



EXECUTIVE SUMMARY

Texas ports are critical to the economic growth of Texas. In 2018, Texas ranked second nationwide for total waterborne tonnage handled and first nationwide for total foreign waterborne tonnage of imports and exports, and generated over \$242 billion in annual overall trade. Trade through the State of Texas is a significant contributor in making Texas the world's 9th largest economy when comparing Texas GDP to national GDPs. As of 2018:

- Ten of the state's ports rank among the top 100 U.S. ports in total tonnage,
- Five of the state's ports are ranked in the top 20 ports in the U.S. in total tonnage, and
- Three Texas ports were among the top five fastest growing U.S. ports in terms of absolute export revenue.

Whether urban or rural, coastal or inland dwelling, all Texans benefit from the port system. Texas ports are the backbone of the state's economy, but the onus of funding maintenance and improvement for port facilities fall to the ports themselves and private industry. Texas ports need the State to invest in this infrastructure to continue serving Texans. To this end, the Texas Transportation Commission is requesting \$460 million from the 87th Texas Legislature.

2022-2023 Legislative Appropriations Request
 Port Capital Investment
 \$130 Million
 Ship Channel Improvement
 \$330 Million
Total: \$460 Million

Annual Trade by Region¹:

South & Central America
\$50.2 B
 Exports: \$35.2 B
 Imports: \$14.9 B

Europe
\$50.1 B
 Exports: \$26.0 B
 Imports: \$24.1 B

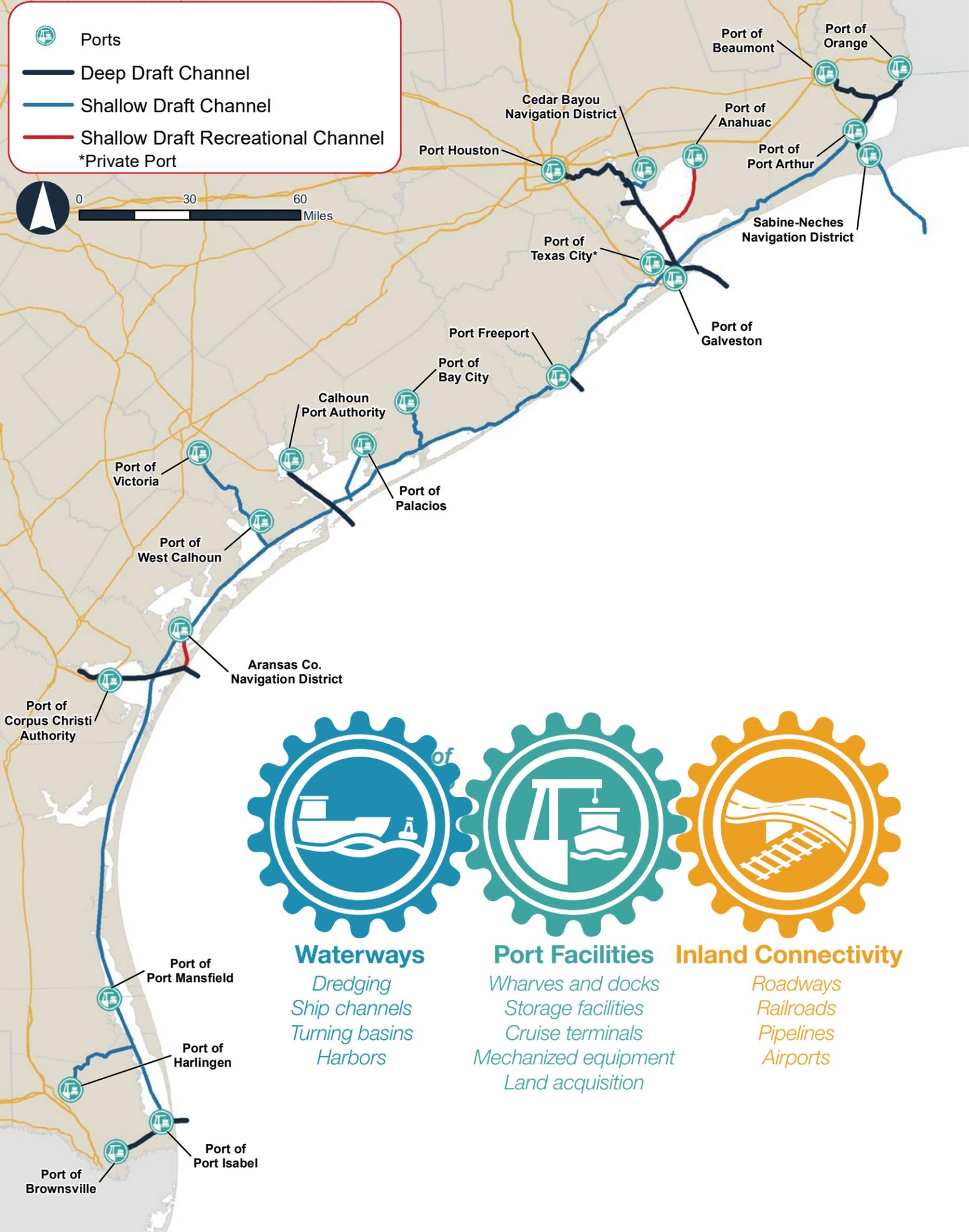
Africa
\$7.4 B
 Exports: \$4.9 B
 Imports: \$2.5 B

