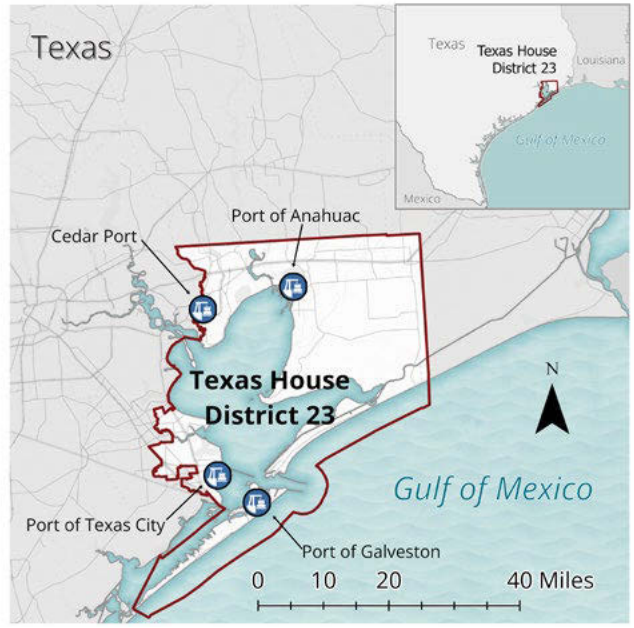
TxDOT Maritime
Legislative Resource Guide

Texas House District 23



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

Texas Department of Transportation

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

Ports in House District 23

The Port of Texas City
Texas City Terminal Railway Company

NAVIGATION DISTRICT
CHAMBERS LIBERTY
IRRIGATION

GALVESTON WHARVES

CEDAR PORT INDUSTRIAL PARK
TGS

Projects in House District 23

Port of Anahuac

- Double Bayou Channel Improvement ..... $6.00 M

Cedar Port

- Barge Dock #1 Improvement ..... $6.25 M
- Cedar Port Terminal Channel Deepening Project ... $500.00 M
- FM 1405 Road Widening State Highway 99 to Barge Dock Road ..... $16.66 M

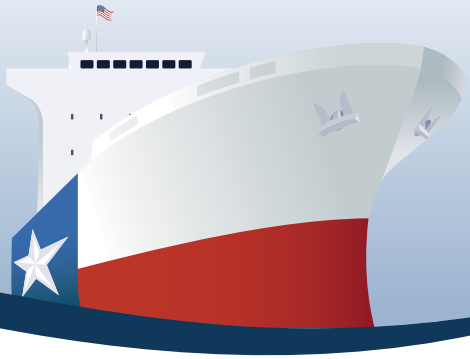
Port of Galveston

- Cruise Terminal 28 Sheet Pile Replacement ..... $30.00 M
- Maintenance Facility Relocation ..... $10.00 M
- Pelican Island Berth Development ..... $35.00 M
- Pelican Island Projects Phase 1 ..... $65.00 M
- Pier 12-14 Berth ..... $101.60 M
- Pier 29 Bulkhead Improvements ..... $7.00 M
- Pier 30-33 Mooring and Berthing Upgrades ..... $10.00 M
- Rail Spur and Loading Area ..... $5.00 M
- West End Cargo Expansion ..... $18.00 M
- Wharf Road Roadway and Utility Improvements and Gate Relocation ..... $14.00 M
- Galveston Harbor Channel Extension Project ..... $16.34 M
- Galveston Island Wayfinding Project ..... $1.60 M
- Pedestrian Improvements 21st - 29th Street ..... $1.12 M

Total Project Cost..... **$314.66 Million**

TxDOT Maritime
Legislative Resource Guide

Texas House District 23



IMPACTS *of* TEXAS PORTS

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

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

$713.9 BILLION *Total Economic Value(2023)*

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 GDP[1], 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

