

TxDOT Maritime Division

Maritime Funding Update

Travis Milner
Maritime Division
Planning & Development Section Director



Maritime Funding Project Progress



Maritime Infrastructure



Seaport Connectivity

Contracts executed/in development	7	2
Projects in procurement phase	1	0
Projects under construction	1	0
Estimated letting volume/total cost		
FY24	12 / \$200,000,000	5 / \$16,892,250
FY25	0 / \$0	14 / \$23,107,750



Reminders

- Thank you for your commitment to let MIP projects by the end of FY24 – We’ve got one chance to make a first impression.
- Please keep to the project schedule provided by your port to TxDOT; we rely on this information’s accuracy to provide program status reports.
 - Continued coordination is key, please reach out should you experience any challenges along the way
- Ports will be required to submit SCP project PS&E schedules as follows:
 - FY24 projects due March 1, 2024
 - FY25 projects due May 1, 2024



Considerations

- A formal request is expected soon from the legislature to provide a report on funding program progress and recipient compliance.
- MRD plans to create educational materials to visually showcase project progress
 - Photographs or drone footage will be helpful

{ **LOAN TERMS** }

YEAR
0 - 3
No interest accrual or payments due during the initial loan term, either until project completion or for up to three years, whichever comes first

YEAR
3 - 5
Interest will begin to accrue at the AAA bond rate minus 1%

YEAR
5+
Interest will accrue at market rate

APPLICATION

The application is available online and can be submitted to:

TexasSCIRF@txdot.gov

Applications may be mailed to:

TxDOT Project Finance, Debt and Strategic Contracts Division
Ship Channel Improvement Revolving Fund(SCIRF)
125 East 11th St
Austin, Texas 78701-2483



Questions?

Travis Milner
Maritime Division
Planning & Development Section Director
(512) 486-5600
Travis.Milner@txdot.gov





2026-27 TxDOT MRD Port Mission Plan

PAAC Meeting | February 13, 2024

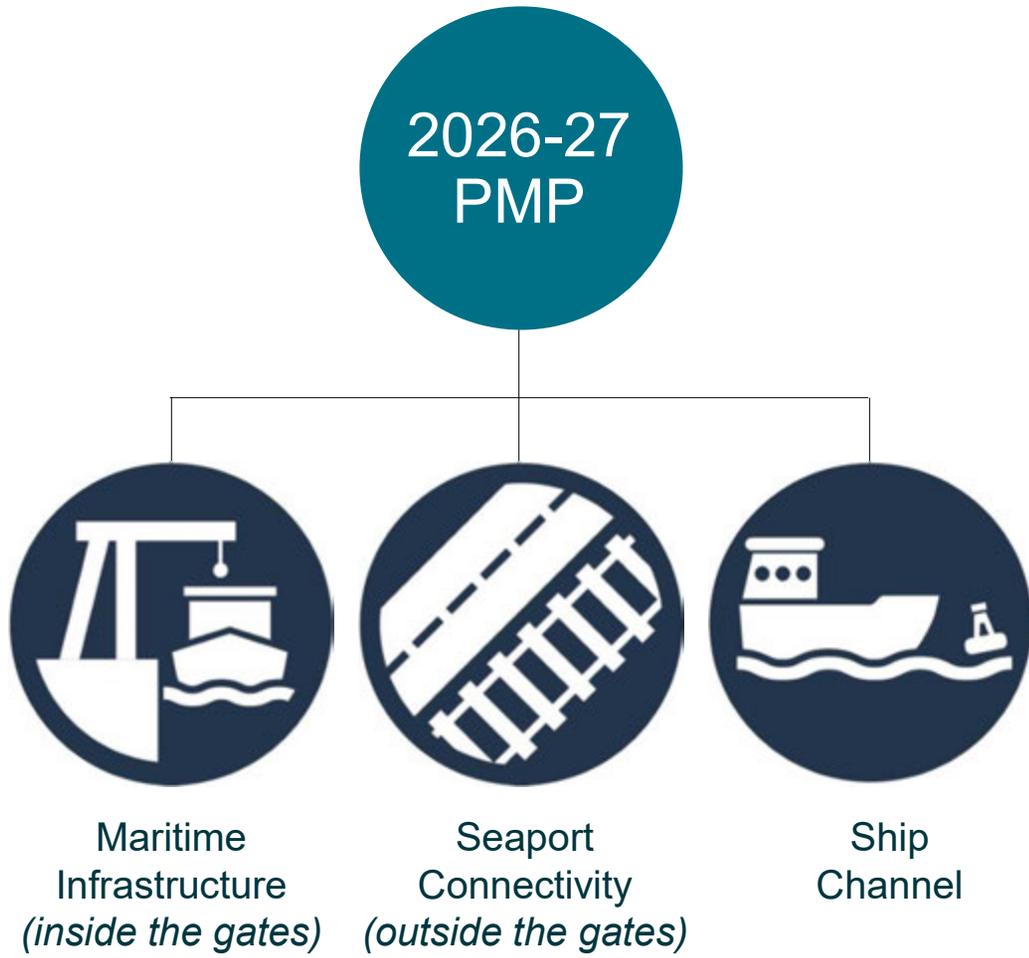
Erika Kunkel, Project Manager - TxDOT Maritime Division
Taylor Squires, PE - AECOM

A large, dark teal circle is centered on the page, serving as a background for the section header and title. It overlaps the background image of the ships.

01

2026-27 Port Mission Plan

The PMP structure is staying the same



- Container 
- Breakbulk 
- Bulk 
- Cruise 
- Energy 
- RoRo 
- Commercial Fishing 
- Other 

Ports included

1. Aransas County Nav. District*
2. Bay City
3. Beaumont
4. Brownsville
5. Calhoun Port Authority
6. CedarPort*
7. Chambers-Liberty County Nav. District*
8. Corpus Christi
9. Freeport
10. Galveston
11. Harlingen
12. Houston
13. Mansfield
14. Orange
15. Palacios
16. Port Arthur
17. Port Isabel
18. Sabine Pass
19. Victoria
20. West Calhoun

*New port for the 2026-27 PMP

We held first round interviews with each port from Sept – Dec 2023. Thank you!



AECOM



The PMP is getting a new look!

New styles!

New maps!

STATEWIDE IMPACT
Most Recently, Texas Ports:

- Moved nearly 607 million tons of cargo, including nearly 464 million tons of international cargo, and nearly 143 million tons of domestic cargo (2020)*
- Handled over 3 million containers (2020)*
- Served nearly 500,000 cruise passengers (2020)*
- Supported 1.8 million jobs in the state (2018)*

STATEWIDE GROWTH STRATEGY

On an annual basis, the Texas ports system supports nearly 129,000 direct jobs and an associated \$8.7 billion in direct personal income, using 2018 data. To maintain Texas' 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.