Asia
\$101.5 B
 Exports: \$43.0 B
 Imports: \$58.5 B

Australia & Oceania
\$1.7 B
 Exports: \$1.3 B
 Imports: \$0.4 B

\$242.7 billion in trade value overall annually*
 \$131.8 billion in exports and \$110.9 billion in imports

*Values in dollars for annual combined waterborne import and export trade value for Texas averaged from 2015-2019.



Velasco Terminal at Port Freeport.

Waterways

Any vessel entering or leaving a Texas seaport relies on well-maintained, navigable waterways known as ship channels. These waterways are the critical thoroughfares of trade, serving as marine “highways” that allow for the movement of goods and people in and out of ports. The width, depth, and navigability of a waterway directly affects the kinds of vessels and markets a port can serve. Maintaining the width and depth of Texas waterways is critical to ensure that vessels can continue to move in and out of ports safely and efficiently.

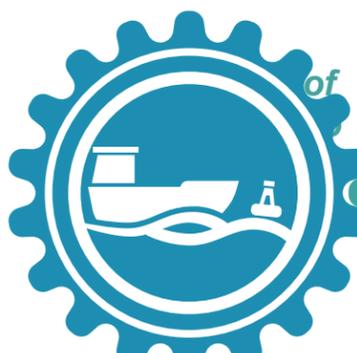
Port Facilities

The port facilities are the backbone of a port’s operational capabilities and operational efficiency. Typical port facilities include both port infrastructure, such as wharves, docks, and berths that allow vessels to load and unload cargo, as well as port equipment needed to move goods and people between vessels and other modes of transportation. Ports must constantly maintain their facilities to ensure the infrastructure and equipment are operating as efficiently as possible, promoting the constant, uninterrupted flow of cargo and people.

Inland Connectivity

The movement of Texas goods depends on the connectivity of ports to other connections such as roadways, railways, and pipelines. Many of the trucks and trains carrying goods across Texas are going to or from a Texas port, making inland connectivity the most visible part of the Texas port system to most Texans. Ports rely on a strong network of inland connections that can help move goods to and from the port in a safe, quick, and reliable manner.





Waterways
Dredging
Ship channels
Turning basins
Harbors



Port Facilities
Wharves and docks
Storage facilities
Cruise terminals
Mechanized equipment
Land acquisition

