



# TxDOT Maritime Division Update

Travis Milner  
Maritime Division  
Planning & Development Section Director



October 25, 2024

## 88<sup>th</sup> Legislative Session Maritime Funding Update



### Maritime Infrastructure

**\$200M investment committed**

All 12 projects in letting within 1 year  
8 projects under construction



### Seaport Connectivity

**\$40M investment committed**

19 total projects funded  
10 in development  
2 projects in letting, 5 planned for 1Q25



### Ship Channel Improvement

**\$400M investment committed**

2 total projects funded  
Sabine Neches Navigation District  
Brownsville Navigation District

# Maritime Brochure & Maritime Infrastructure Program Video



## ANCHORING PROSPERITY

THE VITAL ROLE OF THE TEXAS MARITIME SYSTEM



### FAST FACTS

ANNUAL IMPACT OF THE TEXAS MARITIME SYSTEM<sup>1,2</sup>

<b>\$713.9 BILLION</b> in Economic Value (↑59% since 2018)	<b>2,518,000</b> Total Jobs (↑41% since 2018)
<b>746.4 MILLION</b> Tons (↑21% since 2018)	<b>\$17.1 BILLION</b> Total Taxes (↑119% since 2018)
<b>28%</b> of Texas GDP (↑12% since 2018)	<b>\$77.0 BILLION</b> in Economic Activity Added by the Texas Gulf Intracoastal Waterway <sup>3</sup>

TxDOT Maritime Division

## TEXAS MARITIME SYSTEM: STATEWIDE SIGNIFICANCE

The Texas maritime system, with its 23 seaports and network of waterways, plays a crucial role in resource availability, job security, economic prosperity, and technological advancements across the state of Texas. Interconnected by the Texas reach of the Gulf Intracoastal Waterway (GIWW-T), Texas's 1,020 miles of navigation channels support a thriving maritime industry along the Texas coast. The GIWW-T, spanning 379 miles in Texas, also connects Texas to the four other Gulf Coast states—Louisiana, Mississippi, Alabama, and Florida. By carrying energy products, consumer goods, and commercial products worldwide, the Texas maritime system delivers the future across Texas and contributes significantly to economic growth in the state and the nation.

Ranking first in the nation in total waterborne tonnage, the Texas maritime system handles 746.4 million tons of foreign and domestic cargo<sup>1</sup>, which is expected to increase to 1.1 billion tons by 2050<sup>2</sup> to supply a rapidly growing population across the state<sup>3</sup>. In addition to carrying consumer goods to all of Texas through highway and rail networks stretching as far as the Texas Panhandle, the maritime system generates hundreds of thousands of direct and indirect jobs and contributes billions of dollars in economic output, all factors that affect each Texan on a day-to-day basis. In fact, it is estimated that around 90% of containerized cargo that passes through Texas seaports is either produced or consumed by Texans<sup>4</sup>. To continue to support the state, the Texas maritime system needs to be readily equipped to address market demand through consistent port improvement projects.

## DELIVERING the FUTURE across TEXAS

**Maritime System** 

**↑47% PROJECTED GROWTH**  
746.4 Million Tons (2023)<sup>1</sup> → 1.1 Billion Tons (2050)<sup>2</sup>

**Population** 

**↑35% PROJECTED GROWTH**  
30.0 Million (2020)<sup>3</sup> → 40.6 Million (2050)<sup>3</sup>

**Truck & Rail** 

**↑118% PROJECTED GROWTH**  
2.2 Billion Tons (2019)<sup>4</sup> → 4.8 Billion Tons (2050)<sup>4</sup>

## IMPORTS



### TOP 10 TRADE COMMODITIES BY SHORT TONS<sup>5</sup>

**EXPORTS**

- Crude Petroleum - 170.07M
- Hydrocarbon & Petrol Gas - 73.85 M
- Diesel Fuel Oil - 50.30 M
- Gasoline - 45.05 M
- Petroleum Coke - 16.99 M
- Naphtha & Solvents - 16.97 M
- Residual Fuel Oil - 9.71 M
- Other Hydrocarbons - 9.68 M
- Alcohols - 8.85 M
- Plastics - 8.39 M
- All Other - 62.50 M

