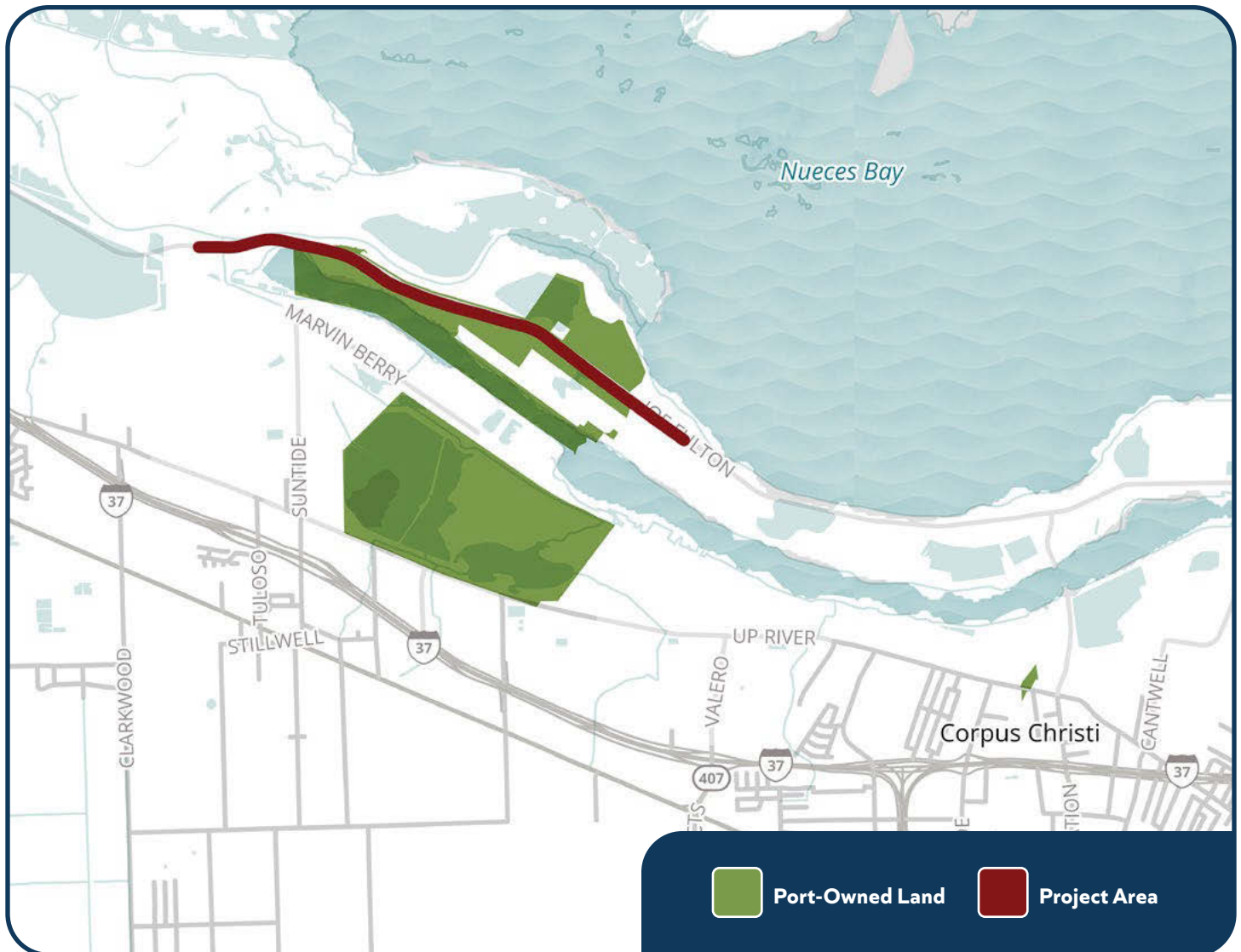
Operations

- Reduces delays.
- Improves cargo transport efficiency, connectivity and ease of access for truck and rail freight.
- Road grade materials will protect vehicles from damage and improve drainage.
- Smoother pavement and fewer obstacles will improve transportation time.



Other

- The project would provide access to new development areas along the deepwater ship channel.
- Construction of this project will reduce congestion in this area, which will reduce overall emissions.

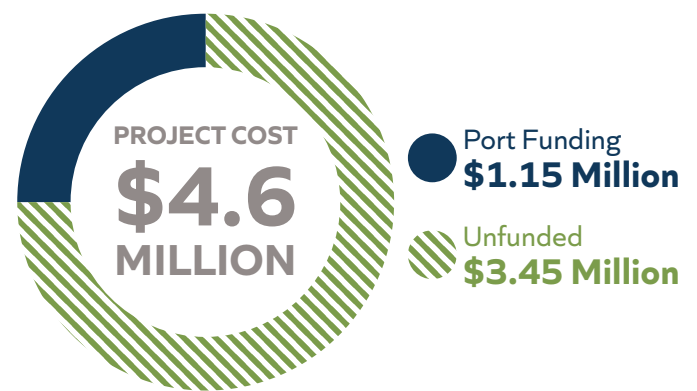


Project Status

No environmental review has been completed, but an environmental review and permits are anticipated. Information from the previous roadway environmental review and permit authorization can be used for this project.

The project is currently in the conceptual stage and is anticipated to be available for let during the 2026-2027 biennium.

Funding Status





TRUCK STAGING AREA ACROSS FROM GATE 8

Port Freeport

Project Category: **County:** Brazoria | **Project Status:** Planning & Scoping | **Total Project Cost:** \$7,607,600

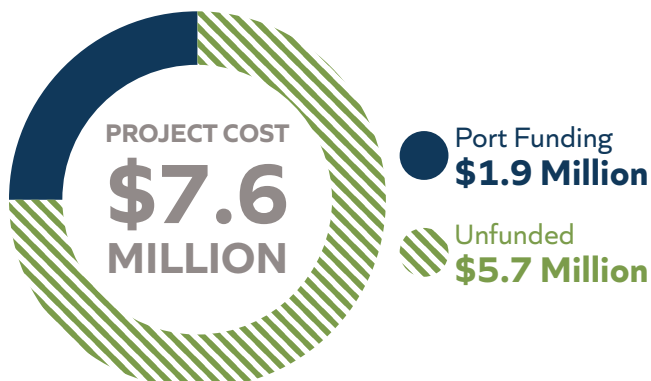
Connectivity Issue

Port Freeport's facilities continue to expand and need to accommodate more vehicle traffic. The port will have three security gate entrances—Gate 12, Gate 8, and Gate 4. Trucks waiting at the gates are a major cause of congestion leading to safety concerns, as the area is not designated for truck parking.

Solution

To reduce congestion, a truck staging area is proposed for the triangular-shaped plot of land adjacent to FM 1495 on the west side across from Port Freeport's Gate 8. Gate 8 will serve the inner harbor and the container terminal. The proposed project includes ground stabilization, drainage, compacted crushed aggregate paving, high mast lighting, and any associated improvements required for the queuing of commercial vehicles. The size of the proposed site is approximately 4 acres.

Funding Status



PROJECT BENEFITS



- Designated truck queuing area will reduce safety hazards and congestion caused by commercial vehicles.



- Higher efficiency and lower operating costs for service providers could lead to more competitive rates to port users/shippers.
- Direct, indirect, and induced jobs will increase to support port growth.



- Improvements to operational efficiency and safety.
- Efficiency improvements will lower operating costs.



- Improvements in air quality by reducing vehicle delay.

Project Status

The project is currently halfway through the scoping and planning phase, with environmental review fully completed. It is scheduled to be lettable in the biennium of 2026-2027.





PUBLIC PARKING EXPANSION AREA

Port Freeport

Project Category:  | **County:** Brazoria | **Project Status:** Conceptual | **Total Project Cost:** \$1,500,000

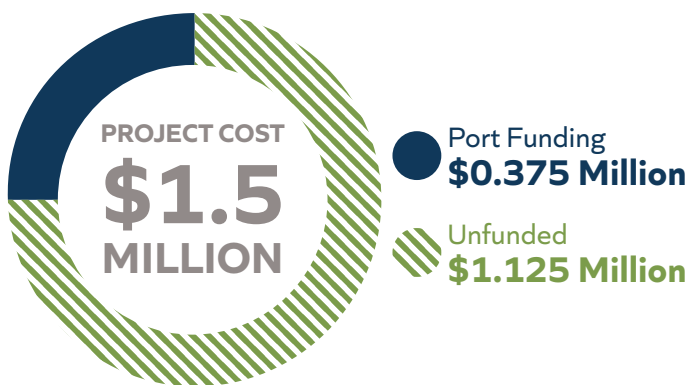
Connectivity Issue

Port Freeport's facilities continue to expand and need to accommodate more vehicle traffic. The port will have three security gate entrances—Gate 12, Gate 8, and Gate 4. Terminal space is currently being used for passenger vehicle parking, reducing the space needed for port operations such as storing imports and exports. Additionally, individual passenger vehicles are constantly making trips to the main terminal, causing a safety hazard.

Solution

The port proposes an expansion area for public parking on port owned land on the southwest corner of East 8th Street and Poplar Street. This proposed project includes ground stabilization, drainage, asphalt paving, lighting, and any associated improvements required to create a public parking lot for passenger vehicles. The proposed public parking area will include shuttle service to and from the main terminal.

Funding Status



PROJECT BENEFITS



Safety

- Shuttle service would reduce risk from having passenger vehicles on the terminal.



Economics

- Higher efficiency and lower operating costs for service providers could lead to more competitive rates to port users/shippers.
- Direct, indirect, and induced jobs will increase to support port growth.



Operations

- Reduction in gate congestion improves operational efficiency and safety.
- Reduction in terminal traffic.



Other

- Shuttle service between the proposed public parking and main terminal will reduce vehicle miles traveled on port-owned land.

Project Status

The project is currently in the conceptual phase and does not expect to need permits. It is undergoing scoping, planning, design, and estimation, with an aim to be prepared to let in the 2026-2027 biennium.





GALVESTON ISLAND WAYFINDING PROJECT

Port of Galveston

Project Category:  | **County:** Galveston | **Project Status:** Conceptual | **Total Project Cost:** \$1,600,000

Connectivity Issue

The scope of this project includes redeveloping signage within the port to help alleviate traffic impacts from major cruise industry growth. By 2025, the port will double the number of its cruise terminals to four and is forecast to increase cruise passenger movements, compared to 2022, to approximately 4 million a year by 2026. The port also continues to build out a 2-mile-long internal roadway, which will have major impacts to vehicular and pedestrian traffic patterns.

Solution

Wayfinding is needed to aid motorists and pedestrians within the port and between the port and downtown, particularly visitors to the cruise terminal who may not be familiar with the area. The current wayfinding scheme is non-standard and has become ineffective over time. New wayfinding will improve safety and reduce congestion related to cruise terminal operations.

Project Status

Scoping and planning portion of the project is not complete and is currently in development. The wayfinding/signage analysis has not been performed.

No permits have been gathered for this project. TxDOT and City right-of-way permits may be required. As the areas in question for signage are already developed, it is not foreseen that environmental permits will be required.

The project is currently in the conceptual stage and is anticipated to be available for let during the 2026-2027 biennium.

PROJECT BENEFITS



- Protect critical residential streets from impacts by strategically directing traffic.
- Reduce traffic and congestion within port and nearby residential neighborhoods.



Economics

- Coordinate with TxDOT signage where the wayfinding system will interact with interstate signage, including changeable signage to recommend alternative routes.
- Coordinate with City of Galveston signage and ensure cohesion to improve pedestrian walkability and tourism experience within the port and between the port and downtown.
- Enhance the port's brand while remaining functional.



Operations

- Provide signage to and from cargo terminals, cruise terminals, and parking lots.



Other

- Coordination with the existing wayfinding system in downtown Galveston will provide cohesion to the visitor experience on the island, enhancing tourism.
- Coordination with TxDOT signage at I-45 will improve ease of access to and from the mainland.

CRUISE TERMINAL 10



Port of Galveston Cruise Parking offers three parking lots with free shuttle service and premium covered parking a short walk from the terminal. Reservations and parking discount information are available at portofgalveston.com

ADDRESSES

- North Lot — 1152 Royal Caribbean Way
- North Premium Lot (Covered) — 1152 Royal Caribbean Way
- South Lot — 1201 Royal Caribbean Way
- Pier 14 Lot — 1390 Royal Caribbean Way

- P Parking
- Shuttle Stop
- Royal Caribbean Way
- Royal Caribbean Circle
- ★ Entry / Exit To Parking Lot

DIRECTIONS

Go to portofgalveston.com



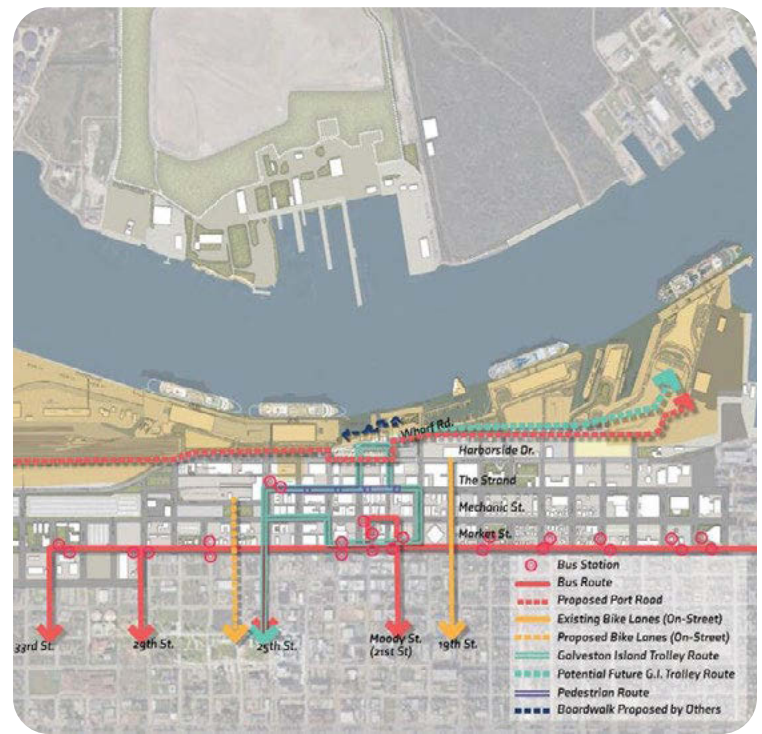
Parking and Ground Transportation Department
Port of Galveston, 123 Rosenberg, Suite 1500,
Galveston, TX 77550 | Direct: (409) 766.6163



Funding Status



- Port Funding
\$0.4 Million
- Unfunded
\$1.2 Million



Preliminary wayfinding concepts



PEDESTRIAN IMPROVEMENTS

21ST - 29TH STREET

Port of Galveston

Project Category:  | **County:** Galveston | **Project Status:** Conceptual | **Total Project Cost:** \$1,120,000

Connectivity Issue

The port has limited pedestrian facilities and inadequate lighting, making it undesirable and unsafe for pedestrians in the heavily traveled area around cruise terminals 25 and 28. As the port's cruise business grows, the number of cruise passenger movements in this area has increased 49% from 2023 to 2024. Heavy cruise-related vehicular traffic, including private vehicles, shuttles, buses, and large provisioning trucks, compound the safety issue.

Solution

Pedestrian improvements in front of terminals 25 and 28 are proposed for the internal port roadway from 25th Street to 28th Street that include: sidewalks, bollards, lights, planters, and striping. These improvements will improve connectivity of the access routes for both vehicles and pedestrians leading to and from the port.

Project Status

Permits, right-of-way acquisition, and an environmental review are not anticipated. The project is currently in the conceptual stage and is anticipated to be available for let during the 2026-2027 biennium.

PROJECT BENEFITS



Safety

- Improved pedestrian access will limit pedestrian-vehicle conflicts and improve safety.



Economics

- Projects that support walking, biking, and moving actively using assistive devices cost over 75% less to build per mile compared to typical, car-focused transportation projects.
- Providing ways to walk both to city center and port commercial area lead to increased retail revenues; pedestrianized areas typically have higher property and land values and lower vacancy rates than non-pedestrianized areas.



Operations

- Operations will be improved by allowing provisioning queuing and reporting to routes not used by the traveling public vehicles or pedestrians.

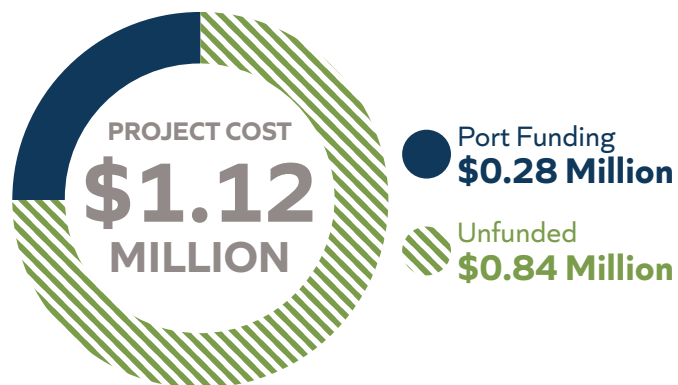


Other

- Improvements would not only benefit pedestrians but also improve aesthetics of the project area.



Funding Status



Cruise passengers traveling between 25th and 28th streets



PORT ROAD GRADE SEPARATION

Port Houston

Project Category:  | **County:** Harris | **Project Status:** Conceptual | **Total Project Cost:** \$33,000,000

Connectivity Issue

Port Houston's substantial growth, doubling its capacity in just five years, has led to increased traffic on Port Road, resulting in congestion. One major concern is the Union Pacific railroad crossing, where trains cross Port Road ten to 14 times a week. Separating road and rail traffic is essential to eliminate delays caused by trains, thereby enhancing the efficiency of vehicle movement to and from the port. Additionally, this separation will reduce the risk of accidents at the rail crossing, improving overall safety for both vehicular and rail operations. By removing bottlenecks caused by the rail crossing, the project will increase the throughput capacity of Port Road, supporting the anticipated growth in port traffic.

Solution

The Port Road grade separation project is a critical infrastructure initiative aimed at improving traffic flow and safety along Port Road, the route leading to the Bayport Container Terminal. This project involves elevating four lanes (two in each direction) and providing an additional four lanes at grade (two in each direction) to allow trucks to bypass the rail crossing. It includes the construction of an overpass to raise Port Road above the current railroad tracks and adjacent intersections.

Project Status

The project is partially funded by the Houston Galveston Area Council (H-GAC). An environmental review and permits are anticipated but not started. The project is anticipated to be let in two phases. Phase 1 would be design, and Phase 2 would be construction. Phase 1 (design) will be lettable in 2025/2026 with Phase 2 (construction) lettable no later than August 2027.

PROJECT BENEFITS



Safety

- Safety benefits due to elimination of the crossing are estimated to be in excess of \$70 million.



Economics

- The proposed project will streamline the flow of trucks and other vehicles, reducing wait times to bolster economic activity through smoother and quicker movement of goods.



Operations

- Removing at-grade rail crossing will allow uninterrupted vehicle flow over the railroad tracks and intersections, minimizing delays and reducing congestion.
- Eliminating idling time at railroad crossings will contribute to lower vehicle emissions and improved air quality.
- Effectively segregating through and local traffic for the terminal and nearby industries will enable the accommodation of future growth.

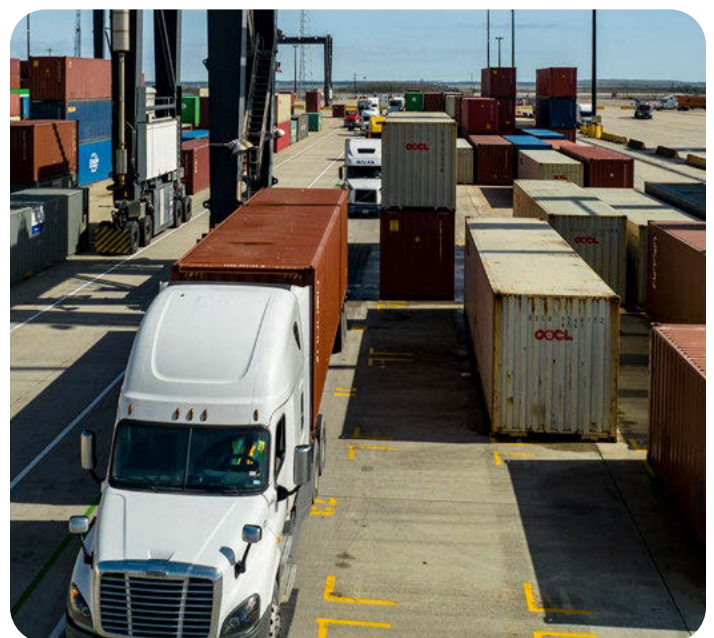
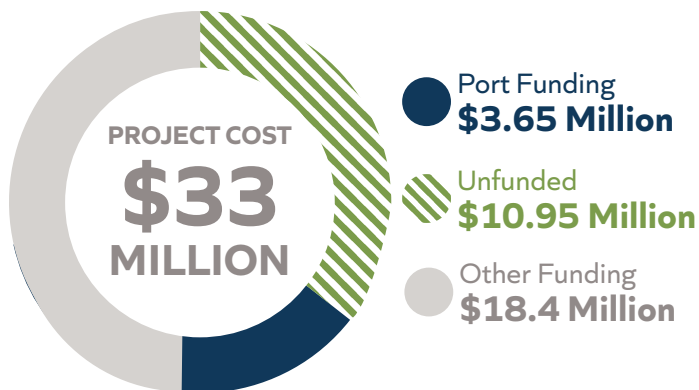


Other

- Significant emissions reduction estimated at \$48 million.



Funding Status



Trucks queuing at Port Houston container yard



BARBOURS CUT TERMINAL WEST END EXIT IMPROVEMENTS

Port Houston

Project Category:  | **County:** Harris | **Project Status:** Planning & Scoping | **Total Project Cost:** \$40,000,000

Connectivity Issue

During peak traffic hours, the current exit gate at Barbours Cut Terminal and the community roads leading to State Highway 146 experience congestion. As business growth and increased cargo volumes continue over time, this congestion is expected to worsen. To achieve its goal of integrating existing cargo volumes into the economy with minimal impact on surrounding communities, Port Houston is proposing a new exit gate for the terminal to provide outgoing traffic with more direct and immediate access to the highway.

Solution

This project will construct a new exit gate on the west end of Barbours Cut Terminal to improve access to SH 146. By providing a more direct route for outgoing traffic, the new gate will reduce congestion at the current exit gate and on nearby roads, including Barbours Cut Boulevard. This will significantly enhance traffic flow within the port, boosting the efficiency of terminal operations. The new exit gate will allow vehicles to move more smoothly and quickly, cutting down wait times and easing peak traffic. This improvement will help the port handle more cargo and support business growth, resulting in better service for port users and positive economic impacts for the surrounding communities.

The proposed exit gate would benefit various users in and around the port. Trucking companies will see reduced idle and dwell times, increasing terminal throughput. The overall supply chain will benefit from faster and more efficient cargo movement. Local communities will also experience better travel times and improved road safety due to reduced congestion from port traffic.

Without this project, Barbours Cut Terminal will face increasing congestion as nearby industries and communities grow. High traffic levels will harm port efficiency, leading to longer dwell and idle times inside the terminal, which would hinder the port's ability to move goods effectively.

PROJECT BENEFITS



Economics

- New gate location will provide an additional outbound truck access to SH 146, alleviating congestion on Barbours Cut Blvd and redirecting traffic away from community roads.



Operations

- Accommodates more trucks by ensuring a smooth flow of cargo to repositioned gate location.
- Enhances customer satisfaction through efficient truck movements and timely services.



Safety

- Improves traffic flow within and around the terminal, enhancing safety and reducing the risk of accidents or collisions.



Other

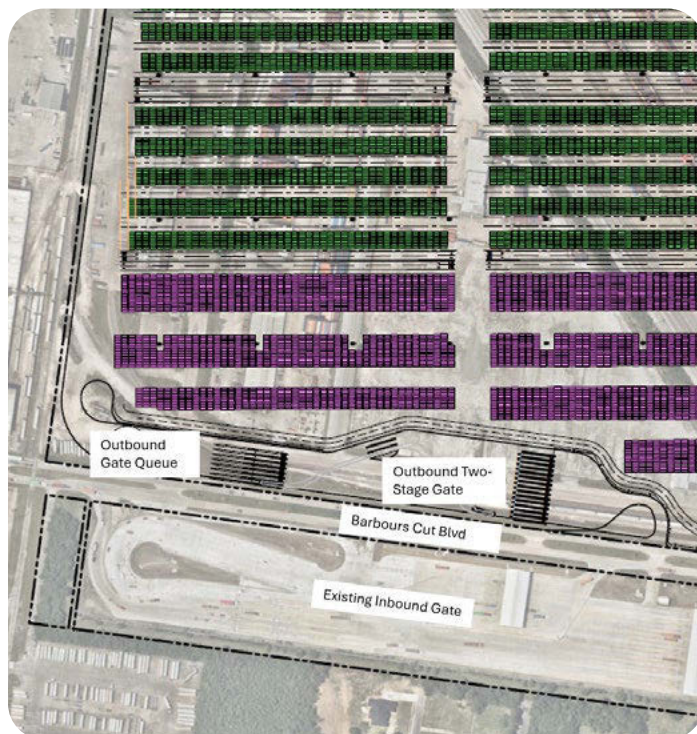
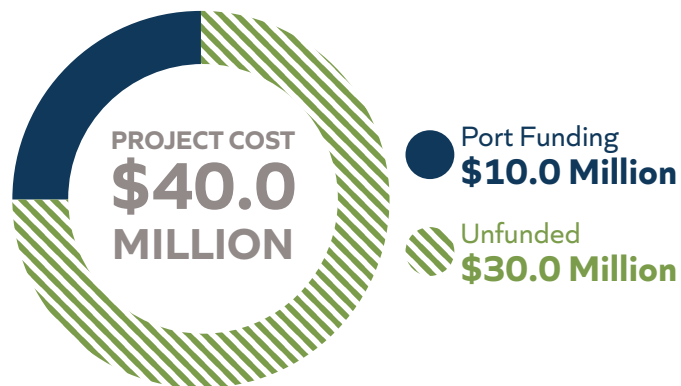
- Stimulates economic growth and job creation by increasing the amount of goods into the local and regional economy.
- Reduces truck dwell and idle times, congestion, and emissions by increasing throughput.
- Creates additional opportunities for small and minority owned businesses.



Project Status

The project is in the Planning & Scoping stage and no permits or environmental review have occurred. Project is anticipated to be lettable by 2030.

Funding Status



Barbours Cut Terminal West End exit schematic



ALABAMA STREET ENTRANCE IMPROVEMENTS FROM FM 1006/DUPONT TO GATE

Port of Orange

Project Category:  **County:** Orange | **Project Status:** Design & Permitting | **Total Project Cost:** \$2,825,000

Connectivity Issue

The Port of Orange faces critical connectivity challenges due to its growing plastics and chemical cargoes, driven by private investment. To ensure efficient operations and accommodate increasing traffic, rail and road investment becomes essential for the port's future. Without this improvement, Alabama Street will become a traffic bottleneck, resulting in congestion and truck idling.