Capital Investment

The Texas port system relies on partnerships and funding from the ports, private partners, and all levels of government. Ports are typically responsible for funding facility improvements and partnering with the federal government to fund ship channel projects in the event of such funding challenges, ports and their partners increasingly have to look for alternative means of funding projects such as public-private partnerships.

Capital investments in and around Texas ports have recently included:

- An estimated investment from public ports of over \$1.7 billion between 2013 and 2017 and an additional anticipated investment of \$3.2 billion in planned facility investments from 2018-2023.
- Roughly \$96 billion in investments between 2013 and 2017 made by private industry with an anticipated \$69 billion of planned investments between 2018 and 2023.

Ship Channels

Any vessel entering or leaving a Texas seaport relies on well-maintained navigable waterways, or ship channels. These waterways are the critical thoroughfares of world-leading maritime "highways" that allow for the movement of commodities in and out of ports. Deep-draft channels allow for the movement of large vessels while shallow draft channels support smaller vessels and barge activity. The width, depth, and navigability of a waterway that serves a port directly affects the kinds of vessels and tonnage a port can serve. It is important to monitor Texas waterways so that vessels can continue to move in and out of ports safely and efficiently. Furthermore, some ports require deeper and wider channels so that they are equipped to receive the next generation of larger vessels.

Port Facilities

Port facilities are the backbone of a port's operations. Port infrastructure and equipment is used by workers to help move goods and people between vessels that arrive at the port and other modes of transportation. Port facilities can be developed by the port, by a private tenant, or as a shared responsibility through a public-private partnership. Typical port facilities include wharves and docks, mechanized equipment, storage facilities, port gates, and anything else that is needed to support the port's commercial activity. Ports not only have to maintain their facilities, but they must also plan for future facility expansion and upgraded infrastructure. When port facilities are outdated or overcrowded, the port can become a bottleneck that hinders the flow of cargo in and out of the state. This report focuses on the public ports of Texas, but it is important to note that there are multiple private ports and terminals that also work with the public port system.

Ship Channel Improvement Projects

Project Name	Non-Federal Sponsor	Total Project Cost	Federal Share
Saline Reach Waterway	Saline Reach Navigation District	\$1,400,000,000	\$560,000,000
Houston Ship Channel Expansion	Port of Houston Authority	\$669,400,000	\$267,800,000
Galveston Harbor Channel Expansion	Port of Galveston	\$13,400,000	\$5,360,000
Freeport Harbor Channel	Port of Freeport	\$204,800,000	\$81,920,000
Brazoria Inland Harbor Channeling	Brazoria Navigation District	\$102,000,000	\$40,800,000

Port Funding Alternatives

Port authorities and navigation districts manage public dock facilities, which contribute substantial numbers of jobs to the port's regional economy. However, most capital costs are offset by private businesses utilizing the facilities. This is a significant tool for purchasing facilitating factors, grain elevators using bulk carriers, and logistics moving offshore platforms. The lower cost of maritime transportation provided by improved navigation channels has facilitated much of the industrial development of Texas.

Texas port authorities can turn to their private business to help fund channel improvements. Also, as public entities, port authorities and navigation districts have specific powers granted by Texas statutes that can be used to fund project needs beyond relying on their own capital funds.

- **Public-Private Partnerships** - PPA's (or P3's) are agreements between one or more public entities and one or more private interests that collectively commit to funding channel or harbor-side 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 of the funding 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 pay for the design, construction, and maintenance of their access channel and wharf.
- **Local Funding** - Texas port authorities have the power to levy ad valorem taxes to fund port operations and maintenance needs, if approved by voters through a majority vote. Local electorate support, ports may also pay for other channel and port improvements using fee 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 generated 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. The Saline Reach Navigation District, for example, charges \$0.25 per ton of hydrocarbon cargo and \$0.02 per ton of non-hydrocarbon cargo for commercial vessels using its waterway.

Updating the 2022 port profiles & including in the PMP

PORT OF CORPUS CHRISTI

440 Houston St., Corpus Christi, TX 78401
 Steve Strawn, CEO
 www.portofcorpustx.com
 Phone: 361.844.1100
 Fax: 361.844.1101
 Email: info@portofcorpustx.com

Governmental Representatives:
 US House: 361.844.1100
 US Senate: 361.844.1101
 Texas House: 361.844.1102
 Texas Senate: 361.844.1103

Port Description
 Navigation at the Port of Corpus Christi can be traced back to 1838, when it served as a trading post. Today, the Port of Corpus Christi is a major gateway to international and domestic maritime commerce through its deepwater access to the Gulf of Mexico. The Port of Corpus Christi is also a strategic military port that provides extensive resources to handle U.S. military cargo.

Intermodality

- **Road:** Highway connections to US 90/91/95, I-37, SR 361, and I-69 access to the future International Trade Center (ITC) near ship channel.
- **Rail:** Fort Worth Central Texas Rail Terminal, including rail connections to Texas Pacific, BNSF and Kansas City Southern (KCS).
- **Barge:** 10-mile sailing distance to SHW (M-10, M-85).
- **Air:** Commercial air via the Corpus Christi International Airport.
- **Pipeline:** Connections available.

Annual Port Fees (2022)
 \$43,790 (Imports) / \$13,770 (Exports)

Other Highlights
 The Port of Corpus Christi has been federally authorized projects, including a long-term program to deepen and widen the Corpus Christi Ship Channel and a feasibility study to deepen La Quinta Channel from 47 to 54 feet for both projects. Concurrently, the port is also undergoing a non-federally funded study to deepen the channel to 70 feet.

