These are the minutes of the regular meeting of the Port Authority Advisory Committee (the Committee) held on September 28, 2020 via conference call due to COVID-19 restrictions place on meetings in person. The meeting was called to order at 9:01 a.m. by acting Chair Phyllis Saathoff with the following committee members present:

**Port Authority Advisory Committee:**
- Phyllis Saathoff   Chair - Port Freeport
- Chris Fisher    Port of Beaumont
- Roger Guenther    Houston Port Authority
- Ron Mills     Port of Port Mansfield
- Larry Kelley     Port of Port Arthur
- Walker Smith    Port of Harlingen
- Sean Strawbridge   Port of Corpus Christi
- Alan Ritter    Speaker of the House Appointee **Absent**
- Michael Plank    Lt. Governor Appointee **Absent**

A public notice of this meeting containing all items on the proposed agenda was filed in the Office of the Secretary of State at 9:03 a.m. on December 16, 2020 as required by Government Code, Chapter 551, referred to as “The Open Meetings Act.”

**ITEM 1. Call to order.**
The Port Authority Advisory Committee Meeting was called to order by Chairperson Phyllis Saathoff at approximately 9:01 a.m.

**ITEM 2. Introduction of committee members and TxDOT staff.**
Phyllis Saathoff, Chair, asked committee members, TxDOT and guests to introduce themselves.

**ITEM 3. Approval of the June 16, 2020 meeting minutes. (Action).**
Ron Mills, Port of Port Mansfield, made a motion that the meeting minutes be accepted with a second by Larry Kelley, Port of Port Arthur, and the committee approved the minutes of the June 16, 2020 meeting by a vote of 7-0.

**ITEM 4. Discussion on federal discretionary grants.**
Corey Theurer, TxDOT State Legislative Relations, discussed the upcoming legislative session and the outlook for discretionary grants like the Rider grants. Mr. Theurer stated that at the current time it is hard to make a call on the status of grants like this as the state economic conditions due to the COVID-19 pandemic has put a strain on the State’s economy. Currently, the State Legislative Office does not have information to share now regarding the discretionary grants but can provide more information once the session starts in January 2021.

**ITEM 5. Update on Port Access Program video.**
Stephanie Cribbs, TxDOT Maritime Division, can an updated on the Port Access Program Video. The video will be used to promote the accomplishments of the Port Access Program and the Rider grants for ports in the state. The TxDOT Communications Division is currently assisting the Maritime Division in gathering information, video footage potential interviewees for the video. The Port of Corpus Christi video on their Port Access Program
and the benefits it has provided them was presented to the PAAC. The Maritime Division stated they are using this video as an example of what they would like to see for the TxDOT Port Access Program video. The Maritime Division would like to have the video completed by December 21, 2020 to have the video ready for the next legislative session.

ITEM 6. Approval of the 2021-2022 Port Mission Plan. (Action)

Emily Hampton, TxDOT Maritime Division along with TxDOT commissioned consultant AECOM presented the final 2021-2022 Port Mission Plan report.

A motion was made to accept the final 2021-2022 Port Mission Plan by Larry Kelley, Port of Port Arthur, and second by Ron Mills, Port of Port Mansfield, and the motion passed by 7-0.

ITEM 7. Nomination and approval of chairperson for the Port Authority Advisory Committee. (Action)

After a discussion on potential nominees among the current PAAC members, a motion was made by Larry Kelley, Port of Port Arthur, to nominate Phyllis Saathoff as the chairperson. The motion second by Roger Guenther, Port Houston with the motion passing 6-0 with Phyllis Saathoff abstaining.

ITEM 8. Adjourn. (Action)

With no further business, a motion by Chris Fisher, Port of Beaumont was made to adjourn the meeting and second by Sean Strawbridge, Port of Corpus Christi. The motion passed 7-0 and the meeting was adjourned by Phyllis Saathoff, chair, at 9:43 a.m.