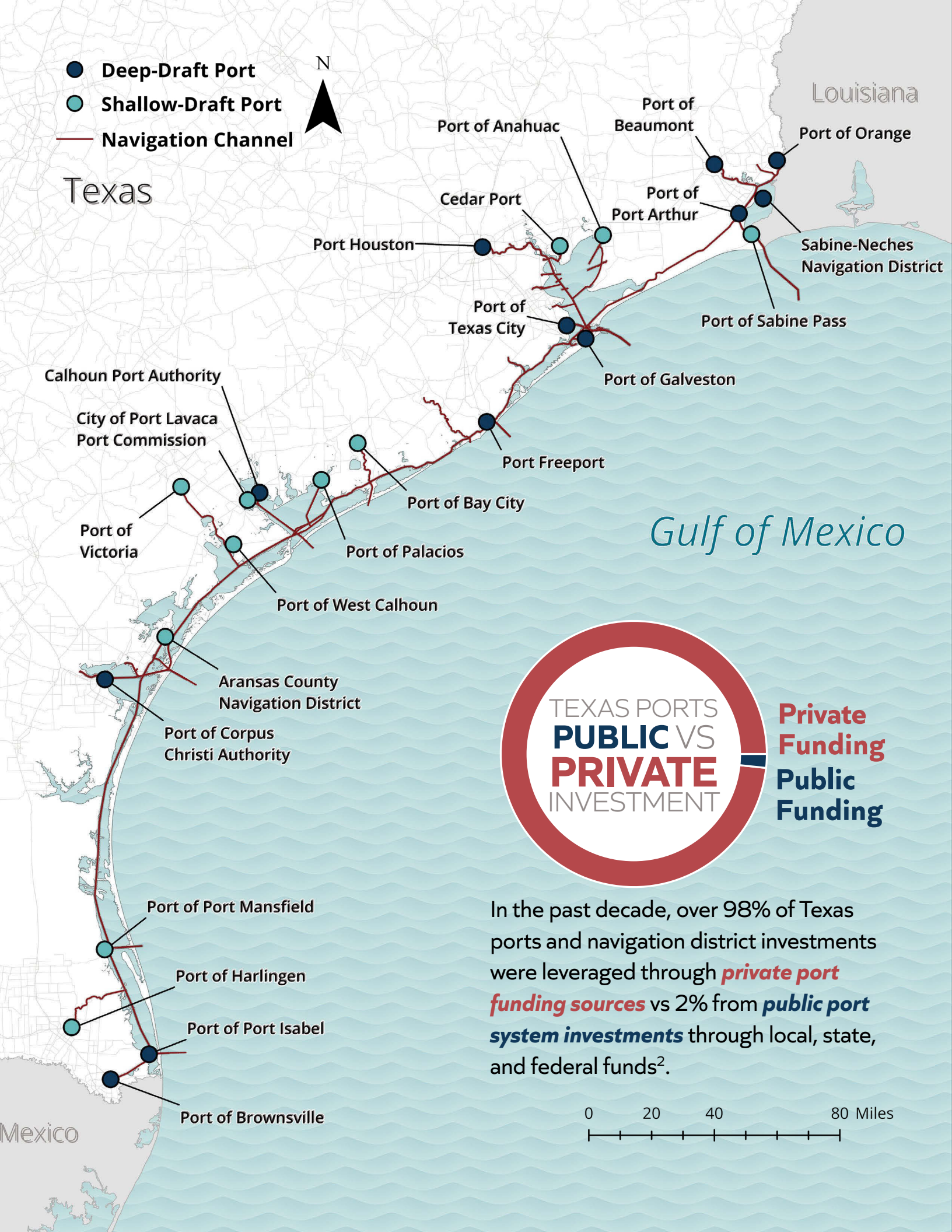
Total: $9,157,244,256

- 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.



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 funds[2].