**Imports Data:**

- Crude Petroleum - 51.47 M
- Diesel Fuel Oil - 24.06 M
- Gasoline - 9.10 M
- Residual Fuel Oil - 8.82 M
- Naphtha & Solvents - 8.05 M
- Misc. Mineral Products - 7.89 M
- Cement & Concrete - 6.40 M
- Iron & Steel Pipe & Tube - 4.35 M
- Alphalts, Tar & Pitch - 3.98 M
- Manufactured Products Not Elsewhere Classified - 3.74 M
- All Other - 64.82 M

**Exports Data:**

- 36%
- 16%
- 11%
- 9%
- 9%
- 4%
- 3%
- 2%
- 2%

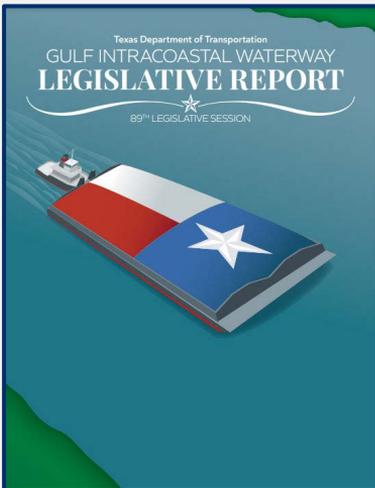


## Brazos River Floodgates (BRFG) Economic Impact Study



- Conducted BRFG Economic Study to capture the impact of outdated structure in support of \$140M BRFG Legislative Appropriations Request.
- In 2023, 20.5 million tons traversed the waterway, valued at over \$20 billion

**10-Year Cost of No Action: \$371.5 Million | Cost of Repair: \$280 Million**



To learn more about the BRFG and the Gulf Intracoastal Waterway, please reference the *89<sup>th</sup> Session Gulf Intracoastal Waterway Legislative Report*

Learn more about  
the [GIWW Report](#)



# Questions?

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October 25, 2024

A stylized illustration of a white cargo ship with a red hull, flying two jets. The ship has an American flag on its mast and a Texas state flag on its side. The background is a blue sky with light blue clouds.

# 89<sup>th</sup> Legislative Session Texas Port Mission Plan

PAAC Meeting | October 23, 2024

Erika Kunkel, Project Manager - TxDOT Maritime Division

Taylor Squires, PE - AECOM

Port Authority Advisory Committee

# TEXAS PORT MISSION PLAN

89<sup>TH</sup> Legislative Session



Port Authority Advisory Committee

# TEXAS PORT MISSION PLAN

89<sup>th</sup> Legislative Session



Tanker ship docked at a 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*

But first – thank you.

Thank you to our seaport partners and the PAAC for your feedback, insight, and dedication to this planning process.



# Port Funding Needs

**TOTAL \$9.16 Billion**



 **SEAPORT CONNECTIVITY**

 **MARITIME INFRASTRUCTURE**

 **SHIP CHANNELS**



# Maritime Infrastructure Report

- 82 projects submitted
- \$3.11 Billion total cost
- \$920M funding identified
- \$2.19B unfunded
- 72 projects lettable in 2026-27 biennium



