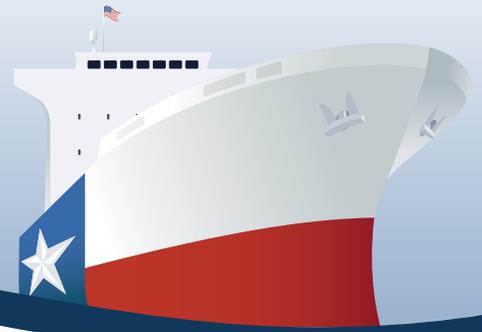




TxDOT Maritime Legislative Resource Guide

Texas House District 22



Ports in House District 22



Projects in House District 22

Port of Beaumont

- Island Park Terminal Shoreline Stabilization\$15.00 M
- Lot 14 Multipurpose Laydown Yard\$34.41 M
- Main Street Terminal 2 - Dock, Shed, and Rail \$190.00 M
- Orange County Access Road \$40.00 M
- South End Truck Queuing Area Phase II\$20.00 M
- Workforce Development and Training Center \$3.00 M
- Truck Queuing Area 3 \$4.00 M

Port of Port Arthur

- Berth 1-2 Toe Wall Construction.....\$31.00 M
- Berth 7 & 8 Liquids Loading Terminal.....\$36.40 M
- Berths 3-5 Toe Wall.....\$42.00 M
- Bridge Multimodal Laydown Area \$14.62 M
- Multimodal Railyard Flyover Staging Area.....\$13.03 M
- Railyard Redevelopment..... \$15.10 M
- Terminal Rail Expansion \$10.00 M
- Turn Lane Traffic Relief and Truck Staging Area \$4.72 M

Total Project Cost.....\$473.28 Million

TxDOT Government Affairs

The TxDOT Government Affairs Division is responsible for TxDOT's interactions with state and federal elected officials.

- Educational Series
- Texas Transportation Funding Brochure
<https://www.txdot.gov/about/divisions/government-affairs-division.html>



TxDOT Maritime Division Dashboard

The TxDOT Maritime Division Dashboard highlights the Texas maritime transportation system and TxDOT Maritime Division funding programs.

<https://www.txdot.gov/data-maps/maritime-divisions-project-dashboards.html>



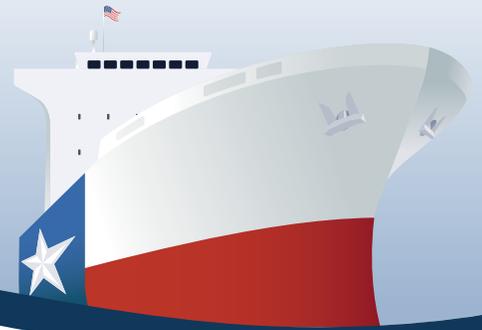
www.txdot.gov/about/divisions/maritime-division.html





TxDOT Maritime Legislative Resource Guide

Texas House District 22



3 OF THE
TOP 10
Ports in the US
#1 Port Houston
#3 Port of Corpus Christi
#7 Port of Beaumont (2022)

IMPACTS *of* TEXAS PORTS

Port of Galveston
1.49 Million
Cruise Passengers in 2023

Port of Palacios
Largest
Shrimp Fleet in Texas

Texas Transportation Jobs (2023)
2,518,000

Total Economic Value(2023)
\$713.9 BILLION

Port of Beaumont
#1 Strategic Military Port in the US

28% of Texas GDP (2023)



\$403.61 BILLION
IN TRADE VALUE OVERALL
ANNUALLY (2023)



\$17.1 BILLION
TOTAL TAXES (2023)



746.4 Million
TONS OF CARGO MOVED
BY TEXAS PORTS (2023)



Port Authority Advisory Committee

TEXAS PORT MISSION PLAN EXECUTIVE SUMMARY

89TH Legislative Session



INTRODUCTION

In a state where the maritime industry accounts for more than 28% of the GDP¹, the Texas economy is largely driven by commodity supply chains that move goods to and from the state. Inland markets across the state rely on a strong multimodal freight network to get their goods to the ports for export. Improving the port systems help Texas compete in the global market by ensuring that its inland export commodities continue to reach their destinations worldwide.

Texas seaports require continual maritime infrastructure, seaport connectivity, and ship channel improvements to meet the needs of our Texas's booming economy, as they are a crucial link in the supply chain. The projects identified in this plan represent the needs of Texas ports and their implementation will secure the State's continued economic growth.