Port Facilities

- Docks & Wharves:**
 - 10 major docks
 - 7 dry bulk docks
 - 2 multi-purpose cargo docks
 - 600,000 sq ft capabilities
 - Specialty crane capabilities
 - Deepwater container high-speed handling facility
- Land & Storage:**
 - 700+ acres available for lease or development
 - Leases available at 10-acre minimum resolution
 - 240,000 sq ft covered storage
 - 500+ acres of open storage
- Energy Efficient Practices:**
 - Port consumes 100% renewable energy
 - Recycled 40% of water in 2021
 - Technology
 - Investing in Carbon Capture and Storage (CCS) technology
 - Contracting outside fleet for low-emission vehicles
 - Deep Marine and 100+ 1000+ tonnage
 - Deepening 100,000-ton of ship channel
 - 200,000 projects for channel widening

PORT OF CORPUS CHRISTI

Tonnage

Major Commodities

EXPORTS

- Petroleum and its Products
- Agriculture and Chemicals
- Iron and Steel
- Specialty Products
- Minerals
- Manufactured Goods
- Crude Materials

IMPORTS

- Petroleum and its Products
- Crude Materials
- Iron and Steel
- Specialty Products
- Minerals
- Manufactured Goods
- Crude Materials

Capital Improvement Projects

Port Capital Projects

- Basin Deepening/Expansion
- Ingress/Low Carbon Energy Terminal
- Bulk Materials Terminal Facility
- Ship Channel

Port Connectivity Projects

- South Port Connector

Port Access Improvement Growth from Subject

- Fort Worth International Trade Center (ITC) 200+ acres
- I-69 Intermodal Improvement (I-69 I-37)
- Truck Loading Lane (TL) 100+ miles
- Ingress/Low Carbon Energy Terminal
- I-69 Capacity Project, Phase 2 (I-69 I-37)
- Navigation Shoal (N-10, N-15)

Ship Channel Info

Ship Channel Name: Corpus Christi
Current Depth: 57 feet
Authorized Depth: 67 feet
Project: Corpus Christi Ship Channel Expansion (Authorized 2024)
Authorized Depth: 70 feet
Project: Corpus Christi Ship Channel Expansion (Authorized 2024)



PORT of CORPUS CHRISTI

Port of Corpus Christi Authority
 Ken Britton, Interim CEO
 www.portofcorpustx.com

Navigation at the Port of Corpus Christi can be traced back to 1838, when it served as a trading post. Today, the Port of Corpus Christi is a major gateway to international and domestic maritime commerce through its deepwater access to the Gulf of Mexico. The Port of Corpus Christi is also a strategic military port that provides extensive resources to handle U.S. military cargo.

Port Priorities & Opportunities
 The Port of Corpus Christi is adapting to significant market shifts, focusing on expanding LNG and crude operations while exploring new markets in carbon and low-carbon hydrogen energy. Anticipating a crude market plateau in the late 2020s and expanding its LNG capacity, the port is also emphasizing sustainability. It operates on 100% renewable energy, 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 sustainable design practices, highlight the port's commitment to environmental responsibility alongside its growth.

Connectivity improvements are also a priority, addressing challenges like the 1.37 walking bridge and the Nueces Bay Causeway. Projects are underway to enhance inland access, crucial for supporting the port's expanding operations and maintaining efficient transport routes.

ECONOMIC IMPACT

- Annual Rail Cars: **43,790**
- Direct Jobs: **13,770**
- Tax Revenue: **\$49.6M**

PORT FACILITIES

DOCKS & WHARVES

- 13 major docks
- 7 dry bulk docks
- 2 multi-purpose cargo docks
- General purpose high-speed handling facility

STORAGE & LAND

- Over 700 acres available for lease or development
- Leases available at 40-acre minimum resolution
- 240,000 square feet of covered storage
- 500+ acres of open storage

SHIP CHANNELS

Ship Channel Name: Corpus Christi
 Ship Channel: Corpus Christi
 Current Depth: 47 ft
 Authorized Depth: 54 ft

INTERMODALITY

ROAD

- Highway connections to US 90/91/95, SR 361, and I-69 access to the future International Trade Center (ITC) near ship channel.

RAIL

- Fort Worth Central Texas Rail Terminal, including rail connections to Texas Pacific, BNSF, and Kansas City Southern (KCS).

BARGE

- 10-mile sailing distance to SHW (M-10, M-85).

AIR

- Commercial service to Corpus Christi International Airport.

PIPELINE

- Connections available.

CARGO CONNECTIONS

Top Trading Partners

EXPORTS

- Iraq
- Venezuela
- Russia

IMPORTS

- Mexico
- Taiwan
- South Korea

Top Commodities

EXPORTS

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

IMPORTS

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

Tonnage

2026-2027 Texas Port Modernization Plan

The 2022 port profiles are available on TxDOT's website:

<https://ftp.txdot.gov/pub/txdot-info/mrt/final-port-profiles-2022.pdf>

New legislative cover pages

Single port



Maritime Division Legislative Resource Guide

Texas House District 21
The Honorable Dade Phelan



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>

Ports in House District 21

- Port of Orange**
 - DRAVO Peninsula Industrial Site \$2.5 M
 - DRAVO Additional Truck Queuing and Utility Enhancements \$6.6 M
 - Alabama Street Entrance Improvements \$5.4 M
 - Dugoni and South Childers Roadway Improvements \$2.8 M
 - South Childers Roadway Improvements \$5.2 M
 - Trans Modal Contaminated Project Cargo Loading Facility \$20 M
- Port of Port Arthur**
 - Multimodal Queuing Area \$2.4 M
 - Berth 5 Backlands \$3 M
 - Berth 1-2 Tow Wall Construction \$23.8 M
 - Berth 3-5 Tow Wall Construction \$32.2 M
 - In Port Cargo and Trailer Staging Area \$1.5 M
 - Terminal Rail Expansion \$7.9 M
 - Shed 1 Rehabilitation \$10.3 M
 - Queuing and Staging Area \$12.3 M
 - Railyard Flyover Project \$15 M
 - 2.6 acre Multimodal Laydown Yard \$3.3 M
 - Truck and Trailer Cargo Queuing Area with Rail \$3 M
- Sabine Pass Port Authority**
 - Sheet Piling Replacement \$6 M
- Port of Beaumont**
 - Puzzle Switch (2022-2023) \$1.5 M
 - Orange County Dock 2 (2022-2023) \$61.6 M
 - South End Truck Queuing Area (2024-2025) \$29 M
 - Main Street Terminal 2 (2024-2025) \$150 M

Total Value of Projects \$2 Billion
Total Unfunded Project Value \$XX Million

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 Keyword search "Project Tracker."