## Example Project Profile

Maritime Infrastructure Projects TXDOT Maritime Division

**NEW BARGE FLEETING AREA**  
Calhoun Port Authority

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

**Funding Status**

PROJECT COST	\$24.0 MILLION
Port Funding	\$6.0 Million
Unfunded	\$18.0 Million

**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.

B-42 Texas Port Mission Plan – 89th Legislative Session

**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.

**PROJECT BENEFITS**

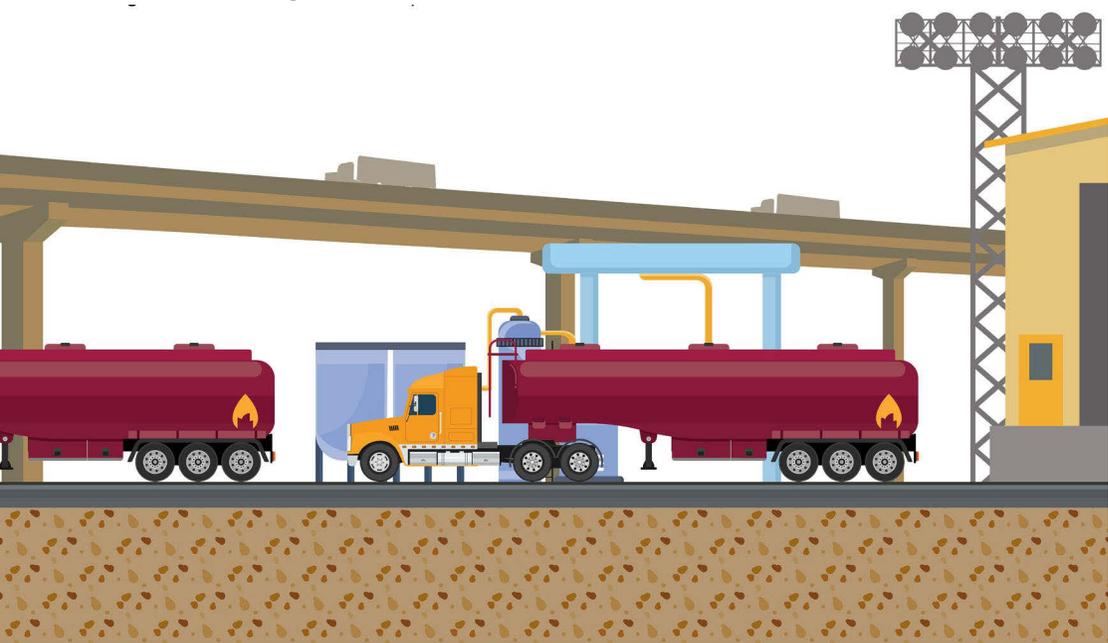
- Economics**
  - Replaces a significant portion of the previous fleeting area that was removed to construct other infrastructure projects.
  - Increasing barge fleeting areas will reduce shipping costs caused by delays and increase port authority competitiveness for customers.
- Operations**
  - Removes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

**Photo credit: Captain David Adrian, Matagorda Bay Pilots**

Texas Port Mission Plan – 89th Legislative Session B-43

# Seaport Connectivity Report

- 26 projects submitted
- \$585 Million total cost
- \$175M funding identified
- \$410M unfunded
- 22 projects lettable in



Seaport Connectivity Projects, Issues, & Needs

TxDOT Maritime Division

**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

**PROJECT BENEFITS**

- Safety**
  - Safety will be improved through upgraded railroad crossings and updates to signalization equipment in addition to safer ingress and egress throughout the corridor.
- Economics**
  - Proposed project will improve access and efficiency of business located at TGS Cedar Port and help attract new businesses.
- Operations**
  - This project will improve at-grade railroad crossings and existing signals and reduce delays for businesses.
- Other**
  - Improvements in air quality by reducing vehicle delay.
  - Quality of life improvements to employees and business at TGS Cedar Port.

**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 project is currently in the initial stages with Planning & Scoping at 5% completion and Right-of-Way and Land Acquisition at 8%. The environmental review and permits have not started, but the port has been in contact with TxDOT to understand permitting requirements.

The project is lettable by the 2026-2027 biennium.

**Funding Status**

PROJECT COST: \$16.66 MILLION

- Port Funding: \$4.16 Million
- Unfunded: \$12.50 Million

C-6 Texas Port Mission Plan - 89th Legislative Session

TxDOT Maritime Division

Seaport Connectivity Projects, Issues, & Needs

Legend: ■ Port-Owned Land ■ Project Area

C-7 Texas Port Mission Plan - 89th Legislative Session

**I-610 Bridge**  
The port has identified replacing and upgrading the I-610 bridge as a critical infrastructure need.

**SH 225 Congestion**  
SH 225 capacity limitations restrict port development.

**Barbour's Cut**  
Heavy traffic on Barbour's 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.

**Legend**

- Port-Owned Parcels
- Congestion: Low, Medium, High
- At Grade Rail Crossings
- Frequent Crashes
- Rail Crashes
- Bicycle and Pedestrian 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

## Example Issues & Needs Map

# Ship Channel Report

- 17 projects submitted
- \$5.46 Billion total cost
- \$2.7B funding identified
- \$2.8B unfunded
- 16 projects lettable

