Port Wayfinding Implementation

Kris Knoll
Maritime Division
Port Wayfinding: Background

- Purpose:
  - Identify preferred freight routes
    - In & out of ports to/from the highway system
  - Standardize statewide port wayfinding signage
  - Identify gaps in port signage
  - Coordinate with mapping companies
    - Ensure the port’s desired routes are shown
Port Wayfinding: Accomplishments

- Accomplished to date:
  - Approved sign design
  - Draft sign count
  - Draft route maps
Port Wayfinding: Current Status

- Current status:
  - Negotiating WA

- Project Kick-off:
  - Within the month
Port Wayfinding: Coming up

- What to expect:
  - Consultant group will be reaching out to Port and Local Governments
    - Go over truck routes & signage gaps identified in 2020
    - Identify any necessary changes
Project Deliverables (intent of implementation):
- Complete PS&E for signs to prepare for funding and installation
  - No funding identified
  - Preparing for eligibility
- Consultant to work with private mapping companies to ensure preferred routes are what is shown on map apps
Port Wayfinding: Questions?
2024-2025 Port Mission Plan Update

PAAC Meeting
June 21, 2022

Baylor Nix, Project Manager | TxDOT Maritime Division
Chris Levitz, PE, CFM | AECOM

Delivering a better world
01 2024-2025 Port Mission Plan Overview
02 Port Connectivity Report
03 Port Capital Program Report
04 Ship Channel Improvement Report
05 Schedule
01

2024-2025 Port Mission Plan Overview
2024-2025 Port Mission Plan

- Landside Connectivity
  - Port Connectivity Report

- Port Facilities
  - Port Capital Investment Report

- Ship Channel Improvement
  - Ship Channel Report

Port Mission Plan
02

Port Connectivity Report

Delivering a better world
Connectivity Report – Status Update

- Inland connectivity needs assessment
  - Completed interviews with 18 ports
  - Completed technical review of connectivity conditions
  - Completed needs assessment identifying issues by port and regional connectivity issues

- Connectivity solutions evaluation
  - Developed potential roadway, rail, and other improvements for each port. 141 total solutions.
  - Developed revised evaluation framework for potential projects for future assessment and tracking
  - Developed revised connectivity presentation format
  - Developing project costs and implementation analysis
  - Preparing draft connectivity report sections
  - Developing funding evaluation
Connectivity Report Format – Status Update

- Includes full set of potential solutions to connectivity issues
- Highlights key solutions for each port
- Includes implementation factors

**Solutions: Port of Beaumont Connectivity Projects**

<table>
<thead>
<tr>
<th>Identified Issue: Freight Access to Industrial Island</th>
<th>Identified Issue: Port Access to IH 365</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project - Port Access to IH 365 - River Road</td>
<td>$1.28M</td>
</tr>
</tbody>
</table>

Long-term solutions - requiring more than two years to implement - are noted in navy text in the table. Projects numbered in a text circle in the table and on the map correspond to projects highlighted on the following pages.
03

Port Capital Program Report
Port Capital Investment Report (PCIR) Update

- **PROGRESS**
  - Completed project writeups, sent to scorers to score based on the identified two benefit categories
  - 49 projects in total, substantial increase from last year
  - Participation from **FIFTEEN** Ports and Navigation District

- **TOTAL PCIR PROJECT AMOUNT**
  - Total Capital project amount is above $1.6B
  - PAAC ask to legislation is $150M

Thank you for all of your valuable time in meetings, emails, phone calls – we couldn’t have done this without you!
Port Capital Investment Report (PCIR) Projects to Date – North to South

Port of Orange
- Alabama Street Entrance Improvements
- DRAVO Peninsula Industrial Site/DRAVO Additional Truck Queuing and Utility Enhancements
- Dupont and Childress Placement Area Improvements

Port of Beaumont
- Main Street Terminal 2
- South End Truck Queuing Area

Port of Port Arthur
- Berth 3-5 Toe Wall
- Berth 1-2 Toe Wall Construction
- Procter Multipurpose Laydown Area
- Queuing and Staging Area
- Rail Yard Flyover Project
- Terminal Rail Expansion
- Truck and Trailer Cargo Queuing Area

Sabine Pass Port Authority
- Sheet Piling Wall Replacement

Port Houston
- BCT CY 0
- BCT CY 7
- BCT 1,334 LF Wharf
- BPT CY 46 Acres

Port of Galveston
- Cruise Terminal Walkway Circulation Improvements
- Galveston Island Wayfinding Project
- Pelican Island Berth Development
- Pelican Island Projects – Phase 1
- Terminal Parking Garage
- West End Cargo Expansion
- West End Roadway Improvements Feasibility Study
- Wharf Road Roadway and Utility Improvements and Gate Relocation

Port Freeport
- Area 5 Stabilization
- Area 6 Stabilization and Railroad Spur
- Velasco Intake Reservoir