https://apps3.txdot.gov/apps-cp/project_tracker/



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

Multi-port



Maritime Division Legislative Resource Guide

Texas House District 143
The Honorable Ana Hernandez



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>

Port in House District 143

- PORT HOUSTON**
- Projects in House District 143**
- SHIP CHANNEL**
 - Houston Ship Channel Expansion
 - Project 11: Channel widening to 700 ft \$1 B
 - Project 12: Channel deepening to 95 ft \$XX
 - Maintenance dredging unfunded
- MARITIME INFRASTRUCTURE**
 - Barbours Cut Terminal Wharf Container Upgrade \$90 M
 - Barbours Cut Terminal Container Yard 6 Upgrade \$42 M
 - Barbours Cut Terminal Container Yard 7 Upgrade \$53 M
 - Bayport Terminal Yard Expansion \$95 M
- SEAPORT CONNECTIVITY**
 - Port Road Widening - Rider 45 \$XX
 - Direct Connector between Barbours Cut and SH 146 \$XX
 - New Entry Gate at Barbours Cut \$XX

Total Value of Projects \$2 Billion
Total Unfunded Project Value \$XX Million

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 Keyword search "Project Tracker."

https://apps3.txdot.gov/apps-cp/project_tracker/



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

Project profiles

- Submitted projects will be given project profiles in the PMP
- **Project profiles will be available for port review**
- **Late spring / early summer 2024**

Confirming details for the

BHI SHIP CHANNEL DEEPENING PROJECT
Port of Brownsville

Project Category: Port of Brownsville | County: Cameron | Project Status: Study Authorized | Total Project Cost: \$3,000,000

Project Description
The US Congress has authorized the deepening of a significant reach of the BHI Ship Channel from its previous authorized depth of 42 feet to its current authorized depth of 52 feet, including deepening of the entrance channel and jetties to 34 feet and deeper as appropriate. This has allowed the BHI project to receive federal funding. When complete, the Port of Brownsville will be among the deepest ports on the Gulf of Mexico, enhancing its competitiveness by closely aligning with the strong features of the expanded Panama Canal. The Chief of Engineers of the U.S. Army Corps of Engineers reports that this project will contribute significantly to the economic efficiency of commercial navigation in Texas and on the benefits of this current channel deepening, the Port has requested approval to taking advantage of the proposed deeper channel draft by also proposing to modify six docks within the footprint of the channel deepening. The proposed project for this location of the BHI would be a feasibility study to determine the extent of the benefits that would result from deepening the six docks. The feasibility study would result in a Feasibility Report quantifying the benefits using a cost to benefit ratio.

Project Status
The Project has had the full support and approval of the Brownsville Navigation District Commission, local community and regional support and the project received congressional authorization under H.R. 2155, and an additional feasibility study to further expand the Port could see effect sooner operations and would greatly benefit the Port. The project is a study and can easily be rescheduled within the required scheduled timeline. All environmental permitting has been completed for the BHI channel deepening project, and these dock sites are within the footprint of the permitted area.

Project Benefits

- Economics**
 - Complete study of major commodities, such as oil and gas products, dry bulk materials and steel and further expansion
 - Further expansion Texas and Mexico
 - Increase regional and national jobs for the port and the economy
 - Attract new investments
- Operations**
 - Increase cargo movements and reduce transit times
 - Provides direct access for larger, fully loaded vessels
 - Reduce vessel congestion
 - Reduce the need for barges and vessels to light load
- Connectivity**
 - Barge points with next barge point with next barge point with next
 - Barge points with next barge point with next barge point with next
 - Barge points with next barge point with next barge point with next
 - Barge points with next barge point with next barge point with next
 - Barge points with next barge point with next barge point with next
 - Barge points with next barge point with next barge point with next
- Safety**
 - Barge points with next barge point with next barge point with next
 - Barge points with next barge point with next barge point with next
 - Barge points with next barge point with next barge point with next
 - Barge points with next barge point with next barge point with next
 - Barge points with next barge point with next barge point with next
 - Barge points with next barge point with next barge point with next
- Other**
 - Barge points with next barge point with next barge point with next
 - Barge points with next barge point with next barge point with next
 - Barge points with next barge point with next barge point with next
 - Barge points with next barge point with next barge point with next
 - Barge points with next barge point with next barge point with next
 - Barge points with next barge point with next barge point with next

PROJECT COST \$3.0 MILLION

- Port Funding \$1.8 Million
- Other Funding \$0.7 Million
- Requested Funding \$0.5 Million

SHIP CHANNELS
The Brownsville Navigation District
The Channel Deepening with
Authorized Depth Draft

2024-2027 Texas Port Mission Plan

Maritime Infrastructure Projects (MIP)

- Project meets Texas Transportation Code Ch. 55 eligibility.
- Project “inside the gates” or boundaries of the port
- Capital projects
- **MIP questionnaires sent to all ports on 1/17/24**
- **Reminder: Please complete questionnaire if you haven’t already!**
- Request: Review/provide project details
- Request: GIS shapefile of port boundaries

Project questionnaires are filled in with known information, when available

MARITIME INFRASTRUCTURE PROJECT INFORMATION SHEET

Project
Port: _____
Project Name: _____

Project Support
Project has the support of the sponsor's governing board/commission: Yes No
Describe the support for this project from government agencies, industry, regional planning organization, stakeholders, and the public.
Has the project been included in previous plans and/or studies? Please provide links & page numbers.

Project Summary
Project Summary including improvements to be made (with approximate details regarding length/cost/area/extents of improvements)
Describe the existing and/or anticipated conditions that highlight the need for the project (include any relevant historical detail)
Describe how this project will alleviate current and/or anticipated problems or constraints the Port is experiencing.
Describe which industries this project would benefit or any new Port capabilities that would result from this project.

Consequences of Inaction (What limitations or negative impacts will result from not implementing this project?)

Pg. 1

MARITIME INFRASTRUCTURE PROJECT INFORMATION SHEET

Project Status (Example: Section 604, permitting underway and/or 2024)

Item	% Complete	Start Date (MM/YY)	Completion Date (MM/YY)
<input type="checkbox"/> No			
<input type="checkbox"/> No <input type="checkbox"/> NA			
<input type="checkbox"/> No <input type="checkbox"/> NA			
<input type="checkbox"/> No <input type="checkbox"/> NA			
<input type="checkbox"/> No <input type="checkbox"/> NA			