Alabama Street is currently the only land access to the docks, Command Center, warehouses, and truck loading docks at the Port of Orange. However, it becomes inundated with water during heavy rain events, dam releases, or natural disasters. Currently, a Seaport Connectivity Program project is widening the Alabama Street Bridge crossing to a two-lane, two-shoulder crossing. However, the current situation on Alabama Street still poses a significant bottleneck. As the sole land access to the docks, Alabama Street is susceptible to congestion and truck idling, even with the bridge improvement. The port anticipates further growth and new customers opting for barge, rail, and truck cargo movement. Failing to enhance Alabama Street facilities would lead to delays and inefficiencies, impacting both the port's operations and its overall efficiency.

Solution

The port proposes the extension of the current Seaport Connectivity Program project to construct a 540-foot improvement from Alabama Street Entrance from FM 1006/DuPont to Gate, widening it to a two-lane, two-shoulder road.

PROJECT BENEFITS



Safety

- Safer and more efficient truck access to customers of the port.
- Improved access during adverse weather conditions.



Economics

- Improved efficiency would increase cargo volume, reduce costs, and support future growth for new and existing customers.
- Facilitates development of the marine industrial site for vessel repairs and new vessel buildouts.
- Improvements will attract new customers, specifically a local chemical plant planning an \$8 billion expansion.



Operations

- Enhance the current operating capacity for the port's customers, supporting future growth.
- Streamlined vehicle movement entering and exiting the port docks, reducing congestion and preventing traffic bottlenecks.



Other

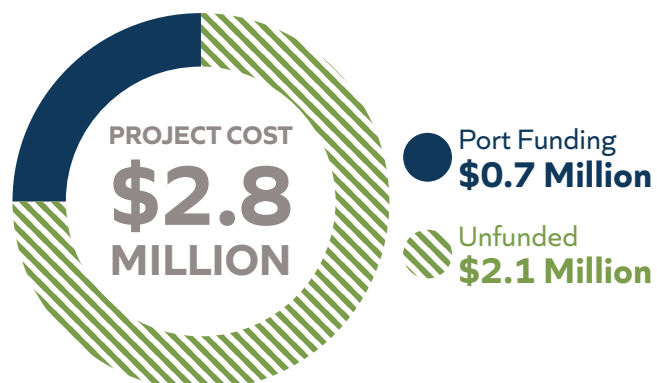
- Improvements will minimize idle times of vehicles, lowering emissions and contributing to environmental sustainability.



Project Status

This project has completed 90% of the scoping and planning phase, and initiated permitting, design and environmental review. The project is anticipated to be lettable in the 2026-2027 biennium.

Funding Status





ALABAMA STREET IMPROVEMENTS FROM GATE TO BRIDGE CROSSING & BULKHEAD

Port of Orange

Project Category:



County: Orange

Project Status: Planning & Scoping

Total Project Cost: \$9,458,000

Connectivity Issue

The Port of Orange faces critical connectivity challenges due to its growing plastics and chemical cargoes, driven by private investment. To ensure efficient operations and accommodate increasing traffic, rail and road investment becomes essential for the port's future. Without this improvement, Alabama Street will become a traffic bottleneck, resulting in congestion and truck idling.

Alabama Street is currently the only land access to the docks, Command Center, warehouses, and truck loading docks at the Port of Orange. However, it becomes inundated with water during heavy rain events, dam releases, or natural disasters. Currently, a Seaport Connectivity Program project is widening the Alabama Street bridge crossing to a two-lane, two-shoulder crossing. However, the current situation on Alabama Street still poses a significant bottleneck. As the sole land access to the docks, Alabama Street is susceptible to congestion and truck idling, even with the bridge improvement. The port anticipates further growth and new customers opting for barge, rail, and truck cargo movement. Failing to enhance Alabama Street facilities would lead to delays and inefficiencies, impacting both the port's operations and its overall efficiency.

Solution

The project would include 2,275 feet of roadway improvements on Alabama Street from the gate to the bridge crossing, as well as a 20-foot-deep, 1,100-foot-long steel sheet pile bulkhead along the west side of Alabama Street for drainage. The port is also proposing widening Alabama Street to a two-lane, two-shoulder road in the same location. Improving the drainage and bulkhead will mitigate runoff effects of heavy rainfall, effectively reducing costly delays due to standing water on the roadway and improving annual road maintenance costs.

PROJECT BENEFITS



Safety

- Safer and more efficient truck access to customers of the port.
- Improved access during adverse weather conditions.



Economics

- Improved efficiency would increase cargo volume and reduce costs, support future growth for new and existing customers.
- The project will enhance the job security of employees.
- Creation of new direct and indirect jobs.



Operations

- Enhance the current operating capacity for the port's customers, supporting future growth.
- Prevention of traffic bottlenecks at Alabama Street.
- Improved access during adverse weather conditions.
- The bulkhead will prevent erosion along the new roadway.



Other

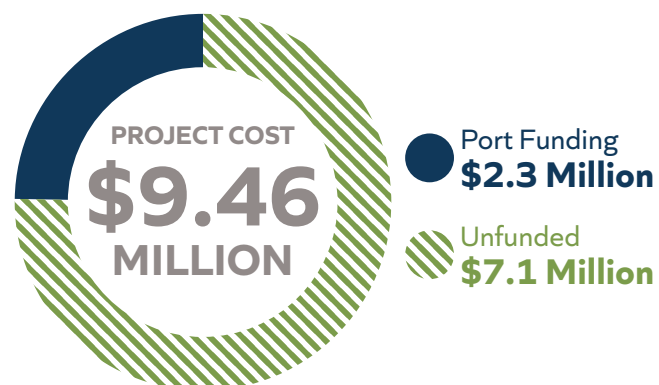
- Improvements will minimize idle times of vehicles, lowering emissions and contributing to environmental sustainability.



Project Status

Scoping and planning for this project are nearly complete (75%) and design is expected to be completed by the end of 2025. No traffic studies have been performed in association with this project. An environmental review is anticipated for this project. This project is anticipated to be let in the 2026-2027 biennium.

Funding Status





ALABAMA STREET IMPROVEMENTS

FROM BRIDGE CROSSING TO COMMAND CENTER

Port of Orange

Project Category:  **County:** Orange | **Project Status:** Planning & Scoping | **Total Project Cost:** \$3,725,800

Connectivity Issue

The Port of Orange faces critical connectivity challenges due to its growing plastics and chemical cargoes, driven by private investment. To ensure efficient operations and accommodate increasing traffic, rail and road investment becomes essential for the port's future. Without this improvement, Alabama Street will become a traffic bottleneck, resulting in congestion and truck idling.

Alabama Street is currently the only land access to the docks, Command Center, warehouses, and truck loading docks at the Port of Orange. However, it becomes inundated with water during heavy rain events, dam releases, or natural disasters. Currently, a Seaport Connectivity Program project is widening the Alabama Street bridge crossing to a two-lane, two-shoulder crossing. However, the current situation on Alabama Street still poses a significant bottleneck. As the sole land access to the docks, Alabama Street is susceptible to congestion and truck idling, even with the bridge improvement. The port anticipates further growth and new customers opting for barge, rail, and truck cargo movement. Failing to enhance Alabama Street facilities would lead to delays and inefficiencies, impacting both the port's operations and its overall efficiency.

Solution

The port is proposing the Alabama Street Improvements from Bridge Crossing to Command Center project, a 1,020-foot project to widen Alabama Street to a two-lane, two-shoulder crossing from the bridge crossing to the Command Center.

PROJECT BENEFITS



Safety

- Safer and more efficient truck access to customers of the port.
- Improved access during adverse weather conditions.



Economics

- Improved efficiency would increase cargo volume, reduce costs, and support future growth for new and existing customers.
- Enhances the job security of employees.
- Creates new direct and indirect jobs.



Operations

- Accommodates increased traffic expected due to other enhancements.
- Prevents traffic bottlenecks at Alabama Street.
- Improved access during adverse weather conditions.



Other

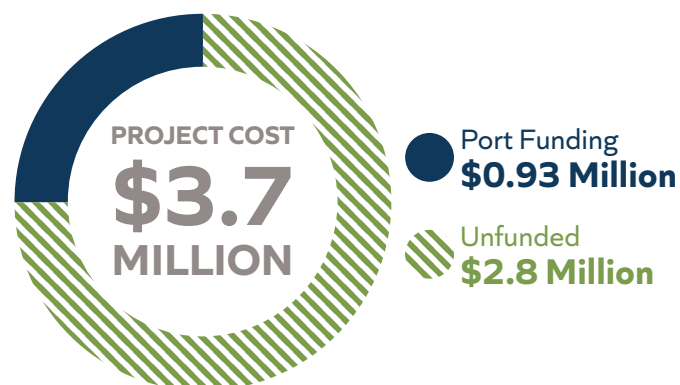
- Expected to benefit the plastic industry and potentially the green energy industry.
- Improvements will minimize idle times of vehicles, lowering emissions and contributing to environmental sustainability.



Project Status

Planning and scoping for this project have begun, and the design is anticipated to be complete at the end of 2025, if funded. No traffic studies were conducted in association with this project. An environmental review is anticipated for this project. The project is lettable in the 2026-2027 biennium.

Funding Status





SOUTH CHILDERS ROADWAY IMPROVEMENT FROM FM 1006 TO ORANGE CITY LIMITS

Port of Orange

Project Category:  **County:** Orange | **Project Status:** Planning & Scoping | **Total Project Cost:** \$4,384,000

Connectivity Issue

The Port of Orange faces critical connectivity challenges due to its growing plastics and chemical cargoes, driven by private investment. To ensure efficient operations and accommodate increasing traffic, rail and road investment becomes essential for the port's future. Without this improvement, Childers Road will become a traffic bottleneck, resulting in congestion and truck idling.

South Childers Road is currently a two-lane asphalt road with no shoulders. Currently, tractor trailer rigs must slow down when passing each other because it is a narrow rural road.

Solution

The proposed solution includes replacing the existing Childers Road with a wider two-lane road with shoulders. The limits of this phase of the project are from FM 1006 to the City of Orange municipal limits.

The proposed action will facilitate safer and more efficient truck access to customers of the port, expediting the transfer of cargo and equipment shipments. Shorter transfer times will allow for an increase in transfers per day and decreased traffic congestion. Increased truck access to tenants will increase productivity, allowing expansion of operations, and an increase in cargo volume.

A wider road will also facilitate the development of the marine industrial site for vessel repairs and new vessel buildouts by enabling safe access to heavier construction trucks transporting larger equipment and large project components.

PROJECT BENEFITS



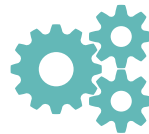
Safety

- Safer and more efficient truck access to customers of the port.
- Improved access during adverse weather conditions.



Economics

- Improved efficiency would increase cargo volume, reduce costs, and support future growth for new and existing customers.
- The project will enhance the job security of employees.
- Creates new direct and indirect jobs.



Operations

- Accommodates increased traffic expected due to other enhancements.
- Prevents traffic bottlenecks at Childers Road.
- Improved access during adverse weather conditions.



Other

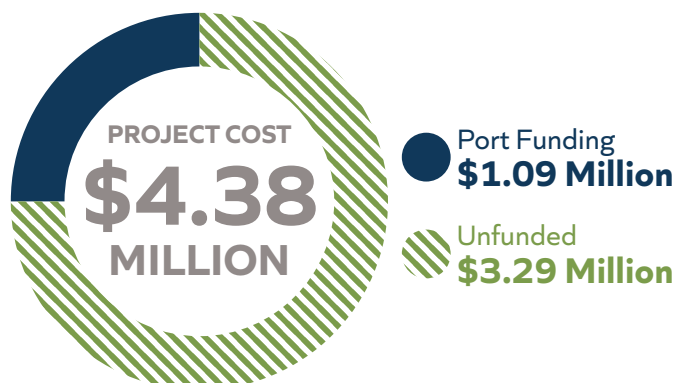
- Expected to benefit the plastic industry and potentially the green energy industry.
- Improvements will minimize idle times of vehicles, lowering emissions and contributing to environmental sustainability.



Project Status

Planning and scoping for this project have begun, and the design is anticipated to be complete at the end of 2025, if funded. No traffic studies were conducted in association with this project. An environmental review is anticipated for this project. The project is lettable in the 2026-2027 biennium.

Funding Status





SOUTH CHILDERS ROADWAY IMPROVEMENTS FROM CITY LIMITS TO ENTRANCE OF DRAVO INDUSTRIAL TERMINAL

Port of Orange

Project Category:  **County:** Orange | **Project Status:** Planning & Scoping | **Total Project Cost:** \$8,340,900

Connectivity Issue

The Port of Orange faces critical connectivity challenges due to its growing plastics and chemical cargoes, driven by private investment. To ensure efficient operations and accommodate increasing traffic, rail and road investment becomes essential for the port's future. Without this improvement, Childers Road will become a traffic bottleneck, resulting in congestion and truck idling.

South Childers Road is currently a two-lane asphalt road with no shoulders. Currently, tractor trailer rigs must slow down when passing each other because it is a narrow rural road.

Solution

The proposed solution includes replacing the existing Childers Road with a wider two-lane road with shoulders in addition to drainage improvements. The drainage work on both sides of the proposed roadway will provide additional lettable area and mitigate the runoff effects of heavy rainfall, effectively reducing costly delays due to weather hazards. The limits of this phase of the project are from City of Orange city limits to the entrance of the DRAVO Industrial Terminal.

The proposed solution includes replacing the existing Childers Road with a wider two-lane road with shoulders will facilitate safer and more efficient truck access to customers of the port, expediting the transfer of cargo and equipment shipments. Shorter transfer times will allow for an increase in transfers per day and decreased traffic congestion. Increased truck access to tenants will increase productivity, allowing expansion of operations, and an increase in cargo volume.

A wider road will also facilitate the development of the marine industrial site for vessel repairs and new vessel buildouts by enabling safe access to heavier construction trucks transporting larger equipment and large project components.

PROJECT BENEFITS



Safety

- Safer and more efficient truck access to customers of the port.
- Improved access during adverse weather conditions.



Economics

- Improved efficiency would increase cargo volume, reduce costs, and support future growth for new and existing customers.
- The project will enhance the job security of employees.
- Creates new direct and indirect jobs.



Operations

- Accommodates increased traffic expected due to other enhancements.
- Improved access during adverse weather conditions.



Other

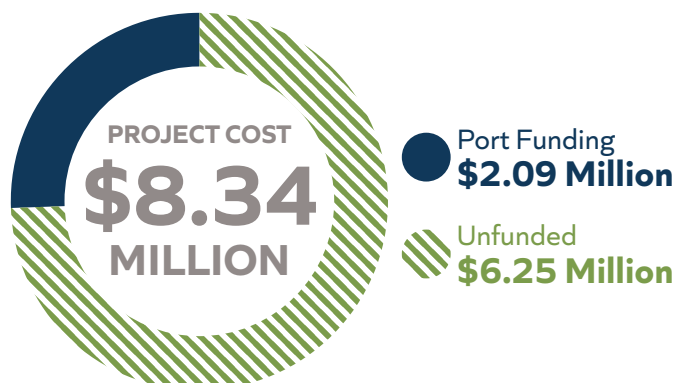
- Expected to benefit the plastic industry and potentially the green energy industry.
- Improvements will minimize idle times of vehicles, lowering emissions and contributing to environmental sustainability.



Project Status

Planning and scoping for this project have begun, and the design is anticipated to be complete at the end of 2025, if funded. No traffic studies were conducted in association with this project. An environmental review is anticipated for this project. The project is lettable in the 2026-2027 biennium.

Funding Status





DRAVO ADDITIONAL TRUCK QUEUING (14 ACRES) AND UTILITY ENHANCEMENTS – EAST SIDE

Port of Orange

Project Category:



County: Orange

Project Status: Design & Permitting

Total Project Cost: \$7,296,000

Connectivity Issue

The Port of Orange faces critical connectivity challenges due to its growing plastics and chemical cargoes, driven by private investment. To ensure efficient operations and accommodate increasing traffic, additional truck infrastructure is necessary. As the Port of Orange continues to grow, it expects increased traffic and the need for additional truck queuing areas to decrease traffic congestion and reduce costly delays.

Solution

The proposed solution is the DRAVO Additional Truck Queuing (14 Acres) and Utility Enhancements - East Side project. The proposed project includes truck queuing areas, utility enhancements including lighting on 14 acres on the east side of Childers Road. As part of the truck queuing areas, drainage improvements would also be required to mitigate the runoff effects of heavy rainfall. Additionally, the proposed lighting will support safe port operations. These proposed projects will aid in attracting and retaining longstanding tenants, supporting the growth of the port with business development and new jobs.

Project Status

Scoping and planning for this project are nearly complete, and the design is anticipated to be complete at the end of 2025. The project is lettable in the 2026-2027 biennium.

PROJECT BENEFITS



Safety

- Safer and more efficient truck operations for port users.
- Drainage and lighting improvements will ensure a safer work environment.



Economics

- Increases efficient operations on a stable waterfront.
- Supports future growth for new and existing customers.
- Improvements will accommodate increased traffic expected because of other improvements.
- The project will result in job creation and job security enhancements.
- The enhanced capabilities will contribute to a more resilient and competitive port infrastructure.



Operations

- Enhance the current operating capacity for the port's customers, supporting future growth.
- Drainage improvements will mitigate delays from heavy rainfall.

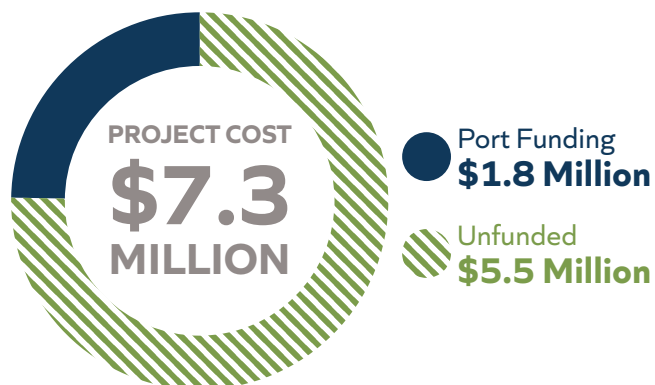


Other

- Expected to benefit the plastic industry and potentially the green energy industry.
- Additional truck queuing areas will facilitate access to and from vessels and long-term tenants.



Funding Status



Aerial image showing existing conditions at the DRAVO Peninsula



DRAVO ADDITIONAL TRUCK QUEUING (10 ACRES) AND UTILITY ENHANCEMENTS – WEST SIDE

Port of Orange

Project Category:



County: Orange

Project Status: Design & Permitting

Total Project Cost: \$5,465,000

Connectivity Issue

The Port of Orange faces critical connectivity challenges due to its growing plastics and chemical cargoes, driven by private investment. To ensure efficient operations and accommodate increasing traffic, additional truck infrastructure is necessary. As the Port of Orange continues to grow, it expects increased traffic and the need for additional truck queuing areas to decrease traffic congestion and reduce costly delays.

Solution

The proposed solution is the DRAVO Additional Truck Queuing (10 acres) and Utility Enhancements - West Side project. This project would provide additional staging areas to improve logistics in handling cargo to and from the waterway. It would also involve utility enhancements, including lighting on 10 acres on the west side of the roadway. As part of the truck queuing area, drainage improvements are being proposed to mitigate the runoff effects of heavy rainfall. The proposed lighting will support safe port operations. The port is within a 5-mile radius of many major industrial employers, and improvements can be utilized by any of the major industry partners.

Project Status

Scoping and planning for this project are nearly complete, and the design is anticipated to be complete at the end of 2025. The project is lettable in the 2026-2027 biennium.

PROJECT BENEFITS



Safety

- Safer and more efficient truck operations for port users.
- Drainage and lighting improvements will ensure a safer work environment.



Economics

- Increases efficient operations on a stable waterfront.
- Supports future growth for new and existing customers.
- Improvements will accommodate increased traffic expected because of other improvements.
- The project will result in job creation and job security enhancements.
- The enhanced capabilities will contribute to a more resilient and competitive port infrastructure.



Operations

- Enhance the current operating capacity for the port's customers, supporting future growth.
- Drainage improvements will mitigate delays from heavy rainfall.

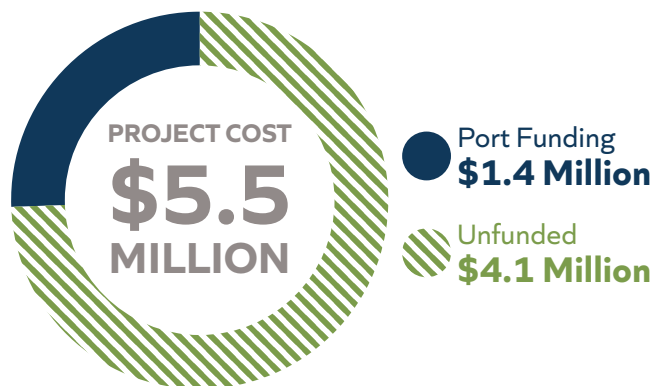


Other

- Expected to benefit the plastic industry and potentially the green energy industry.



Funding Status



Aerial image showing existing conditions at the DRAVO Peninsula



TURN LANE TRAFFIC RELIEF & TRUCK STAGING AREA

Port of Port Arthur

Project Category:



County: Jefferson

Project Status: Planning & Scoping

Total Project Cost: \$4,723,000

Connectivity Issue

Port Arthur plays a crucial role in handling 33% of the wood fencing used by Texas homeowners, benefiting a large consumer base. Additionally, it serves various industries, including forest products, metals, and the military. However, due to increased cargo volumes resulting from the completion of docks 5 and 6 and other port-side expansions, congestion has become a pressing concern within the port area. This congestion extends to the entrances and exits, causing bottlenecks and gridlock conditions on public roads.

Solution

To address this issue, Port Arthur proposes a two-fold solution:

- 1. Right-Turn Lanes:** Construct two right-turn lanes at the intersection of Houston Avenue and Rev. Ransom Howard Drive (7th Street). Both of these roads are designated truck routes.
- 2. Truck Queuing Areas:** Build approximately three acres of truck queuing areas outside of the public right-of-way. These designated spaces will allow for staging cargo, trucks, and military vehicles outside the main gate area. By doing so, the initial point of arrival for trucks can be remotely checked, mitigating truck congestion and keeping them outside of the public right-of-way. This approach aims to improve overall traffic flow and reduce gridlock conditions.

Project Status

The project is currently in the planning stage: right-of-way acquisition is complete and scoping is about 50% complete. The environmental review process has been initiated. The project is anticipated to be available for let during the 2026-2027 biennium.

PROJECT BENEFITS



Safety

- Improved right-turn lanes will prevent trucks from crossing into opposing traffic lanes while making right turns.
- Enhanced separation of passenger and commercial vehicles.
- Improved lane marking



Economics

- Efficient ingress and egress of port traffic will create jobs and boost revenue for the port.
- Expands the port's capabilities to handle various cargo types and industries.



Operations

- Significantly reduces truck idling time by providing a designated staging area.
- Staging area will decrease the number of trucks using local streets as storage lanes during surge events, minimizing the impact on local passenger traffic.
- The turning lane improvements will enhance flexibility in the last-mile connectivity.



Other

- Decreased congestion resulting from improved truck and cargo handling capabilities will further mitigate idle emissions, contributing to a cleaner environment.

PROJECT COST
\$4.72
MILLION

Category	Amount
Port Funding	\$1.18 Million
Unfunded	\$3.54 Million
Total Project Cost	\$4.72 Million





INDUSTRIAL TRUCK ROUTE

Port of Sabine Pass

Project Category:



County: Jefferson

Project Status: Planning & Scoping

Total Project Cost: \$20,129,744

Connectivity Issue

Current accessibility beyond Texas Bayou is not passable by a typical motor vehicle. Truck traffic north of Texas Bayou moves dry goods by truck on an underdeveloped farm-to-market road and many times creates a hardship on residents while degrading the condition of the roadway. With the expected development of a new liquefied natural gas (LNG) facility near Texas Bayou, the currently planned Oneok project, and the work of moving the deep draft berths, the expansion of industrial traffic will inundate the roadway.

Solution

The proposed solution is an Industrial Truck Route to SH 87, which would feature an overall roadway length of 4.1 miles, a 48-foot-wide roadway, and a 60-foot right-of-way. The bridge will need to be 28 feet wide and 125 feet long.

The project will reinforce the existing functional roadway and will improve and reinforce weaker sections. It will then rebuild the sections that have been damaged by storm and tidal effects. Finally, it will reconstruct a deficient bridge located at Texas Bayou.

The reinforcement of FM 3322 will remove any constrained corridor for future product, supply, and service traffic growth. It will also have significant impact on the construction traffic that will be generated in the upcoming years.

PROJECT BENEFITS



Safety

- Improvements to traffic safety.



Economics

- Expansion in operations will create job opportunities in the region.
- Enhanced operations can lead to an increase in revenue.
- Improved logistics can facilitate trade expansion.



Operations

- Reduction in wait times during shift changes leads to increased productivity for businesses in the area.



Other

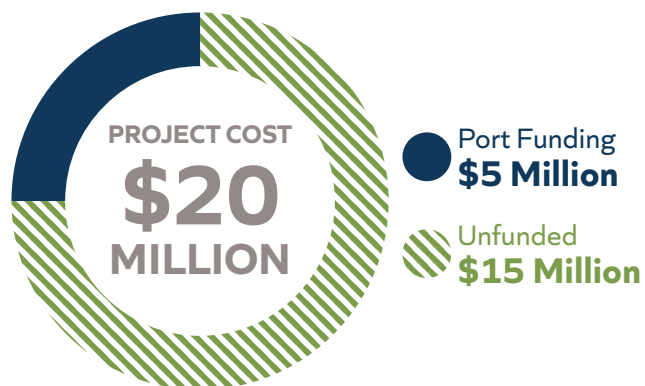
- By reducing vehicle idling times, air quality can be significantly improved, contributing to a healthier environment for residents.
- Reduction in commute times retaining residents, employees, and other road users, contributing to a stable and thriving community.



Project Status

The project is currently in the early stages of development, with one-tenth of the scoping and planning processes finished. An environmental review is anticipated in addition to permits but neither have been initiated. It is unknown at this time what type of environmental documentation would be required. The project is expected to be let-ready during the 2026-2027 biennium.

Funding Status





WHITE RANCH ROAD

Port of Sabine Pass

Project Category:



County: Jefferson

Project Status: ROW & Land Acquisition

Total Project Cost: \$23,109,632

Connectivity Issue

The expanded development on Bolivar Peninsula and in southern Chambers County and western Jefferson County has led to increased truck traffic and subsequent idle times, a byproduct of the supply chain dynamics influenced by the east and west port areas. Increased traffic is currently flowing into and causing congestion at two critical port junctures that intersect with two ongoing liquefied natural gas (LNG) construction projects as well as an industrial venture awaiting permits. Traffic going to core operation zones of Valero and Chevron Phillips increases overall truck mileage. To have any expansion of port operations in the western portion of the district, there must be improvements capable of servicing new development.

Solution

The Port of Sabine Pass is proposing improvements to a two-lane farm road, transforming it into a dual-lane thoroughfare with each lane measuring 12 feet in width, complemented by 8-foot shoulders. The upgrade will maintain the current bar ditch layout to minimize environmental and hydraulic disruptions. Spanning an 8-mile stretch and culminating at a pivotal transition point, the project is designed to ease traffic at current port exits. This will effectively diminish the impact on trucking paths that converge with two active LNG construction sites and another industrial project pending approval. The strategic redirection of truck traffic away from the main operational areas of Valero and Chevron Phillips, coupled with a shift towards maritime transport, is expected to shorten trucking routes significantly. This tactical move aims to alleviate congestion, improve travel efficiency by utilizing alternative routes, and resolve the unique entry and exit challenges that affect all modes of transportation, thereby offering a solution to the regional connectivity issue.