TOTAL PORT PROJECT NEEDS

Total: \$9,157,244,256



Maritime
Infrastructure
Projects

\$3.11
BILLION



Seaport
Connectivity
Projects

\$585
MILLION



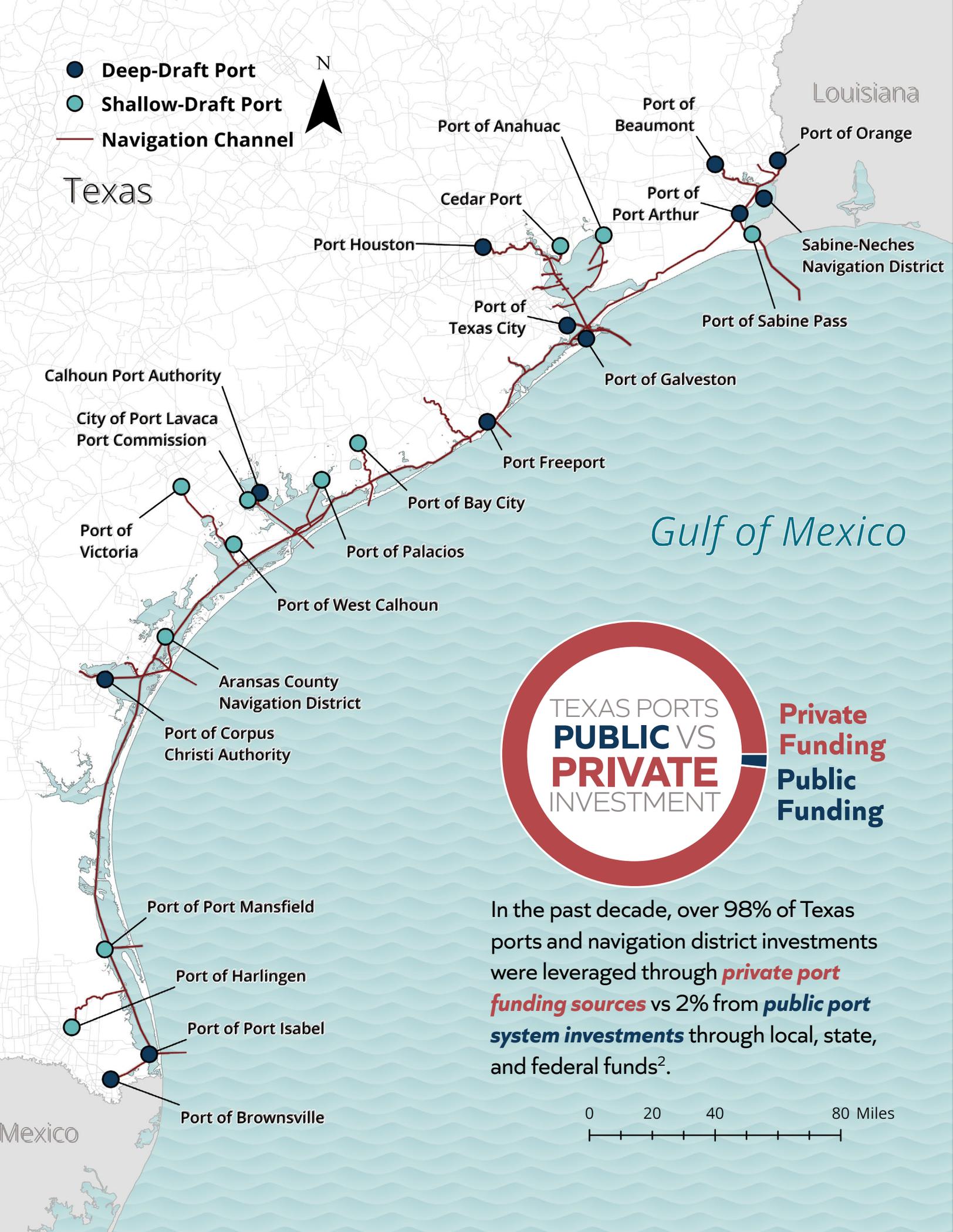
Ship
Channel
Projects

\$5.46
BILLION

Successes Since 88th Legislative Session

Following the 88th Legislature's historic **\$640 million** appropriation to Texas seaports, the Texas Transportation Commission awarded the funding to Texas seaport projects to help increase trade, improve safety, and provide a more robust supply chain for our state and the nation.

- Signed into law as the first funding of its kind in Texas, the Commission approved eligible port development and infrastructure projects for **\$200 million** in funding awards through the Maritime Infrastructure Program (MIP). TxDOT and recipient ports were successful in initiating the letting process for all projects selected for funding within the first year of the biennium.
- Additionally, the Texas Transportation Commission approved eligible state highway and other publicly accessible roadway projects for **\$40 million** in funding awards 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 was approved for award to two ports.



- Deep-Draft Port
- Shallow-Draft Port
- Navigation Channel



Texas

Louisiana

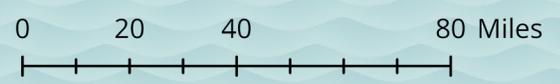
Gulf of Mexico



TEXAS PORTS
PUBLIC VS
PRIVATE
 INVESTMENT

Private
Funding
Public
Funding

In the past decade, over 98% of Texas ports and navigation district investments were leveraged through **private port funding sources** vs 2% from **public port system investments** through local, state, and federal funds².



Mexico

Maritime Infrastructure

Maritime infrastructure addresses port facility and capital improvement needs. Port facilities, including things like storage yards, docks and wharves, entry gates, and interior roadway systems are the backbone of a port’s operations. The port’s interior infrastructure and equipment help to move workers and goods between vessels and other modes of transportation outside of the port. Investment in port infrastructure allows for ports to maintain efficient business operations, support continued growth of existing businesses, attract new clients, and adapt to ever-changing domestic and global economic conditions all while remaining economically viable and competitive. A port without functional, modern infrastructure will lose out on significant growth, job creation, and revenue generation, while a port that is able to continually invest in infrastructure improvements will actively contribute to the economic health of the region and the state, helping to improve the quality of life in the local area.