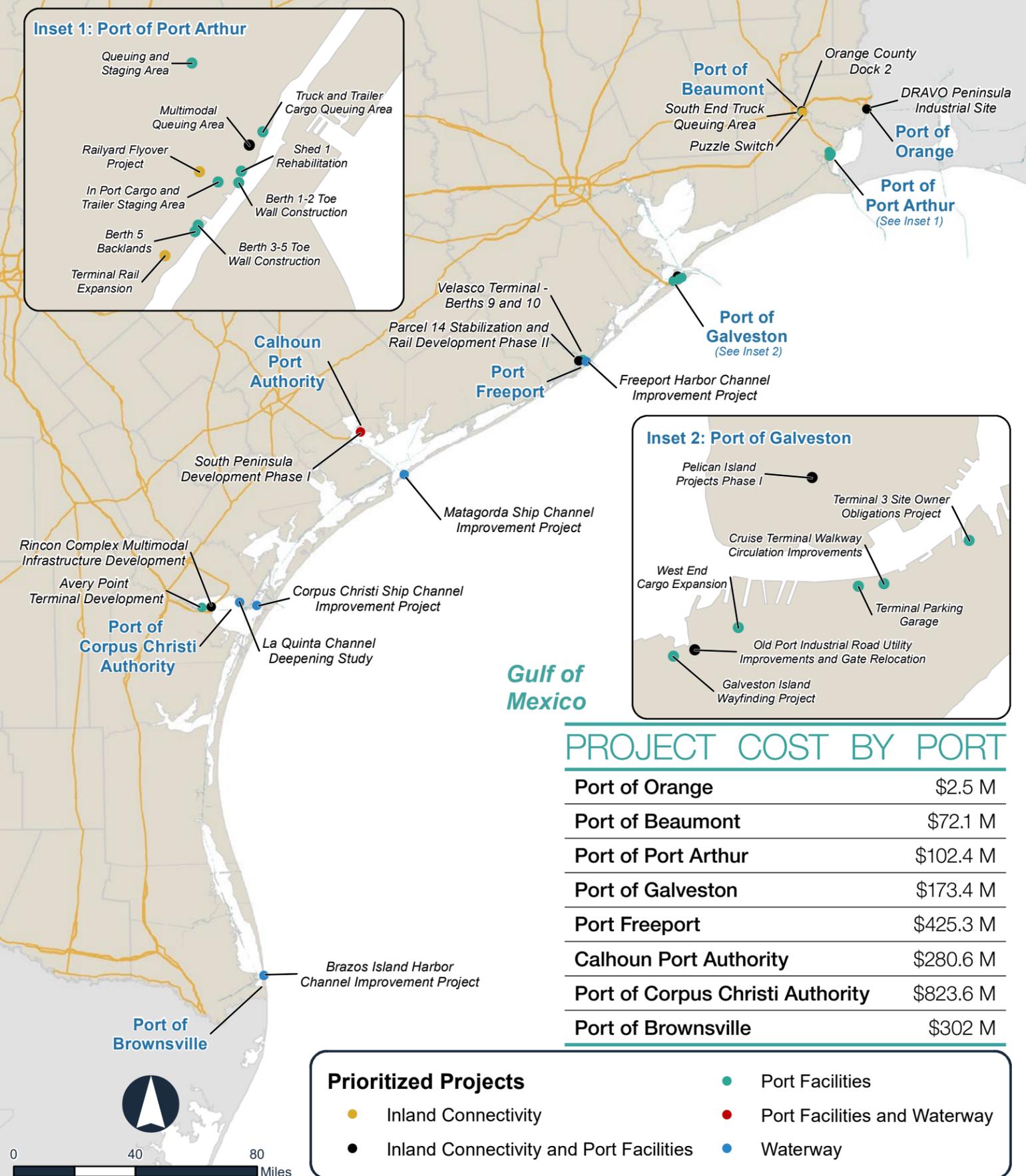


Inland Connectivity
Roadways
Railroads
Pipelines
Airports



Oil tankers at the Port of Brownsville's Brazos Island Harbor Ship Channel.