PROJECT BENEFITS



Safety

- Alleviates congestion, making it safer for non-truck modes of transport.



Economics

- Efficiencies gained will provide cost savings and increase the port's ability to move more cargo with reduced wait times, increasing the port's competitiveness.
- The project gives business opportunities that are currently difficult to justify viable due to the cost of logistics.



Operations

- Reduces congestion and truck mileage while moving the truck traffic into an area that is not congested, reducing travel times and thereby improving efficiencies.



Other

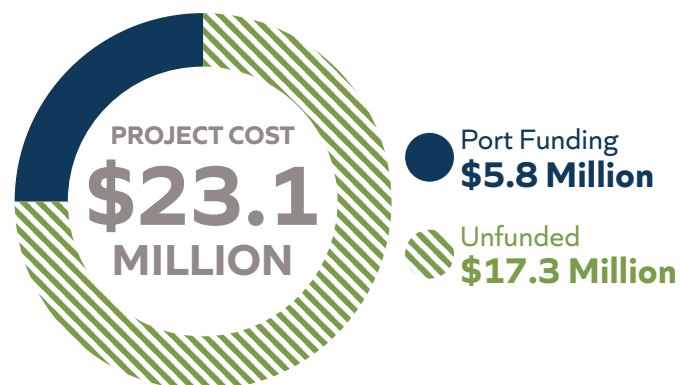
- The project will provide jobs to the surrounding community.



Project Status

The project is currently in the early stages of development, with one-tenth of the scoping and planning processes finished. An environmental review is anticipated in addition to permits but neither have been initiated. It is unknown at this time what type of environmental documentation would be required. The project is expected to be let-ready during the 2026-2027 biennium.

Funding Status





STATE HIGHWAY 87

Port of Sabine Pass

Project Category:  **County:** Jefferson | **Project Status:** Planning & Scoping | **Total Project Cost:** \$284,000,000

Connectivity Issue

The project site was closed to due to high Gulf of Mexico tides created by a significant storm event, but this connection previously allowed for access to Galveston County health facilities that service low-and moderate-income families between Sabine Pass and Bolivar Peninsula, while also protecting one of the largest freshwater preserves that is part of U.S. Fish and Wildlife Service McFaddin National Wildlife Refuge. Additionally, a safety issue exists created by several large industrial processing facilities that pose risk to the public and workers that currently have only a single entry or exit point to the area.

Solution

The Port of Sabine Pass has outlined a plan for a 22.1-mile Super 2 highway, featuring pull-offs in lieu of passing lanes and parking spaces at each pull-off to facilitate beach access and provide safe havens. The initiative commences at Sea Rim State Park, bordering SH 87, and concludes at the SH 124 junction in High Island. This development aims to reestablish easy access and enhance ecological protection, while also reconnecting the two communities.

Project Status

The project is unique in that it has already undergone environmental review in the past several decades, a new environmental impact statement is anticipated but much of the work could be pulled from past environmental reviews. The project could be a good opportunity for a design-build contract to expedite project delivery. Conflicts including the environmental process and right of way ownership have been identified but are likely to be resolved by August 2027.

PROJECT BENEFITS



Safety

- Enhances traffic flow in both the I-10-SH 124 and SH 146-I-45 corridors by establishing a new route.
- Diminishes the need for drivers to overtake and pass slower-moving vehicles on SH 124.



Economics

- Expands commercial reach for specific products currently in distribution.
- Expands the market foundation for tertiary markets.
- Augments supply chains in response to heightened demand.
- Creates job opportunities.



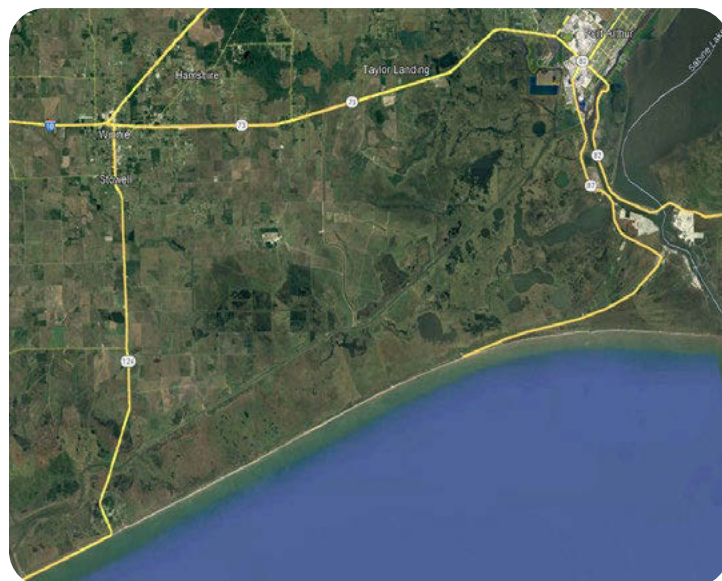
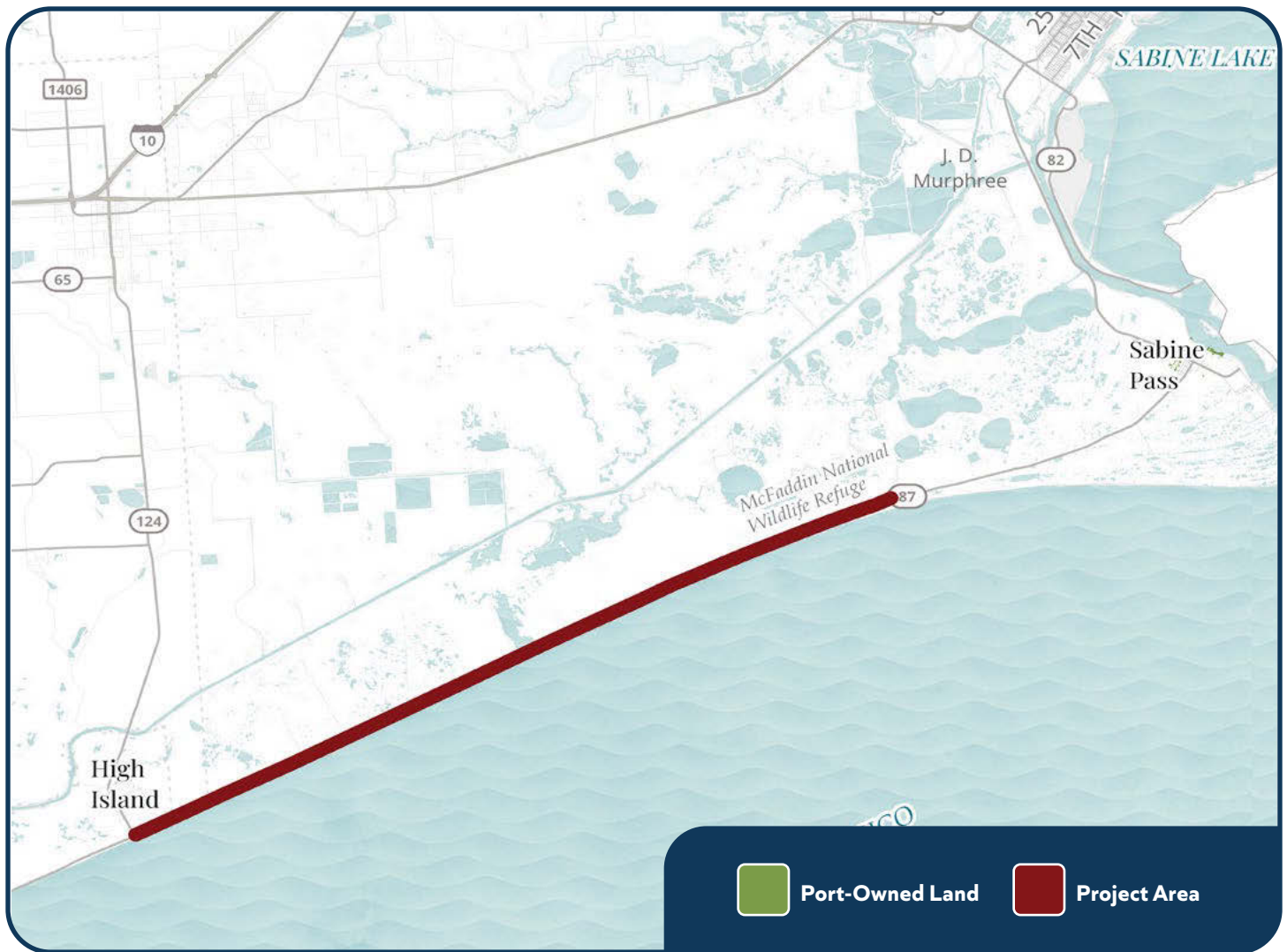
Operations

- Project can decrease trucking impacts along SH 124 with a reduction in travel miles by at least 50%.
- Reduced emissions and transportation costs.



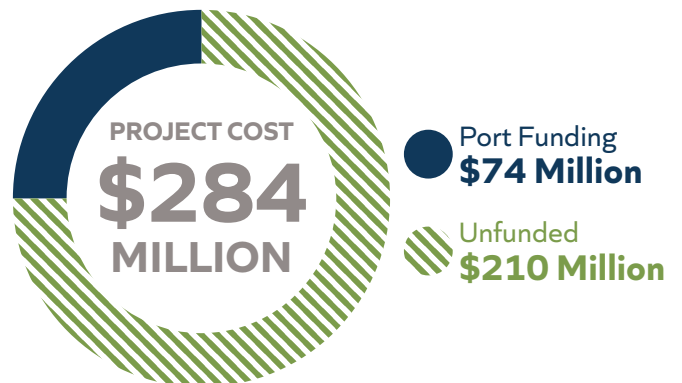
Other

- Decreases vehicle mileage between Bolivar Peninsula and Beaumont industrial area by 15 to 20 miles.
- Enhances access to newly developed beach facilities and improve access to the McFaddin National Wildlife Refuge.
- Safeguards one of the nation's largest freshwater marshes.



Aerial image showing existing conditions along State Highway 87

Funding Status





SH 185 FLYOVER

Port of Victoria

Project Category:



County: Victoria

Project Status: Conceptual

Total Project Cost: \$25,000,000

Connectivity Issue

The Port of Victoria is currently facing several connectivity issues including anticipated congestion at the intersection of SH 185 and McCoy Road due to port expansion. This inadequate infrastructure is impacting logistics, supply chain operations, and the growth of economic activities associated with the port.

The South Site at the Port of Victoria boasts an impressive portfolio of over \$4 billion worth of projects poised for development. This substantial investment potential is expected to generate significant operational traffic as these projects become fully functional.

Solution

The proposed solution is a four-lane bridge spanning SH 185 featuring strategically positioned on and off ramps to seamlessly integrate with the existing roadway network. This infrastructure enhancement aims to optimize traffic flow, providing efficient access for vehicles entering and exiting McCoy Road while accommodating potential future developments, including the incorporation of rail spur connections.

Project Status

The project is in the initial conceptual phases. Permits, an environmental review and right-of-way acquisition are anticipated but not initiated at this time. Conflicts are identified but are likely to be resolved in the 2026-2027 biennium.

PROJECT BENEFITS



Safety

- Drivers can navigate the roadway more efficiently and confidently, reducing the risk of accidents.
- Mitigates potential driving hazards associated with large commercial vehicles.



Economics

- The improved infrastructure will facilitate faster transportation, reduce transit times, lower inventory costs, and increase competitiveness for businesses utilizing the port.
- Improvements will support the development of over \$4 billion worth of new terminals, potentially creating around 400 new jobs in the area.



Operations

- Enhance traffic flow on SH 185 by enabling vehicles to maintain a consistent speed of 70 mph, free from concerns about 18-wheelers crossing the highway.

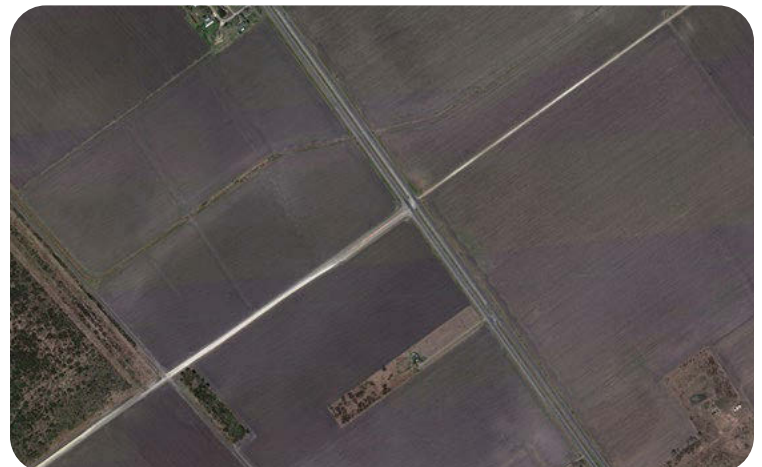
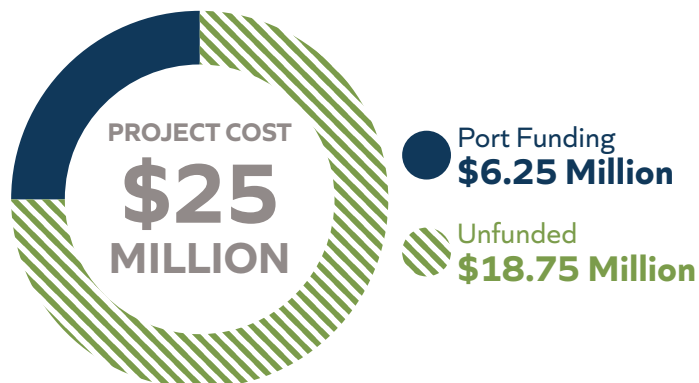


Other

- This project will enhance the most recent TXDOT project of a flyover being built over the Brownsville rail sub.



Funding Status



Aerial image showing existing conditions at the SH 185 Flyover site



NORTH ACCESS ROAD TO EAST TRANSLOAD ROAD

Port of Victoria

Project Category:   | **County:** Victoria | **Project Status:** Conceptual | **Total Project Cost:** \$1,900,000

Connectivity Issue

The Port of Victoria is currently facing several connectivity issues including inadequate infrastructure, height restrictions along the Victoria Barge Canal, and anticipated congestion due to port expansion. This inadequate infrastructure is impacting logistics, supply chain operations, and the growth of economic activities associated with the port. At the North Access Road to East Transload Road, the port has identified a need to facilitate two-way traffic flow and eliminate the need for trucks to back up or attempt U-turns within the operational zone, thereby enhancing safety and efficiency along the travel route.

Solution

The proposed solution would upgrade the existing dirt access road to a two-lane paved thoroughfare, connecting FM 1432 to the recently enhanced Transload Road adjacent to the port's rail track, formerly part of the Seaport Connectivity Program project, ensuring smoother access and connectivity.

Project Status

This project has no outstanding right-of-way, permit, or utility conflicts. A standard environmental review is anticipated. The project has yet to begin, but is anticipated to be lettable by the 2026-2027 biennium.

PROJECT BENEFITS



Safety

- Streamlines traffic flow to enhance safety and efficiency.



Economics

- Integrates parcels into a single, contiguous tract to unlock more development opportunities.
- Greenfield site for development represents a transformative opportunity to embark on expansive projects.
- Creates job opportunities across various sectors and will stimulate local employment.



Operations

- Streamlines traffic flow along rail tracks.
- Alleviates congestion along the route, enhancing overall efficiency.
- Reduces gridlock and optimizes utilization of available road space.
- Increases daily rail and transloading operations, amplifying logistical capabilities.

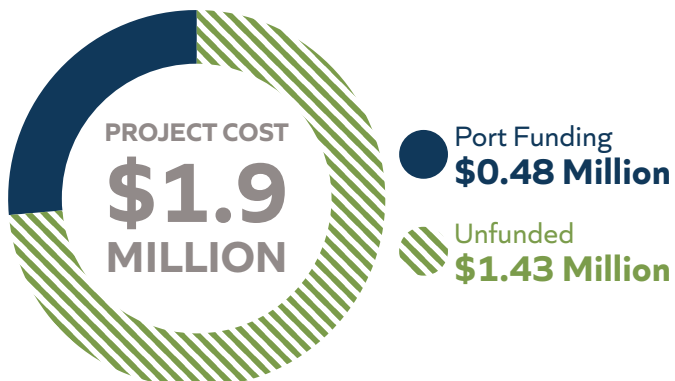


Other

- The availability of a spacious 50-acre greenfield site for development represents a transformative opportunity to embark on expansive projects, poised to inject vitality into the area's economic landscape.



Funding Status



Aerial image showing existing conditions at the access road



NORTH ACCESS ROAD TO TURNING BASIN

Port of Victoria

Project Category:  **County:** Victoria | **Project Status:** Conceptual | **Total Project Cost:** \$1,250,000

Connectivity Issue

The Port of Victoria is currently facing several connectivity issues including inadequate infrastructure, height restrictions along the Victoria Barge Canal, and anticipated heavy truck congestion for existing tenants due to port expansion. This inadequate infrastructure is impacting logistics, supply chain operations, and the growth of economic activities associated with the port.

Solution

The proposed project would include a new road from the North Access Road to Turning Basin to a prime 30-acre greenfield site with waterfront access. This project will boast direct waterfront access along the turning basin and offer unparalleled opportunities for development, with the potential to capitalize on the scenic waterfront views and proximity to essential waterway infrastructure. As a gateway to expansive possibilities, this site holds immense promise for a wide range of ventures, from commercial and industrial projects to recreational and residential developments, poised to enrich the surrounding area and unlock its full potential.

Project Status

This project has no outstanding right-of-way, permit or utility conflicts. A standard environmental review is anticipated. The project has yet to begin, but is anticipated to be lettable by the 2026-2027 biennium.

PROJECT BENEFITS



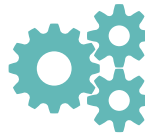
Safety

- Streamlines traffic flow to enhance safety and efficiency.



Economics

- The new road opens up a world of possibilities for commercial, industrial, and recreational development, poised to redefine the landscape and solidify the port's position as a dynamic hub for economic growth and innovation.
- Projected to bring 60 to 100 jobs.



Operations

- Streamlines logistics and bolster efficiency for all stakeholders.
- Integration of this road with the port's new queuing lanes ensures seamless coordination and optimized traffic flow.

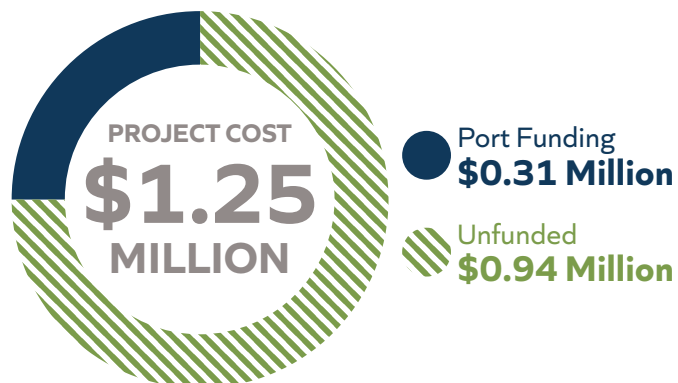


Other

- Unlocks access to a valuable waterfront greenfield site within the port premises.
- This newly constructed road will grant essential road access to the final waterfront parcel on the port's North Site, marking a significant milestone in the area's development.
- This parcel holds immense strategic value, offering unparalleled opportunities for investment and expansion.



Funding Status



Aerial image showing existing conditions at the turning basin



EDNA LANE/McCOY ROAD/DUPONT ROAD

Port of Victoria

Project Category:   | **County:** Victoria | **Project Status:** Design | **Total Project Cost:** \$5,000,000

Connectivity Issue

The Port of Victoria is currently facing several connectivity issues including inadequate infrastructure, height restrictions along the Victoria Barge Canal, and anticipated congestion due to port expansion. This inadequate infrastructure is impacting logistics, supply chain operations, and the growth of economic activities associated with the port. Limited road access to the port causes congestion and delays in transportation, affecting the overall efficiency of port operations.

The South Site at the Port of Victoria boasts an impressive portfolio of over \$4 billion worth of projects poised for development. This substantial investment potential is expected to generate significant operational traffic as these projects become fully functional.

Solution

This project would include the extension of the county road Edna Lane between Black Bayou Road and McCoy Road and then to Dupont Road. This will provide additional access to the port's South Site and will provide for direct access for heavy trucks and commercial traffic. On Edna Lane, improvements include upgrading the narrow, structurally deficient existing county road to a 25-foot-wide heavy haul road. An existing gas pipeline crossing may need adjustment or to have casings installed.

Project Status

Scoping and planning phase of the project is completed. Right-of-way acquisition and permits are not anticipated. The project is lettable in the 2026-2027 biennium.

PROJECT BENEFITS



Safety

- Enhances safety by improving traffic flow and reducing congestion.



Economics

- Efficiencies will result in reduced transportation costs.
- Enhanced road access can attract new businesses and industries to the area.
- Port will better serve as a gateway for trade.
- Improved access can make the port area more attractive for investment.



Operations

- Direct and efficient route to the port, enhancing overall efficiency and reducing transit times.
- Extended road infrastructure can support increased capacity at the port.

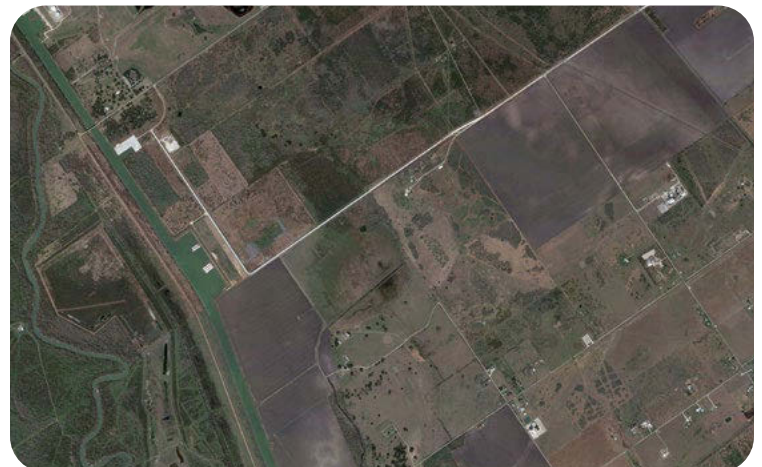
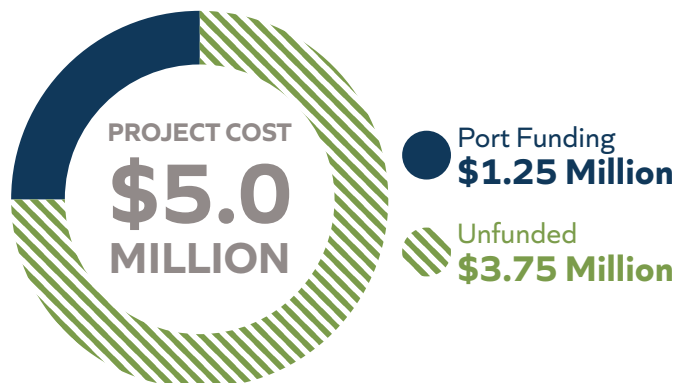


Other

- A well-designed project can include environmental considerations, minimizing impact on natural habitats and ensuring sustainable development practices.



Funding Status



Aerial image showing existing conditions at Edna Lane



SH 35 BRIDGE REPLACEMENT 2810

TxDOT Yoakum District

Project Category:  | **County:** Calhoun | **Project Status:** Design & Permitting | **Total Project Cost:** \$51,138,686

Connectivity Issue

The existing bridge has created a large maintenance cost to TxDOT due to the bent placements. The current bent placements are restricting barge traffic causing barges to squeeze between bents. In 2016, the Yoakum District had a barge strike one of the guiding fenders which connects to one of the existing bridge's bents, causing significant damage to the fender and requiring emergency resources to be used.

Throughout the years since the bridge's completion in 1960 and the canal opening in 1968, the limited clearance between the bents has required consistent TxDOT maintenance of the bridge due to barge strikes. The bridge is narrow and causes congestion for vehicle traffic. The annual maintenance cost for the bridge is estimated at \$435,000 which may increase as the bridge continues to deteriorate. The current height restrictions impede larger barge traffic from accessing the Port of Victoria.

Solution

The proposed solution is to replace the existing bridge with a new bridge that would reduce maintenance costs, improve height restrictions improves and access to Port of Victoria, improve drainage, and upgrade to current design standards. The proposed bridge would also be wider, reducing congestion and improving safety.

Barge traffic has increased significantly along this route since an agreement with Port Houston in 2005 to share cargo. Since 2017, the Port of Victoria has averaged 4 million tons of cargo annually. Now, there is need to move more tonnage through the canal. The placement of a taller bridge with precisely placed bents will allow for additional tonnage and assist with barge congestion on the canal. Maintenance costs will be reduced by 75% to \$110,000 annually.

PROJECT BENEFITS



Safety

- Safety will be improved through a wider bridge, reducing congestion along SH 35.
- New bridge will allow barges to travel underneath easier, reducing collisions with the bridge.



Economics

- Proposed project will allow access of larger and more barges to Port of Victoria.
- Proposed project will allow OSOWOH¹ vehicles to utilize the SH 35 corridor.