Maritime Infrastructure

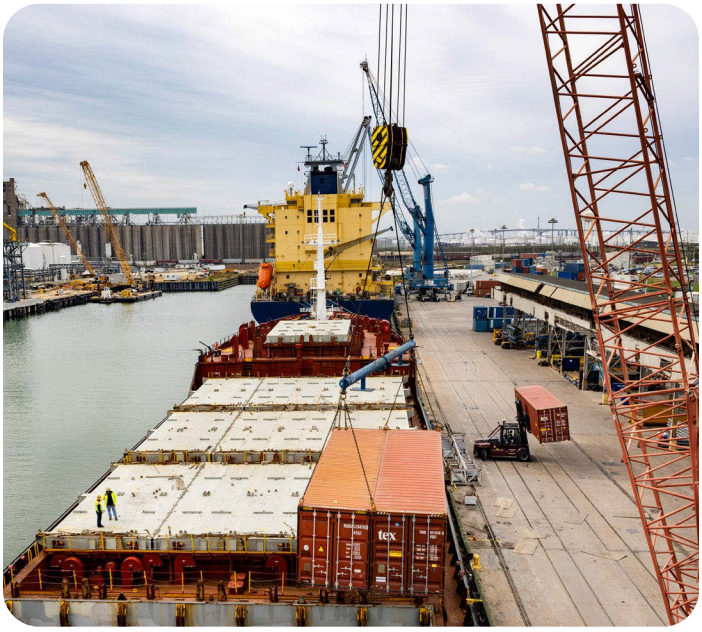
Maritime infrastructure addresses port facility and capital improvement needs. Port facilities, including things like storage yards, docks and wharves, entry gates, and interior roadway systems are the backbone of a port's operations. The port's interior infrastructure and equipment help to move workers 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.

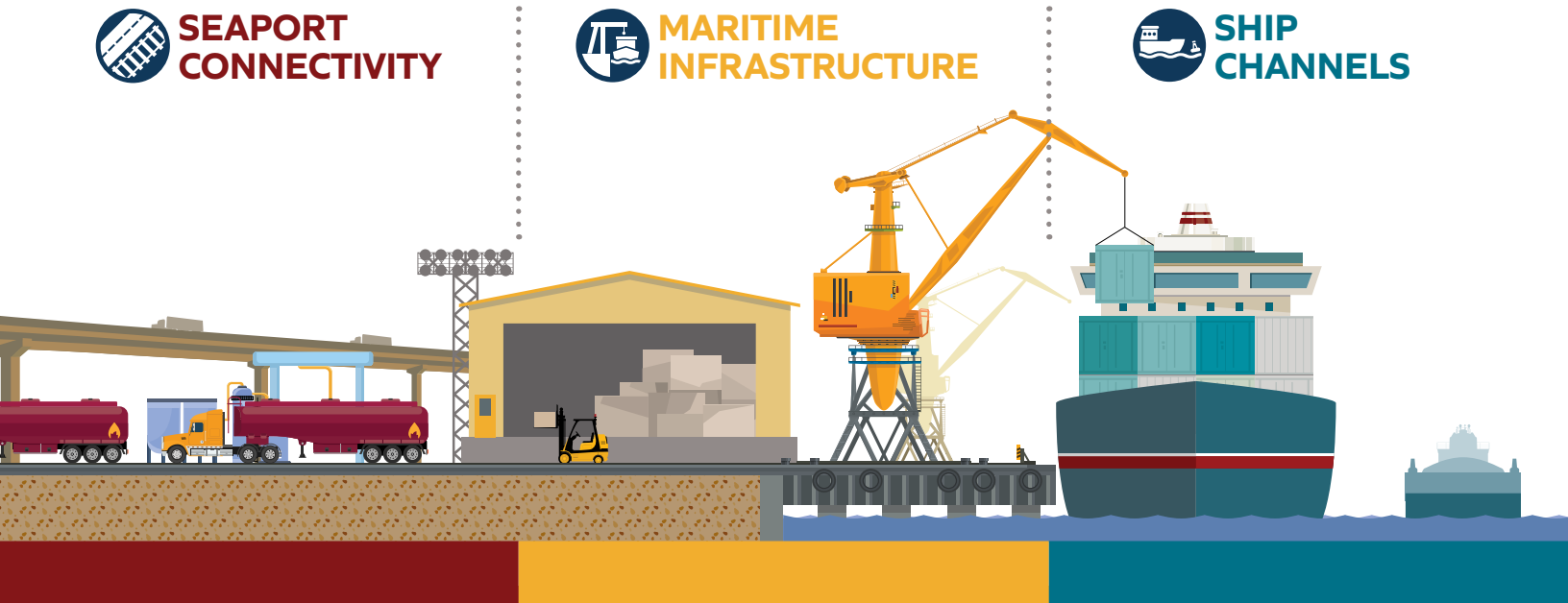
Ship Channels

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



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.