Pg. 2

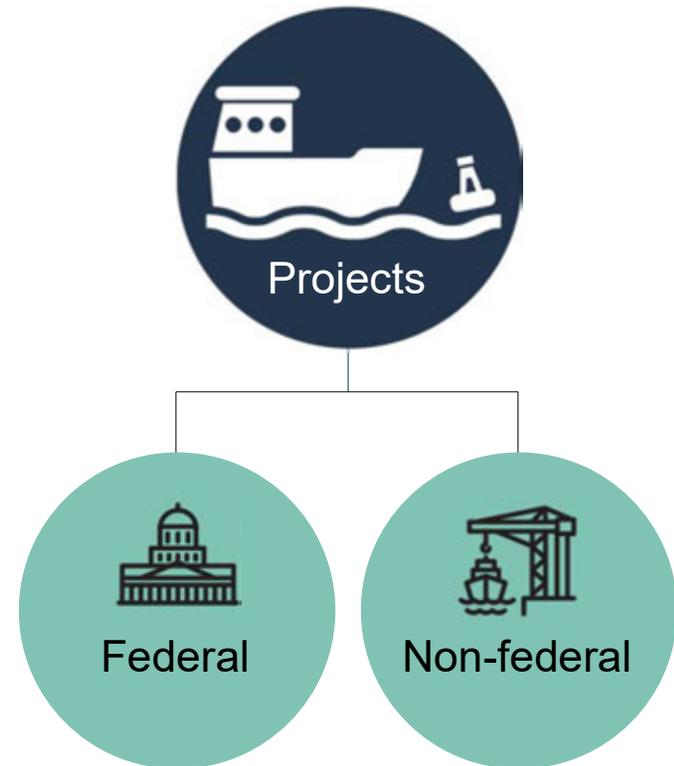
Seaport Connectivity Projects (SCP)

- Project “outside the gates” or boundaries of the port
- Enhances connectivity to the port
- No rail projects
- **SCP questionnaires sent to all ports in early/mid February**
- **Reminder: Please complete questionnaire if you haven't already!**
- Request: Review/provide project details



Ship Channel Projects

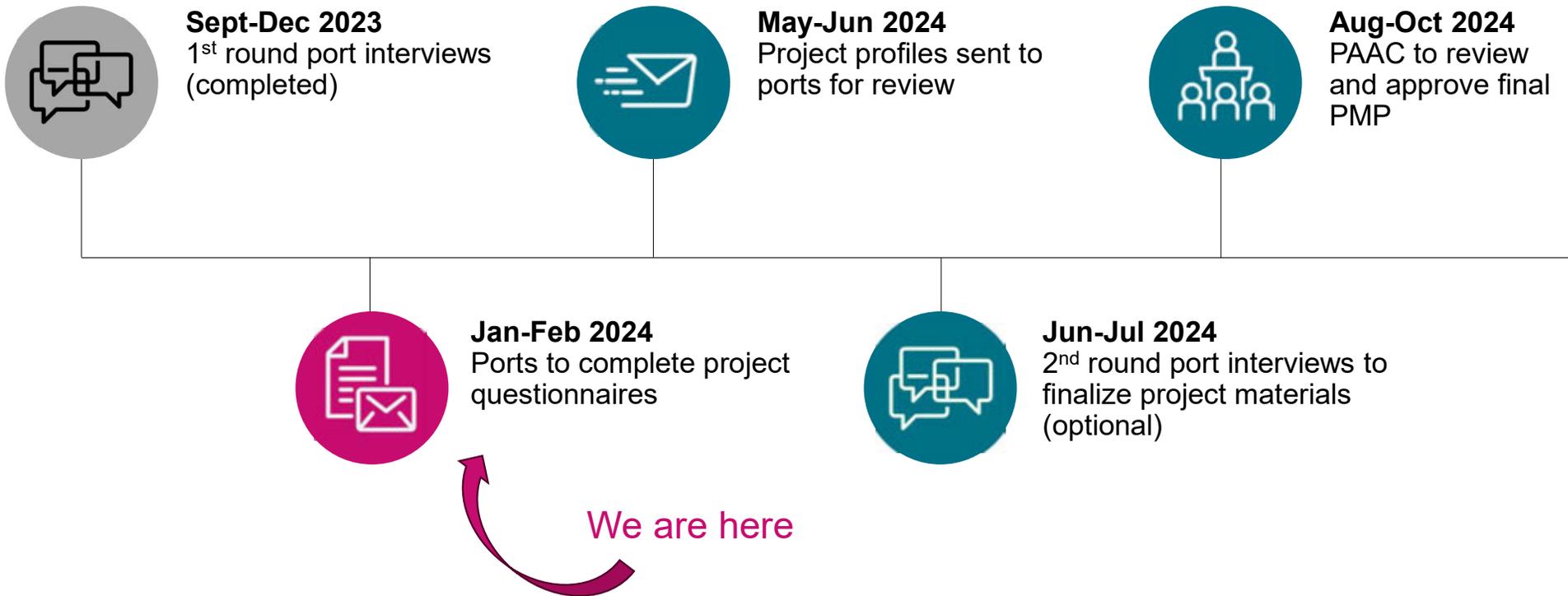
- **Federal:** Congressionally authorized projects or feasibility studies (WRDA process)
- **Non-federal:** New work projects with no federal authorization (no maintenance)
- Only federal projects are eligible for SCIRF funding, as currently described by Ch. 56 of the Texas Transportation Code
- No funding to date for the SCIRF
- **Ship Channel project questionnaires will be sent to all ports in mid-February**
- Request: Review/provide project details
- Request: GIS shapefile of project