APPROVED:

_________________________
Phyllis Saathoff, Chairperson
Port Authority Advisory Committee
<table>
<thead>
<tr>
<th>#</th>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2022-2023 Port Mission Plan Overview</td>
<td>3</td>
</tr>
<tr>
<td>2</td>
<td>Port Connectivity Report</td>
<td>4-8</td>
</tr>
<tr>
<td>3</td>
<td>Port Capital Improvement Report</td>
<td>9-10</td>
</tr>
<tr>
<td>4</td>
<td>Ship Channel Report</td>
<td>11-14</td>
</tr>
<tr>
<td>5</td>
<td>Next Steps</td>
<td>15</td>
</tr>
</tbody>
</table>
Port Mission Plan

Landside Connectivity
*Port Connectivity Report*

Port Facilities
*Port Capital Investment Report*

Ship Channel Improvement
*Ship Channel Report*
A railyard servicing the Port of Corpus Christi Authority.
Port Connectivity Report Projects

- **Bridge**: $33.9 Million, 4 projects
- **New Roadway**: $40.5 Million, 5 projects
- **Pedestrian**: $0.8 Million, 2 projects
- **Railroad Crossing**: $25.3 Million, 2 projects
- **Safety**: $2.6 Million, 8 projects
- **Interchange/Intersection**: $24.9 Million, 4 projects
- **Capacity**: $134.8 Million, 18 projects

Total: **$263 MILLION**
### Port Connectivity Report

#### Port of Harlingen

<table>
<thead>
<tr>
<th><strong>Port Access Improvements</strong></th>
<th><strong>Project Source</strong></th>
<th><strong>Texas UTP Criteria</strong></th>
<th><strong>Implementability</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Widen and Improve FM 106 to accommodate OSOW</td>
<td>Port of Harlingen</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improve FM1595 towards port to loop 499</td>
<td>Port of Harlingen</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FM 1846 capacity expansion and safety improvements including access management</td>
<td>Study Team</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Truck Queuing on Cemetery Rd</td>
<td>Port of Harlingen</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Designate FM 509 to FM 106 as primary truck route connecting port to NHFN; safety</td>
<td>Study Team</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Port Improvements</strong></th>
<th><strong>Project Source</strong></th>
<th><strong>Texas UTP Criteria</strong></th>
<th><strong>Implementability</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>RR switch yard at port</td>
<td>Port of Harlingen</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New docks and moorings at port</td>
<td>Port of Harlingen</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New internal port roads</td>
<td>Port of Harlingen</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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*September 28, 2020*
Solutions: Port of Orange

Key Connectivity Needs: SH 87 Operations and Safety
SH 87 has the highest number of severe crashes and is nearing the traffic threshold at which operational issues emerge.

Port Identified Issues: Last Mile Routes
FM 1006 and Alabama St improvements and expansions are key issues identified by the port to improve access and freight mobility.

Connectivity Solutions

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>SH 87 Access Management Study I-10 to Green Ave</th>
<th>Add Median SH 87 I-10 to Green Ave</th>
<th>Expand Alabama St Dupont Dr to Erie</th>
<th>Expand FM 1006 Rusk St to SH 87</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Construction Cost (EM)</td>
<td>$0.06</td>
<td>$1.5</td>
<td>$3.26</td>
<td>$30.16</td>
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<tr>
<td>2</td>
<td>Congestion Mitigation</td>
<td>No Change</td>
<td>No Change</td>
<td>No Change</td>
<td>Possibility reduces delay</td>
</tr>
<tr>
<td>3</td>
<td>Safety</td>
<td>Potential crash reduction</td>
<td>Potential crash reduction</td>
<td>N/A</td>
<td>Potential Safety Improvements</td>
</tr>
<tr>
<td>4</td>
<td>Connectivity</td>
<td>Is on the THFN and improves connection to THFN</td>
<td>Is on the THFN and improves connection to THFN</td>
<td>Improves Connection to the THFN</td>
<td>Improves connection to THFN</td>
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<tr>
<td>5</td>
<td>Freight Mobility</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
</tr>
<tr>
<td>6</td>
<td>Construction Complexity</td>
<td>N/A</td>
<td>Low</td>
<td>Low</td>
<td>Medium</td>
</tr>
<tr>
<td>7</td>
<td>Potential NEPA document</td>
<td>N/A</td>
<td>CE</td>
<td>EA</td>
<td>EA</td>
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<tr>
<td>8</td>
<td>ROW Required</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>9</td>
<td>Funding Options</td>
<td>2-Metro Corridor, 3-Non-Trans, 8-Safety</td>
<td>2-Metro Corridor, 3-Non-Trans, 8-Safety</td>
<td>2-Metro Corridor, 3-Non-Trans, 8-Safety</td>
<td>2-Metro Corridor, 3-Non-Trans, 8-Safety</td>
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<tr>
<td>10</td>
<td>Jurisdiction</td>
<td>TxDOT</td>
<td>TxDOT</td>
<td>Port of Orange</td>
<td>City of Port Arthur</td>
</tr>
<tr>
<td>11</td>
<td>Project Partners</td>
<td>Port, City of Port Arthur</td>
<td>Port, City of Port Arthur</td>
<td>TxDOT, City of Port Arthur</td>
<td>Port, TxDOT</td>
</tr>
</tbody>
</table>
Cargo loading dock at Port Freeport.
- A list of 31 projects submitted by eight ports that would improve their facilities
  - 26 port facility projects totaling $510 million
  - 5 waterway projects and one study totaling $526 million