Seaport Connectivity

Texas seaports have a robust intermodal transportation system connecting the state and the nation to domestic and foreign markets. A strong, viable network of road, rail, and pipeline connections to facilitate the movement of materials, goods, and personnel is key to the success of the state’s port system. Transportation investments not only make individual ports more competitive, but also contribute to economic vibrancy generally, growing job opportunities, bringing resources to the state’s coastal cities, and developing connections across regions.

Ship Channels

Texas ship channels have a powerful impact on the Texas and U.S. economies and help transfer Texas’s respected exports all over the world. As key features of the supply chain, these assets must be looked after to ensure that they meet future demands to continue economic success. An investment in ship channel improvements typically brings an immediate return-on-investment. As vessels have grown larger to enhance trade efficiency, there has been a need for deeper and wider channels to accommodate them to have access to the ports.



Containers being off-loaded from a container ship at Port Houston

TEXAS PORT SYSTEMS

**SEAPORT
CONNECTIVITY**

**MARITIME
INFRASTRUCTURE**

**SHIP
CHANNELS**



MARITIME INFRASTRUCTURE

The maritime infrastructure needs presented encompass a wide variety of projects or studies including waterway projects such as turning basins, connectivity projects such as internal roadway or railroad improvements, and port facilities projects such as bulkheads and storage facilities.

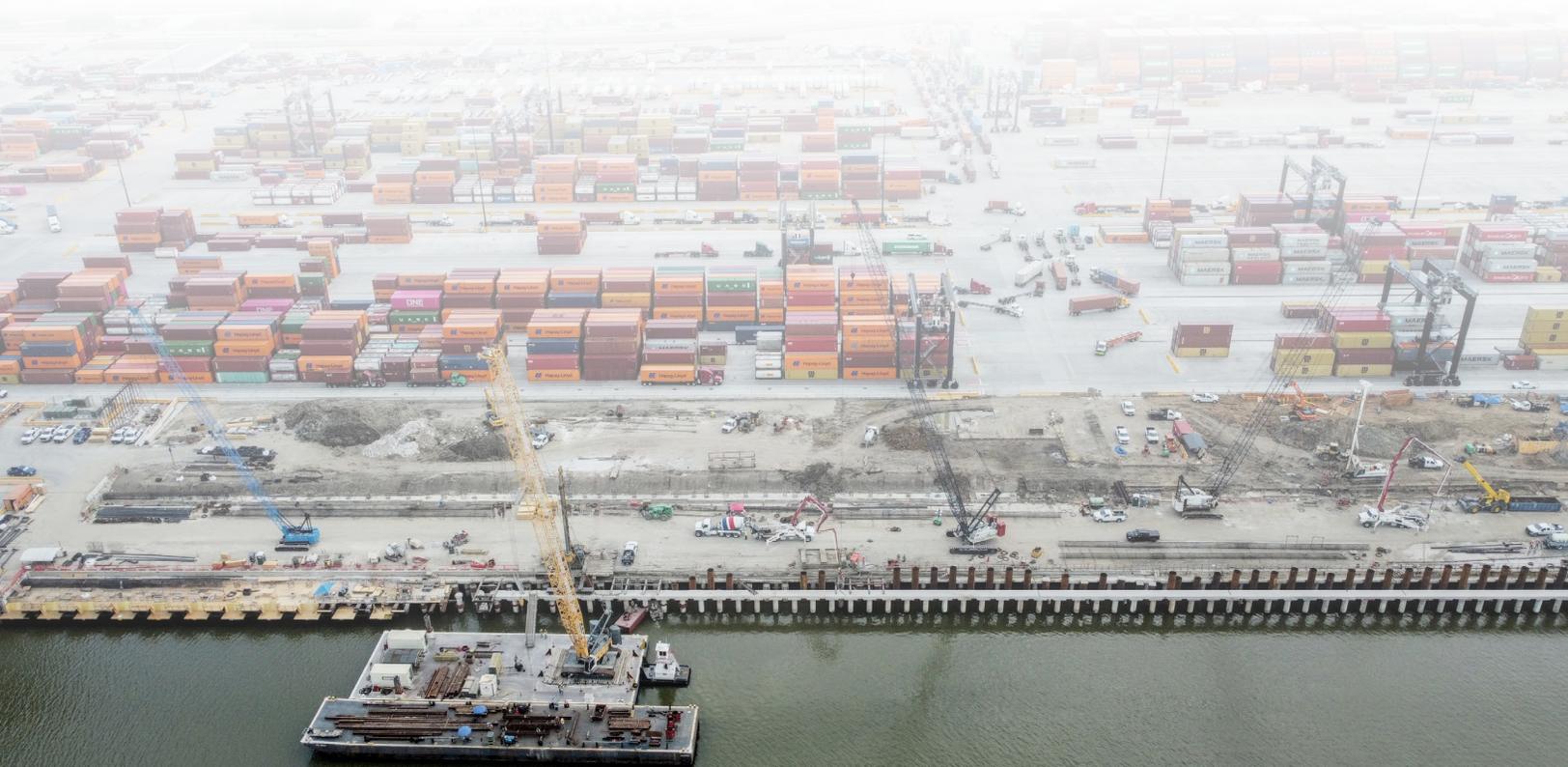
The maritime infrastructure projects presented in this plan include 82 projects, 78 capital projects and four studies, submitted by 17 ports whose total project cost is \$3.11 billion.