Operations

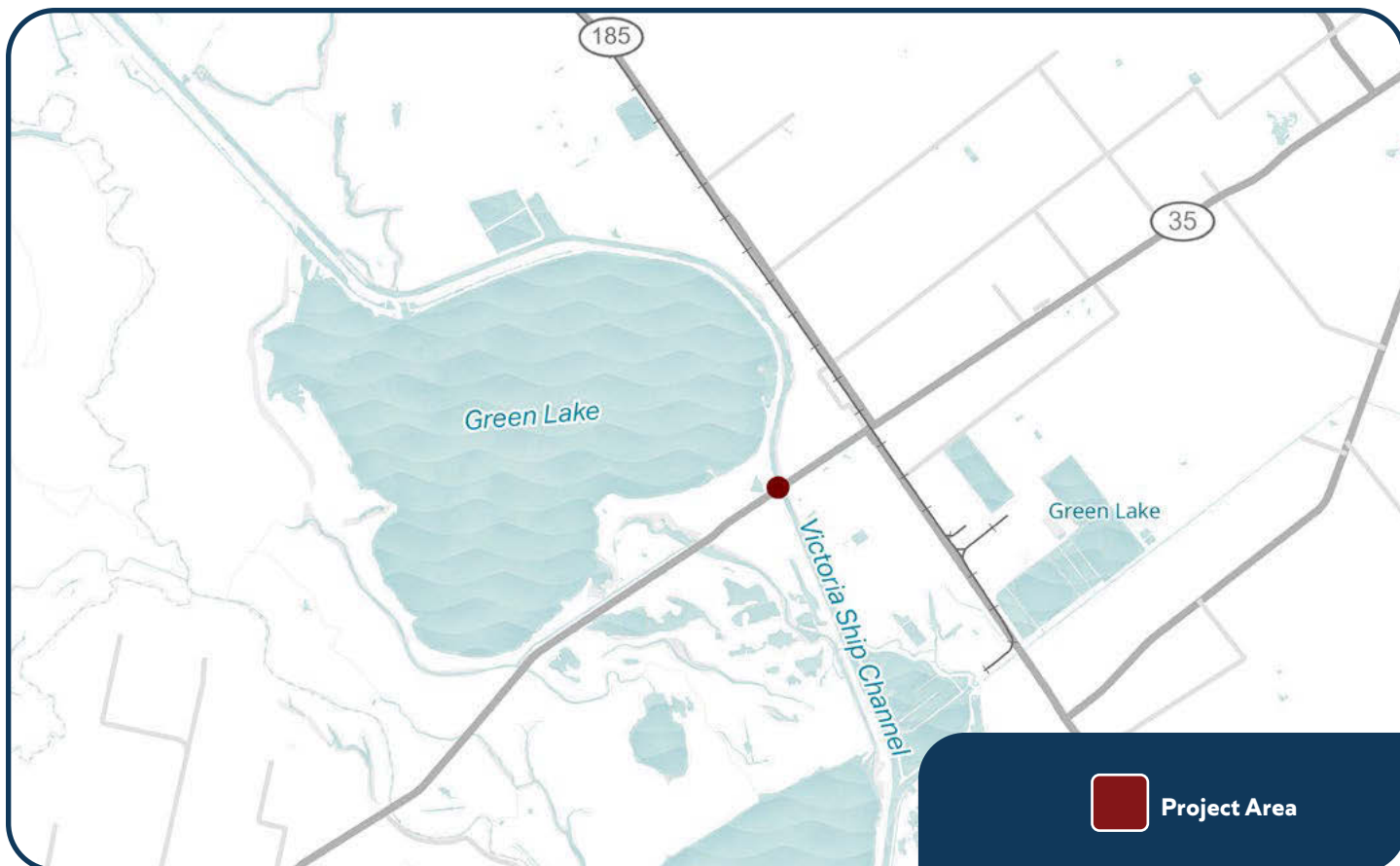
- Proposed project will improve access for OSOWOH vehicles.
- Proposed bridge will improve access by barge to the Port of Victoria.



Other

- Improvements in air quality by reducing vehicle delay.
- Quality of life improvements to employees and business along SH 35.

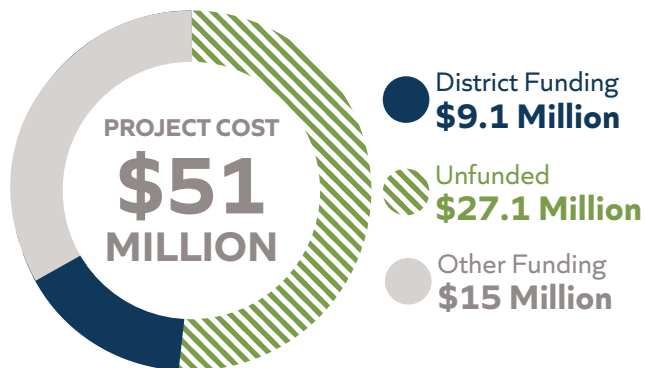
¹OSOWOH: Oversize/overweight/over height



Project Status

The project has undergone the initial project phases and is now in the design and permitting phase. Design is anticipated to be completed by the end of 2024. The environmental review is anticipated to be completed by the end of 2025, and the project will be lettable by the 2026-2027 biennium.

Funding Status



Limited clearance between bents restricts barge movements





SH 35 BRIDGE REPLACEMENT 2712

TxDOT Yoakum District

Project Category:  | **County:** Jackson | **Project Status:** ROW & Land Acquisition | **Total Project Cost:** \$17,015,257

Connectivity Issue

The existing bridge carries traffic across Carancahua Bay, 9 miles from the Port of Calhoun and 12 miles from the Port of Palacios. Currently the bridge restricts oversized freight from traveling along SH 35.

The current bridge restricts both the Port of Palacios and the Port of Calhoun by having to divert oversized traffic away from SH 35. Oversize, overweight, and over height (OSOWOH) freight traffic currently utilizes SH 172 through Ganado to avoid the bridge on SH 35. In addition to the oversized freight restrictions, the bridge has a low sufficiency rating. As of 2023, the sufficiency rating of the bridge was 55 out of 100, making it eligible for federal reconstruction funds.

Solution

The proposed solution is to replace the existing bridge with a new bridge that would reduce maintenance costs, improve oversized freight access, and improve drainage. It will also upgrade the bridge to current design standards, reduce congestion, and improve safety. The proposed bridge would also reduce congestion and improving safety. Due to the growth of the Port of Calhoun and continued growth in the area, there will be an increased need for oversized loads coming across the bridge. The wider bridge, approaches, and roadway within the project's limits will create a safer and more comfortable crossing of Carancahua Bay.

PROJECT BENEFITS



Safety

- Safety will be improved with a wider bridge, reducing congestion along SH 35.



Economics

- Proposed project will allow OSOWOH vehicles to utilize the SH 35 corridor.



Operations

- Proposed project will improve access for OSOWOH vehicles.



Other

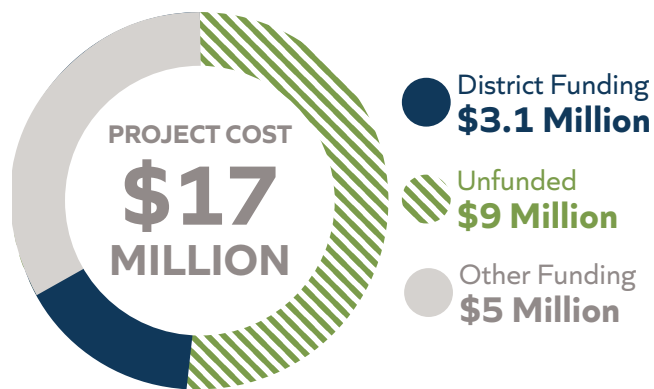
- Improvements in air quality by reducing vehicle delay.
- Improvements to employees and businesses along SH 35.



Project Status

The project has undergone the initial project phases and design. Design and plans, specification, and estimate development (PS&E) are at 100% as of March 2024. The Yoakum District expects to secure all state/local approvals by June 2025 and National Environmental Policy Act (NEPA) approvals by January 2026. The project will be lettable in 2025.

Funding Status



APPENDIX C: Seaport Connectivity
Projects, Issues, and Needs

Connectivity Issues and Needs Maps



Aransas County

Navigation District

Connectivity Issues & Needs

Corpus Christi District



Wayfinding

Wayfinding from SH 35 to the port and marina facilities is difficult.

Congestion

Congestion at marina and beach entrance leads to safety issues.

HWY 35 at Cove Harbor

Cove Harbor Drive is too narrow for heavy truck traffic.

Legend



Port Owned Parcels



Port Access Routes



Frequent Crashes



Truck Crash

This map was created using the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the port.

Port of Bay City

Connectivity Issues & Needs




Congestion

Port activities are expanding, leading to congestion on FM 3057 and at the intersection of FM 3057 and FM 2668



0 1.25 2.5 5 Miles

Legend

 Port Owned Parcels

 Port Access Routes

 Deficient Bridge

 At Grade Rail Crossings

 Frequent Crashes

 Truck Crashes

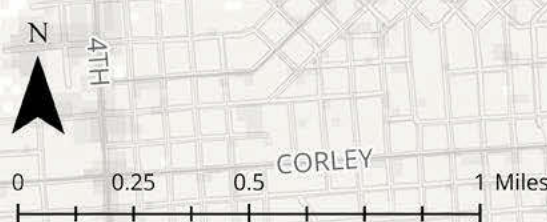
 Rail Crashes

This map was created using the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the port.










East
Matagorda
Bay

Port of Beaumont

Connectivity Issues & Needs



Legend

-  Port Owned Parcels
-  At Grade Rail Crossings
- Port Access Routes
-  Frequent Crashes
- Congestion
-  Low
-  Medium
-  High
-  Truck Crashes
-  Rail Crashes
-  Low Bridge

This map was created using the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the port.

Port of Brownsville

Connectivity Issues & Needs

Bahia Grande

Recreational Traffic
Recreational traffic conflicts with trucking on SH 48 near Bahia Grande.

LNG Market Growth
The port's LNG market is expected to triple, putting traffic pressure on SH 48. Spot safety improvements are currently being constructed. Larger studies of SH 48 are also underway.

Legend

- Port Owned Parcels
- Port Access Routes
- Low Bridge
- At Grade Rail Crossings
- Frequent Crashes



0 1.25 2.5 5 Miles

This map was created using the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the port.

Calhoun Port Authority

Connectivity Issues & Needs

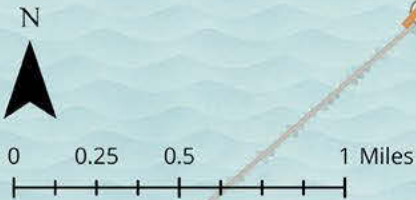


Intersection Safety

Increased rail traffic will exacerbate congestion at FM 1593/SH 35 intersection.

Narrow Bridge

On SH 35, Lavaca Bay Causeway truck restrictions affect port growth by limiting oversized vehicles.



Legend

-  Port Owned Parcels
-  Port Access Routes
-  At Grade Rail Crossings
-  Frequent Crashes
-  Truck Crashes

This map was created using the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the port.

Cedar Port

Connectivity Issues & Needs



Legend

- Port Operational Footprint
- Port Access Route
- At Grade Rail Crossings
- Low Bridge
- Frequent Crashes
- Truck Crashes

This map was created using the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the port.

Truck Activity

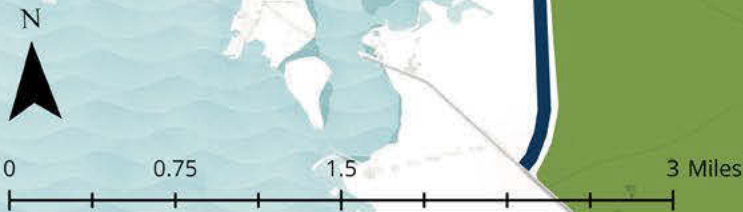
One million shipping containers pass through the port annually, all on trucks.

FM 1405

Expansion of FM 1405 as a heavy haul route is important to future port growth.

Future Port Activity

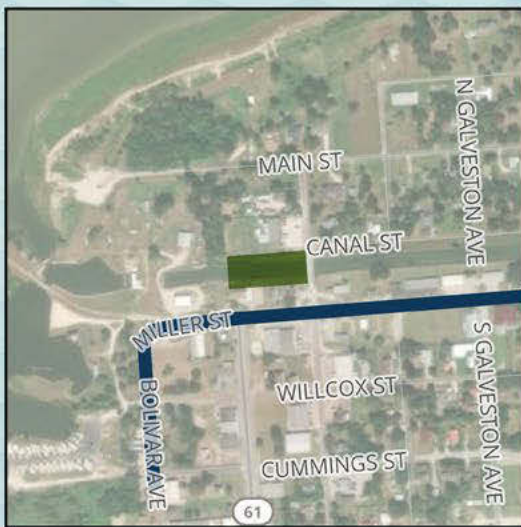
The Port is planning to expand operations to the south while avoiding land use conflicts with Beach City to the East.



Chambers-Liberty Counties

Navigation District

Connectivity Issues & Needs



Port Aspirations

The port is anticipating opening docks along the shipping channel. This would increase truck traffic through the city of Anahuac, and along State Highway 61.

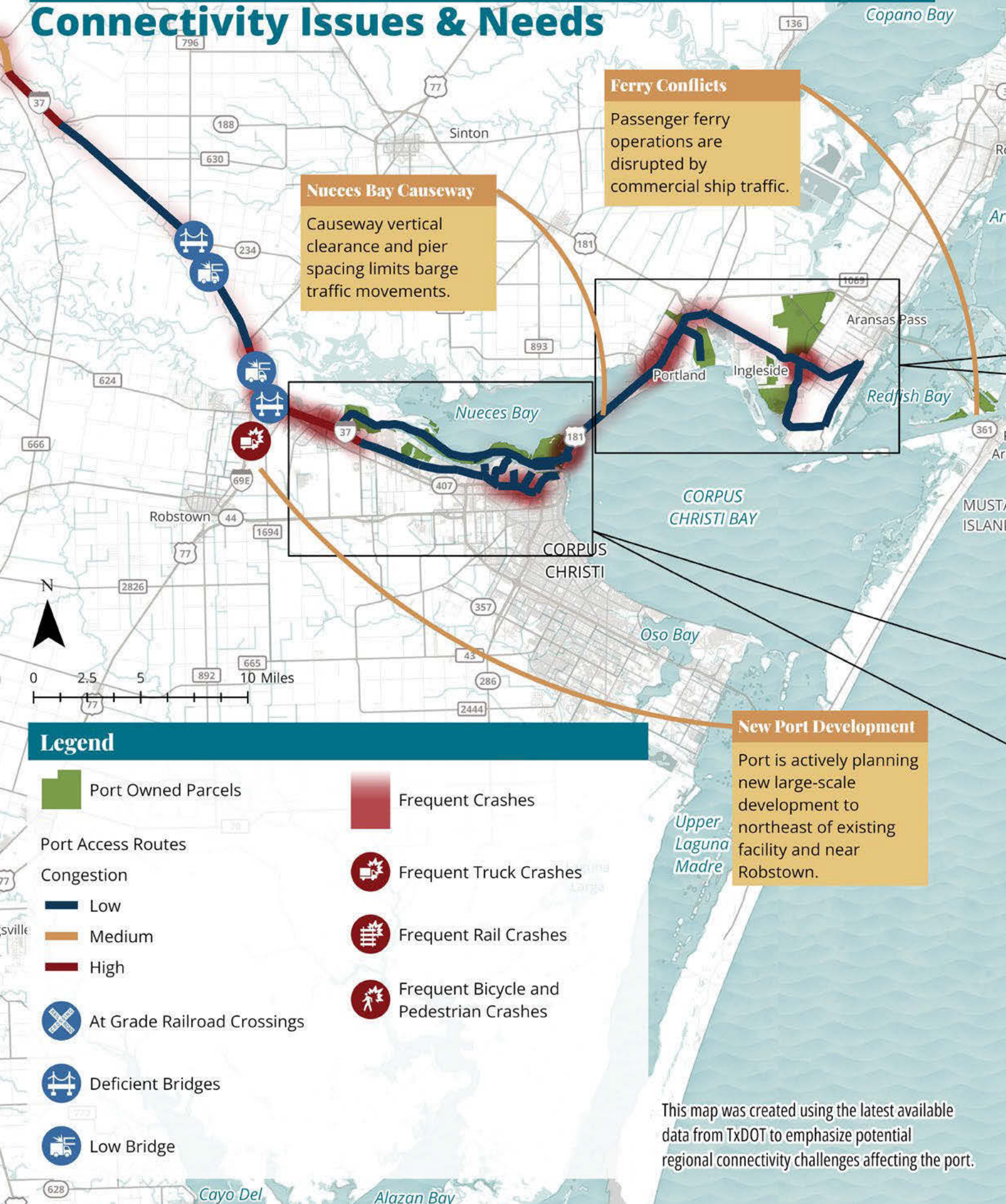
Legend

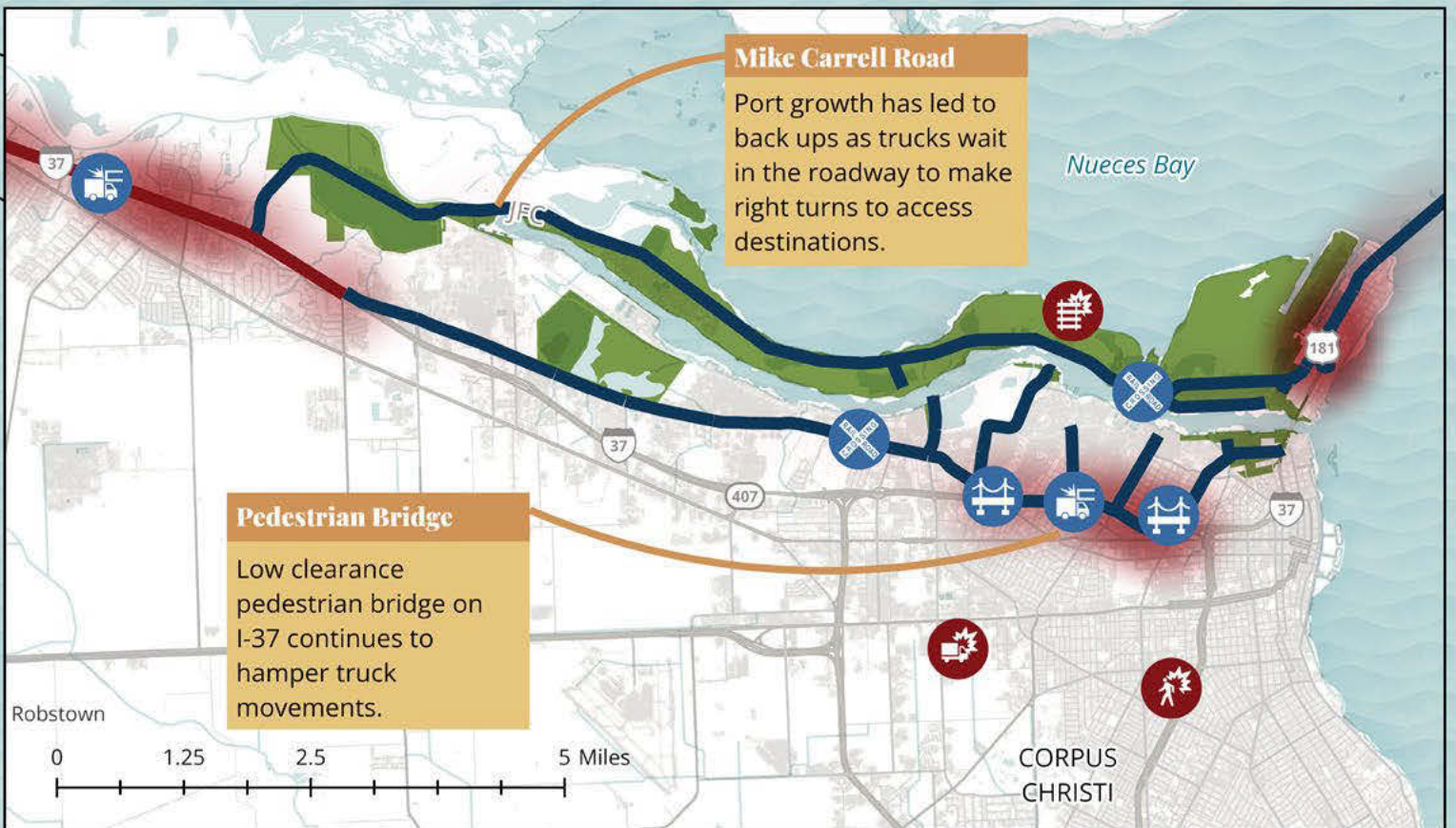
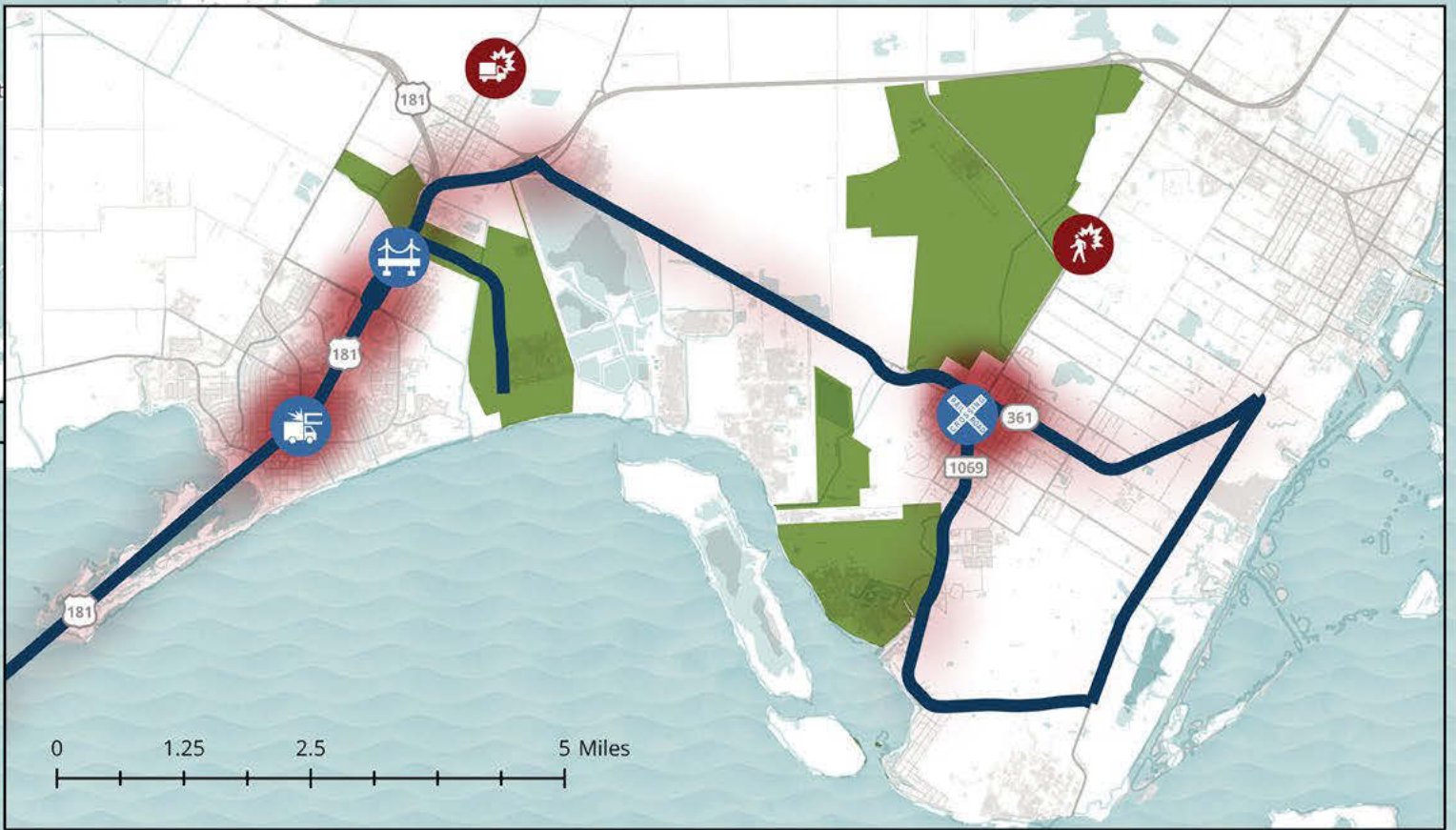
-  Port Owned Parcels
-  Port Access Routes
-  Low Bridge
-  Deficient Bridge
-  Frequent Crashes
-  Frequent Truck Crashes

This map was created using the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the port.

Port of Corpus Christi Authority

Connectivity Issues & Needs







Port Freeport

Connectivity Issues & Needs



Port Growth

With exceptional growth in Container, RO/RO, and other cargo, the port expects truck and rail traffic to double in the coming years.

SH 36

SH 36 is critical to port efficiency and will be handling significant increases in trucking activity.

Truck Staging

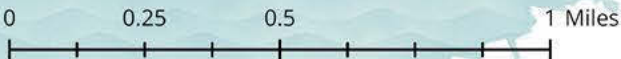
Truck staging areas could alleviate traffic conflicts.

Legend

- Port Owned Parcels
- Port Access Routes
- At Grade Rail Crossings
- Frequent Crashes
- Truck Crashes
- Bicycle and Pedestrian Crashes

This map was created using the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the port.

Connectivity Issues & Needs



Cruise Terminals

COVID had a big toll on the passenger cruise market, but it has rebounded and continues to grow.

Pelican Island Bridge

Repairs to the Pelican Island Bridge are funded and scheduled to start in 2027 following a 2024 collision.

Pedestrian Issues

Pedestrians face difficult crossings on Harborside drive to get to cruise terminals from parking lots.

Legend



Port Owned Parcels

Port Access Routes

Traffic Congestion



Low



Medium



High



Deficient Bridges



At Grade Rail Crossings



Frequent Crashes



Frequent Bicycle and Pedestrian Crashes



Frequent Rail Crashes



Frequent Truck Crashes

This map was created using the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the port.



Port of Harlingen

Connectivity Issues & Needs



FM 1595

Plans to expand the port into adjacent parcels are underway, which will lead to increased stress on FM 1595.

Rio Hondo Bridge

Long lift times create delays for trucks. Digital message boards could redirect traffic to avoid delays.

FM 106 and FM 509

Critical intersection for port.

Legend

- Port Owned Parcels
- Port Expansion
- Port Access Routes
- At Grade Rail Crossings
- Deficient Bridge
- Low Bridge
- Frequent Crashes
- Frequent Truck Crashes
- Frequent Rail Crashes



0 1.25 2.5 5 Miles

This map was created using the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the port.

Port Houston

Connectivity Issues & Needs




Development Support

Additional access needed for planned port development near BW 8.

I-610 Bridge

The port has identified replacing and upgrading the I-610 bridge as a critical infrastructure need.

Legend


 Port Owned Parcels


Congestion

 Low


 Medium


 High

 At Grade Rail Crossings

 Frequent Crashes

 Rail Crashes

 Bicycle and Pedestrian Crashes

 Truck Crashes

SH 225 Congestion

SH 225 capacity limitations restrict port development.

This map was created using the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the port.



Regional Connections

Capacity improvements on SH 99 are critical to freight movement to and from Port Houston and Chambers County.

Barbours Cut

Heavy traffic on Barbours Cut Blvd requires direct connectivity and improvements to SH 146 to support growth.

Port Road

Improvements to intersections with SH 146 can facilitate port development.

Miles 0 1.25 2.5 5



Port of Orange

Connectivity Issues & Needs



Rail Investment

Rail investments will be critical to the port's future.

Legend

- Port Owned Parcels
- Port Access Routes
- Deficient Bridge
- Low Bridge
- At Grade Rail Crossings
- Frequent Crashes
- Truck Crashes
- Rail Crashes
- Bicycle and Pedestrian Crashes

Private Investment

Plastics and chemical cargoes are growing due to private investment, leading to increased truck and rail traffic on FM 1006.

This map was created using the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the port.