## Example Project Profile

Ship Channel Projects



**DOUBLE BAYOU CHANNEL IMPROVEMENT**  
Port Anahuac

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

TxDOT Maritime Division

**FEDERAL PROJECT**



Legend: Ship Channels (blue), Project Area (red)

### 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

D-4

Texas Port Mission Plan – 89th Legislative Session

TxDOT Maritime Division



Entrance of the Double Bayou Channel

### 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**

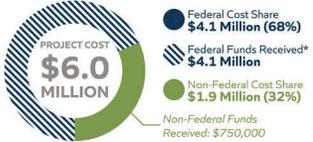
- Partial funding has been proposed by the current marine operators and the port.
- The USACE anticipates receiving approximately \$4.1 million in federal funds to begin dredging the mouth of the Double Bayou Channel.

### 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



**PROJECT COST \$6.0 MILLION**

- Federal Cost Share: \$4.1 Million (68%)
- Federal Funds Received\*: \$4.1 Million
- Non-Federal Cost Share: \$1.9 Million (32%)
- Non-Federal Funds Received: \$750,000

\*Funds are pending allocation as of August 2024

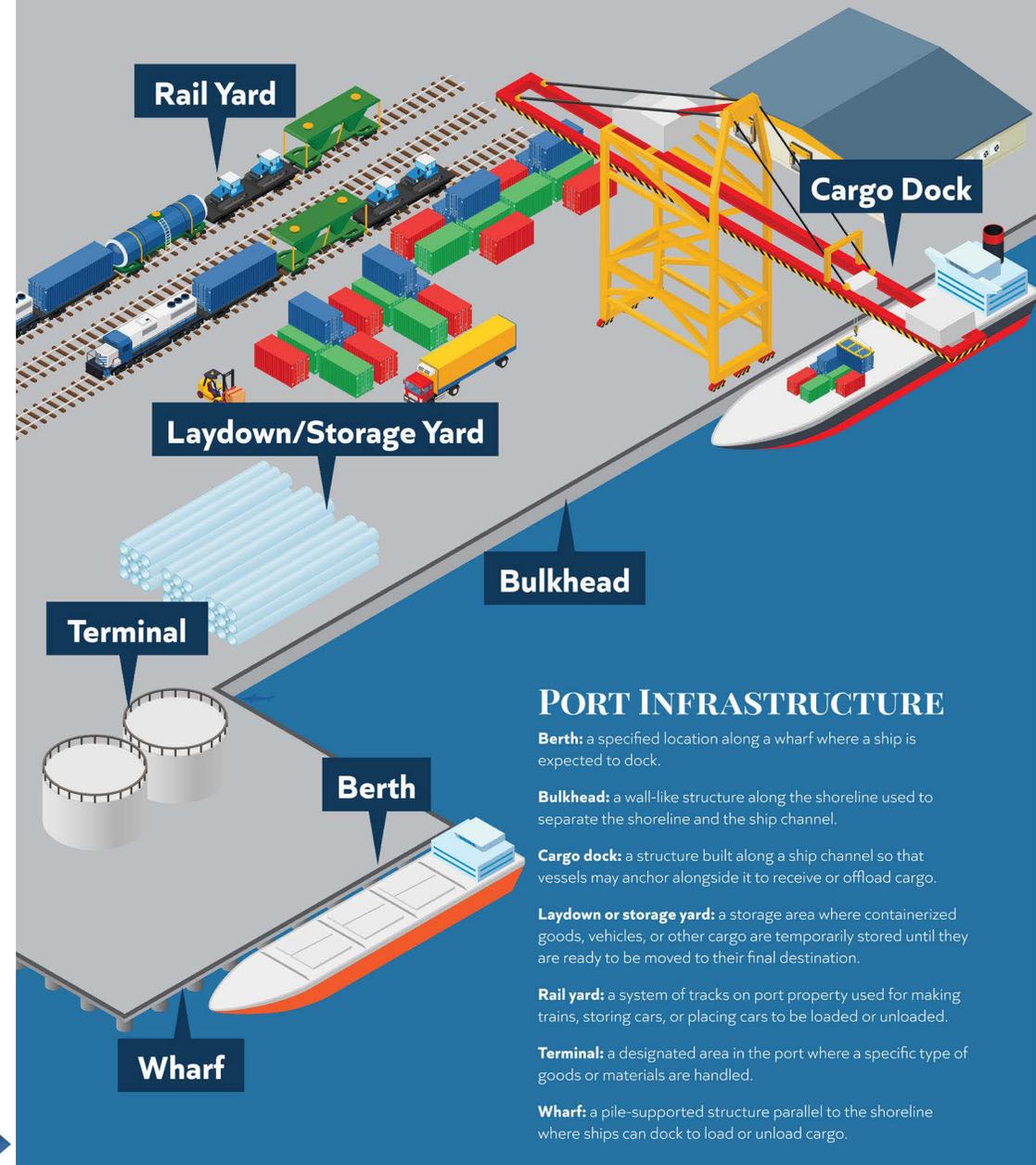
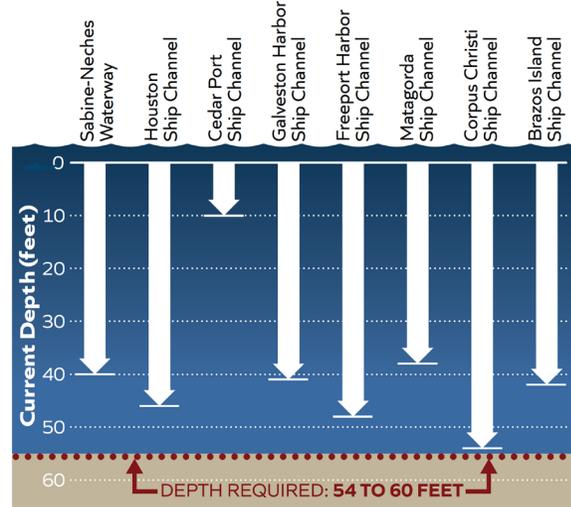