Maritime Infrastructure Projects

Project Types	# of Projects	Total Cost
Docks, Berths, and Wharfs*	31	\$1.12 Billion
Terminals	10	\$816.85 Million
Roadway/Railroad/Runway Improvements	10	\$325.07 Million
Building/Facilities	6	\$305.39 Million
Yards	8	\$221.07 Million
Bulkheads	11	\$216.20 Million
Other	6	\$103.70 Million
TOTAL	82	\$3.11 Billion

*Costs provided by ports/navigation districts, *Includes four studies*

Construction progress on the Port Houston Barbours Cut Wharves; this project was funded in part by money allocated by the 88th Texas Legislature





Railyard near channel at Port of Port Arthur

SEAPORT CONNECTIVITY

The seaport connectivity needs include potential solutions to address safety issues, congestion, mobility deficiencies, or improvements between the interaction of vehicles, rail, and adjacent land use. Solutions targeting freight movement can provide regional benefits and benefits to general travel. Projects identified in this report were submitted by the ports and are developed at least to a conceptual level.

The seaport connectivity projects presented in this plan include 24 port-requested connectivity projects submitted by 10 ports and two projects submitted by one of the five coastal TxDOT Districts to address freight mobility at a regional scale. The total cost to implement these projects is estimated to be \$584.85 million.

Seaport Connectivity Projects

Project Types	# of Projects	Total Cost
Roadway Improvements	16	\$448.11 Million
Bridge Replacements	2	\$68.15 Million
Entrance/Exit Gate	1	\$40.00 Million
Truck Staging and Queuing Areas	4	\$24.37 Million
Wayfinding and Accessibility	1	\$1.60 Million
Public Parking	1	\$1.50 Million
Pedestrian Improvements	1	\$1.12 Million
TOTAL	26	\$584.85 Million

Costs provided by ports/navigation districts



East Ostos Road at the Port of Brownsville



Shrimping boats at the Port of Palacios

SHIP CHANNELS

Receiving federal authorization for ship channel deepening and widening requires that a feasibility study first be completed to demonstrate that there are no negative environmental impacts resulting from the project and that the project is of national economic interest. Beyond just channel deepening and widening projects, other ship channel needs can include non-federal projects like dock deepening to match the deeper channel, areas for ship queuing while waiting for berthing space at the port or major alongside channel infrastructure improvements, like jetty structure improvements at the entrance channel.

Ship channel improvement projects are investments that are costly and time sensitive. Delays in funding and implementing projects can lead to missed opportunities for attracting tenants, increases in overall construction costs, operational and safety issues with vessels, and loss of returns on the overall investment.

Ship Channel Projects

Project Types	# of Projects	Total Cost
Channel Deepening and Widening	8	\$4.96 Billion
Dock or Harbor Improvements	2	\$340.00 Million
Entrance Channel Jetties	1	\$90.00 Million
Other Dredging Needs	2	\$61.20 Million
Feasibility Study	4	\$11.56 Million
TOTAL	17	\$5.46 Billion

Costs provided by ports/navigation districts

PROJECT DEVELOPMENT PROCESS

FEASIBILITY STUDY INITIATION



- Section 203 of Water Resources Development Act (WRDA) 1986 and amendments from recent WRDA issuances allow the non-federal sponsor to initiate the study through a Memorandum of Agreement (MOA)
- U.S. Army Corps of Engineers (USACE) funding and participation require allocations in their annual Work Plan budget for the specific study

FEASIBILITY STUDY



3 YEARS

UP TO 10 YEARS

- Evaluates proposed solutions and alternatives
- Identifies plan that maximizes National Economic Development (NED) benefits
- Culminates with a USACE-approved signed Chief's Report by the Assistant Secretary of the Army (Civil Works)

Ship Channel Improvement Revolving Fund

In 2017, the 85th Texas Legislature passed Senate Bill 28, establishing the Ship Channel Improvement Revolving Fund (SCIRF). This creates a revolving loan program to help finance the modernization of ship channels. In 2023, the 88th Legislative Session appropriated \$400 million to fund the SCIRF.

SCIRF-eligible projects must:

- Deepen or widen a ship channel
- Be authorized by Congress
- Meet any other standards set by the Texas Transportation Commission
- Maintenance dredging is not qualified per current statute

Federal Ship Channel Appropriations

Ship channels that have been authorized by the federal government for improvement or where the federal government has assumed maintenance responsibilities are dredged under the U.S. Army Corps of Engineers Civil Works program. However, ports act as non-federal sponsors of the projects and are responsible for funding a portion of the construction and maintenance costs.

The ship channel improvement projects presented in this plan include seven federally authorized deepening projects, representing a \$2.54 billion federal share and \$1.92 billion

local share, for a total estimated first cost of \$4.46 billion. These federally authorized projects are eligible to use SCIRF funds. Loan funds will be utilized to cover construction costs and will be paid back into the fund over time. Additionally, this plan reflects four projects in the feasibility study phase for future Congressional authorization, and five non-federal projects, which are ineligible for SCIRF funding according to the current statute. The total cost of all ship channel needs is estimated to be \$5.46 billion.

Some federal funding has already been appropriated to date for federally authorized channel improvement projects and feasibility studies. Through 2024, federal appropriations for ship channel improvement projects in this plan total approximately \$1.23 billion.