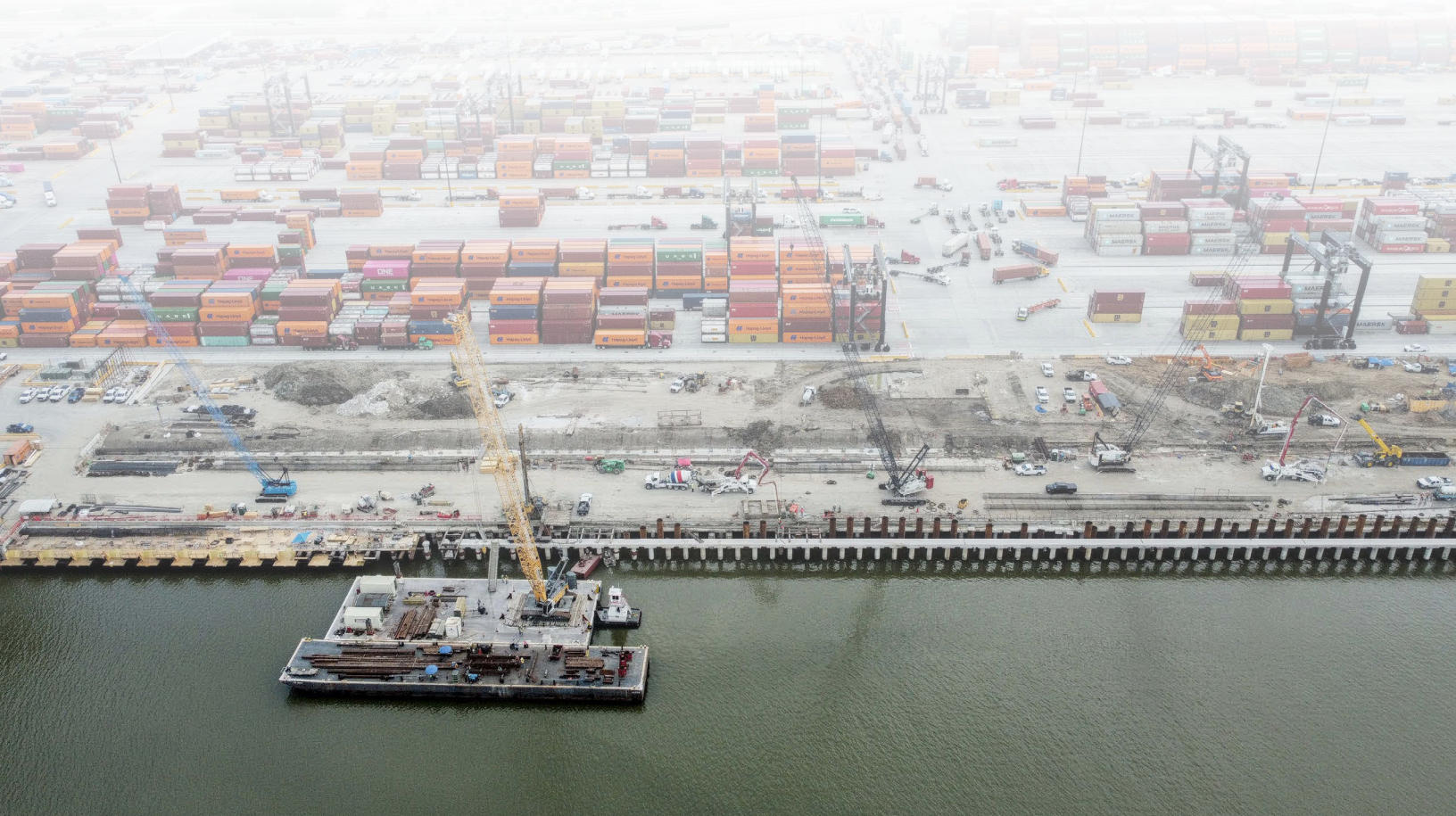
The maritime infrastructure projects presented in this plan include 82 projects, 78 capital projects and four studies, submitted by 17 ports whose total project cost is $3.11 billion.