0 0.5 1 2 Miles






Port of Palacios

Connectivity Issues & Needs



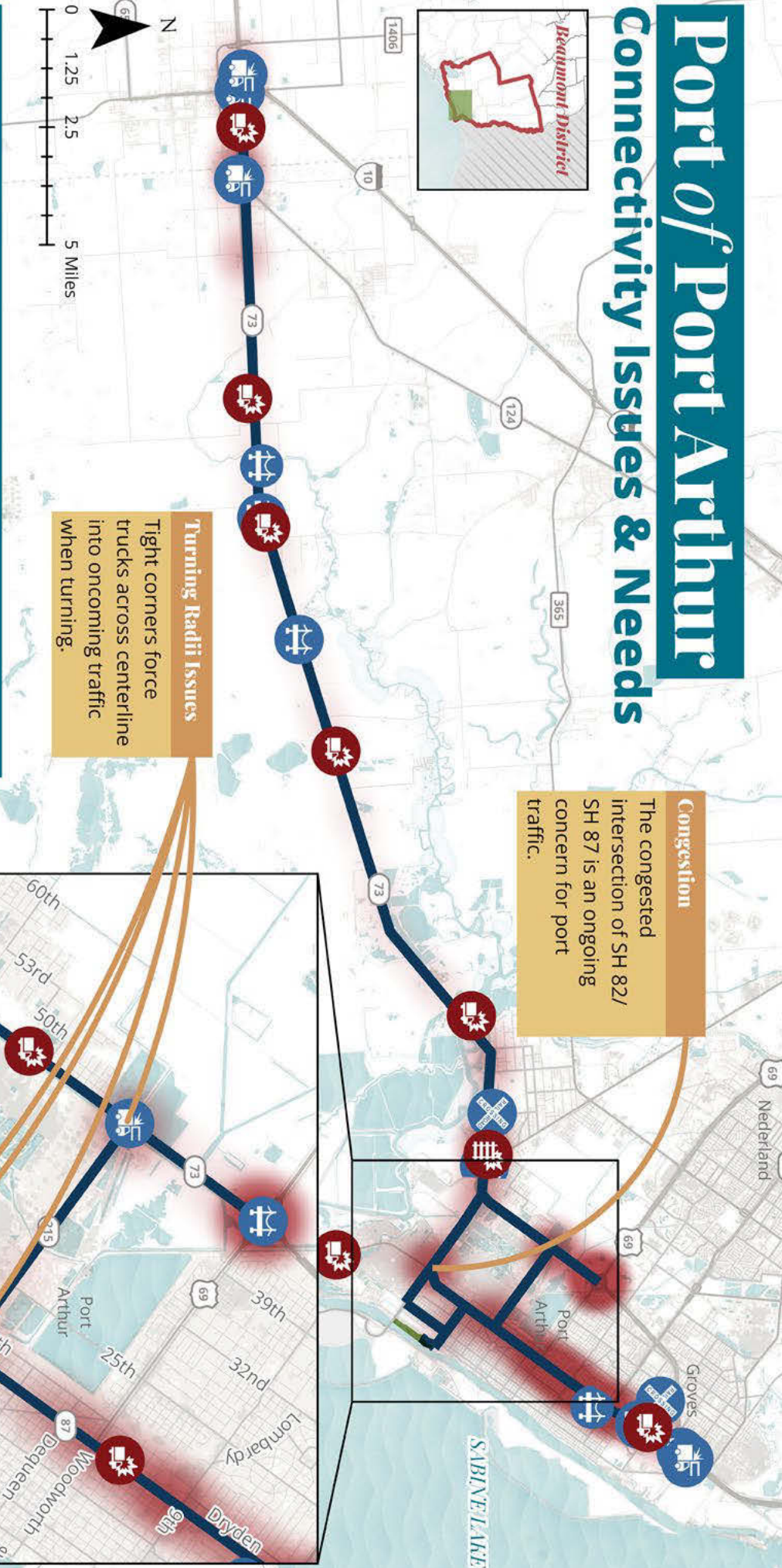
Legend

-  Port Owned Parcels
-  Port Access Routes
-  Frequent Truck Crashes

This map was created using the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the port.

Port of Port Arthur

Connectivity Issues & Needs



Congestion

The congested intersection of SH 82/ SH 87 is an ongoing concern for port traffic.

Turning Radii Issues

Tight corners force trucks across centerline into oncoming traffic when turning.

MLK Bridge

As vessels increase in size, low clearance of the MLK bridge restricts port growth by limiting the size of ships that can enter the deepened Sabine Neches Waterway.

This map was created using the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the port.

Port of Port Isabel

Connectivity Issues & Needs

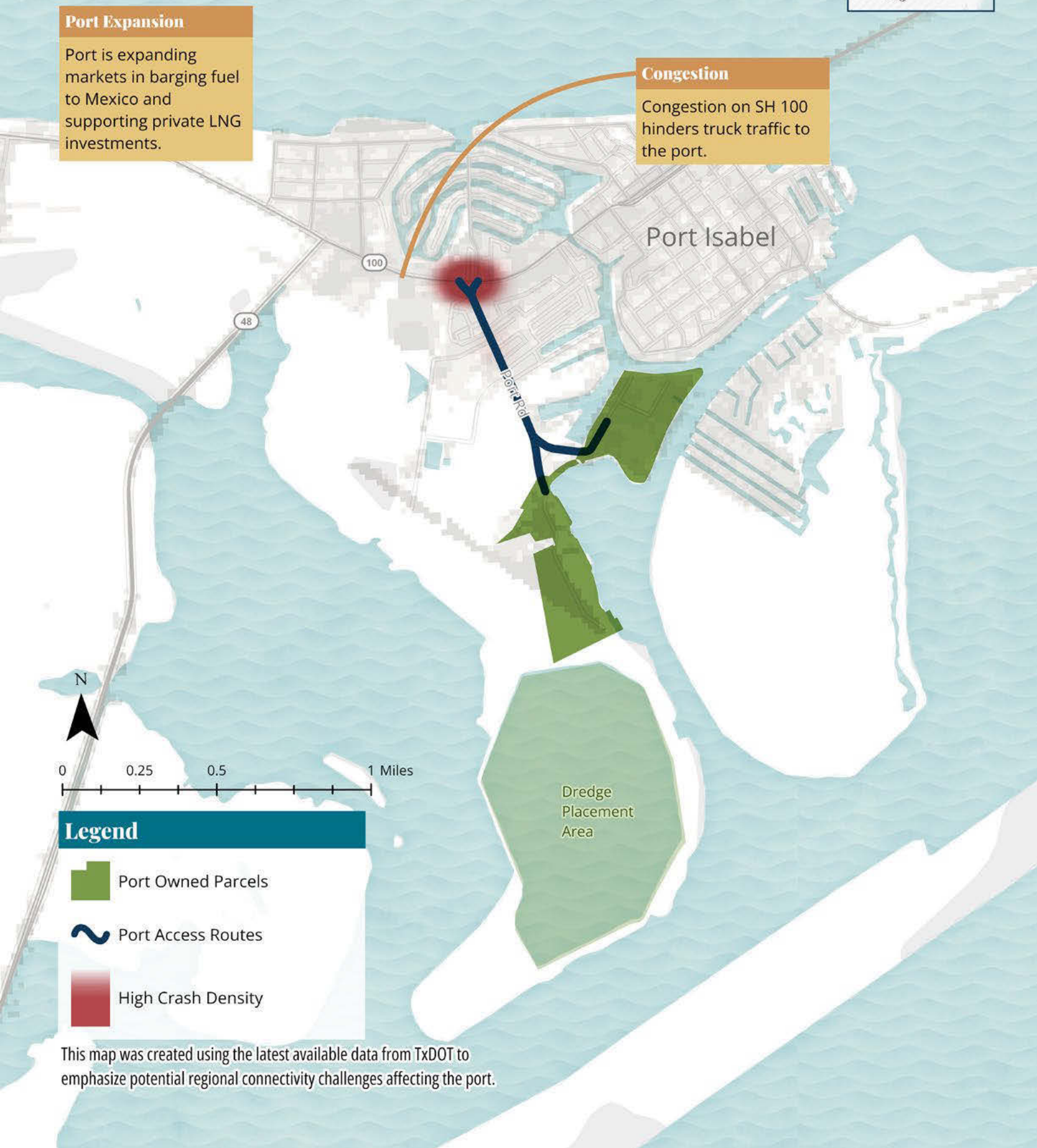


Port Expansion

Port is expanding markets in barging fuel to Mexico and supporting private LNG investments.

Congestion

Congestion on SH 100 hinders truck traffic to the port.



Legend

-  Port Owned Parcels
-  Port Access Routes
-  High Crash Density

This map was created using the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the port.

Port of Port Mansfield

Connectivity Issues & Needs

Port Expansion

Port is gearing up for container operations, expecting 500 trucks per week.

FM 1420

To enhance regional port connectivity, FM 1420 could be upgraded as a heavy haul route to connect with the Port of Harlingen.

Legend



Port Owned Parcels



Port Access Routes



Route In Development



Low Bridge

This map was created using the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the port.

LAGUNA
MADRE



0 0.25 0.5 1 Miles

Port of Sabine Pass

Connectivity Issues & Needs



Congestion

Deficiencies and congestion on SH 87 is the key connectivity issue facing the port.



Legend

- Port Owned Parcels
- Port Access Route
- Deficient Bridge
- At Grade Rail Crossings
- Frequent Crashes
- Truck Crashes
- Rail Crashes

This map was created using the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the port.

Expansion

Port is actively expanding warehousing and laydown areas and partnering with private interests to expand activity south along the river.



Port of Texas City

Connectivity Issues & Needs



Legend

- Port Owned Property
- Port Access Routes
- At Grade Railroad Crossings
- Frequent Crashes
- Frequent Rail Crashes
- Frequent Truck Crashes
- Frequent Bicycle Pedestrian Crashes

Port Expansion
Port expansion into parcels on either side of SH 3 will intensify truck traffic.

SH 146
SH 146 is an important regional connector to Port Houston.

New Port Entrance
The port is in the process of moving the entry point north along SH 197.

Grade Separation
Rail conflicts have made grade separation necessary at this intersection.

Grade Separation
A grade separation project is currently underway to address conflicts on SH 3.

This map was created using the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the port.

Port of Victoria









Connectivity Issues & Needs



Congestion

Growing green markets are leading to truck traffic increase and demand for improved rail service.

Legend

-  Port Owned Parcels
-  Port Access Routes
-  Deficient Bridge
-  Low Bridge
-  At Grade Rail Crossings
-  Frequent Crashes
-  Frequent Truck Crashes
-  Frequent Rail Crashes

This map was created using the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the port.

0 1 2 4 Miles

Port of West Calhoun

Connectivity Issues & Needs



Rail Infrastructure

Lack of rail infrastructure is affecting the port's growth opportunities.

Industrial Park

The port will be developing an industrial park at Long Mott. This will increase truck traffic at the intersection of SH 185 and FM 2235.

Marina

The port will be developing a marina at Port O'Connor, 18 miles east of Seadrift, increasing recreational traffic on SH 185.

Legend

- Port Owned Parcels
- Port Access Routes
- Deficient Bridge
- At Grade Rail Crossings
- Frequent Crashes
- Rail Crashes
- Truck Crashes

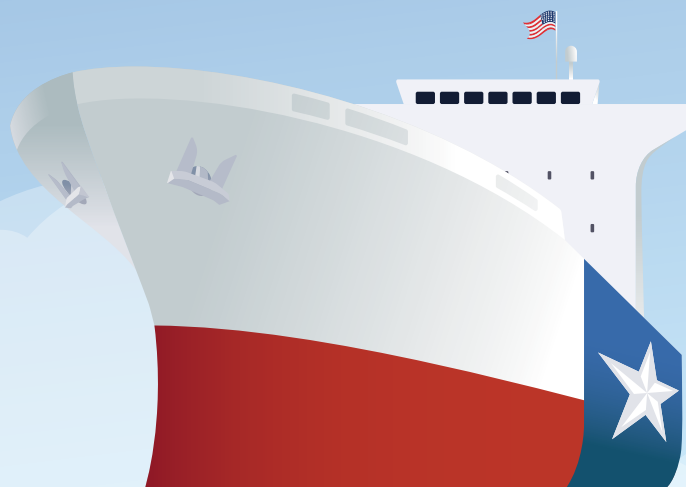
This map was created using the latest available data from TxDOT to emphasize potential regional connectivity challenges affecting the port.

Miles 0 1.25 2.5 5

Port Authority Advisory Committee

TEXAS PORT MISSION PLAN

89TH Legislative Session



SHIP CHANNEL PROJECTS

This appendix presents projects that have been authorized by Congress to begin construction or complete a feasibility study to determine viability for future authorization, as well as projects that are not federally authorized but are needed for the port or navigation district to continue operations.

As described in the Ship Channel section of this document, federally authorized projects are typically funded in part by the U.S. Army Corps of Engineers (USACE) annual Work Plan while the non-federal sponsor must provide a cost share. This cost share between the federal (USACE) and non-federal sponsor (port or navigation district) is typically specified in the Water Resources Development Act (WRDA) bill that authorizes the project. Construction projects are often completed in phases, so even partial funding allows projects to take initial steps toward completion. More information on the federal funding process for channel improvements is provided in the Ship Channel section on page 38. Presently, federally authorized deepening and widening projects are eligible to apply for State funding through the Ship Channel Improvement Revolving Fund (SCIRF).

The cost for non-federal projects is typically shouldered by the port or navigation district proposing the improvements. The cost for the non-federal projects proposed for this biennium ranges from \$3 million to \$330 million. These projects include improvements to the non-federal portion of federally authorized channels and improvements to port facilities, including docks and harbors.

A profile sheet for each of these projects is included in this appendix. A project description, current status, and anticipated benefits of each solution are provided to describe the potential outcomes associated with each project. Project benefits are described in the categories of economic impact, macro-economic impact, environmental stewardship, project development, and project funding. In addition, each of the port-provided projects would benefit an Economically Disadvantaged County in Texas.

The Ship Channel project table below provides a full list of the proposed ship channel improvement projects. Ports and projects are presented in alphabetical order.



Port	Project	Total Cost
Port Anahuac	Double Bayou Channel Improvement	\$6,000,000
Port of Brownsville	Brazos Island Harbor Channel Improvement Project	\$141,600,000
Port of Brownsville	Fishing Harbor Improvement Project	\$10,000,000
Calhoun Port Authority	Jetty Deficiency	\$90,000,000
Calhoun Port Authority	Matagorda Ship Channel Improvement Project	\$600,000,000
Cedar Port	Cedar Port Terminal Channel Deepening Project	\$500,000,000
Port of Corpus Christi	Corpus Christi Ship Channel Improvement Project	\$681,610,000
Port of Corpus Christi	Corpus Christi Ship Channel Queuing Area Feasibility Study	\$3,000,000
Port of Corpus Christi	Corpus Christi Ship Channel Dock Deepening Project	\$330,000,000
Port of Corpus Christi	La Quinta Channel Expansion Feasibility Study	\$4,500,000
Port Freeport	Freeport Harbor Channel Improvement Project	\$295,000,000
Port of Galveston	Galveston Harbor Channel Extension Project	\$16,339,000
Port of Harlingen	Turning Basin Expansion Project Feasibility Study	\$1,060,425
Port Houston	Houston Ship Channel Expansion Project	\$1,000,000,000
Port of Orange	Hickory Cove Improvements	\$55,200,000
Port of Palacios	Port of Palacios Channel Deepening and Widening Feasibility Study	\$3,000,000
Sabine-Neches Navigation District	Sabine-Neches Waterway Channel Improvement Project	\$1,800,000,000

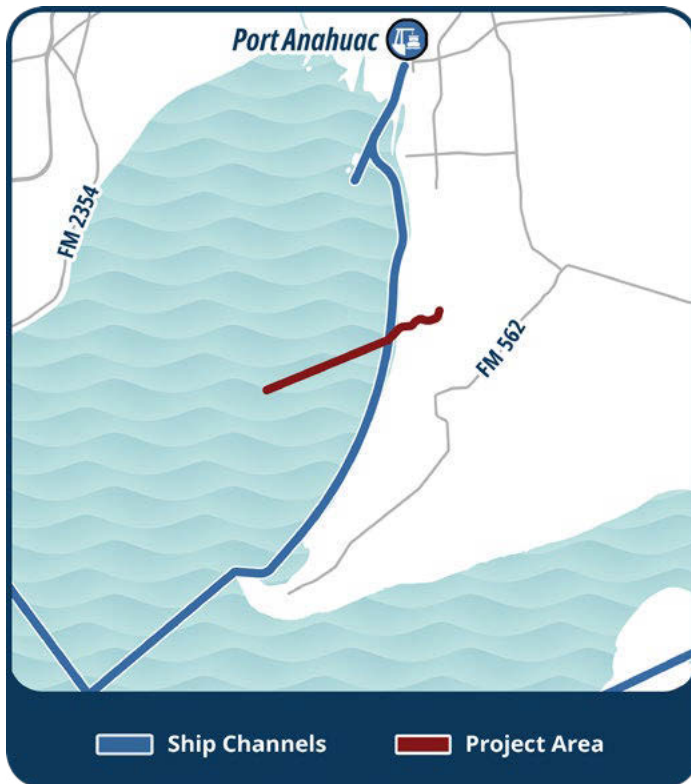


DOUBLE BAYOU CHANNEL IMPROVEMENT

Port Anahuac

FEDERAL PROJECT

Project Category:   | County: Chambers | Project Status: Scoping & Planning | Total Project Cost: \$6,000,000



Project Description

Double Bayou is a natural stream located in west central Chambers County, north of the intersection of FM 1985 and FM 562. The Double Bayou Channel is a shallow-draft channel that extends from the 7-foot contour in Trinity Bay to the mouth of Double Bayou at Oak Island. The channel then meanders north for 2 miles through the West Fork of Double Bayou. In total, the channel length is approximately 5.9 miles. The channel is authorized to a depth of 9 feet, but the mouth of the channel is currently shoaled to 3 feet, restricting travel by barges and marine service equipment. The channel shoaling impacts navigation especially for commercial vessels.

Double Bayou is utilized by recreational and commercial fishing vessels with no commercial tonnage; therefore, it is difficult to compete nationally for funding using performance based metrics. The inability to maintain project dimensions is resulting in no navigation for boats servicing offshore oil rigs, commercial fishing and deep draft shrimp boats, marine service vessels, and unsafe passage for recreational boaters. The last maintenance contract was completed following Hurricane Ike in 2008. However, the U.S. Army Corps of Engineers (USACE) anticipates receiving approximately \$4.1 million in federal funding in 2024 to fund the dredging of the Double Bayou Channel. This will significantly improve navigational safety and increase the services the port can offer.

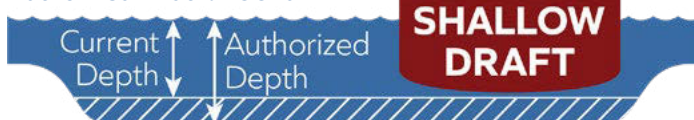
Ship Channel Dimensions

Current Depth: 8-10 ft*

Current Width: 40-170 ft

Authorized Depth: 11 ft

Authorized Width: 100 ft



*Depth is 3 ft in some areas



Aerial view of the Double Bayou Channel



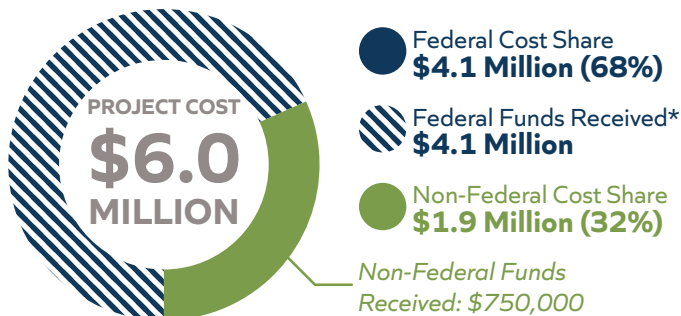
Entrance of the Double Bayou Channel

Project Status

The project is currently in the early design phase. An environmental review and permitting have been completed. Additionally, the port is working to develop a plan to use the dredged material beneficially.

The project is lettable within the FY 2026-2027 biennium if project is fully funded.

Funding Status



*Funds are pending allocation as of August 2024

PROJECT BENEFITS



Economics

- Improves access for businesses located along the channel.
- Provides opportunity for the port to attract new customers.



Macro-Economics

- This project supports enhanced interstate commerce through increased movement of steel pipes between the port and companies in Louisiana.



Environmental Stewardship

- The port is interested in developing a beneficial use plan for the dredged material.



Project Development

- This project is in the early development stage.



Project Funding

- Partial funding has been proposed by the current marine operators and the port.
- The USACE anticipates receiving approximately \$4.1 million in federal funds to begin dredging the mouth of the Double Bayou Channel.





BRAZOS ISLAND HARBOR CHANNEL IMPROVEMENT PROJECT

Port of Brownsville

FEDERAL PROJECT

★ SCIRF-Eligible Project ★

Project Category:



County: Cameron

Project Status: Ongoing

Total Project Cost: \$141,600,000



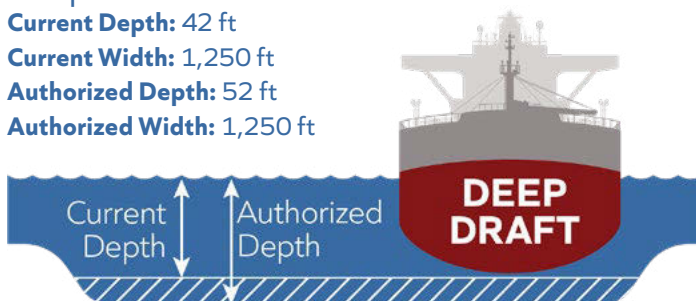
Project Description

The Brazos Island Harbor (BIH) Channel, also known as the Brownsville Ship Channel, is an existing deep-draft navigation project located on the lower Texas coast, serving as the southernmost navigation channel in Texas. The channel passes south of South Padre Island through the mile-long jetties protecting the inlet from the Gulf of Mexico at Brazos Santiago Pass. The BIH Channel also serves as the southern origin of the Texas Gulf Intracoastal Waterway, making BIH the gateway for movement of goods in and out of Mexico, a key trade partner for Texas.

The BIH Channel is the only deep-draft channel south of Corpus Christi. The authorized project will deepen the waterway by 10 feet and extend the channel 0.8 miles further into the Gulf of Mexico. The first 2 miles of dredging will provide beneficial use material that will be placed to enhance the South Padre Island beach and dune system, providing recreational and tourism benefits to the region. Construction of the authorized project will require dredging of an estimated 16 million cubic yards of new work material.

The Port has grown tremendously since its last improvement project authorized in 1980. Expanding and deepening the channel by 10 feet will keep Texas competitive with other U.S. ports and greatly improve the navigation efficiency of deep draft vessels and offshore oil rigs. The project will increase tax revenue, better manage waterway traffic, and stimulate economic development by allowing larger vessels access to the port and reducing the need to light load existing vessels.

Ship Channel Dimensions

Current Depth: 42 ft**Current Width:** 1,250 ft**Authorized Depth:** 52 ft**Authorized Width:** 1,250 ft



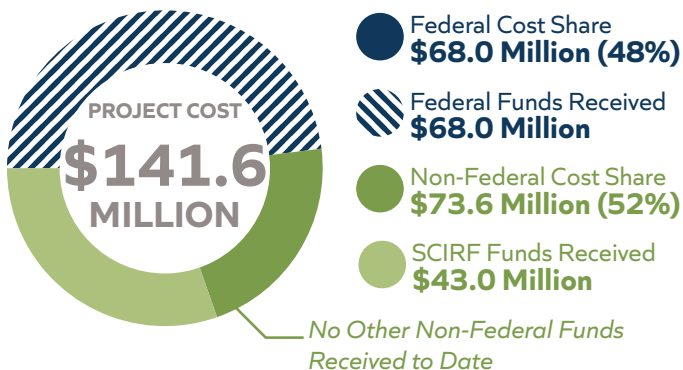
Brownsville Ship Channel

Project Status

This project was authorized in WRDA 2016. The Port of Brownsville was awarded \$68 million in FY 2022 from the Infrastructure Investment and Jobs Act Construction Spend Plan.

Construction on Phase 1, including the federal approach from the Gulf of Mexico and the first 8 miles of improvements, has been funded through a public-private partnership with NextDecade and is underway. Dredging of Phase 2, consisting of the remainder of the channel, is being funded through a cost share between the port and the U.S. Army Corps of Engineers and is expected to start in the fourth quarter of 2024. The duration of the project should be about 22 months. The project is expected to be complete by mid-2026.

Funding Status



PROJECT BENEFITS



Economics

- Allows larger vessels access to the port and reduces the need to light load existing vessels.
- Improvements to the channel will keep Texas competitive with other U.S. ports.



Macro-Economics

- This channel is the only deepwater channel on the U.S. and Mexico border and 90% of the commodities arriving at the port ship to Mexico.



Environmental Stewardship

- Dredged material will be used beneficially to enhance the South Padre Island beach and dune system.



Project Development

- The project is expected to be completed by mid-2026.



Project Funding

- The port received \$68 million from the Infrastructure Investments and Jobs Act to begin construction.
- This project was awarded \$43 million from the SCIRF in mid-2024 for construction costs.



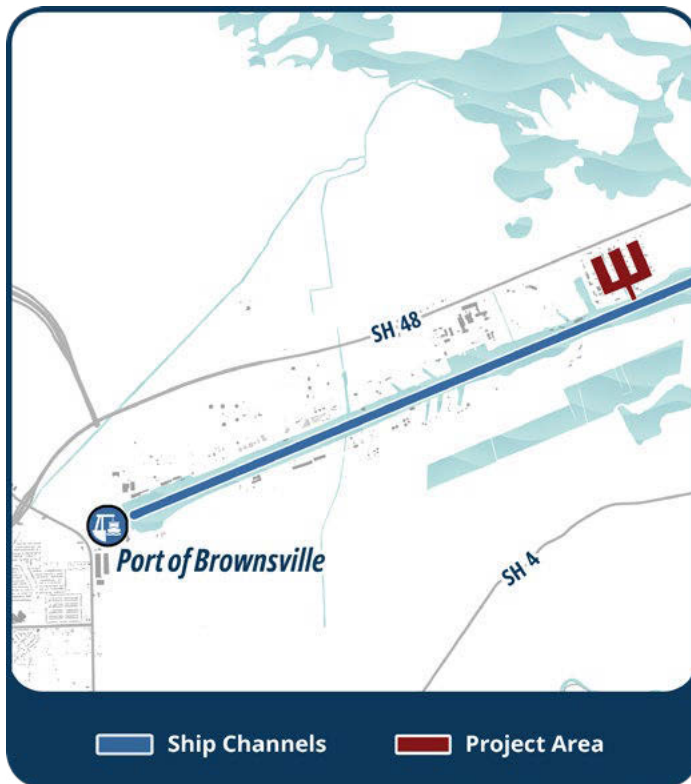


FISHING HARBOR IMPROVEMENT PROJECT

Port of Brownsville

NON-FEDERAL PROJECT

Project Category:   | County: Cameron | Project Status: Design | Total Project Cost: \$10,000,000



Project Description

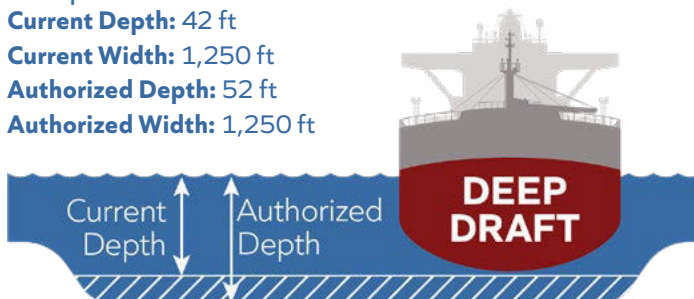
The Brazos Island Harbor (BIH) Channel, also known as the Brownsville Ship Channel, is an existing deep-draft navigation project located on the lower Texas coast, serving as the southernmost navigation channel in Texas. The channel passes south of South Padre Island through the mile-long jetties protecting the inlet from the Gulf of Mexico at Brazos Santiago Pass. The BIH Channel also serves as the southern origin of the Texas Gulf Intracoastal Waterway (GIWW), making BIH the gateway for movement of goods in and out of Mexico, a key trade partner for Texas.