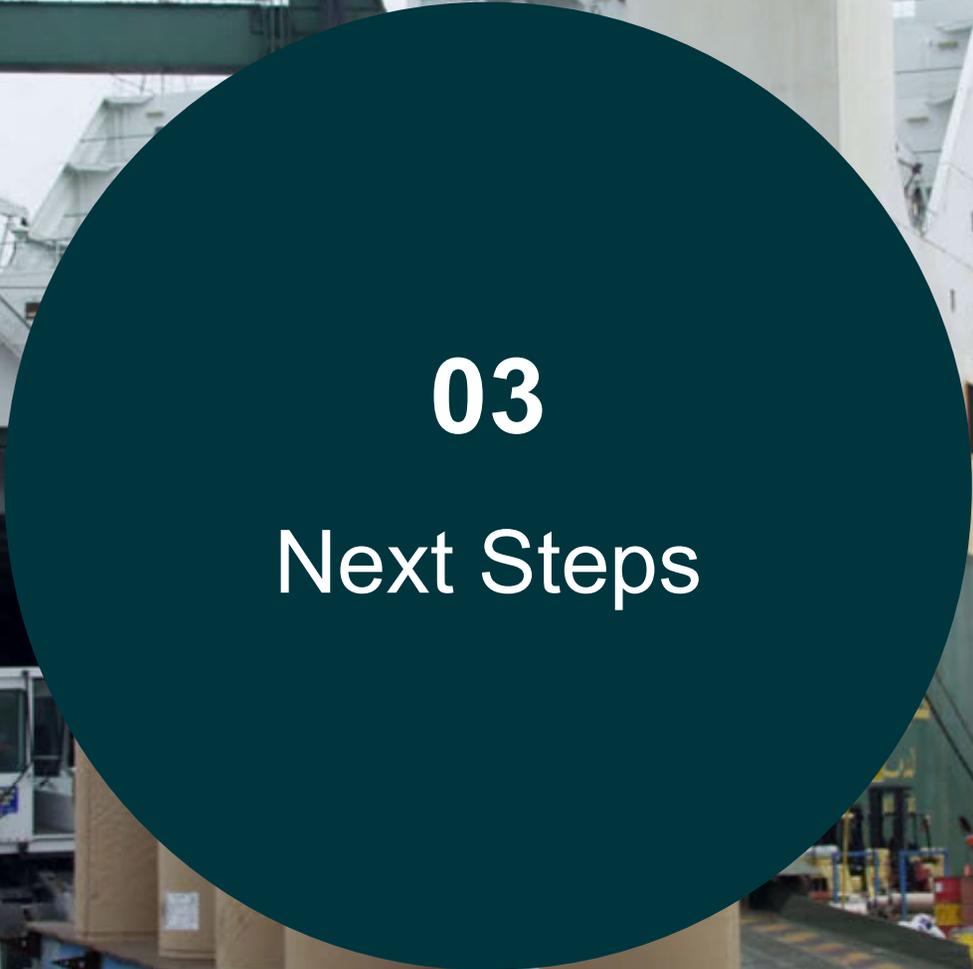


A large teal circle is centered on the page, containing the text "02 Schedule".

02 Schedule

Project timeline

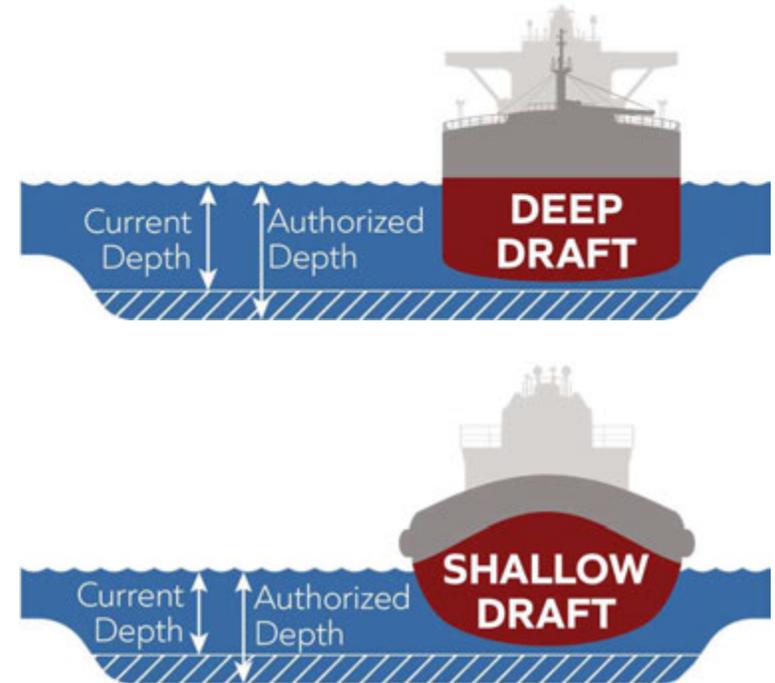


A large teal circular graphic is centered on the page, containing the text "03 Next Steps".

03
Next Steps

Next steps for ports

- **Please submit your project questionnaires**, noting that these will come in three separate emails:
 - Maritime Infrastructure
 - Seaport Connectivity
 - Ship Channel
- **We'll send future communications** when port profiles and project profiles are available for review.



A large, dark teal circle is centered on the slide, serving as a background for the section header text.

04 Questions?

The background of the slide is a photograph of an industrial port. A large orange and white ship, the "Eagle Texas", is docked at a pier. The ship's name "EAGLE TEXAS" is visible on its side. In the background, there are other industrial structures, including a tall tower and a building with a "Vopak" logo. The sky is blue with some clouds.

EAGLE TEXAS

Thank you.

Thank you for your continued support of the
TxDOT Maritime Division's Port Mission Plan.

AECOM Delivering a
better world

Texas Container-on- Barge Feasibility Study

Presented to Port Authority Advisory
Committee

February 13, 2024



Jim Kruse

Director, Center for
Ports & Waterways

Main Questions

- Is there enough traffic?



- Do ports have, or are they willing to acquire, needed equipment?
- Can COB service be competitive on cost and service?
- Where is the optimal location for connection to ocean traffic?

Traffic-- Initial Survey

13 port authorities previously expressed interest

Responses from 11 ports

- General questions
- “Lay of the land”

Additional contacts

- Major industrial corporation—
in-house analysis
- Prior investigation—RGV customs
broker
- Follow-up conversations with 3 ports

Traffic— Potential for Diversion of Existing Traffic

Using Transearch
and PIERS



Decision Point

- Volume
- Destination
- Cargo type

What follows?



- Determine applicable cost elements
- Pro forma shipping cost
 - Barge
 - Truck
- Survey port users
- Final report

Project Calendar

Decision point—early April

April 2024

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

www.calendarlabs.com

Final report – October 31

October 2024

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

www.calendarlabs.com

Questions?



Texas A&M Transportation Institute
701 N. Post Oak, Suite 430
Houston, TX 77024
J-kruse@tti.tamu.edu
713-305-3501