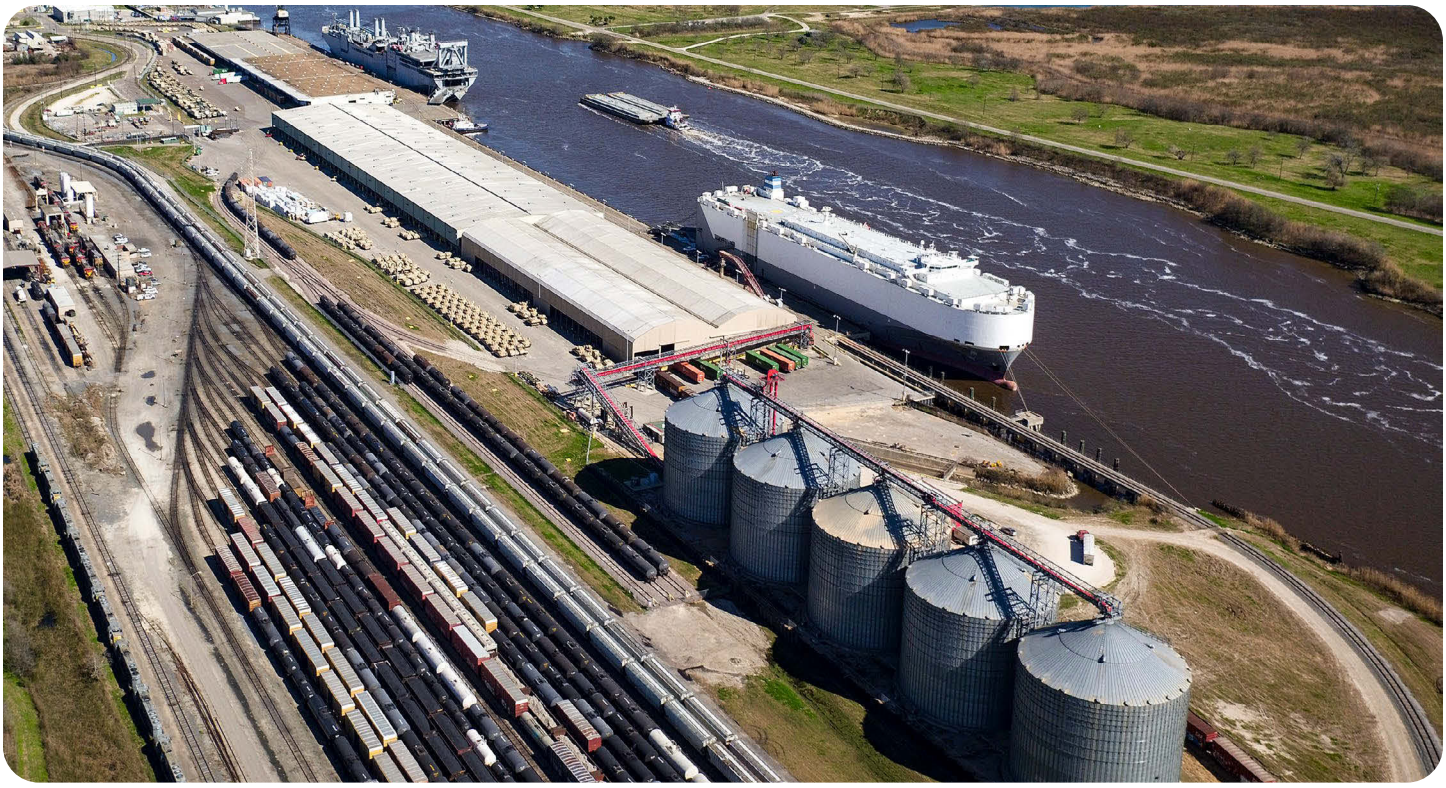
Maritime Infrastructure Projects

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.