Port Palacios
- Truck Queuing Areas
- Various Turning Basin Adjacent Projects

Calhoun Port Authority
- New Barge Fleeting Area
- South Peninsula Development – Liquid Docks 2 and 3

Port of West Calhoun/West Side Calhoun County Navigation District
- Long Mott Harbor Liquid Cargo Dock Bulkhead and Improvements

Port of Victoria
- Edna Ln, Bloomington Rd, and Black Bayou Rd Improvements
- General Cargo Dock Development
- Texas Logistics Center Rail Expansion

Port of Corpus Christi Authority
- Avery Point Terminal Redevelopment
- Ingleside Low Carbon Energy Terminal
- Bulk Materials Terminal Facility Improvements

Port of Mansfield
- Airport Runway Extension
- Bulkhead Repair

Port of Harlingen
- Lighting Improvements
- Railroad Development
- Rehabilitation and Liquid Dock Buildout
- Turning Basin Extension

Port of Brownsville
- Brazos Island Harbor (BIH) Channel Deepening Feasibility Study
- Bulk Cargo Dock No. 3 Rehabilitation and Expansion
- Fishing Harbor Wastewater Treatment Plant
**PCIR Project Profile Example**

### Pelican Island Projects - Phase 1

**Port of Galveston**

#### Project Details

<table>
<thead>
<tr>
<th>Port Facility</th>
<th>Port of Galveston</th>
</tr>
</thead>
<tbody>
<tr>
<td>County</td>
<td>Galveston</td>
</tr>
<tr>
<td>Project Status</td>
<td>Pre-planning</td>
</tr>
<tr>
<td>Project Category</td>
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</tr>
</tbody>
</table>

**Project Description**

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 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.

**Economic Impact**

- **Project Benefits**
  - Enhances connectivity
    - Enables easy shipping across the country and extends the Port of Galveston's capacity to ship around the world
    - Allows direct access to the Galveston Railway and then onto Union Pacific (UP) rail networks
    - Allows access to I-45 and other major interstates networks while limiting motor vehicle traffic across the causeway/undertunnel

**Funding**

- **Total Cost:** $13,260,000
- **Need for Funding:** $13,260,000

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### Terminal Parking Garage

**Port of Galveston**

#### Project Details

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<tr>
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<td>Procurement</td>
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<tr>
<td>Project Category</td>
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</table>

**Project Description**

A new cruise-terminal parking structure is needed to accommodate cruise passengers. This project would construct a parking garage at Port 25 to serve both Terminals 1 and 2. This garage could be split into multiple phases, as needed. Constructing the garage would require the modification of cruise terminals to create the space for the garage; in the future, this project may be expanded to include a parking garage for Terminal 3.

**Economic Impact**

- **Project Benefits**
  - Reduces traffic volumes of cars and shuttles on the roadways between the cruise terminals and the parking lots
  - Increases effectiveness of lighting, visibility of signage and wayfinding capability, and reduces operational costs of signing and lighting
  - Includes Automatic Vehicle Identification (AVI) systems and License Plate Recognition (LPR) systems
  - Increases handicap accessibility

**Funding**

- **Total Cost:** $131,000,000
- **Need for Funding:** $131,000,000

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**2020-2022 Phase 1 Proposal Phase for Terminal 3**

**13-01 Port Authority Advisory Committee**
$400 M planned to be requested for the Ship Channel Improvement Revolving Fund (SCIRF)

Thank you to all the ports for reviewing the draft profiles provided for your projects

Final draft of report is complete

Any last requests for final clarifications will come in late 2022
**Ship Channel Report – New Graphics**

### Annual O&M Budgets of Texas Ports

<table>
<thead>
<tr>
<th>Port</th>
<th>FY2021</th>
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<th>Shallow Draft</th>
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*Total: $47,038,000

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**Who is Responsible for Operations and Maintenance Costs?**

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

Generally, the following parties are responsible for covering the various operations and maintenance costs of dredging the ship channels and port facilities:

- **Main Channels:** For authorized projects, the U.S. Army Corps of Engineers is responsible for covering the costs of dredging the main channels. Non-federal operators are still required to provide a match, see Section 301 of the WRDA.
- **Connector Channels:** The non-federal interest is responsible for the costs of dredging connector channels to match the main ship channel depth.
- **Port Facilities:** The non-federal interest is responsible for the costs of dredging to maintain depths of port facilities, such as docks and boat slips.

In addition to paying the NES 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 and the cost of running the ports. This graph shows self-reported annual operations and maintenance budgets of ports in Texas where port-specific data was available.
Ship Channel Report – Numbers

- 8 federal projects
  - Total Cost: $3.66 B
  - Total Local Cost: $1.47 B

- 3 authorized feasibility studies
  - Total Cost: >$220 M
  - Total Local Cost: >$107 M

- 7 non-federal projects and feasibility studies
  - Total Cost: $955 M
  - Total Local Cost: $935 M (unless further grants awarded)
05

Schedule
Thank you.