# Legislative Appropriations Requests

**\$900 Million**  
Maritime Infrastructure Program

**\$200 Million**  
Ship Channel Improvement  
Revolving Fund

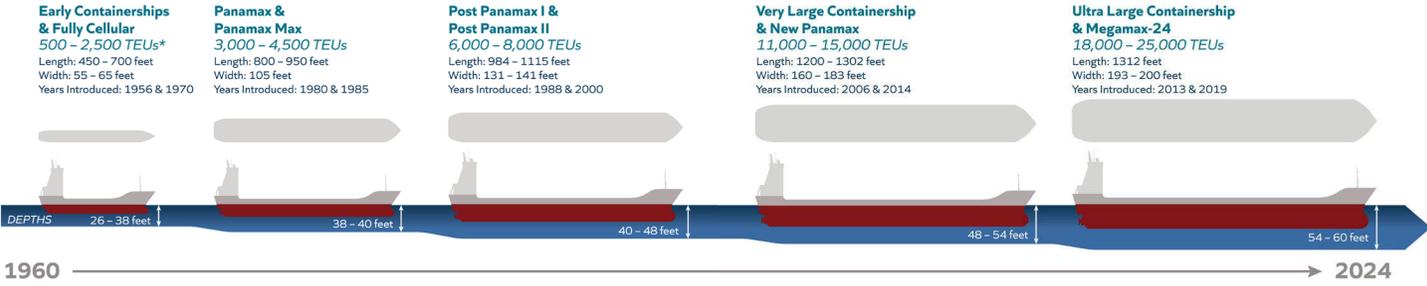
Depth Required for Ultra Large Containerships & Megamax-24 Vessels



## 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.

## THE EVOLUTION of CARGO SHIPS



1960 —————> 2024

# Port Profiles

# Example Port Profile

Port Profiles TxDOT Maritime Division



## PORT of BAY CITY

Port of Bay City Authority  
Craig Hlavinka, Harbormaster  
[www.portofbaycity.com](http://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.