East Ostos Road at the Port of Brownsville

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

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 Region[3]:

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	Exports: $49.76 B	Exports: $87.85 B	Exports: $7.94 B	Exports: $87.89 B	Exports: $1.72 B
Imports: $14.62 B	Imports: $17.67 B	Imports: $35.42 B	Imports: $1.83 B	Imports: $62.12 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* ANAHUAC

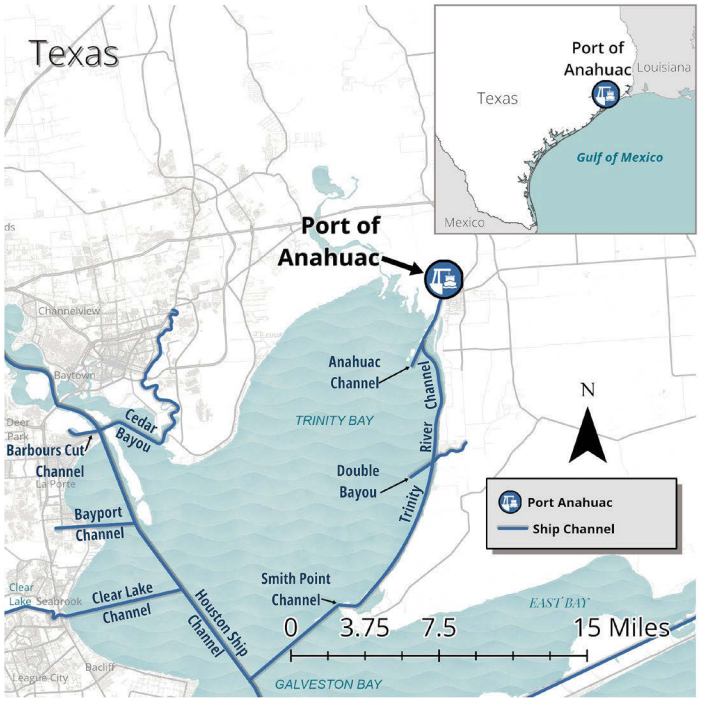
Chambers-Liberty Counties Navigation District

Claudia Sandoval, General Manager

www.clcnd.org

Commercial Fishing | Other

The Chambers-Liberty Counties Navigation District, established in 1944, is the sole owner of the Port of Anahuac. The District is 470,000 acres in size and stretches from the northern boundary of Liberty County to the southern boundary of Chambers County. The District now performs two major functions: navigation and raw water supply to the municipalities and agricultural producers.



Port Priorities & Opportunities

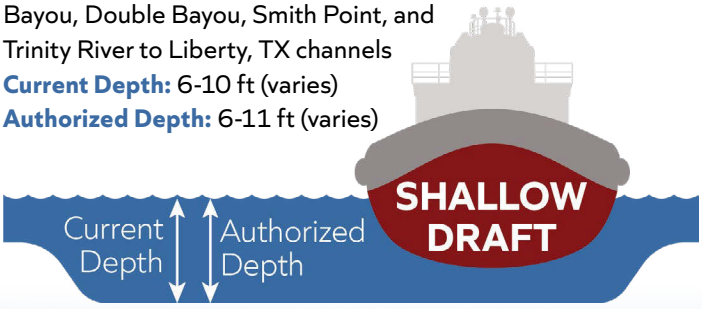
The district includes five shallow draft navigation channels:

- Anahuac Channel
- Cedar Bayou Channel
- Double Bayou Channel
- Smith Point Channel
- Trinity River Channel to Liberty, TX

The most used channels for the district include Cedar Bayou Channel, which services the chemical and aggregate industries, Double Bayou Channel, which services the offshore marine and commercial fishing industries, and Smith Point Channel, which services commercial fishing and marine maintenance facilities. The district's channels are also highly utilized for sport fishing and recreational fishing and boating. The district continues to expand and develop additional marine facilities to promote ecotourism and commercial marine economic development. There is no active vessel traffic into and out of the port at this time.