PORT CAPITAL PROJECTS



PROJECT COST BY PORT

Port of Orange	\$2.5 M
Port of Beaumont	\$72.1 M
Port of Port Arthur	\$102.4 M
Port of Galveston	\$173.4 M
Port Freeport	\$425.3 M
Calhoun Port Authority	\$280.6 M
Port of Corpus Christi Authority	\$823.6 M
Port of Brownsville	\$302 M

Prioritized Projects

- Inland Connectivity
- Port Facilities
- Inland Connectivity and Port Facilities
- Port Facilities and Waterway
- Waterway

2022-2023 Port Capital Investment Report Project Summary

Port	Project Name	Project Type	House (HD) and Senate Districts (SD)	Cost*
Port of Orange	DRAVO Peninsula Industrial Site		HD 21/SD 3	\$2,535,000
	Orange County Dock 2		HD 21/SD 3	\$61,600,000
Port of Beaumont	South End Truck Queuing Area		HD 21/SD 3	\$9,000,000
	Puzzle Switch		HD 21/SD 3	\$1,462,600
Port of Port Arthur	Berth 3-5 Toe Wall Project		HD 21/SD 4	\$29,331,000
	Berth 1-2 Toe Wall Construction		HD 21/SD 4	\$21,680,000
	Railyard Flyover Project		HD 21/SD 4	\$15,000,000
	Queuing and Staging Area		HD 21/SD 4	\$11,159,000
	Shed 1 Rehabilitation		HD 21/SD 4	\$10,225,000
	Terminal Rail Expansion		HD 21/SD 4	\$7,210,282
	Berth 5 Backlands		HD 21/SD 4	\$3,010,000
	Multimodal Queuing Area		HD 21/SD 4	\$2,415,000
	In Port Cargo and Trailer Staging Area		HD 21/SD 4	\$1,500,000
	Truck and Trailer Cargo Queuing Area		HD 21/SD 4	\$828,000
Port of Galveston	West End Cargo Expansion		HD 23/SD 11	\$60,704,452
	Pelican Island Projects Phase I		HD 23/SD 11	\$51,200,000
	Terminal Parking Garage		HD 23/SD 11	\$29,150,000
	Terminal 3 Site Owner Obligations Project		HD 23/SD 11	\$14,000,000
	Old Port Industrial Road Utility Improvements and Gate Relocation		HD 23/SD 11	\$14,000,000
	Cruise Terminal Walkway Circulation Improvements		HD 23/SD 11	\$2,724,574
Port Freeport	Galveston Island Wayfinding Project		HD 23/SD 11	\$1,600,000
	Freeport Harbor Channel Improvement Project		HD 25/SD 17	\$324,590,000
	Parcel 14 Stabilization and Rail Development Phase II		HD 25/SD 17	\$55,700,000
Calhoun Port Authority	Velasco Terminal-Berths 9 and 10		HD 25/SD 17	\$45,000,000
	Matagorda Ship Channel Improvement Project		HD 30/SD 18	\$218,325,000
Port of Corpus Christi Authority	South Peninsula Development Phase I		HD 30/SD 18	\$62,311,295
	Corpus Christi Ship Channel Improvement Project		HD 34/SD 20	\$651,085,000
	Avery Point Terminal Redevelopment		HD 34/SD 20	\$155,508,988
	Rincon Complex Multimodal Infrastructure Development		HD 34/SD 20	\$14,000,000
Port of Brownsville	La Quinta Channel Deepening Study		HD 34/SD 20	\$3,000,000
	Brazos Island Harbor Channel Improvement Project		HD 37/SD 27	\$301,952,000
			GRAND TOTAL	\$2,181,807,191
			TOTAL WITHOUT SHIP CHANNEL PROJECTS	\$682,855,191

*Costs provided by the individual ports and navigation districts

SHIP CHANNEL IMPROVEMENT

Texas Ship Channel Authorizations

Ship Channel	Non-Federal Sponsor (NFS)	Depth* (Current Authorized)	House (HD)/ Senate District (SD)	Project Cost (\$M)**
Authorized Ship Channel Projects (SCIRF Eligible)				Total: \$2.7 Billion
Sabine-Neches Waterway	Sabine-Neches Navigation District	40 ft 48 ft	HD 21/SD 4	\$1,400
Cedar Bayou Navigation Channel	Cedar Bayou Navigation District	N/A 11 ft	HD 23/SD 4	\$52.8
Freeport Harbor Channel	Port Freeport	45 ft 56 ft	HD 25/SD 17	\$324.6
Corpus Christi Ship Channel	Port of Corpus Christi Authority	47 ft 54 ft	HD 34/SD 20	\$651.1
Brazos Island Harbor Deepening	Brownsville Navigation District (Port of Brownsville)	42 ft 52 ft	HD 37/SD 27	\$302.0