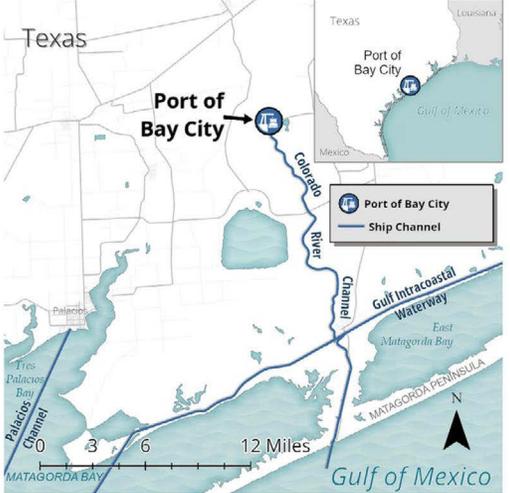


Matagorda Harbor on the Colorado River Entrance  
Photo credit: Port of Bay City

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.



TxDOT Maritime Division Port Profiles



### 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

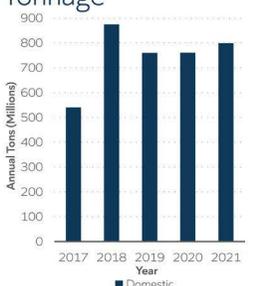
##### EXPORTS

- 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



Year	Annual Tonnage (Millions)
2017	~550
2018	~850
2019	~750
2020	~750
2021	~800

Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

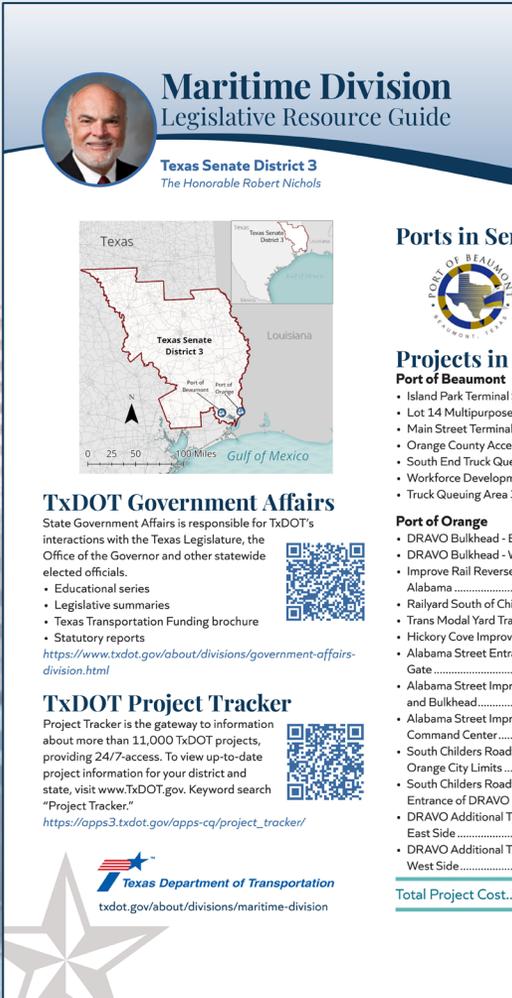


Port facilities  
Photo credit: Port of Bay City

Texas Port Mission Plan – 89th Legislative Session A-7

# Legislative Profiles

## Draft Profiles



**Maritime Division**  
Legislative Resource Guide

**Texas Senate District 3**  
The Honorable Robert Nichols



**Ports in Senate District 3**

- Port of Beaumont
- Port of Orange

**Projects in Senate District 3**

- Island Park Terminal
- Lot 14 Multipurpose
- Main Street Terminal
- Orange County Access
- South End Truck Queue
- Workforce Development
- Truck Queuing Area

**Port of Orange**

- DRAVO Bulkhead - East Side
- DRAVO Bulkhead - West Side
- Improve Rail Reverse Alabama
- Railyard South of Childers
- Trans Modal Yard Transfer
- Hickory Cove Improvement
- Alabama Street Entrance Gate
- Alabama Street Improvement and Bulkhead
- Alabama Street Improvement Command Center
- South Childers Road
- Orange City Limits
- South Childers Road Entrance of DRAVO
- DRAVO Additional Truck Queuing and Utility Enhancements - East Side
- DRAVO Additional Truck Queuing and Utility Enhancements - West Side

**TxDOT Government Affairs**

State Government Affairs is responsible for TxDOT's interactions with the Texas Legislature, the Office of the Governor and other statewide elected officials.