Federal Appropriations for Texas Ship Channel Projects Through 2024

Project Name	Amount Appropriated
Brazos Island Harbor Channel Improvement	\$68.00 Million
Corpus Christi Ship Channel Improvement	\$405.68 Million
Freeport Harbor Channel Improvement	\$207.72 Million
Galveston Harbor Channel Extension	\$10.78 Million
Houston Ship Channel Expansion	\$172.72 Million
Matagorda Ship Channel Improvement	\$1.81 Million
Sabine-Neches Waterway Channel Improvement	\$367.00 Million
TOTAL	\$1.23 Billion

CONGRESSIONAL PROJECT AUTHORIZATION



2 YEARS

10+ YEARS

- An individual project requires Congressional authorization for construction through a signed bill or WRDA
- WRDAs have been issued as frequently as biennially or as infrequently as once a decade

PROJECT FUNDING, DESIGN AND CONSTRUCTION

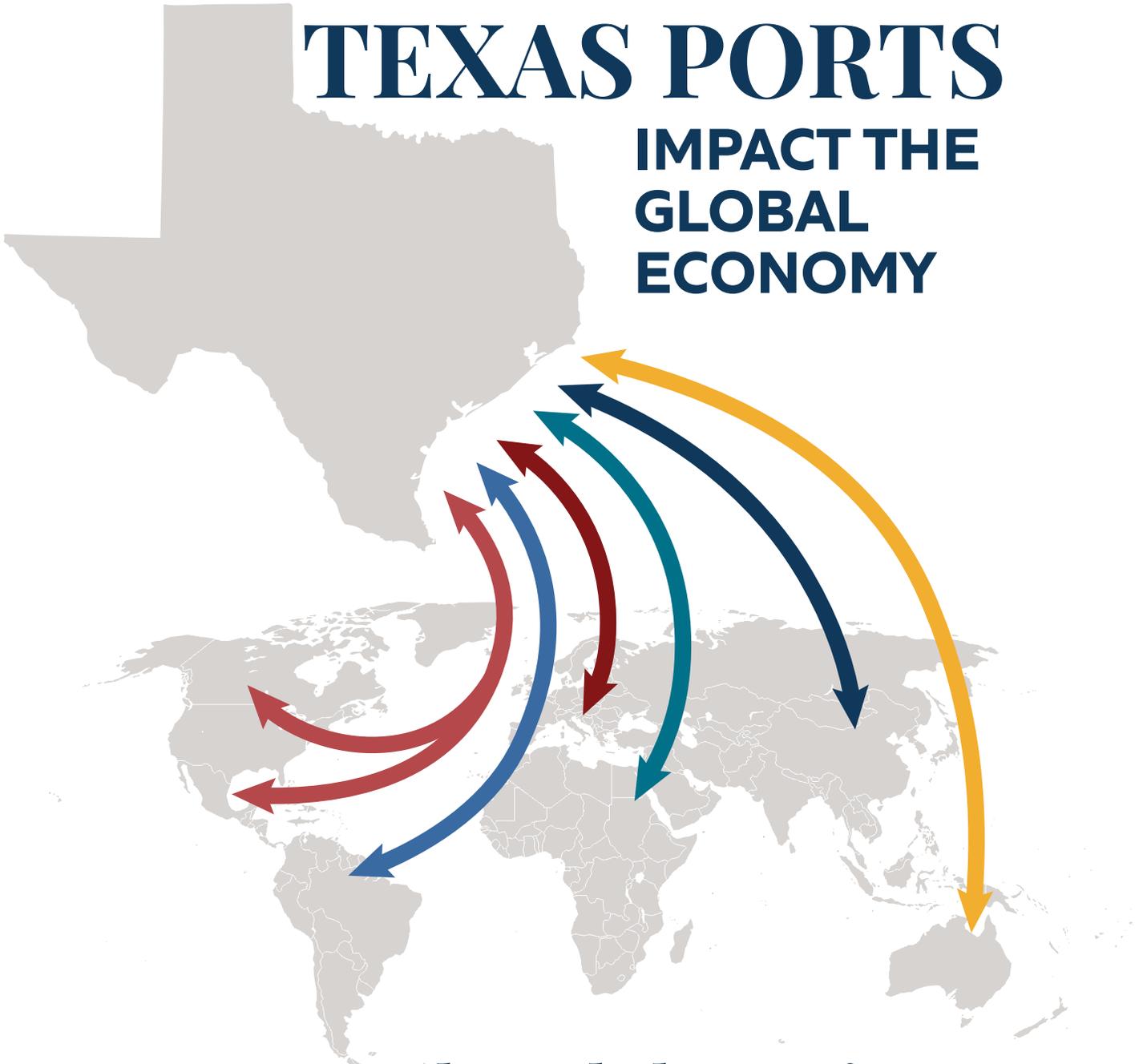


PROJECT DEPENDENT

- A Project Partnership Agreement (PPA) provides a legally binding agreement between the federal government and non-federal sponsor for construction
- Be authorized and have funding allocated by Congress

TEXAS PORTS

IMPACT THE GLOBAL ECONOMY



Annual Trade by Region³:

Canada & Mexico	South & Central America	Europe	Africa	Asia	Australia & Oceania
\$50.77 B	\$67.44 B	\$123.27 B	\$9.77 B	\$150.01 B	\$2.34 B
Exports: \$36.16 B Imports: \$14.62 B	Exports: \$49.76 B Imports: \$17.67 B	Exports: \$87.85 B Imports: \$35.42 B	Exports: \$7.94 B Imports: \$1.83 B	Exports: \$87.89 B Imports: \$62.12 B	Exports: \$1.72 B Imports: \$0.62 B

\$403.61 billion in trade value overall annually*

\$271.32 billion in exports and \$132.28 billion in imports

**Values in dollars for annual combined waterborne import and export trade value for Texas in 2023.*

Refer to the 89th Legislative Session Texas Port Mission Plan at <https://www.txdot.gov/projects/planning/maritime-port-planning.html> for references.