- Projects were scored using three scorers and five impact categories
  - The final scores generated a project list, highest to lowest
  - The ranked project list was included in the Port Capital Investment Report (PCIR)

- Economic Impact
- Operational Impact
- Enhanced Connectivity
- Safe Secure Operations
- Other Benefits
Multimodal Queuing Area
Port of Port Arthur

**Project Details**
- **Port Facility**: Port of Port Arthur
- **County**: Jefferson
- **Project Status**: Design Not Started

**Project Description**
This project will create a new laydown yard and queuing area in what is currently a vehicle maintenance shed. The current location is partially paved, and this project will fully pave the area, allowing for use in all weather conditions. This project will also extend an existing rail within the loading area.

**Project Benefits**

**Operational Impact**
- Improves the flow of cargo and trucks in and out of the Port
- Reduces truck congestion and truck idling
- Promotes efficient cargo handling
- Allows trucks to load directly onto rail from both sides, ideal for specialty cargo
- Allows for a forklift to load and unload cargo on concrete

**Enhances Connectivity**
- Enhances freight connectivity for marine-rail-truck cargo
- Allows more efficient movement of cargo, including cargo that is difficult to move
- Increases storage lane for 18-wheeler commercial vehicles off of existing road infrastructure
- Reduces modal conflicts

**Funding & Support**
- **Total Cost**: $2,415,000

**Need for Funding**
State funding is needed for the Port to promote multiple connectivity nodes that provide enhanced surface connectivity and operational connectivity, and create opportunity for additional Port development. This project reduces the number of nodal conflicts on roadways and railroad in the port area and local area. This project also:
- Provides an increased measure of separation between motorists, pedestrian, and cargo traffic.
- Creates a multiuse area less than 800 feet from Berth 1.
- Adds cargo staging in an area where facilities handle a variety of railcars transloading to/from center beam, tanker, bulk, hopper and gondola cars.
- Creates a new staging area that allows for truck queuing.

**Project Support**
- Board of Trustees of Port of Port Arthur
- City, County & Chamber of Commerce
- State & Federal Representatives
- Industries and Port Stakeholders at Large
The large vessel travels through the Gulfgate Bridge over the Intracoastal waterway on TX 82 in Port Arthur.
Ship Channel Improvement Report

Texas Ship Channel Authorizations

<table>
<thead>
<tr>
<th>Ship Channel</th>
<th>Non-Federal Sponsor (NFS)</th>
<th>Depth* (Current</th>
<th>Authorized)</th>
<th>House (HD)/Senate District (SD)</th>
<th>Project Cost ($M)**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sabine-Neches Waterway</td>
<td>Sabine-Neches Navigation District</td>
<td>40 ft</td>
<td>48 ft</td>
<td>HD 14/SD 4</td>
<td>$1,400</td>
</tr>
<tr>
<td>Cedar Bayou Navigation Channel</td>
<td>Cedar Bayou Navigation District</td>
<td>N/A</td>
<td>11 ft</td>
<td>HD 36/SD 4</td>
<td>$52.8</td>
</tr>
<tr>
<td>Freeport Harbor Channel</td>
<td>Port Freerport</td>
<td>45 ft</td>
<td>56 ft</td>
<td>HD 14/SD 17</td>
<td>$324.6</td>
</tr>
<tr>
<td>Corpus Christi Ship Channel</td>
<td>Port of Corpus Christi Authority</td>
<td>47 ft</td>
<td>54 ft</td>
<td>HD 27/SD 20</td>
<td>$651.1</td>
</tr>
<tr>
<td>Brazos Island Harbor Deepening</td>
<td>Brownsville Navigation District</td>
<td>42 ft</td>
<td>52 ft</td>
<td>HD 34/SD 27</td>
<td>$302.0</td>
</tr>
</tbody>
</table>