- Educational series
- Legislative summaries
- Texas Transportation Funding brochure
- Statutory reports

<https://www.txdot.gov/about/divisions/government-affairs-division.html>

**TxDOT Project Tracker**

Project Tracker is the gateway to information about more than 11,000 TxDOT projects, providing 24/7-access. To view up-to-date project information for your district and state, visit [www.txdot.gov](http://www.txdot.gov). Keyword search "Project Tracker."

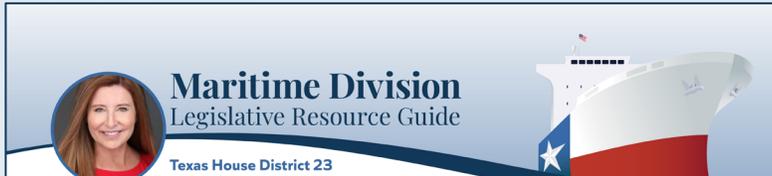
[https://apps3.txdot.gov/apps-cq/project\\_tracker/](https://apps3.txdot.gov/apps-cq/project_tracker/)

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[https://apps3.txdot.gov/apps-cq/project\\_tracker/](https://apps3.txdot.gov/apps-cq/project_tracker/)

**Texas Department of Transportation**  
txdot.gov/about/divisions/maritime-division



**Maritime Division**  
Legislative Resource Guide

**Texas House District 23**  
The Honorable Terri Leo-Wilson



**Ports in House District 23**

- Port of Texas City
- Port of Galveston

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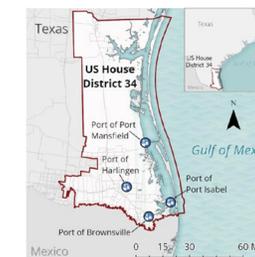
[https://apps3.txdot.gov/apps-cq/project\\_tracker/](https://apps3.txdot.gov/apps-cq/project_tracker/)

**Texas Department of Transportation**  
txdot.gov/about/divisions/maritime-division



**Maritime Division**  
Legislative Resource Guide

**U.S. House District 34**  
The Honorable Vincente Gonzales



**Ports in House District 34**

- Port of Port Mansfield
- Port of Harlingen
- Port of Brownsville
- Port of Isabel

**Projects in House District 34**

**Port of Brownsville**

- Bulk Cargo Dock Engineering Design and Study..... \$1.50 M
- Cargo Dock 15 Engineering Design and Study..... \$1.50 M
- Cargo Dock 16 Engineering Design and Study..... \$1.50 M
- East Ostos Road Paving Improvement Project..... \$10.0 M
- Liquid Cargo Dock Engineering Design and Study..... \$1.50 M
- Mobile Harbor Crane..... \$6.00 M
- Oil Dock No. 3 Construction..... \$35.0 M
- Oil Dock No. 5 Upgrade..... \$1.50 M
- Rail Access Preservation Program..... \$16.8 M
- Brazos Island Harbor Channel Improvement Project..... \$142 M
- Fishing Harbor Improvement Project..... \$10.0 M

**Port of Harlingen**

- Rail Rehabilitation..... \$0.75 M
- Railyard Development..... \$30.0 M
- Scale Foundation Installation..... \$0.70 M
- Turning Basin Bulkhead..... \$8.20 M
- Turning Basin Extension..... \$13.0 M
- Turning Basin Expansion Project Feasibility Study..... \$1.06 M

**Port of Port Mansfield**

- Airport Runway Extension..... \$12.0 M

**Total Project Cost..... \$293 Million**

**TxDOT Government Affairs**

State Government Affairs is responsible for TxDOT's interactions with the Texas Legislature, the Office of the Governor and other statewide elected officials.