PORT of BEAUMONT

Port of Beaumont Navigation District, Jefferson County

Chris Fisher, Port Director & CEO

www.pobtx.com



Bulk



Ro/Ro



Energy



Break Bulk

Situated on the Neches River 42 miles inland from the Gulf of Mexico, the Port of Beaumont has been providing deep draft channel access to the Southeast Texas region for over 100 years. The port is accessed via the Sabine-Neches Waterway, a 64-mile long navigation channel maintained by the Sabine-Neches Navigation District, and the Port of Beaumont Channel, and stretches from Port Arthur city limits to the Port of Beaumont public wharves and docks. The port serves as the largest strategic military port in the United States.

Port Priorities & Opportunities

The Port of Beaumont is prioritizing construction and modernization of infrastructure that will increase storage and berthing capacity to meet the current and future needs of customers. Focus areas include reconstruction of the Main Street Terminal 2 shed, dock and rail, which was originally constructed in the 1950s; construction of an access road that will facilitate the expansion of the port's billion dollar liquid bulk handling facility; construction of an additional queuing area to reduce congestion on city streets; stabilization of a shoreline that will open up future growth opportunities; and development of a workforce development and training facility to enhance the skill sets that support the maritime industry.

**TOP 10 U.S. PORT
FOR OVERALL
TONNAGE**

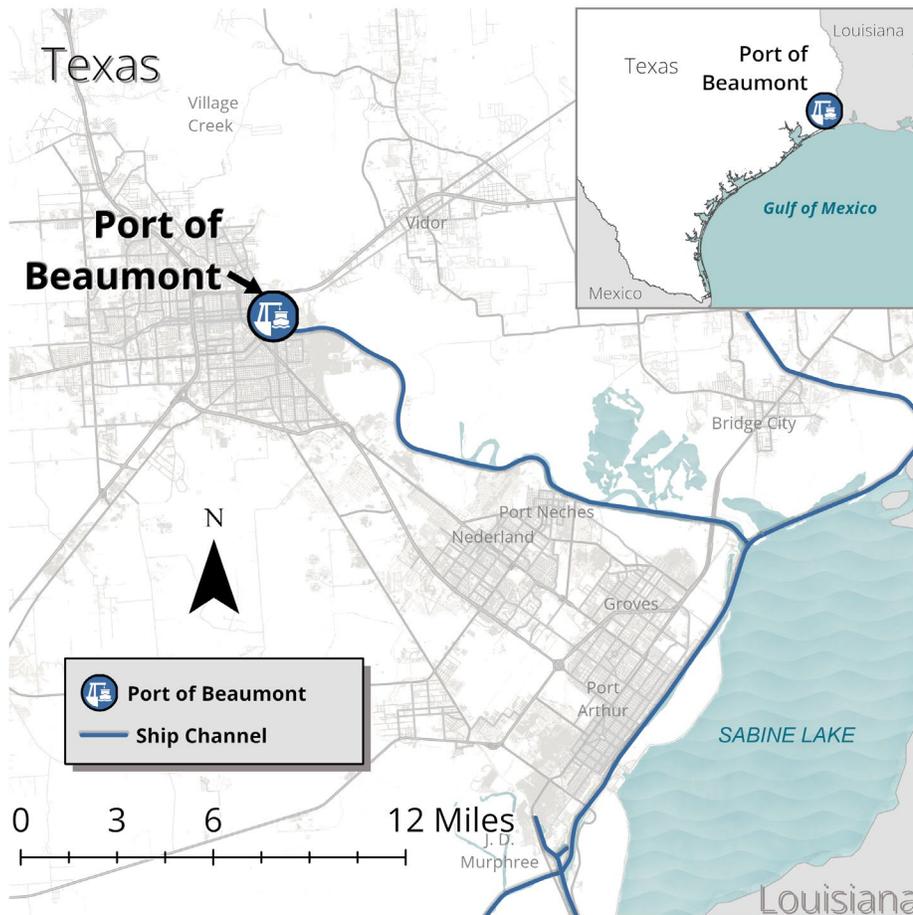


Port Projects

Project Name	Project Type	Total Project Cost
South End Truck Queuing Area Phase II	Maritime Infrastructure	\$20.0 Million
Island Park Terminal Shoreline Stabilization	Maritime Infrastructure	\$15.0 Million
Lot 14 Multipurpose Laydown Yard	Maritime Infrastructure	\$34.4 Million
Main Street Terminal 2 - Dock, Shed and Rail	Maritime Infrastructure	\$190 Million
Workforce Development and Training Center	Maritime Infrastructure	\$3.0 Million
Orange County Access Road	Maritime Infrastructure	\$40.0 Million
Truck Queuing Area 3	Seaport Connectivity	\$4.0 Million

Costs provided by port/navigation district





CARGO CONNECTIONS

Top Trading Partners

EXPORTS

- Asia \$7.9 Billion
- Mexico \$2.9 Billion
- Spain \$1.5 Billion

IMPORTS

- Mexico \$3.0 Billion
- Asia \$143 Million
- Brazil \$141 Million

Data from USA Trade for 2023

Top Commodities

EXPORTS

- Petroleum & Petroleum Products
- Fertilizer & Chemicals
- Food & Agricultural Products
- Crude Materials