The BIH Channel not only supports the movement of approximately 18 million tons of cargo annually, but is also home to a thriving shrimp industry. This project will optimize the Fishing Harbor that is frequently used by shrimpers. The Fishing Harbor is located on the north side of the main channel, about five miles east of the Turning Basin and it features three 14-foot-deep basins with nearly 9,000 linear feet of docks. This harbor houses approximately 180 shrimp boats, which is more than 30% of the Texas fleet of 550. The current draft of the Fishing Harbor varies and this project will return the channel to its permitted 14-foot depth.

The shrimp business has been a robust industry at the port. Local families have passed on their knowledge of shrimping for generations, keeping the industry alive in the Rio Grande Valley. The port's fleet catches approximately from 12 to 14 million pounds of shrimp each year with an estimated value of \$72 million. The local shrimp industry supports around 1,700 local jobs in Cameron County.

Ship Channel Dimensions

Current Depth: 42 ft
Current Width: 1,250 ft
Authorized Depth: 52 ft
Authorized Width: 1,250 ft



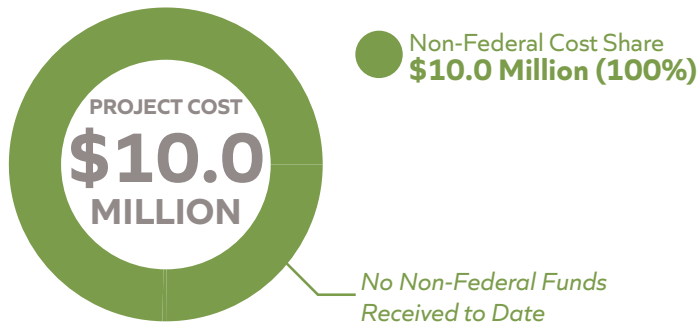


Fishing Harbor located on the north side of the Brownsville Ship Channel

Project Status

The preliminary engineering for this project is underway with support from the Port's Board of Commissioners. The timeline for this project is crucial, as the port would like to take advantage of dredging companies currently working within the area to obtain competitive bids. Environmental review and permitting have not begun. The project is expected to begin by late 2026.

Funding Status



PROJECT BENEFITS



Economics

- Approximate annual catch of 12 to 14 million pounds of shrimp with an estimated value of \$72 million.
- Supports 1,700 local jobs in Cameron County.



Macro-Economics

- Texas is a top producer of quality, wild-caught shrimp generating \$848 million in sales. The port represents approximately 30% of the overall Texas shrimping fleet.



Environmental Stewardship

- The port supports restoration projects throughout the region.



Project Development

- The project is expected to be begin by late 2026.



Project Funding

- This project is currently unfunded.





MATAGORDA SHIP CHANNEL JETTY DEFICIENCY

Calhoun Port Authority

FEDERAL PROJECT

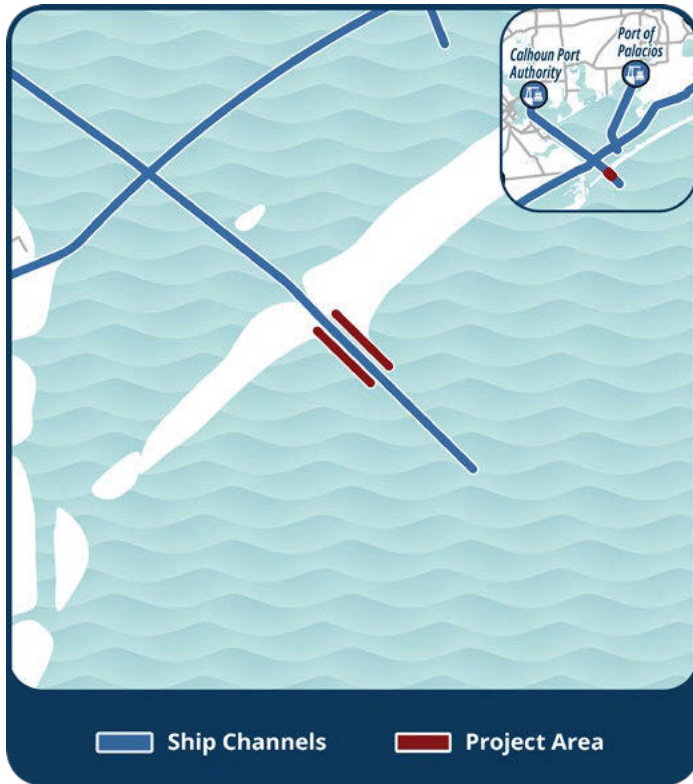
Project Category: | **County:** Matagorda | **Project Status:** Preliminary Design | **Total Project Cost:** \$90,000,000

Project Description

Construction of the Matagorda Ship Channel (MSC), a 26-mile federally authorized and maintained deep-draft waterway located in Calhoun and Matagorda counties, began in 1963. The channel provides access from the Gulf of Mexico to Calhoun Port Authority (CPA) via a cut through Matagorda Peninsula and accommodates deep draft users, as well as shallow-draft vessels from Port Lavaca and the Port of Palacios. Most deep-draft users are located in the vicinity of CPA facilities, which are located at the upstream terminus of the federal channel.

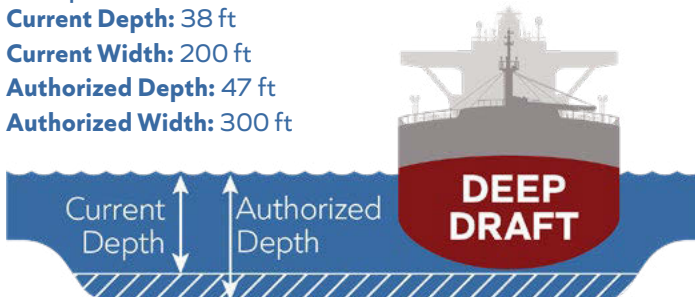
As part of the ongoing federal MSC Improvement Project, the U.S. Army Corps of Engineers (USACE) conducted a review of the jetty system at the entrance channel. The jetties were designed with a 2,000-foot distance between them, while the channel was designed with a 950-foot width. The narrow width of the Entrance Channel has created a bottleneck that constricts the flow of water through the channel and increases currents, making it difficult for pilots to overcome the cross-current effect and control their vessels to safely navigate the channel. In addition, the high-velocity currents have caused severe scour in the channel. The final report for the design deficiency review was issued in 2020 and indicated that there is an issue with the design of the jetty system that poses a threat to navigational safety within the entrance channel.

This project proposes removal of the existing jetties and construction of a new 2,800-foot dike on the west bank of the channel and a new 3,800-foot dike on the east bank of the channel, along with flare extensions on the bay side (850 feet on the west side and 860 feet on the east side) using the rock material from the original jetties. Stone will also be used to armor the new channel slopes. To remove the bottleneck from the channel, approximately 4.9 million cubic yards of material will be dredged from the sides of the channel and used beneficially to create in-bay islands, nourish beaches, and expand Sundown Island, an important bird rookery island for brown pelicans within Matagorda Bay. After completion, the velocity within the entrance channel would be reduced, improving navigability and creating safer conditions for vessels. Because the conditions of the channel would be improved and vessels would no longer need to wait for safe passage, the ingress and egress of vessels transporting commodities through the MSC will be more efficient.



Ship Channel Dimensions

Current Depth: 38 ft
Current Width: 200 ft
Authorized Depth: 47 ft
Authorized Width: 300 ft





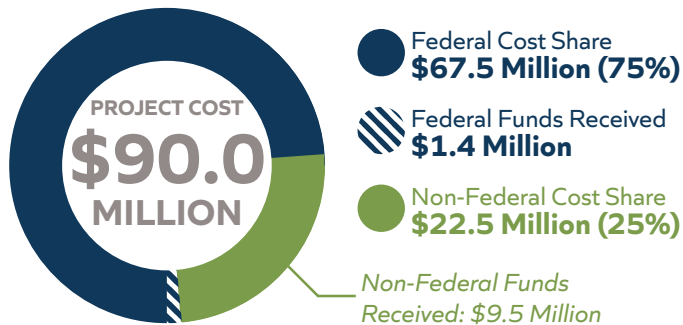
Crane lifting cargo at the Calhoun Port Authority facilities

Project Status

The project was authorized by WRDA 2020 as part of the broader MSC Improvement Project. The project is currently in the preliminary engineering and design phase, having been awarded \$1.4 million in the USACE FY 2023 Work Plan. This project has the support of the CPA Board of Commissioners.

Construction of the project will require dredging an estimated 4.9 million cubic yards of new work material that will be used to create bird nesting islands, widen beaches, and more. Bidding and initiation of dredging is anticipated to begin in 2026.

Funding Status



PROJECT BENEFITS



Economics

- More efficient movement of vessels into and out of the MSC provides allows more goods to be moved through the port.



Macro-Economics

- \$12.3 billion of economic activity supported.
- \$125.2 million generated in state and local taxes.
- Supports 48,000 port-related jobs.
- \$2.6 billion created in overall personal income.



Environmental Stewardship

- Dredged material will be used beneficially to create bird islands, nourish beaches, and more.



Project Development

- Project is needed to increase the navigable safety of the MSC and is the first step in constructing the federal MSC Improvement Project.



Project Funding

- The CPA Board of Commissioners is willing to pay 10% of the project cost.
- The project has received \$4.9 million for preliminary engineering and design.





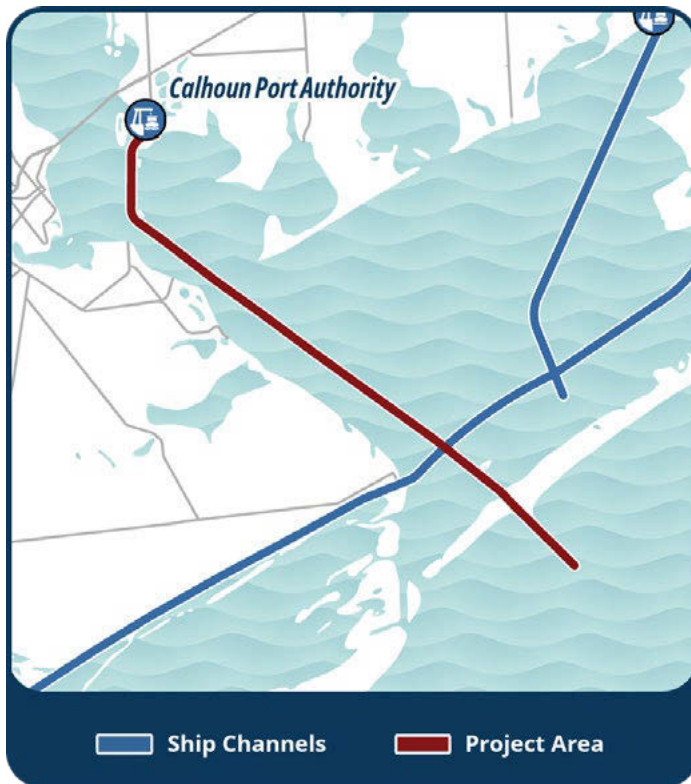
MATAGORDA SHIP CHANNEL IMPROVEMENT PROJECT

Calhoun Port Authority

FEDERAL PROJECT

★ SCIRF-Eligible Project ★

Project Category:  **County:** Matagorda | **Project Status:** Detailed Design | **Total Project Cost:** \$525,000,000



Project Description

The Matagorda Ship Channel (MSC) is a 26-mile federally authorized and maintained deep-draft waterway located in Calhoun and Matagorda counties. The channel provides access from the Gulf of Mexico to the Calhoun Port Authority (CPA) and accommodates deep-draft users, as well as shallow-draft vessels from Port Lavaca and the Port of Palacios. Most deep-draft users are located in the vicinity of the CPA facilities, which are located at the upstream terminus of the federal channel.

The U.S. Army Corps of Engineers (USACE) Chief's Report for the project proposes adding a new 1,200-foot turning basin in Lavaca Bay reach to accommodate the larger vessels, extending the entrance channel 13,000 feet into the Gulf of Mexico to allow for deepening to 49 feet, dredging a 1,600-foot-long sediment trap in the area of the offshore bar, widening the entrance channel from 300 to 550 feet and the main channel from 200 to 300 feet, and deepening the entrance channel to 49 feet and the main channel to 47 feet.

The existing channel was designed for vessels with loaded drafts of less than 38 feet and accommodates 25,000 to 30,000 deadweight ton (DWT) vessels. Under current market conditions, Panamax vessels up to 80,000 DWT access the channel and are required to light-load before entering the port. Once the channel improvements are completed, it is expected that the port will begin to see mid-size Aframax tankers, which will provide nearly double the tonnage capacity of the existing lightered Panamax vessels for transporting crude oil and petroleum products. Deepening and widening the channel will reduce lightering, reduce navigation costs, increase port efficiencies, and produce large amounts of sediments for beneficial use.

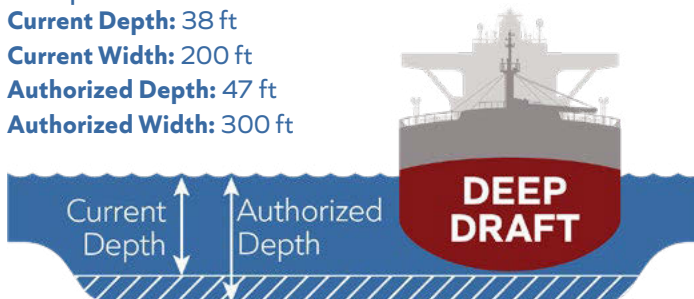
Ship Channel Dimensions

Current Depth: 38 ft

Current Width: 200 ft

Authorized Depth: 47 ft

Authorized Width: 300 ft





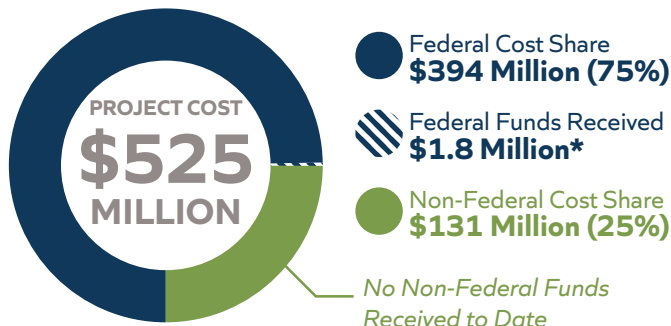
Vessel utilizing the Calhoun Port Authority facilities

Project Status

The Feasibility Report and Environmental Impact Statement (EIS) for the channel improvement were completed in August 2019, and the USACE Chief's Report was signed in December 2019. The project was authorized by WRDA 2020. However, the USACE rescinded the Record of Decision for this project and a Supplemental EIS is required. To meet this requirement, the port is completing additional studies and is anticipating that the contingent authorization will occur in 2024 with full authorization in 2026.

Construction of the project will require dredging an estimated 38 million cubic yards of new work material that will be used to create islands, widen beaches, and more.

Funding Status



*These funds were received for completion of the Supplemental EIS

PROJECT BENEFITS



Economics

- Enhances trading of major commodities, such as petroleum products and crude oil.
- Doubles the tonnage capacity of existing lightered Panamax vessels by accommodating mid-size Aframax tankers.



Macro-Economics

- \$12.3 billion of economic activity supported.
- \$125.2 million in state and local taxes generated.
- Supports 48,000 port-related jobs.
- \$2.6 billion created in overall personal income.



Environmental Stewardship

- Dredged material will be used beneficially to create bird islands, nourish beaches, and more.



Project Development

- Project is needed to complete additional capital investments such as dock and wharf modifications ancillary to the federal project.



Project Funding

- The project has received \$1.8 million in federal funding to complete the Supplemental EIS.





CEDAR PORT TERMINAL CHANNEL DEEPENING PROJECT

CedarPort

FEDERAL PROJECT

★ SCIRF-Eligible Project ★

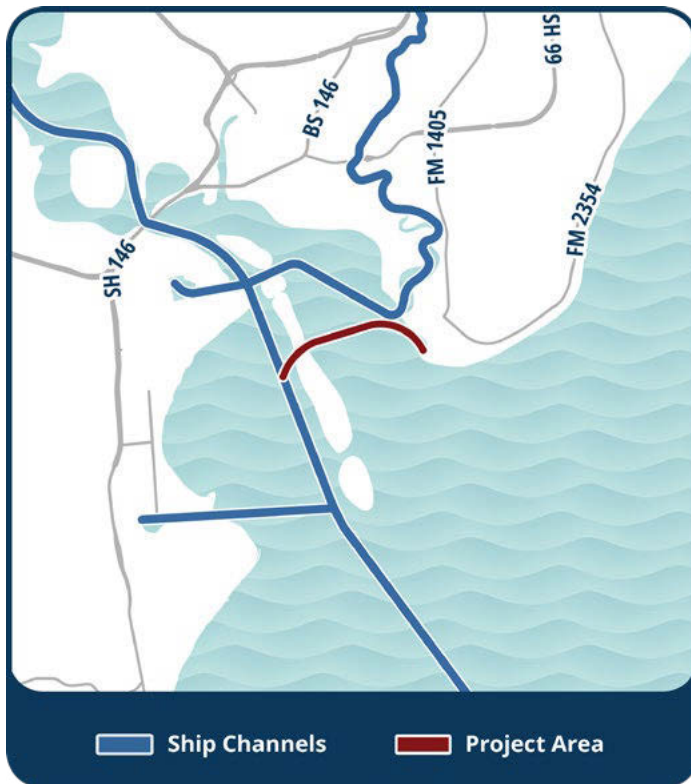
Project Category:



County: Chambers

Project Status: Not Started

Total Project Cost: \$500,000,000



Project Description

Cedar Port Navigation and Improvement District (CPNID) is seeking to develop a new deepwater federal navigation channel between the Houston Ship Channel (HSC) and its terminal facilities, while enhancing efficient, safe, and reliable navigation in the Cedar Bayou Navigation Channel (CBNC) and HSC terminals and other stakeholder terminals, including those at Cedar Port Industrial Park in Baytown, TX.

A portion of the imported containerized cargo offloaded at the two Port Houston container terminals is transported via truck and barge to the Trans Global Solution Cedar Port Industrial Park distribution center in Baytown, TX where it undergoes preprocessing and sorting. As vessel size and cargo tonnage continue to increase, additional deepwater terminal facilities are needed. Direct access to the Cedar Port area would reduce on-road truck trips transporting cargo from the port of Houston container terminals to Cedar Port. However, larger sized vessels cannot currently access the Cedar Port area due to shallow depths. CPNID is leading a study to evaluate the feasibility of providing a deep-water connection between the HSC and the planned future deepwater terminal facility at Cedar Port Industrial Park.

Authorized under Section 203 of the 2022 WRDA, this project would enhance efficient, safe, and reliable navigation in the CBNC and HSC to existing stakeholder terminals. The current feasibility study will evaluate the proposed alternatives for a deepwater route between the HSC to the new terminal, which is expected to provide an additional facility to accommodate the projected increase in cargo volume and alleviate congestion within the upper reaches of the HSC.

Ship Channel Dimensions

Current Depth: 8-10 ft

Current Width: 40-100 ft

Authorized Depth: 50 ft*

Authorized Width: 400 ft*



*Project depth and width pending Congressional authorization



Overview of the proposed terminal location

Project Status

The Feasibility Study and Environmental Impact Statement (FS/EIS) for the channel deepening project was completed in Q3 of 2024. The project is anticipated to be authorized in WRDA 2024 and preliminary engineering and design will begin in Q4 of 2024. It's anticipated that construction of the project will be authorized in WRDA 2026 with a projected completion date in 2031.

Funding Status



 Federal Cost Share
\$375 Million (75%)

 Federal Funds Received
No Federal Funds Received to Date

 Non-Federal Cost Share
\$125 Million (25%)

No Non-Federal Funds Received to Date

PROJECT BENEFITS



Economics

- The project will reduce anticipated cargo delays and future capacity constraints in the greater HSC complex.



Macro-Economics

- The terminal will be capable of receiving 15,000 TEU vessels, expanding the Port's capacity and operational efficiency.



Environmental Stewardship

- The port will develop several purpose-built islands and restore wetland areas to provide habitat and promote coastal resiliency.



Project Development

- The project is pending authorization in the 2024 WRDA.
- Construction authorization is anticipated to be included in the 2026 WRDA.



Project Funding

- The project is currently being funded under Sec. 203 of WRDA 86 with anticipated federal - non-federal cost-share funding during final construction.





CORPUS CHRISTI SHIP CHANNEL IMPROVEMENT PROJECT

Port of Corpus Christi Authority

FEDERAL PROJECT

★ SCIRF-Eligible Project ★

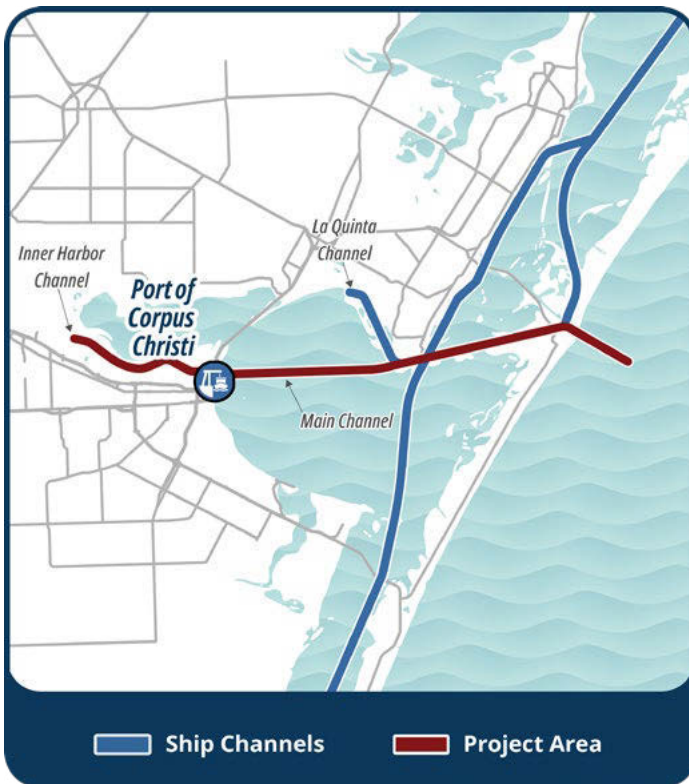
Project Category:



County: Nueces

Project Status: Construction

Total Project Cost: \$681,610,000



Project Description

The Corpus Christi Ship Channel (CCSC) provides deep water access from the Gulf of Mexico to the Port of Corpus Christi via Aransas Pass, Redfish Bay, and Corpus Christi Bay. Access points include the La Quinta Channel, the Gulf Intracoastal Waterway, and Rincon Canal. The CCSC extends from the Gulf of Mexico through the Port Aransas jettied entrance to the Corpus Christi Turning Basin and the landlocked industrial areas within the City of Corpus Christi known as the Inner Harbor.

The authorized project will deepen the CCSC from the Gulf of Mexico to the Viola Turning Basin in the Inner Harbor. The channel will be widened to 530 feet in the Upper and Lower Bay reaches, and the Offshore reach will be deepened to 56 feet. Barge lanes will be constructed from the CCSC junction with the La Quinta Channel to the entrance of the channel at the Inner Harbor and will be 200 feet wide and 14 feet deep on both sides of the CCSC.

The Corpus Christi Ship Channel Improvement Project is expected to add nearly \$40 billion in incremental goods value exports. The project will provide \$148 million in annual transportation cost savings. The addition of the two 200-foot barge shelves will reduce traffic conflicts between deep-draft vessels and barges while enabling more efficient movement of cargo. The project will provide dredge material to create 100+ acres of wetlands and 50+ miles of shoreline stabilization as part of a beneficial use program.

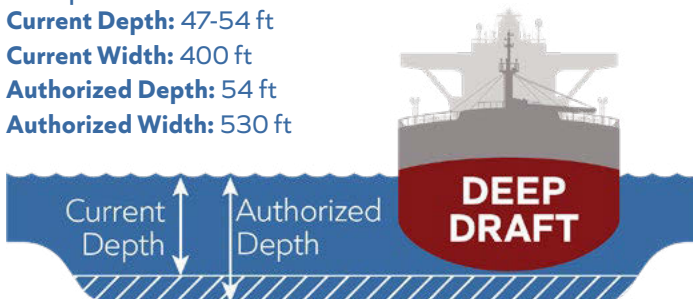
Ship Channel Dimensions

Current Depth: 47-54 ft

Current Width: 400 ft

Authorized Depth: 54 ft

Authorized Width: 530 ft





Overlooking the Port of Corpus Christi Bridge

Project Status

This project was re-authorized in WRDA 2020. Construction of Phase 1, the Offshore reach, was completed March 2020. Phase 2, the Lower Bay reach, was completed in 2022.

Phase 3, awarded in September 2021, will improve the Upper Bay reach and is currently under construction. Phase 4, which will improve the Inner Harbor, was awarded in 2023, and the full project is expected to be complete in 2025.

Funding Status



Federal Cost Share
\$405.7 Million (60%)

Federal Funds Received
\$405.7 Million

Non-Federal Cost Share
\$275.9 Million (40%)

Non-Federal Funds
Received: \$275.9 Million

*Project is fully funded.

PROJECT BENEFITS



Economics

- Increases efficiency of cargo movements in and out of the CCSC.



Macro-Economics

- Adds nearly \$40 billion in incremental goods value exports.
- Provides \$148 million in annual transportation cost savings.



Environmental Stewardship

- Dredge material will be used beneficially to create 100+ acres of wetlands and 50+ miles of shoreline.



Project Development

- The project is expected to be completed in 2025.



Project Funding

- As of 2024, the Port of Corpus Christi Authority has supplied \$275.9 million for its portion of the total project cost share with the Federal government allocating \$405.7 million. The project is fully funded.





CORPUS CHRISTI SHIP CHANNEL QUEUING AREA FEASIBILITY STUDY

Port of Corpus Christi Authority

NON-FEDERAL PROJECT

FEASIBILITY STUDY

Project Category:



County: Nueces

Project Status: Ongoing

Total Project Cost: \$3,000,000



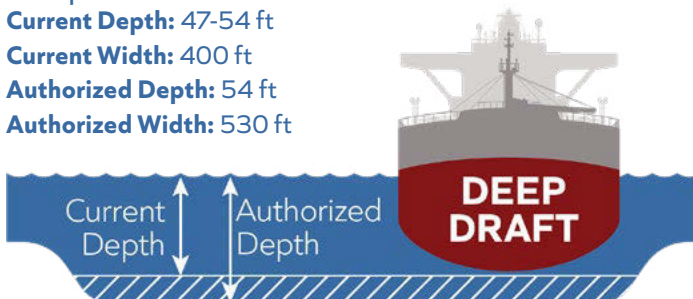
Project Description

The Port of Corpus Christi Authority (PCCA) is the largest port in the United States in total revenue tonnage, a leader among U.S. energy export ports, and a major economic engine of Texas and the nation. Strategically located on the western Gulf of Mexico with a 36-mile, 54-foot-deep channel, PCCA is a major gateway for international and domestic maritime commerce. PCCA has excellent railroad and highway network connectivity via three North American Class I railroads and two major interstate highways. PCCA moved 203 million tons in 2023, an 8.1 percent increase over 2022. The La Quinta Channel services the La Quinta Trade Gateway Terminal which includes three docks, nine ship-to-shore cranes, and an intermodal rail yard.