*Depths may vary along length of channel

**Costs provided by ports/navigation districts in 2020



With \$248 M of USACE appropriations for the Corpus Christi Ship Channel, the Port of Corpus Christi Authority has received the most federal funding for any authorized channel improvement project in Texas. Although Texas channels received higher than typical level of appropriations for FY 2021, it does not cover the total cost of the authorized ship channel improvement projects.

PORT CONNECTIVITY

Port	Improvement Type	Project Name	Cost Estimate (\$M)
Port of Orange	Safety	Add medians along SH 87 between I-10 and Green Ave	\$1.5
	Safety	Complete access management study along SH 87 between I-10 and Green Ave	\$0.1
	Capacity	Expand Alabama St	\$3.3
Port of Beaumont	Capacity	FM 1006 expansion and resurface for oversize/overweight (OS/OW)	\$30.2
	Capacity	Improve Marina St access to Industrial Island for OS/OW including bridge over Neches River	\$6.1
Port of Port Arthur	New Roadway	Construct Carroll Street overpass	\$10.0
	Safety	Safety & Access Management Study of US 69 from SH 73 - SH 87	\$0.1
	Intersection	Intersection of SH 82/87 - Signalize slip lanes and add all red traffic signal phase to intersection	\$0.9
Port Houston	Capacity	Reduce at grade RR crossings by dead ending local streets north of port entrance	\$0.7
	Safety	Jacintoport Road Area Freight Safety and Operations Plan	\$0.3
	Capacity	Jacintoport Road improvements	\$27.0
	Safety	Federal Road access management and safety study	\$0.3
	Capacity	Upgrade Clinton Dr to 3 lane with two way left turn lane	\$0.3
	Safety	Barbours Cut Area Operations & Safety Study	\$0.3
Port of Galveston	Capacity	Develop Port to I-45 Connectivity Plan	\$0.4
	Capacity	Four lane extension on 61st St from Broadway/SH87 to Harborside Drive/SH-275	\$17.3
	Bridge	Improve Pelican Island Causeway Bridge to increase loading and reconfigure roadways around Texas A&M Galveston campus	\$18.5
	Pedestrian	Add sidewalks along Harborside Dr between 37th and 25th St	\$0.1
	Pedestrian	Improve pedestrian bridge over Harborside Dr and RR	\$0.7

Port	Improvement Type	Project Name	Cost Estimate (\$M)
Port Freeport	Safety	FM 1495 Operations & Safety Study	\$0.3
	Bridge	Replace Pine St bridge	\$15.0
	New Roadway	Develop frontage/backage roadway system to SH 36 for port expansion	\$7.5
	Capacity	Roadway improvements, signage, and security system for main gate complex	\$2.1
Port of Bay City	Capacity	FM 2668 widening/capacity improvements	\$23.2
	Capacity	FM 3057 expansion for permanent truck queuing	\$1.1
Port of Palacios	Capacity	Designate Henderson Ave (SH 35) as primary truck route	\$0.01
	Safety	Conduct access management study and complete safety improvements	\$0.04
Calhoun Port Authority	Intersection	Improvements to intersection of SH 35/FM 1593	\$0.7
Port of West Calhoun	Capacity	Improve truck route into Seadrift: truck route designation, Gates Rd improvement, intersection improvement	\$2.5
Port of Victoria	Intersection	Intersection of US 59/SR 185 congestion & safety improvements (Texas U-turn, one-way frontage roads)	\$3.3
	Capacity	Widen public access road to allow for truck queuing that doesn't restrict movement	\$0.6
	Railroad	Replace Rail Lift Bridge over the Victoria Barge Canal at Bloomington	\$25.0
Port of Corpus Christi Authority	New Roadway	Add 5,100' of frontage road along the inside of future rail corridor adjacent to JFIT Corridor	\$5.5
	Capacity	Planning to develop OSOWOH Route from Port to T/NHFN - Study	\$0.2
	Railroad	Improve RR crossing signage and warning devices on SH 361	\$0.3
Port of Harlingen	New Roadway	New Roadway (SH 200) - West of Ingleside	\$14.0
	Capacity	Widen and Improve FM 106 to accommodate OS/OW	\$9.2
Port of Port Isabel	Capacity	Designate FM 509 to FM 106 as primary truck route; capacity improvements at FM 509/106 intersection	\$0.2
	New Roadway	Bypass road from Port to SH 48	\$3.5
Port of Brownsville	Intersection	Improvements to SH 550 - high congestion at SH 511 interchange	\$20.0
	Capacity	Internal Port Road Improvements (Ostos Rd)	\$10.4
Regional Projects*	Bridge	MLK Bridge improvement and location study	\$0.3
	Bridge	Develop OS/OW plan for SH 35 bridges between Bay City and Corpus Christi	\$0.1
Total			\$262.8