IMPORTS

- Petroleum & Petroleum Products
- Crude Materials
- Fertilizers & Chemicals
- All Manufactured Equipment, Machinery and Products

PORT FACILITIES

DOCKS, WHARVES, LAND, & STORAGE

- 12 public docks/wharves
- 105+ acres of open storage
- 500,000+ sf of covered storage over 98 acres
- 800+ acres available for buildout

CARGO HANDLING EQUIPMENT

- 1 Liebherr Mobile Harbor Crane
- 1 9460 American Crane
- 2 Grove GHC130 Crawler Cranes
- Limited shore power available

SHIP CHANNELS

Ship Channel Name: Port of Beaumont Channel (PoBC) and Sabine-Neches Waterway (SNWW)

Current Depth: 40 ft (SNWW)

Authorized Depth: 48 ft (SNWW)

INTERMODALITY

ROAD

- Highway access to US 69/96, US 10, US 287, US 90, SH 82, SH 87, SH 73, and SH 105

RAIL

- BNSF, Canadian Pacific Kansas City, and Union Pacific

BARGE

- Direct access to GIWW (M-10, M-69)

AIR

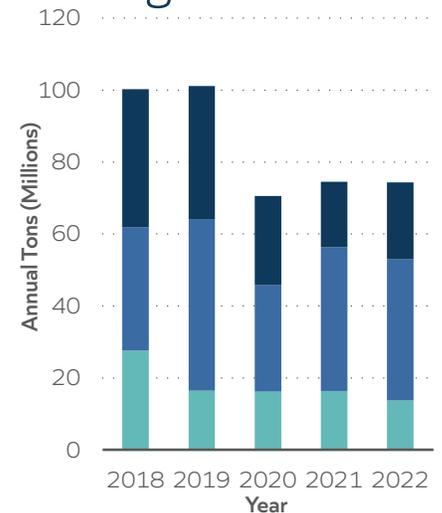
- 11 miles to Jack Brooks Regional Airport

PIPELINE

- Direct connections available



Tonnage



Total Imports Total Exports Total Domestic

Tonnage data from USACE Waterborne Commerce Statistics Center, 2024



PORT of PORT ARTHUR

Port of Port Arthur Navigation District

Larry Kelley, Executive Director/CEO

www.portpa.com



Commercial Fishing



Bulk



Ro/Ro



Energy



Break Bulk



Container

The Port of Port Arthur is deep water port co-located on the Sabine Neches Waterway, SNNW, and the Gulf Intracoastal Waterway, GIWW. The port serves as a multi-modal transportation nexus connecting water, rail, truck and pipelines to meet the needs of domestic and international. The facility is the closest SNNW deep draft public port to the Gulf of Mexico. The Port of Port Arthur handles an array of cargoes including, energy, military, forest product, metals and project support; generating jobs and economic development for region, state and nation.

Port Priorities & Opportunities

The Port of Port Arthur, a strategic military port, is gearing up for significant expansion and infrastructural improvements for enhancing its connectivity and adjusting to the shifting demands of maritime logistics. Integral to its strategic development is the improvement of the SNNW, which is in the process of being deepened from 40 to 48 feet through a federally authorized project that has received \$103.2 million in federal funds. Construction is expected to span 7 to 10 years. This endeavor aims to bolster the port’s capacity for handling larger vessels and increasing cargo volumes, strengthening its position as a pivotal link to international markets. However, it is important to note that the air draft restriction posed by the Martin Luther King Bridge could limit the height of vessels navigating the SNNW, even after it is deepened.