TEXAS FREIGHT & SUPPLY CHAIN RESILIENCY PLAN

Port Authority Advisory Committee

February 14, 2023



Agenda

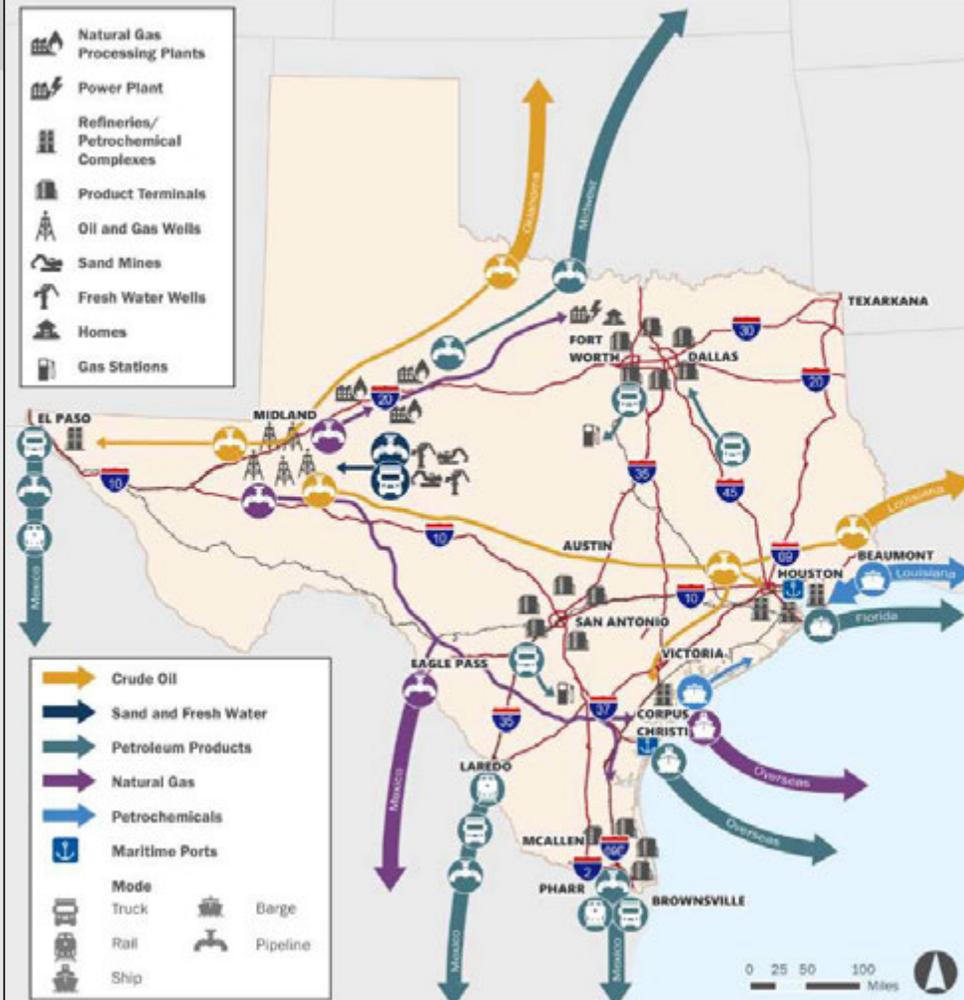


- Background and Purpose
- Project Overview
- Alignment with Maritime System
- Stakeholder Engagement Opportunities

What is Freight Resiliency?

- FHWA defines resiliency as the ability to: “anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions”
- The freight resiliency plan considers:
 - Human-driven events (e.g., geopolitical, cyber, labor)
 - Extreme weather events (e.g., droughts, wildfires, floods, hurricanes, tornadoes, and winter storms)
- Resiliency impacts will be determined for the six key industry supply chains identified in Texas Delivers 2050

Petroleum Industry Supply Chain in Texas



Why a Freight and Supply Chain Resiliency Plan?



Texas Delivers 2050 Policy Action

“Develop a statewide supply chain and multimodal freight network resiliency enhancement plan to address implications of disruptions to key industries and improve the resiliency of the Texas Multimodal Freight Network”



Texas Delivers 2050 Port-related Resiliency Case Studies



COVID-19

- Impacts: lack of equipment, material, and labor to address increased demand for commodities leading to major “gridlock”
- Port Houston
 - Atypical queuing of vessels from Asia
- Port Galveston
 - Declines in bulk liquids and fertilizer and Ro/Ro cargo
 - Cruises were suspended
- Port Victoria
 - 17% drop in total tonnage in April 2020 (stay at home orders in effect)



Workers from the International Longshoremen's Association at the Port of Port Arthur. Courtesy of the Port Authority Advisory Committee 2024-2025 Texas Port Mission Plan

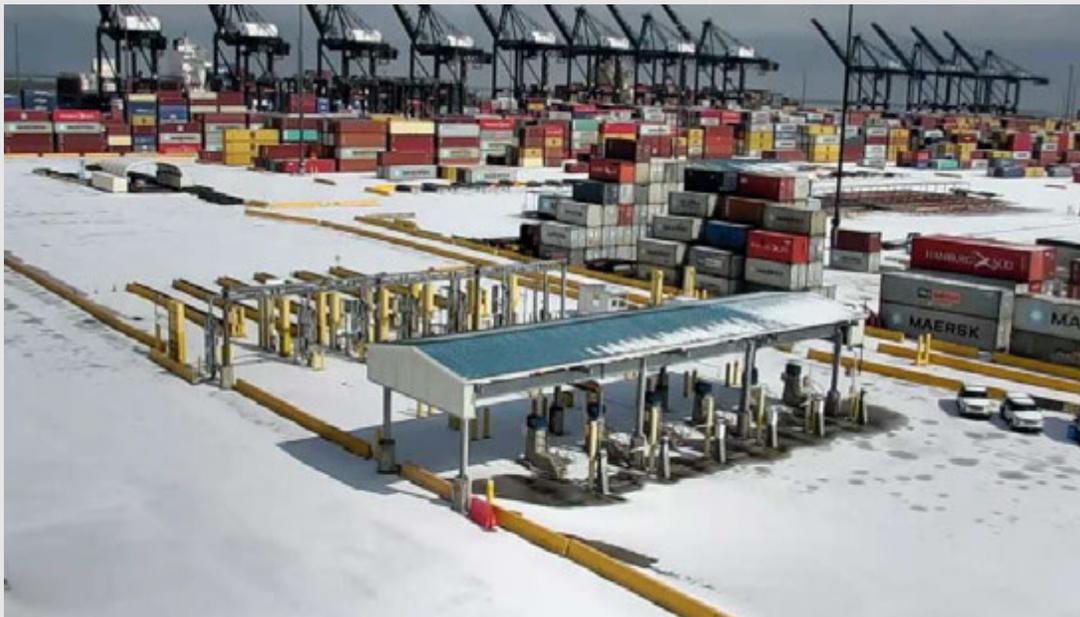


Texas Delivers 2050 Port-related Resiliency Case Studies



Winter Storm Uri

- Impacts: workforce access to ports impacted by roadway conditions resulting in shutdowns
- Port Houston
 - Port ceased vessel and terminal operations from February 14, 2021 to February 19, 2021, including truck gates