*Blue shading represents the TxDOT Beaumont District and green shading represents the Yoakum and Corpus Christi Districts.

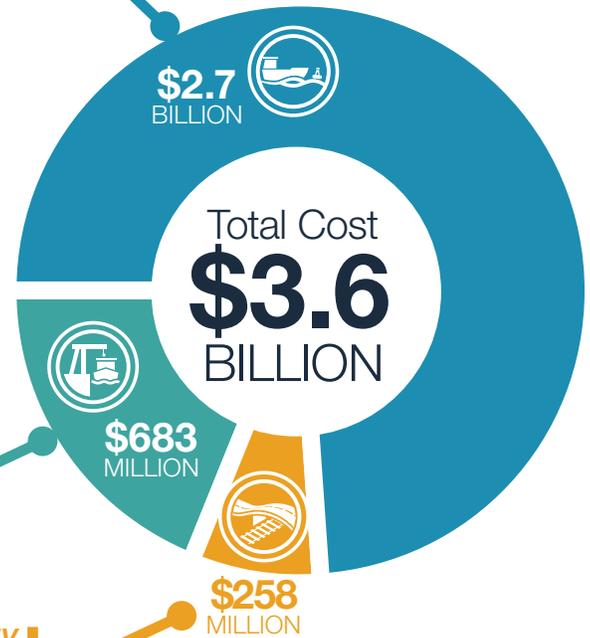


*Total cost for all five authorized ship channel improvement projects.**

TEXAS PORT FUNDING NEEDS

*Planned facilities investments for public ports between 2018 and 2023.**

*Total cost for inland connectivity projects that serve public ports.**



**Costs provided by the ports and navigation districts.*

FEDERAL APPROPRIATIONS FOR SHIP CHANNEL CONSTRUCTION THROUGH FY 2021

Corpus Christi Ship Channel	\$248.4 M
Sabine-Neches Waterway	\$34.6 M
Freeport Harbor Channel	\$19.0 M
Cedar Bayou Navigation Channel	\$41.7 M

2022-2023 Port Capital Investment Report



The Port Capital Investment Report is a prioritized list of projects that includes port facilities, waterways, and inland connections. The Port Authority Advisory Committee (PAAC) voted to recommend a funding request of \$130 million to help fund the projects included in the 2022-2023 PCIR, and the Transportation Commission voted to include the full amount of this request in the LAR. If funded, these projects will support improved logistics, increased capacity, and enhanced safety to keep Texas ports competitive.

Funding Requested: \$130 Million

Ship Channel Improvement Revolving Fund (SCIRF)



Funding the SCIRF will help provide financing for eligible navigation projects that modernize waterways and allow for increased growth of waterborne commerce. There are five projects in Texas that are eligible to draw on the fund should it be capitalized. The PAAC voted to recommend a funding request in the amount of \$2.06 billion, the amount required to fully fund all five eligible projects. The Transportation Commission has elected to include \$330 million in the 2022-2023 LAR to cover the estimated drawdown for the eligible projects in fiscal years 2022-2023.

Funding Requested: \$330 Million

Total Funding Requested: \$460 Million

For more information, contact:
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