*Depths may vary along length of channel
**Costs provided by ports/navigation districts in 2020
Ship Channel Improvement Report Project Example

FREEPORT HARBOR CHANNEL IMPROVEMENT PROJECT

Project Details

<table>
<thead>
<tr>
<th>Non-Federal Sponsor (NFS)</th>
<th>Port Freeport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Authorization</td>
<td>WRRDA 2014</td>
</tr>
<tr>
<td>Channel Length (Current</td>
<td>9.2 miles</td>
</tr>
<tr>
<td>Channel Depth (Ft, MLLW)</td>
<td>N/A</td>
</tr>
<tr>
<td>Channel Width (Ft)</td>
<td>400'</td>
</tr>
</tbody>
</table>

Key Waterway Facts

- $46.2 billion of economic activity annually for Texas
- More than 900 vessel calls per year
- Serves Port Freeport, the 21st largest U.S. port in foreign trade, and the 6th largest Texas port
- 122,000 port-related jobs

Project Benefits

The Freeport Ship Channel supports a large oil and 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 Freeport Harbor 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 and Middle America.

Port Freeport has seen the jobs and economic impact from the facilities double in a span of four years, from 2012 to 2016. Providing waterway infrastructure to keep up with the growth will help attract additional economic investment and jobs in the region and state.

Project Readiness and Implementation

This project was authorized in WRRDA 2014 and is currently seeking federal appropriations for construction. In May 2018, the U.S. Army Corps of Engineers approved a reevaluation report for the project, adding additional project elements to address safety and navigation needs in addition to the 2012 approved feasibility study. In May 2018, voters in the Port Freeport Navigation District approved a $130 million bond to support implementation of the project.

Port Freeport and USACE signed a PPA in June 2020, moving the project into the construction phase. Engineering and design for the first segment and award of the first contract is expected in 2020. USACE included $10 million in funding for the project in its FY 2020 Work Plan as one of two projects nationwide to receive a "new start" designation to begin construction.

Waterway and 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 project will extend the existing Outer Bar Channel 1.3 miles further into the Gulf of Mexico while deepening it by 10 feet. It also deepens the main channel by 10 feet, with widening at critical channel bends and at turning basins, while the main channel remains unchanged. The middle segments of the channel are deepened by 5 feet. The project will also realign the upper portion of the channel, the section designated as Stauffer Channel to open the potential for future work in that section.

Project Cost: $324,590,000

Waterway Supported Port Facilities

- Energy
- Ro/Ro
- Break Bulk
- Container

*Project information provided by USACE project reports, comments from USACE project managers, and the Non-Federal Sponsors.*
## PMP Next Steps

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<tbody>
<tr>
<td>2022-2023 Port Mission Plan and Executive Summary</td>
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<tr>
<td>Port Capital Investment Report</td>
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<tr>
<td>Ship Channel Improvement Report</td>
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<tr>
<td>Submit to Governor, Lieutenant, Governor, Speaker of the House and Transportation Commission</td>
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<td>12/1/20</td>
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<tr>
<td>Start of 87th Legislative Session</td>
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<td></td>
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<td>1/12/21</td>
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</tbody>
</table>

### Timescales

- Start of 87th Legislative Session: 1/12/21
- Submit to Governor, Lieutenant, Governor, Speaker of the House and Transportation Commission: 12/1/20
Thank You!

Emily Hampton

Program Coordinator
Maritime Division
Texas Department of Transportation

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(512) 486-5697