Texas Delivers 2050 Port-related Resiliency Case Studies

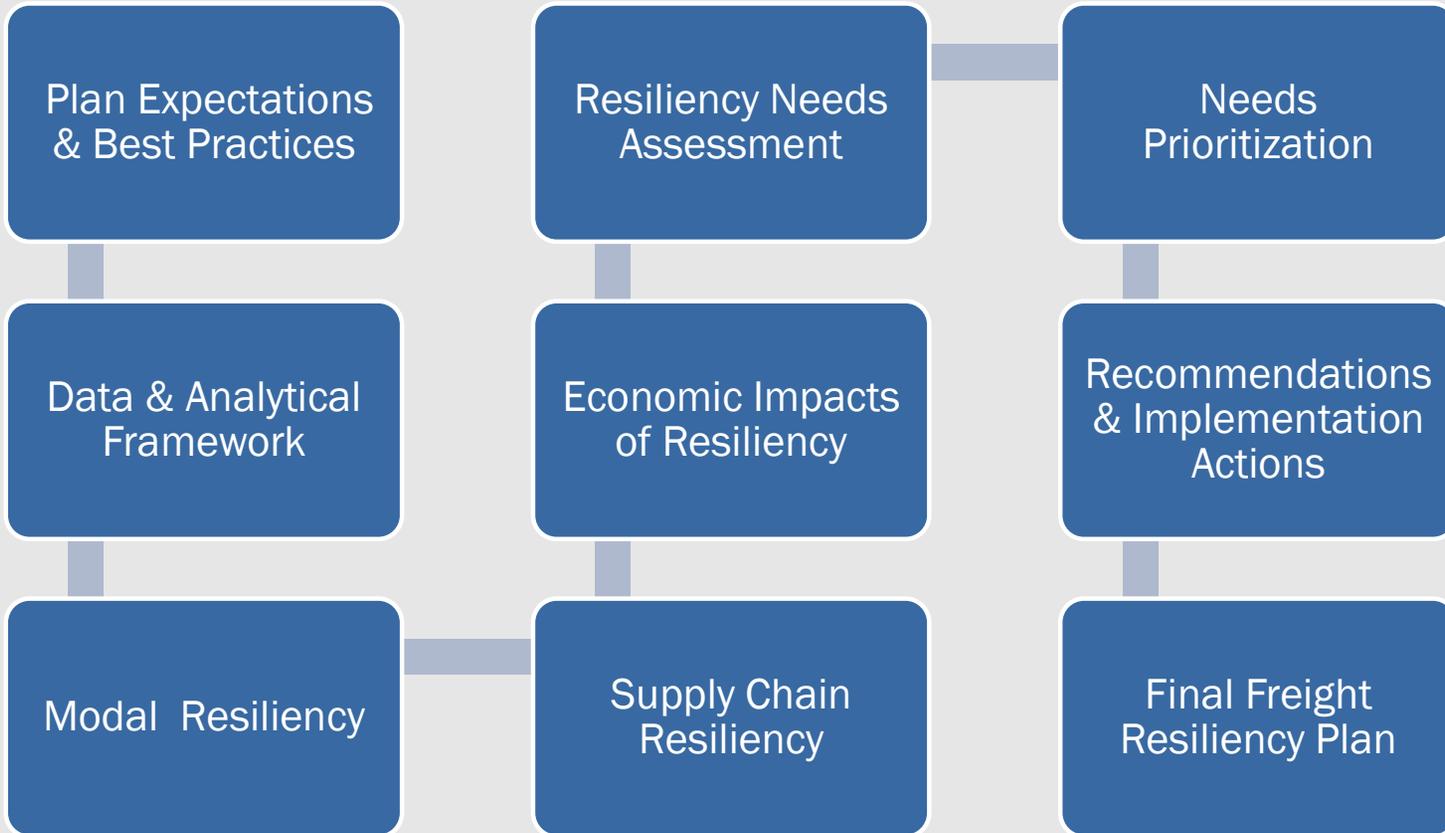


Hurricane Harvey

- Impacts: port shutdowns due to workforce unable to access ports on local road conditions
- Port of Galveston
 - Lost three vessels, and experienced impacts on the cruise industry
 - Major food production diversion to Port Manatee in Florida
 - Recovery took 7-10 days
 - I-45 flooding and road closures limited cargo that typically arrived via the highway network



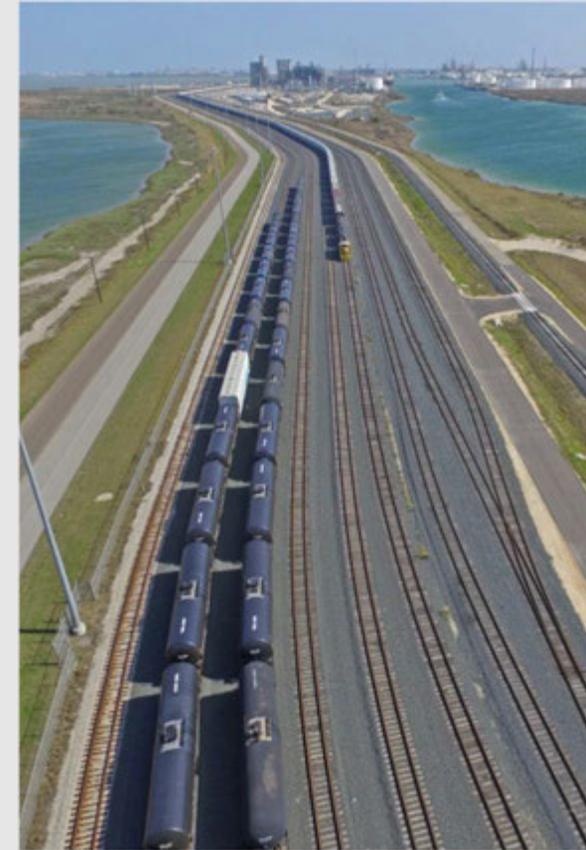
Overview of Project Approach



Port Connectivity Issues



- TxDOT’s SRP and FRP will help identify needs and project priorities
- Port Mission Plan and other port identified needs can help inform state priorities



*Port of Corpus Christi
Courtesy of the Port Authority Advisory Committee 2024-2025 Texas Port Mission Plan*



Key Questions to be Considered for Ports and Maritime



- What key disruptions do ports face?
- What plans, response protocols, and investments have been undertaken to address?
- What are ports doing to harden port and port access infrastructure against major supply chain disruptions?
- What plans are in place to help recover from major disruptions?
- What can TxDOT do to align its response plans and investments with port response plans and investments?





Thank you!

Contact info for the Freight Resiliency Plan

Andrew Canon
TxDOT Freight, Trade and Connectivity
Section Director
andrew.canon@txdot.gov
(512) 354-9278