- Educational series
- Legislative summaries
- Texas Transportation Funding brochure
- Statutory reports

<https://www.txdot.gov/about/divisions/government-affairs-division.html>

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**Texas Department of Transportation**  
txdot.gov/about/divisions/maritime-division

## Profiles developed for:

- TX House Districts
- TX Senate Districts
- US House Districts
- US Senators

# Other Key Updates

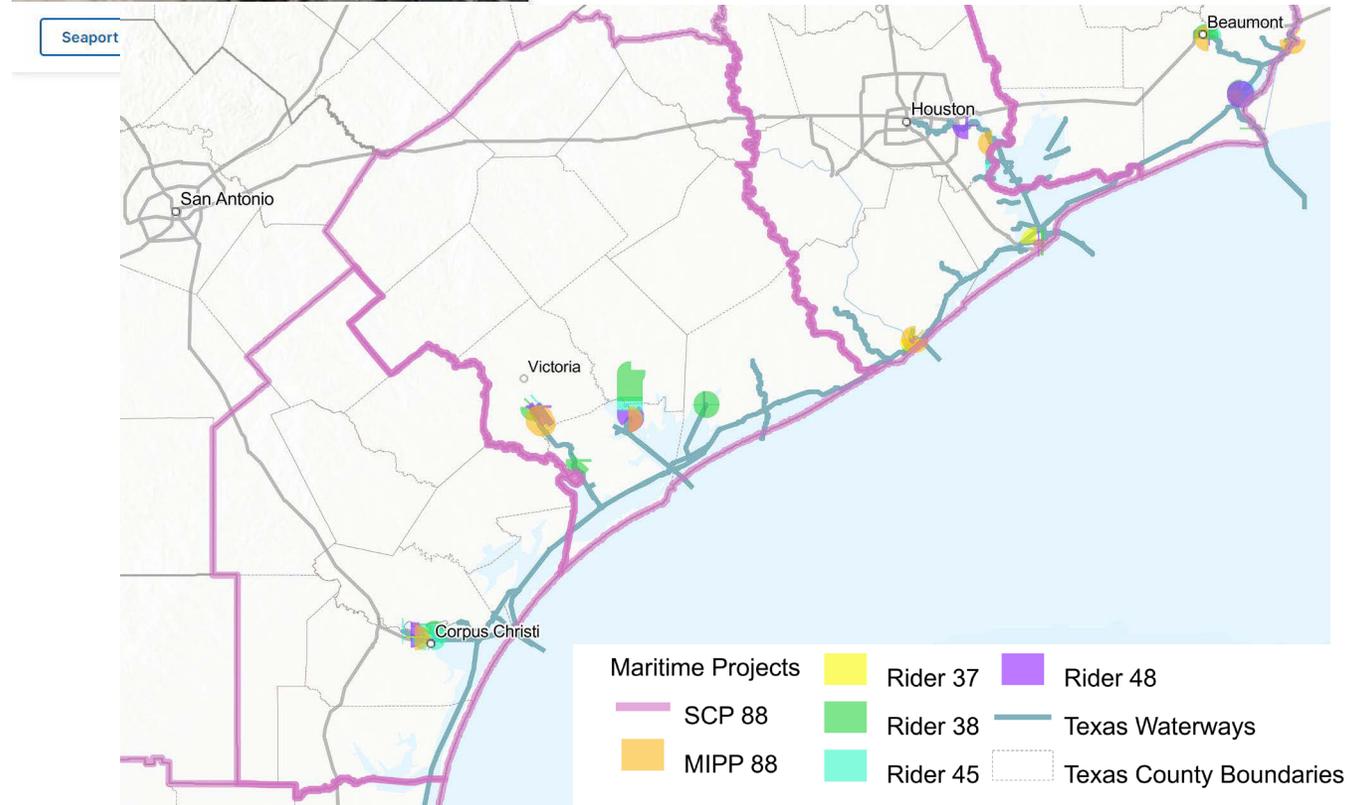
- **2024 Texas Ports Association Report** on the Economic Impact of the Texas Maritime System (2023 data)
- **GIS Project Portal**
  - Will include 2026-2027 PMP projects
  - Future web-based project updates



## Seaport Connectivity & Maritime Infrastructure projects

The Seaport Connectivity Program provides grants to seaports and other entities for projects that will improve connectivity, enhance safety, and relieve congestion in communities around the state's maritime ports.

The Maritime Infrastructure Program provides grants to seaports for maritime port security, transportation, facility projects, and maritime port studies.



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# Questions?

Thank you for your support of the  
Texas Port Mission Plan.