This project will construct a queuing area in the Lower Bay reach, southeast of Ingleside. This would relieve congestion along the La Quinta reach of the Corpus Christi Ship Channel (CCSC), provide a passing zone, and provide protection for vessels during inclement weather events. In addition, the queuing area could increase overall channel capacity.

A channel queuing area will relieve congestion along the La Quinta reach of the CCSC and increase the safety and maneuverability in the CCSC, which becomes increasingly necessary as larger ships begin to traverse the channel in response to the new depth. This project is necessary to attract new customers who will utilize the new depths and for the retention of existing customers who will experience transportation cost savings associated with increased efficiency. Increasing safety and operational efficiencies across the La Quinta reach will contribute to the local economy by attracting an expanded customer base to PCCA, increasing the flow of goods through the region, and decreasing transportation's environmental impacts through operational efficiencies that reduce emissions per short ton.

Ship Channel Dimensions

Current Depth: 47-54 ft**Current Width:** 400 ft**Authorized Depth:** 54 ft**Authorized Width:** 530 ft

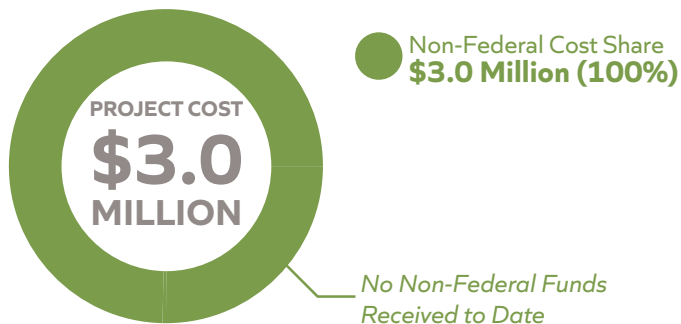


Vessel traversing the Port of Corpus Christi Authority's ship channel

Project Status

The project has not started and is anticipated to begin in June 2027. A U.S. Army Corps of Engineers Section 10/404 permit will also be needed, should the queuing area be deemed feasible.

Funding Status



PROJECT BENEFITS



Economics

- Increased depth will increase efficiencies, providing transportation cost savings that will attract new customers and retain existing customers.



Macro-Economics

- PCCA moved 203 million tons in 2023, an 8.1 percent increase over 2022.



Environmental Stewardship

- Beneficially using dredge material to create habitat.
- Reducing air pollutants through efficient construction operations.
- Ensuring improved water quality through application of best management practices.



Project Development

- The project has not started and is needed to relieve congestion along the La Quinta Reach.



Project Funding

- Lack of funding will delay PCCA's ability to fully leverage the benefits of the Corpus Christi Ship Channel Improvement Project.





CORPUS CHRISTI SHIP CHANNEL DOCK DEEPENING PROJECT

Port of Corpus Christi Authority

NON-FEDERAL PROJECT

Project Category: | **County:** Nueces | **Project Status:** Design & Permitting | **Total Project Cost:** \$330,000,000



Project Description

The Port of Corpus Christi Authority (PCCA) is the largest port in the United States in total revenue tonnage, a leader among U.S. energy export ports, and a major economic engine of Texas and the nation. Strategically located on the western Gulf of Mexico with a 36-mile, 54-foot-deep main channel, PCCA is a major gateway for international and domestic maritime commerce. PCCA has excellent railroad and highway network connectivity via three North American Class I railroads and two major interstate highways. PCCA moved 203 million tons in 2023, an 8.1 percent increase over 2022.

Due to its geographic and economic position and its multimodal connectivity, PCCA represents a significant supply chain nexus. The completion of the Corpus Christi Ship Channel (CCSC) Improvement Project is deepening the main reach of the CCSC from -47 feet to -54 feet MLLW, allowing larger vessels to traverse the channel. Existing docks within the Inner Harbor Reach of the CCSC must be deepened to match the new channel depth in order to realize the full benefit of the improved channel. The docks are currently at a depth of 47 feet.

Deepening of PCCA's docks leverages the investment in the CCSC and achieve the intended operational efficiencies; grows the local economy by attracting an expanded customer base and increasing the flow of goods through the region; and decreases environmental impacts of transportation through operational efficiencies—including a reduction in reverse lightering—that dramatically reduce emissions per short ton.

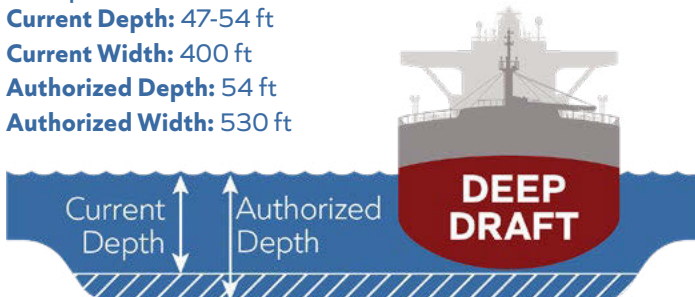
Ship Channel Dimensions

Current Depth: 47-54 ft

Current Width: 400 ft

Authorized Depth: 54 ft

Authorized Width: 530 ft





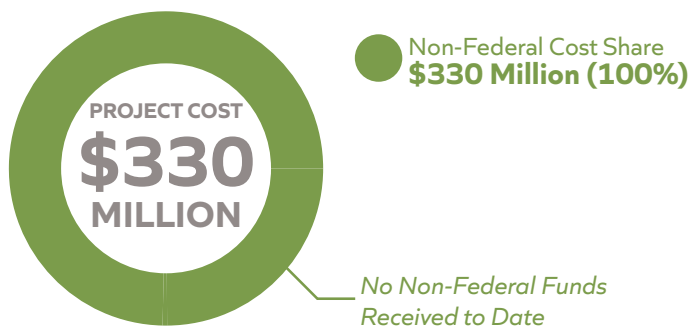
Vessel docked at the Port of Corpus Christi Authority's facilities

Project Status

PCCA is set to begin construction on this project in FY 2024. Engineering and commercial analysis is complete to prioritize docks and the PCCA Commission has authorized the study, design, and concept-level engineering for those priority docks.

All docks planned for deepening as part of this project already have U.S. Army Corps of Engineers (USACE) Section 10/404 permits, but not all docks have been authorized for dredging to 54 feet, and updates to existing dock structures to support a deeper dredging depth are needed. Permit modifications will be necessary. PCCA is in discussions with USACE to initiate a regional general permit to support this activity. An environmental review was completed for the original dock construction and permit authorization and some of this information will be used to complete the environmental review to deepen the docks to 54 feet.

Funding Status



PROJECT BENEFITS



Economics

- The dock deepening will generate \$150 million per year in transportation cost savings.
- Maximizes operational efficiencies.
- Attracts new customers and increases the flow of goods through the port.



Macro-Economics

- PCCA moved 203 million tons in 2023, an 8.1 percent increase over 2022.



Environmental Stewardship

- Beneficially using dredged material to create habitat.
- Reducing air pollutants through efficient construction operations.
- Ensuring improved water quality through application of best management practices.



Project Development

- Some design for the project has been completed.
- Project is needed to maximize the investments already made to improve the CCSC.



Project Funding

- Project has not received funding at this time.





LA QUINTA CHANNEL EXPANSION FEASIBILITY STUDY

Port of Corpus Christi Authority

NON-FEDERAL PROJECT

FEASIBILITY STUDY

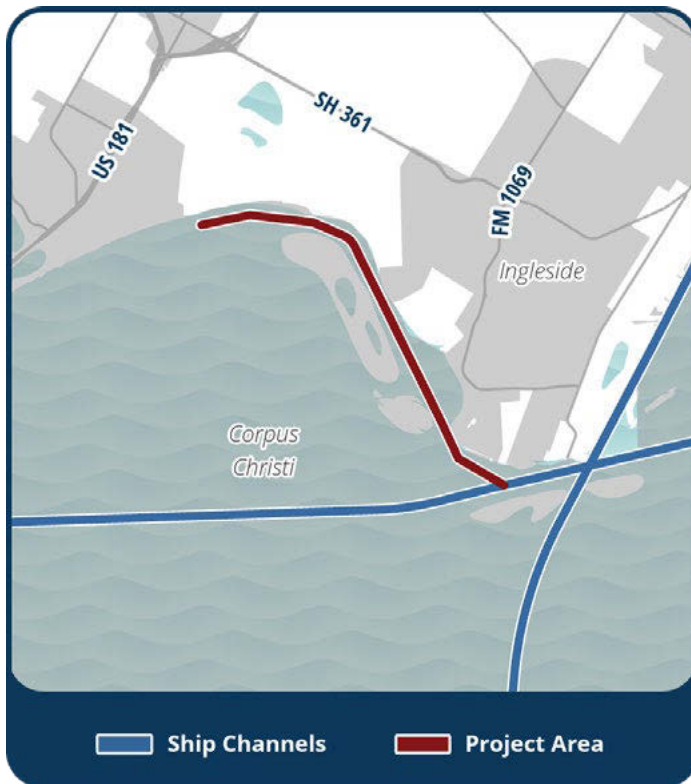
Project Category:



County: Nueces

Project Status: Ongoing

Total Project Cost: \$4,500,000



Project Description

The Port of Corpus Christi Authority (PCCA) is the largest port in the United States in total revenue tonnage, a leader among U.S. energy export ports, and a major economic engine of Texas and the nation. Strategically located on the western Gulf of Mexico with a 36-mile, 54-foot-deep channel, PCCA is a major gateway for international and domestic maritime commerce. The Port of Corpus Christi has excellent railroad and highway network connectivity via three North American Class I railroads and two major interstate highways. PCCA moved 203 million tons in 2023, an 8.1 percent increase over 2022.

The La Quinta Channel (LQC) is a 7-mile-long channel intersecting the Corpus Christi Ship Channel (CCSC). The LQC services the La Quinta Trade Gateway Terminal which includes three docks, nine ship-to-shore cranes, and an intermodal rail yard. The existing LQC configuration constrains cargo movement by deep draft vessels. PCCA's goal is to deepen the LQC from 47 to 54 feet to match the current authorized depth of the CCSC.

PCCA is evaluating the feasibility of deepening the channel while maintaining its current width of 400 feet. Turning basin and bend easing modifications to the channel junction of the LQC and CCSC to allow for easier vessel transitions are also being considered as an additional feature to either alternative to accommodate larger vessels expected to access the channel at its new depth.

The project's objective by deepening and widening the channel is to allow for the use of larger, more efficient vessels in the LQC, alleviating constraints to cargo movement. Improvements to the channel will benefit the economy and contribute to safe, reliable, and efficient freight mobility. By increasing efficiency, transportation costs of deep draft vessels will be reduced. Dredged material resulting from the project would be beneficially used for environmental placement.

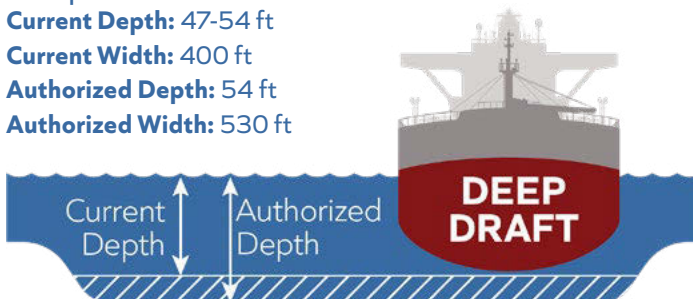
Ship Channel Dimensions

Current Depth: 47-54 ft

Current Width: 400 ft

Authorized Depth: 54 ft

Authorized Width: 530 ft





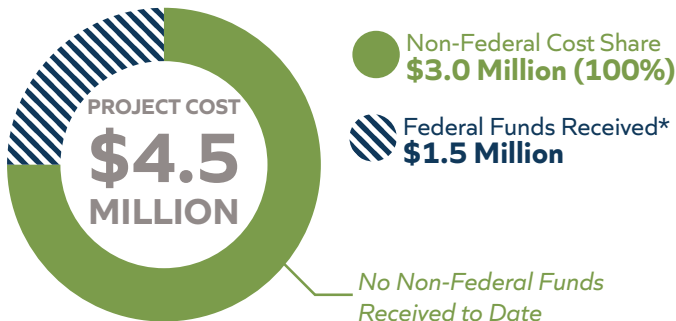
Vessel docked at Port of Corpus Christi facilities

Project Status

The Feasibility Study has been partially completed. The project is currently in the environmental review process, which is 25% complete. A prior Final Environmental Impact Statement and Record of Decision has been prepared and some of what was previously studied will still apply.

U.S. Army Corps of Engineers (USACE) Section 10/404 permits will be needed for this project. Construction is anticipated to start anywhere from 2029 to 2034.

Funding Status



*Project was previously a Federal project and was allocated \$1.5 million in the FY19 USACE Work Plan

PROJECT BENEFITS



Economics

- Reduces transportation costs of deep-draft vessels.
- Allows larger vessels into the LQC and reduces delays through increased payloads that require fewer vessels.



Macro-Economics

- PCCA moved 203 million tons in 2023, an 8.1 percent increase over 2022.



Environmental Stewardship

- Beneficially using dredge material to create habitat.
- Reducing air pollutants through efficient construction operations.
- Ensuring improved water quality through application of best management practices.



Project Development

- This project is partially complete and is needed to maximize the investments already made to improve the CCSC.



Project Funding

- The project was allocated \$1.5 million in funding for investigations to complete the study as of the FY 2019 USACE Work Plan.





FREEPORT HARBOR CHANNEL IMPROVEMENT PROJECT

Port Freeport

FEDERAL PROJECT

★ SCIRF-Eligible Project ★

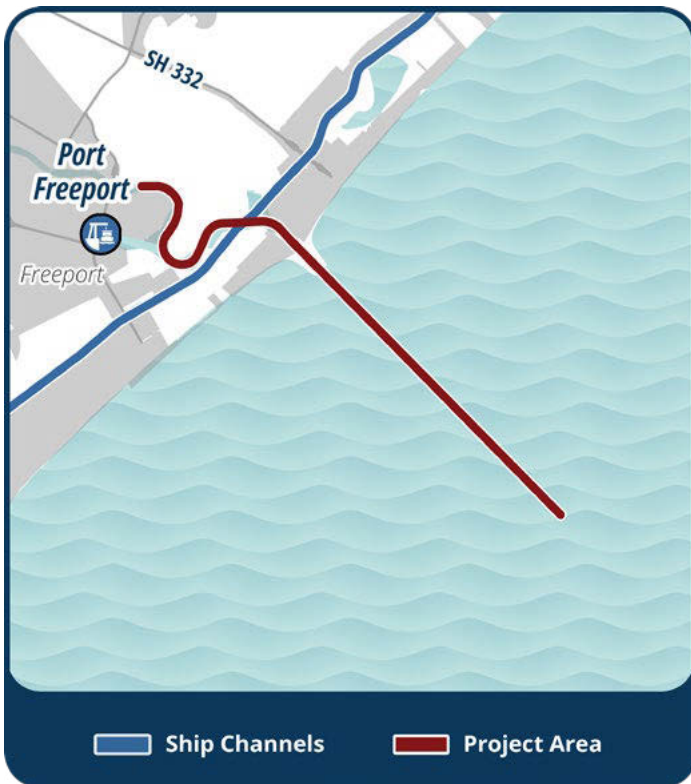
Project Category:



County: Brazoria

Project Status: Ongoing

Total Project Cost: \$295,000,000



Project Description

The Freeport Harbor Channel (FHC) is a deep-draft navigation channel that connects industrial facilities in Freeport, Texas with the Gulf of Mexico. The main channel consists of multiple segments, with reduced channel widths and depths as the channel approaches the 180 degree turn around the Dow complex. The channel also provides barge access through multiple adjacent waterways.

The authorized project will extend the existing Outer Bar Channel further into the Gulf of Mexico while deepening it by 10 feet. It will also deepen the main channel by 10 feet and widen critical channel bends and turning basins. The middle segments of the channel will be deepened by 5 feet. The project will also reauthorize the upper portion of the channel, the section designated as Stauffer Channel, to open the potential for future work in that section.

The FHC supports a large oil, gas, and petrochemical complex, which has invested over \$27 billion in facility expansions. The project will support larger vessels and the expected 30% increase in vessels calling on FHC terminals. By increasing channel depth, vessels will be able to handle the growing import and export demand with greater efficiencies and more competitively serve Texas globally. Port Freeport has seen the jobs and economic impact from the facilities increase exponentially in the past 10 years. Providing waterway infrastructure to keep up with the growth will help attract additional economic investment and jobs in the region and state.

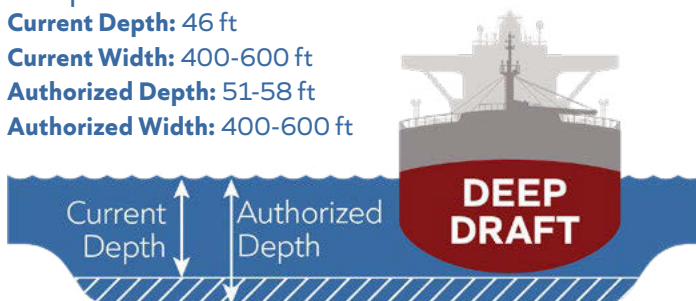
Ship Channel Dimensions

Current Depth: 46 ft

Current Width: 400-600 ft

Authorized Depth: 51-58 ft

Authorized Width: 400-600 ft





Freeport Harbor Channel Expansion phases

Project Status

This project was authorized by WRDA in 2014 and has been allocated a total of \$207 million for construction by the U.S. Army Corps of Engineers (USACE). The first dredging contract to deepen Reach 3 to 51 feet, was completed in November 2021. Widening of Reach 2 was completed in Q2 of 2022. The Bend Easing was completed in Q1 of 2023. Reach 4 has been completed, deepening the upper channel from 13 feet to 26 feet. The final contracts for the project have been awarded.

Construction is currently ongoing to deepen the jetty channel to 56 feet and the outer channel to 58 feet, digging out land from the lower turn to create a Bend Easing for safer navigation. Deepening of Reach 2 to 51 feet is complete. Reach 1, Outer and Inner phases, are anticipated to be completed in 2025. It is anticipated that all project construction will be completed in 2025.

Funding Status



Federal Cost Share
\$165.0 Million (56%)

Federal Funds Received
\$165.0 Million

Non-Federal Cost Share
\$130.0 Million (44%)

Non-Federal Funds
Received: \$130.0 Million

*Project is fully funded

PROJECT BENEFITS



Economics

- Supports larger vessels and the 30% increase in vessels calling on the port.
- Increases efficiencies and port competitiveness.



Macro-Economics

- Supports oil, gas, and petrochemical complex, which has invested over \$27 billion in port facilities.



Environmental Stewardship

- The port formed a committee in 2023 to incorporate relevant sustainability and Environmental, Social, and Governance matters into all aspects of port initiatives.



Project Development

- Project is expected to be completed in 2025 with approximately 70% of the project completed or ongoing.



Project Funding

- The project was awarded \$91 million in the USACE FY 2023 Work Plan, which is the final federal installment. The project is fully funded.





GALVESTON HARBOR CHANNEL EXTENSION PROJECT

Port of Galveston

FEDERAL PROJECT

★ SCIRF-Eligible Project ★

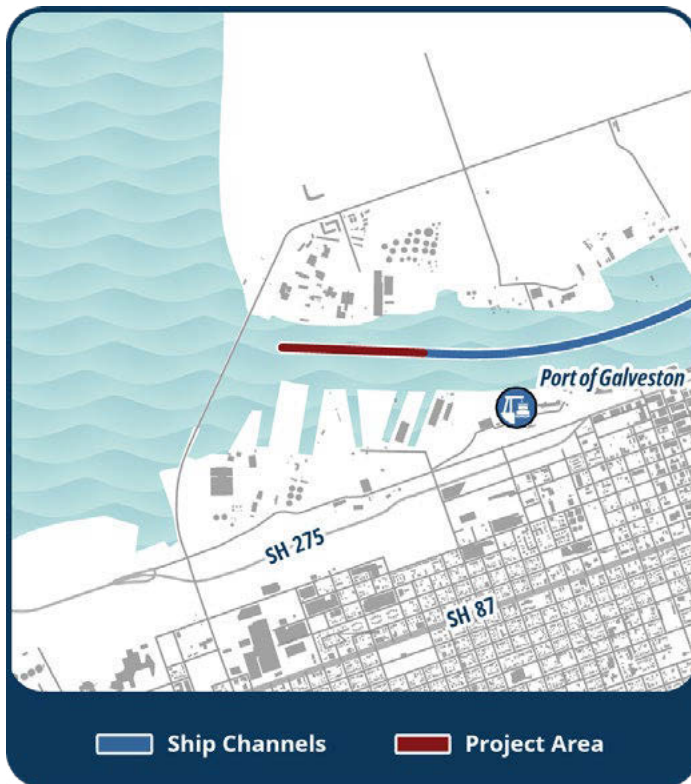
Project Category:



County: Galveston

Project Status: Ongoing

Total Project Cost: \$16,339,000



Project Description

The Galveston Harbor Channel (GHC) is a unique deep-draft channel in that its traffic is composed of both cargo and cruise ships. The Port of Galveston is 4th busiest U.S. cruise port and is estimated to have an annual economic impact of \$2.1 billion. The GHC is subdivided into two reaches. The first reach is 46 feet deep, intersects the Inner Bar Channel, and extends to Pier 38. The second reach is 41 feet deep and 2,571 feet long, extending from Pier 38 to 43rd Street.

The project proposes to deepen and expand Reach 2, the westernmost 2,571 feet of the channel, from 41 feet to 46 feet. The initial deepening of Reach 1 of the channel was completed in 2011. The remaining Reach 2 segment was deemed not economically justified at that time; however, increases in portside facilities utilizing that portion of the channel have now made the deepening economically beneficial. The U.S. Army Corps of Engineers (USACE) is currently undergoing a validation study to add an additional turning area to the original project design at the request of the Galveston Pilots. The turning basin, called “the Wedge”, will add an additional 300 to 400 feet on the western edge of the channel.

Deepening the GHC will allow this portion of the channel to accommodate larger cargo and cruise ships as the Port of Galveston continues to grow. With the capability to allow larger vessels to enter the channel, the Port of Galveston will create greater efficiency and output. The increased number of vessels and volume will result in greater economic impact for the local area and the state of Texas in addition to increased tax revenue at the local, state, and federal levels. USACE estimates the average annual benefit of the project to be \$1.6 million.

Ship Channel Dimensions

Current Depth: 41 ft

Current Width: 1,075 ft

Authorized Depth: 46 ft

Authorized Width: 1,075 ft





Cruise ships docked at the Port of Galveston

Project Status

The Feasibility Study and Environmental Impact Statement were completed in 2016. The project was then authorized by WRDA 2018. Preconstruction, engineering, and design of the channel deepening began in 2019. With the validation study underway to add in the additional turning area, a recertification of the project cost will need to be completed and is currently ongoing alongside the validation study. The project is anticipated to be completed by Q4 2025.

Funding Status



Federal Cost Share
\$10.6 Million (65%)

Federal Funds Received
\$10.8 Million

Non-Federal Cost Share
\$5.7 Million (35%)

*No Non-Federal Funds
Received to Date*

PROJECT BENEFITS



Economics

- Bigger vessels and more volume results in greater state and local economic impact, increasing tax revenue at the local, state, and federal levels.



Macro-Economics

- \$51.5 million in revenue in 2019.
- 14,000 port-related jobs and \$2.3 billion in economic impact.
- USACE estimates the average annual benefit of the project to be \$1.6 million.



Environmental Stewardship

- The Port of Galveston has earned recognition for its commitment to improving air quality and reducing waste, under its Green Marine Certified Environmental Program.



Project Development

- The project is currently undergoing a validation study to add a turning area to the original design.



Project Funding

- The project was awarded \$10.8 million from the USACE FY 2022 Work Plan.





TURNING BASIN EXPANSION PROJECT FEASIBILITY STUDY

Port of Harlingen Authority

FEDERAL PROJECT

FEASIBILITY STUDY

Project Category:



County: Cameron

Project Status: Scoping and Planning

Total Project Cost: \$1,060,425



Project Description

The Port of Harlingen Authority is located near the southernmost tip of Texas on the Arroyo Colorado River. The port is 25 miles inland of the GIWW and provides a key link for shallow-draft transport of goods exchanged between Texas and Mexico. The port has experienced rapid growth in the past several years, seeing a 520% increase in vessel calls from 2017 to 2021. With this growth comes the need for improvements to allow for the increased traffic to use the port safely and efficiently.

The Port of Harlingen is proposing to expand its existing turning basins, which would consist of widening the East Basin by approximately 7 acres and the West Basin by approximately 2 acres. The expansion would allow for the possibility of an expanded pier and additional waterfront property available for future tenants. The expansion of the turning basins would improve the efficiency and safety of barges as the traffic and goods transported through the port continues to grow. These improvements would allow for better, more efficient, and safer maneuverability of barge traffic.

Currently the port has only 2.5 acres of land with waterfront access and two tracts totaling 28 acres with dock access near the existing turning basin. The lack of desirable waterfront land has placed the Port of Harlingen out of the running for major tenants looking for premium access to this waterway. Expanding the turning basin would provide additional waterfront access for opportunities the port was previously unable to take advantage of, as well as provide space for additional dock access.

Ship Channel Dimensions

Current Depth: 14 ft

Current Width: 400 ft

Authorized Depth: 16 ft

Authorized Width: 400 ft



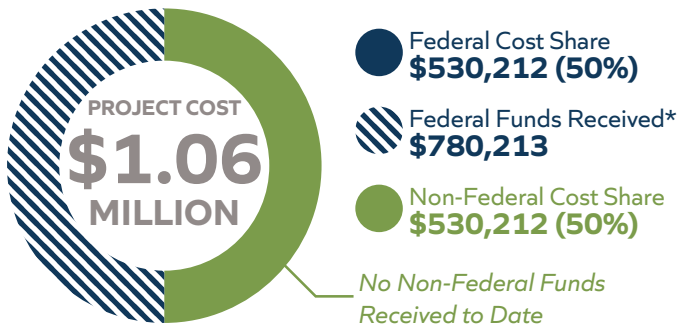


Vessel traversing the Arroyo Colorado at the Port of Harlingen

Project Status

The project was authorized by Section 107 of the River and Harbor Act of 1960. A feasibility study is currently underway and is approximately 10% complete. Preliminary design for the project is 20% complete. The project is expected to be complete in 3 to 5 years.

Funding Status



*Project received \$150,000 from the Infrastructure Investment and Jobs Act

PROJECT BENEFITS



Economics

- Provides opportunity for an expanded pier and additional waterfront property for future tenants.



Macro-Economics

- 70% of commodities handled at the port are petroleum.
- 166% growth in waterborne tonnage between 2017 and 2021.
- 520% increase in vessel calls between 2017 and 2021.



Environmental Stewardship

- Reduced delays and ship idling time at anchorage/fleeting areas.
- Reduced vessel emissions and environmental impact per ship.



Project Development

- The project is still in the early stages of preliminary design.



Project Funding

- In January 2022, the Port of Harlingen received \$150,000 from the Infrastructure Investment and Jobs Act, allowing the feasibility study to begin.