80 Million Lbs
of commercial fisheries landings
from 2018 to 2022 worth
\$180 Million

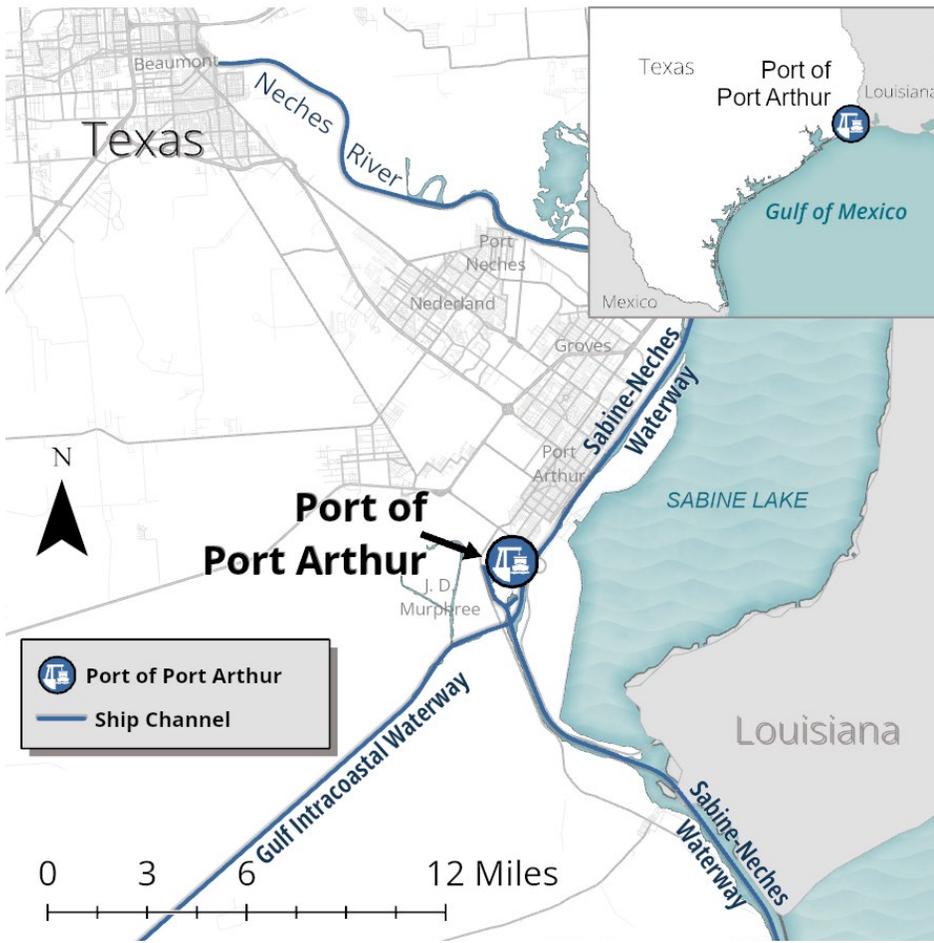
Facing the challenges of increased cargo traffic, the Port of Port Arthur is undertaking several critical connectivity projects, including efforts to address congestion, such as the planned improvements at the intersection of SH 82/87 and the construction of a flyover at Denbo Avenue over the railway and future alignment of the U.S. Army Corps of Engineers hurricane flood protection levee. These initiatives, coupled with the expansion of cargo laydown and staging areas, are vital for streamlining operations amidst the port’s growth.

Port Projects

Project Name	Project Type	Total Project Cost
Berth 1-2 Toe Wall Construction	Maritime Infrastructure	\$31.0 Million
Berths 3-5 Toe Wall	Maritime Infrastructure	\$42.0 Million
Berth 7 & 8 Liquids Loading Terminal	Maritime Infrastructure	\$36.4 Million
Bridge Multimodal Laydown Area	Maritime Infrastructure	\$14.6 Million
Multimodal Railyard Flyover Staging Area	Maritime Infrastructure	\$13.0 Million
Railyard Redevelopment	Maritime Infrastructure	\$15.1 Million
Terminal Rail Expansion	Maritime Infrastructure	\$10.0 Million
Turn Lane Traffic Relief and Truck Staging Area	Seaport Connectivity	\$4.7 Million

Costs provided by port/navigation district





CARGO CONNECTIONS

Top Trading Partners

EXPORTS

- Mexico \$3.9 Billion
- Canada \$1.6 Billion
- Asia \$1.6 Billion

IMPORTS

- Asia \$5.4 Billion
- Canada \$2.6 Billion
- Mexico \$2.2 Billion

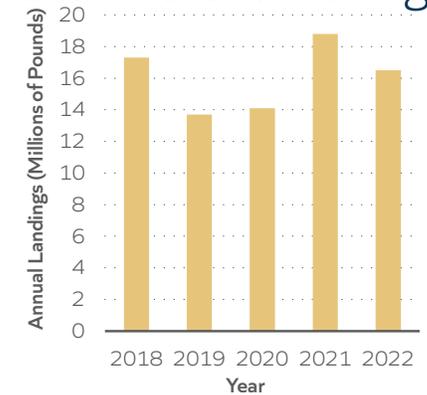
Data from USA Trade for 2023

Top Commodities

EXPORTS & IMPORTS

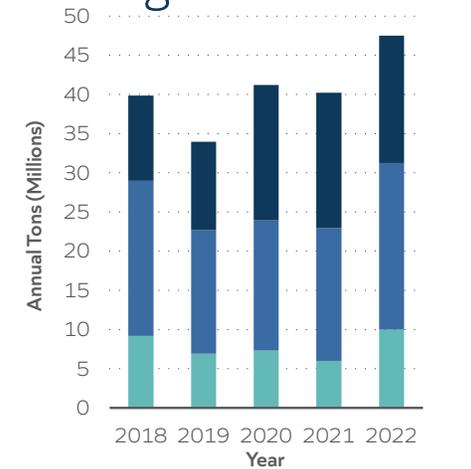
- Petroleum & Petroleum Products
- Pulp, Aluminum, Pellets

Commercial Fishing



Commercial fishing data from NOAA, 2023

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

PORT FACILITIES

DOCKS & WHARVES

- 4,652 lf of dock
- 80 ft roll on/off dock

CARGO HANDLING

- 2 generators
- 75-ton capacity rail mounted crane

LAND & STORAGE

- 550,000 sf shed storage
- 25 acres open storage
- Fenced and lighted storage with 24/7 camera surveillance
- 200,000+ sf commercial property for development
- 5 transit sheds

SHIP CHANNEL

- Ship Channel Name:** Sabine-Neches Waterway
- Current Depth:** 40 ft
- Authorized Depth:** 48 ft

INTERMODALITY

ROAD

- Highway access to US 69/59, SH 82, SH 87, and SH 73

RAIL

- Canadian Pacific Kansas City rail connected to Union Pacific

BARGE

- Direct access to GIWW (M-10, M-69)

AIR

- 11 miles to Jack Brooks Regional Airport

PIPELINE

- Direct connections available





Texas Department of Transportation