HOUSTON SHIP CHANNEL EXPANSION PROJECT

Port Houston

FEDERAL PROJECT

★ SCIRF-Eligible Project ★

Project Category: | **County:** Harris | **Project Status:** Construction Ready | **Total Project Cost:** \$1,000,000,000



Project Description

The Houston Ship Channel (HSC) is a 52-mile long waterway with more than 200 public and private terminals alongside it. The HSC is the busiest waterway in the nation, home to the number one U.S. port for waterborne tonnage and number one container port in the Gulf of Mexico.

The HSC Expansion Project, referred to as Project 11, is the 11th improvement project in the history of the waterway, and has gone through the National Economic Development review process. The project will widen the channel by 170 feet along its Galveston Bay reach, from 530 feet to 700 feet. It will also deepen some upstream segments to between 39 feet and 46.5 feet and make other safety and efficiency improvements. This project includes work broken down by segments: Bolivar Roads to Redfish (Segment 1A), Redfish to Bayport Ship Channel (Segment 1B), Bayport Ship Channel to Barbours Cut (Segment 1C), Bayport Ship Channel (Segment 2), Barbours Cut Ship Channel (Segment 3), Boggy Bayou (BW8) to Sims Bayou (Segment 4), Sims Bayou to IH 610 (Segment 5), and IH 610 to Turning Basin (Segment 6).

Beneficial features of Project 11 include a wider and safer channel that maintains two-way traffic, allowing larger vessels to navigate the HSC safely, new marsh and oyster reef habitats, and emissions reductions.

The HSC is a vital waterway, connecting the nation's largest petrochemical complex to the globe. The waterway has more deep-draft ship visits than any other port in the country, and nearly 200,000 barge transits every year. As energy and manufacturing exports increase and vessel sizes grow, improving the channel is nationally important.

Ship Channel Dimensions

Current Depth: 37-46.5 ft

Current Width: 530 ft*

Authorized Depth: 39 to 46.5 ft

Authorized Width: 700 ft*



*Current and authorized width of Galveston Bay Reach.

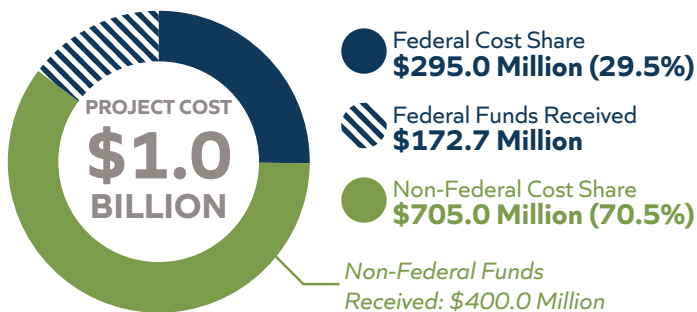


Vessel docked at Port Houston terminal

Project Status

The project was authorized by WRDA 2020 and almost immediately received New Start designation to begin construction. Segment 1A from Bolivar Roads to Redfish was completed in 2023. Segments from Redfish to Bayport Ship Channel (Segment 1B) and from Bayport Ship Channel to Barbours Cut (Segment 1C) are estimated to be fully complete in 2025. The entire project is expected to be complete in 2028.

Funding Status



PROJECT BENEFITS



Economics

- Provides safe and efficient vessel transit, reducing delays and increasing safety and economic growth.



Macro-Economics

- The HSC has \$906 billion in national economic value.
- Supports nearly 3.37 million jobs nationwide.



Environmental Stewardship

- Dredged material from Project 11 will be utilized to construct 20 acres of bird islands, 324 acres of oyster reef pads, 800 acres of marsh land, and emissions reductions of 3-7%.



Project Development

- Project is well underway and is expected to be complete in 2028.



Project Funding

- Project 11 is 57% funded. Thus far, the project has received \$172.7 million in funding. An additional \$33 million is included in the FY 2025 appropriations bill just passed. However, \$122.3 million in federal funding is still needed to complete Project 11.



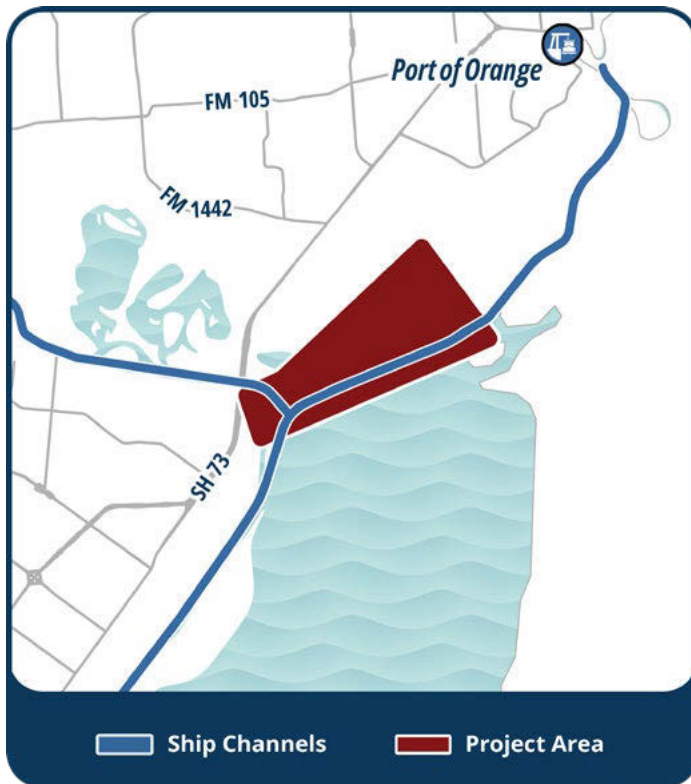


HICKORY COVE IMPROVEMENTS

Port of Orange

NON-FEDERAL PROJECT

Project Category:  **County:** Orange | **Project Status:** Preliminary Design | **Total Project Cost:** \$55,200,000



Project Description

Hickory Cove is located at the mouth of the Sabine-Neches Waterway (SNWW). The goal of this project is to address challenges occurring in this area, including its damage after being destroyed during Hurricane Ike. The Port of Orange segment of the SNWW has not been dredged since 2012.

The Hickory Cove Improvement Project includes dredging at the mouth of the Sabine-Neches Waterway, where a majority of shoaling occurs, up to 26 feet in the Turning Basin. The current depth of this segment of the SNWW is between 21 and 22 feet. The proposed depth after dredging would be 30 feet.

The project was authorized under Section 1122 of WRDA 2016 and is a beneficial use project that includes dredging and placement of materials in Hickory Cove marsh to restore wetland quality. More than 675 acres of marsh have the potential to be restored in the Lower Neches Wildlife Management Area using dredged materials from the channel. The U.S. Army Corps of Engineers (USACE) will be a key project partner and will be responsible for 65% of project costs.

In addition to the beneficial use of some of the materials for marsh restoration, a dedicated placement area is needed for the remainder of the materials. Identifying this placement area will be critical before construction can begin.

Ship Channel Dimensions

Current Depth: 22 ft

Current Width: 400 ft

Authorized Depth: 30 ft

Authorized Width: 400 ft





- Alternative 3**
- 240 acres of marsh restoration with plantings
 - Existing containment levee restoration to mitigate tidal influence and salinity intrusion
 - Breakwater installation to protect containment levee from wind waves from Sabine Lake and ship waves from the GIWW
 - 95 acre living shoreline on exterior of containment levee

Hickory Cove Improvement project location and selected alternative

Project Status

A non-federal feasibility study was completed in May 2023, and the project is ready to go into the design phase. The port is working to obtain an easement from USACE along with an advanced funding agreement. Construction will be done in phases, beginning in mid-to-late 2025 and will be completed in 2028, depending on easement, design, and budget.

Funding Status



- Federal Cost Share**
\$35.9 Million (65%)
- Federal Funds Received**
No Federal Funds Received to Date
- Non-Federal Cost Share**
\$15.7 Million (35%)

Non-Federal Funds Received: \$9.4 Million

Received: \$0.5 Million

PROJECT BENEFITS



Economics

- Part of a study with USACE to reduce costs of dredging and dredged material placement.



Macro-Economics

- Promotes safe and efficient movement through the channel, increasing business opportunities for the port.



Environmental Stewardship

- Part of an initiative with USACE to expand beneficial uses of dredged material.
- Potential to restore more than 675 acres of marsh with beneficial use of dredged materials.



Project Development

- No dredging has started, and project has not started preliminary design.



Project Funding

- The port is responsible for covering 35% of the total cost, some of this match funding was provided by the Texas General Land Office's Coastal Management Program.





PORT OF PALACIOS CHANNEL DEEPENING AND WIDENING FEASIBILITY STUDY

Port of Palacios

FEDERAL PROJECT

FEASIBILITY STUDY

Project Category:   County: Matagorda | Project Status: Planning and Scoping | Total Project Cost: \$3,000,000



Project Description

The Port of Palacios is a shallow-draft port primarily used for commercial fishing, with the shrimping industry being an economic engine for the Matagorda region. The port is accessible by the Gulf Intracoastal Waterway (GIWW), which is federally maintained at a 125-foot width and 12-foot depth, and via the Palacios Channel which is 400 feet wide and 12 feet deep. The harbor consists of four turning basins containing over 13,000 feet of dock space.

Although the configuration of the Palacios Channel does not currently allow for barge capabilities, the Port of Palacios is looking to expand its services to include barge shipments by improving its channel. The expansion of the channel would span the entire length of the Palacios Channel to its intersection with the GIWW and would include dredging a portion of the GIWW to the Matagorda Ship Channel.

Ship Channel Dimensions

Current Depth: 12 ft

Current Width: 125 ft

Authorized Depth: 14 ft

Authorized Width: 125 ft



Dredging of the Palacios Channel

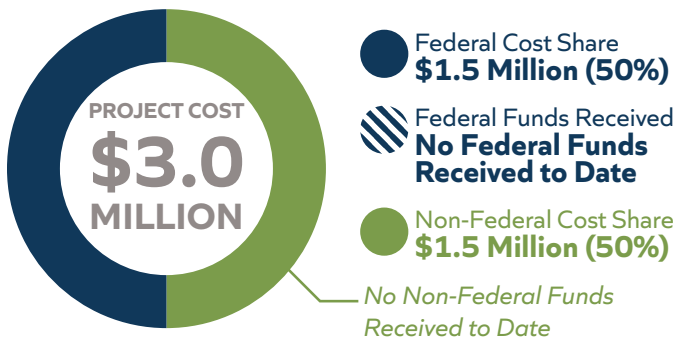


Palacios Shipyard, LLC repainting a shrimping vessel after repairs

Project Status

The project was approved by WRDA 2022 to complete a feasibility study for deepening and widening of Palacios Channel. The project has not yet started.

Funding Status



PROJECT BENEFITS



Economics

- This project would allow larger vessels to call on the port.
- Attracts a wider range of business opportunities.



Macro-Economics

- Provides regional economic growth.
- Supports the state of Texas and national economies.



Environmental Stewardship

- The port is working with local resources agencies to identify potential opportunities to beneficially place dredged material.



Project Development

- The feasibility study was authorized in WRDA 2022.



Project Funding

- The port is responsible for \$1.5 million of the project cost. No federal funding has been allocated as of 2024.





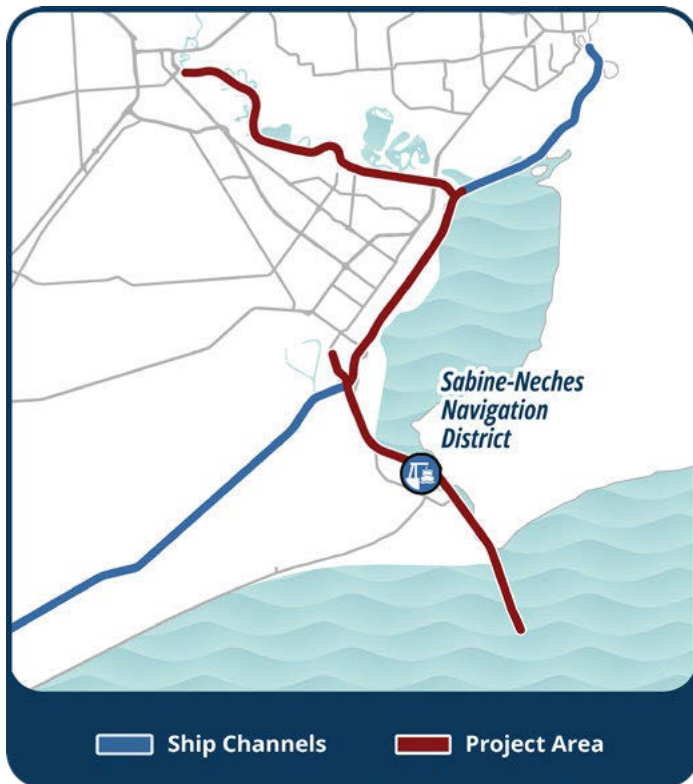
SABINE-NECHES WATERWAY CHANNEL IMPROVEMENT PROJECT

Sabine-Neches Navigation District

FEDERAL PROJECT

★ SCIRF-Eligible Project ★

Project Category: | **County:** Jefferson | **Project Status:** Planning and Scoping | **Total Project Cost:** \$1,800,000,000



Project Description

The Sabine-Neches Waterway (SNWW) is an approximately 77-mile federally authorized and maintained waterway located in Jefferson and Orange counties in southeast Texas. The area surrounding the waterway contains three deep draft ports, the ports of Beaumont, Port Arthur, and Orange. The system includes Sabine Pass, the Port Arthur Ship Canal, the Sabine-Neches Canal, and the Neches River. Sabine Pass is stabilized by jetties that extend 4.1 miles into the Gulf of Mexico.

The segment of the Sabine-Neches Canal at the Port of Port Arthur can pose navigational challenges because it is used by both large vessels and barge traffic that are using the GIWW. There are three bridges crossing over the waterway that limit the vertical clearance of the vessels that can use the waterway. The authorized project will deepen the waterway throughout by 8 feet and extend the channel 13 miles further into the Gulf of Mexico. The project will enhance the safety of vessels transiting the waterway by widening Taylor Bayou Channel and existing turning and anchorage basins.

The SNWW has grown tremendously since its last improvement project, which was authorized more than 50 years ago in 1962. According to the Sabine-Neches Navigation District (SNND), expanding and deepening the channel by 8 feet will keep Texas competitive with other U.S. ports and generate \$330 billion in new business activity, along with 528,000 additional jobs that are maintained on a continuous basis. Additionally, the project will increase tax revenue, better manage waterway traffic, and stimulate further economic development by allowing larger vessels to access the ports and by reducing the need to light load existing vessels.

Ship Channel Dimensions

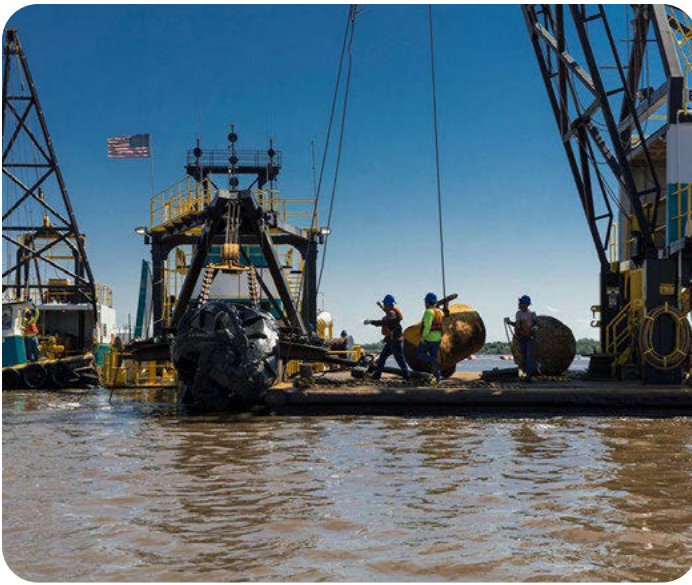
Current Depth: 40 ft

Current Width: 700 ft

Authorized Depth: 48 ft

Authorized Width: 700 ft



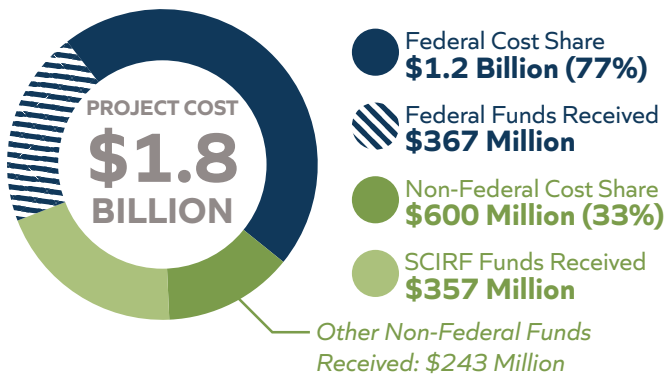


Ongoing work on the Sabine-Neches Waterway

Project Status

This project was authorized in WRDA 2014 and was allocated approximately \$167 million in the USACE FY 2023 Work Plan, for a total of \$367 million received between FY 2019 and FY 2024. The SNND and the U.S. Army Corps of Engineers signed a Project Partnership Agreement in August 2019. In May 2021, the SNND implemented a user fee to finance the non-federal share of project costs. The SNND was provided an additional \$357 million through the Ship Channel Improvement Revolving Fund. Construction is estimated to take seven to 10 years.

Funding Status



PROJECT BENEFITS



Economics

- Allows larger ships to reach local ports and waterway industries.
- Better manages vessel traffic.
- Takes advantage of recently expanded Panama Canal.



Macro-Economics

- Generates \$330 billion in new business activity along with 528,000 additional jobs.
- \$103 billion in gross product.



Environmental Stewardship

- The project will be beneficially using some of the dredged material to restore marsh and nourish shorelines.



Project Development

- Construction of the project began in 2019. The first phase of the project is anticipated to be completed by 2027 and the second phase is anticipated to be completed by 2030.



Project Funding

- This project was awarded \$367 million in the USACE Work Plans between FY 2019 and FY 2024 and \$357 million from the SCIRF for construction costs.



REFERENCES

Executive Summary

1. Texas Ports Association (2024). The Economic Impacts of the Texas Ports On the State of Texas, 2023.
2. Texas Department of Transportation (n.d.). [2024-2025 Texas Port Mission Plan](#).
3. US Census Bureau (2023). USA Trade® Online. Data retrieved from: usatrade.census.gov

Introduction

1. Facts about Texas Ports Graphic
 - Top Ports in US: U.S. Army Corps of Engineers (USACE) Waterborne Commerce Statistics Center (May 10, 2024). [Waterborne tonnage for principal U.S. ports and all 50 states and U.S. territories](#), 2022 data.
 - Cruise Passengers: Port of Galveston (n.d.). ["New Cruise Ships Out of Galveston."](#)
 - Palacios Shrimp: Port of Palacios (2024). ["Development."](#)
 - Texas Maritime System Transportation Jobs, Total Economic Value, and Percentage of GDP: Texas Ports Association (2024). The Economic Impacts of the Texas Ports On the State of Texas, 2023.
 - Port of Beaumont: Drawhorn, Aaron (Feb 19, 2024). ["Special report: Port of Beaumont ranks seventh largest in nation, first for military cargo."](#)
2. US Census Bureau (2023). USA Trade® Online. Data retrieved from: usatrade.census.gov
3. Texas Ports Association (2024). The Economic Impacts of the Texas Ports On the State of Texas, 2023.
4. Office of the United States Trade Representative (2023). [State Benefits of Trade: Texas](#).
5. US Energy Information Administration (Apr 27, 2023). ["U.S. natural gas production and LNG exports will likely grow through 2050 in AEO2023."](#)
6. National Oceanic and Atmospheric Administration (May 23, 2024). ["NOAA predicts above-normal 2024 Atlantic hurricane season."](#)
7. Beaumont Business Journal (Jan 1, 2024). ["Historic port funding: SETX ports split \\$66M in state funding."](#)
8. Gulf State Investments Graphic
 - Texas A&M Transportation Institute (Oct 2021). [2021 Survey of State Funding Practices for Coastal Port Infrastructure](#).
 - Ports Association of Louisiana (n.d.). ["Louisiana Ports Deliver"](#) presentation, 2016 data.
 - National Waterways Foundation (n.d.). ["Economic Impact of Mississippi's Inland Waterways"](#), 2018 data.
 - Alabama Port Authority (2024). [Alabama Port Authority Economic Impacts 2022 Executive Summary](#), 2022 data.
 - Florida Ports Council (Dec 2016). [The Statewide Economic Impacts of Florida Seaports Executive Summary](#), 2016 data.
9. Office of the Texas Governor (Sept 29, 2023). ["Governor Abbott Announces Historic \\$240 Million For Texas Seaports."](#)
10. USACE Waterborne Commerce Statistics Center (2022). [U.S. waterborne container traffic by port/waterway in 2022](#).
11. Bureau of Economic Analysis (Mar 29, 2024). ["Gross Domestic Product by State and Personal Income by State, 4th Quarter 2023 and Preliminary 2023."](#)
12. The World Bank (Jul 1, 2023). World Development Indicators Database. [GDP Ranking 2022 by Country](#).
13. Texas Department of Transportation (TxDOT) (n.d.). [2024-2025 Texas Port Mission Plan](#).

Maritime Infrastructure

1. USACE Waterborne Commerce Statistics Center (May 10, 2024). [Waterborne tonnage for principal U.S. ports and all 50 states and U.S. territories](#), 2022 data.
2. Texas A&M Transportation Institute (Oct 2021). [2021 Survey of State Funding Practices for Coastal Port Infrastructure](#).
3. Texas Ports Association (2024). The Economic Impacts of the Texas Ports On the State of Texas, 2023.

Seaport Connectivity

1. Texas A&M Transportation Institute (Apr 2021). [Freight by the Numbers: Everything's Bigger in Texas](#).
2. TxDOT (Dec 2019). [Texas Rail Plan Executive Summary](#), p. 6.

3. Texas Pipeline Association (May 2023). [2022 Analysis of the Current and Future Economic Impact of the Texas Oil and Gas Pipeline Industry](#). Report by Bradley T. Ewing, Ph.D., Texas Tech University.
4. TxDOT (Nov 17, 2023). [Impact of Freight to the Texas and DFW Economy and Transportation Infrastructure](#). Presentation by Caroline A. Mays, p.14, 2021 data.

Ship Channels

1. Texas Ports Association (2024). The Economic Impacts of the Texas Ports On the State of Texas, 2023.
2. Martin Associates (Apr 7, 2023). [2022 Economic Impact of Houston Ship Channel Activity](#). Prepared for Port Houston.
3. TxDOT (n.d.). [Texas Department of Transportation 2023-2024 Educational Series: Ports and Waterways](#).
4. The Associated Press (Aug 27, 2017). [Hurricane Harvey Could Send Gas Prices Spiking](#).
5. The California Legislature's Nonpartisan Fiscal and Policy Advisor (August 23, 2022). [Overview of California's Ports](#).
6. Louisiana Legislative Audit (Jan 31, 2024). [Louisiana's Public Ports System: Comparison to other Southern Coastal States and Recommendations for Improvement](#).
7. Jean-Paul Rodrigue (Apr 30, 2024). [The Geography of Transport Systems: Sixth Edition](#).
8. USACE (Aug 28, 2023). [Memo on Expanding Beneficial Use of Dredged Material in the USACE](#).
9. Texas Transportation Code (Jun 7, 2021). [Section 56.002](#).
10. Cedar Port Navigation and Improvement District Channel Deepening Project (n.d.). [Project Overview](#).
11. USACE (Mar 2023). [Fiscal Year 2024 Civil Works Budget of the U.S. Army Corps of Engineers](#).
12. USACE (Apr 2013). [Fiscal Year 2014 Civil Works Budget of the U.S. Army Corps of Engineers](#).
13. USACE (Mar 2014). [Fiscal Year 2015 Civil Works Budget of the U.S. Army Corps of Engineers](#).
14. USACE (Feb 2015). [Fiscal Year 2016 Civil Works Budget of the U.S. Army Corps of Engineers](#).
15. USACE (Feb 2016). [Fiscal Year 2017 Civil Works Budget of the U.S. Army Corps of Engineers](#).
16. USACE (May 2017). [Fiscal Year 2018 Civil Works Budget of the U.S. Army Corps of Engineers](#).
17. USACE (Feb 2018). [Fiscal Year 2019 Civil Works Budget of the U.S. Army Corps of Engineers](#).
18. USACE (Mar 2019). [Fiscal Year 2020 Civil Works Budget of the U.S. Army Corps of Engineers](#).
19. USACE (Feb 2020). [Fiscal Year 2021 Civil Works Budget of the U.S. Army Corps of Engineers](#).
20. USACE (May 2021). [Fiscal Year 2022 Civil Works Budget of the U.S. Army Corps of Engineers](#).
21. USACE (Mar 2022). [Fiscal Year 2023 Civil Works Budget of the U.S. Army Corps of Engineers](#).
22. USACE (Mar 2019). [Fiscal Year 2020 Work Plan: Construction Allocations](#).
23. USACE (Feb 2020). [Fiscal Year 2021 Work Plan: Construction Allocations](#).
24. USACE (May 2021). [Fiscal Year 2022 Work Plan: Construction Allocations](#).
25. USACE (Mar 2022). [Fiscal Year 2023 Work Plan: Construction Allocations](#).
26. USACE (Mar 2023). [Fiscal Year 2024 Work Plan: Construction Allocations](#).
27. USACE (2018). [Fiscal Year 2018 Work Plan: Operations and Maintenance Allocations](#).
28. USACE (February 2018). [Fiscal Year 2019 Work Plan: Operations and Maintenance Allocations](#).
29. USACE (Mar 2019). [Fiscal Year 2020 Work Plan: Operations and Maintenance Allocations](#).
30. USACE (Feb 2020). [Fiscal Year 2021 Work Plan: Operations and Maintenance Allocations](#).
31. USACE (May 2021). [Fiscal Year 2022 Work Plan: Operations and Maintenance Allocations](#).
32. USACE (Mar 2022). [Fiscal Year 2023 Work Plan: Operations and Maintenance Allocations](#).
33. USACE (Mar 2023). [Fiscal Year 2024 Work Plan: Operations and Maintenance Allocations](#).
34. Port of Brownsville (May 6, 2019). [Landmark Agreement: BND and NextDecade Announce Partnership to Fund Channel Deepening](#).
35. USACE (n.d.). [U.S. Army Corps of Engineers Civil Works Public Private Partnerships Pilot Program](#).
36. Port of Corpus Christi Authority (Mar 6, 2018). [Statement of Sean Strawbridge, Chief Executive Officer of the Port of Corpus Christi Authority](#) for the Subcommittee on the Interior, Energy, and Environment of The Committee on Oversight and Government Reform on "Examining the U.S. Army Corps of Engineers".
37. Port of Corpus Christi News (Feb 11, 2020). [Port of Corpus Christi Included in President's Proposed FY 21 Budget for \\$100M](#).
38. Texas A&M Transportation Institute (Jan 2022). [A Modal Comparison of Domestic Freight Transportation Effects on the General Public: 2001-2019](#).
39. USACE Galveston District (n.d.). [Planning and Environmental Documents for Public Review](#).

Answer key for hidden sharks: viii, xiv, 5, 8, 16, 20, 22, 27, 29, 35



GLOBAL LEADER
TEXAS, U.S.A.



Texas Department of Transportation