SHIP CHANNELS

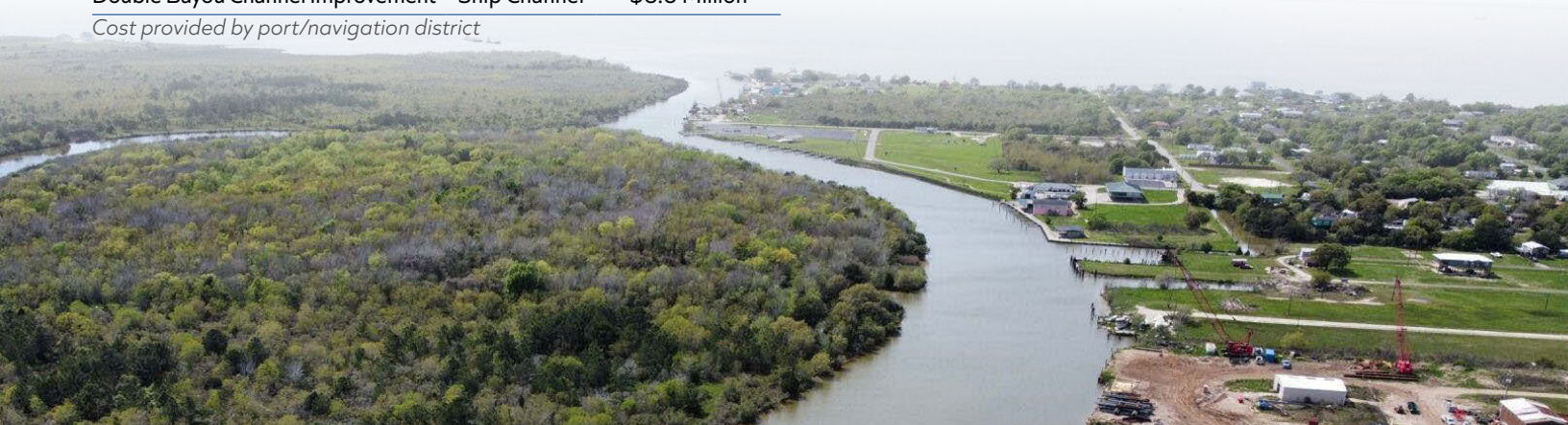
Ship Channel Name: Anahuac, Cedar Bayou, Double Bayou, Smith Point, and Trinity River to Liberty, TX channels
Current Depth: 6-10 ft (varies)
Authorized Depth: 6-11 ft (varies)



Port Projects

Project Name	Project Type	Total Project Cost
Double Bayou Channel Improvement	Ship Channel	$6.0 Million

Cost provided by port/navigation district



Cedar Port

Cedar Port Navigation & Improvement District

William F. Scott, President

www.tgscedarport.com

Container Bulk Break Bulk

Cedar Port Industrial Park is the largest master-planned intermodal rail and barge industrial park of its kind in the U.S. Located across the Houston Ship Channel from the Bayport and Barbours Cut container terminals, Cedar Port services e-commerce, distribution, and manufacturing users with over 15,000 acres of development capacity off of the Cedar Bayou navigation channel.

Port Priorities & Opportunities

Cedar Port is actively expanding its infrastructure and connectivity to accommodate the rapid growth in its markets, with a focus on enhancing its industrial park and logistics capabilities. The port's ongoing barge operations have positioned Cedar Port as a critical hub for sustainable transport modes related to breakbulk and container-on-barge operations.

Each year, Cedar Port handles over 450,000 tons of breakbulk cargo, showcasing its capability to manage significant and diverse shipments. Since 2017, Cedar Port has developed over 25 million square feet of distribution center space under roof, serving many of the world's major retail and manufacturing companies. Consequently, more than 1 million TEUs of container cargo are delivered to Cedar Port annually via truck haul over Texas highways. Cedar Port is dedicated to minimizing the impacts of this process on local communities, the environment, and road wear-and-tear. This extensive development underscores Cedar Port's commitment to supporting global supply chains efficiently.

The tenant roster at Cedar Port includes four of the world's largest exporters of plastic resin, further solidifying its role as a vital link in the global logistics network. In 2022, Cedar Port was designated as a Class III railroad, now storing over 5,500 rail cars daily and interchanging 100,000 each year across its 110+ miles of rail track within the industrial park. This designation enhances the port's ability to facilitate unit train operations and support the burgeoning plastic resin industry through efficient packaging and export operations via Port Houston.

Cedar Port has initiated several critical connectivity projects aimed at improving inland access and enhancing port operations. These projects include:

- **Improving and expanding FM 1405** into a 5-lane heavy haul corridor between the SH 99 Grand Parkway and the new container port facility at Cedar Port.
- **Expanding the existing Cedar Port Public Dock No. 1** to accommodate more breakbulk cargos and increase container-on-barge operations.
- **Developing a new ro-ro barge dock at Devil's Elbow** that will directly service the existing 250-acre purpose-built EPC yard.

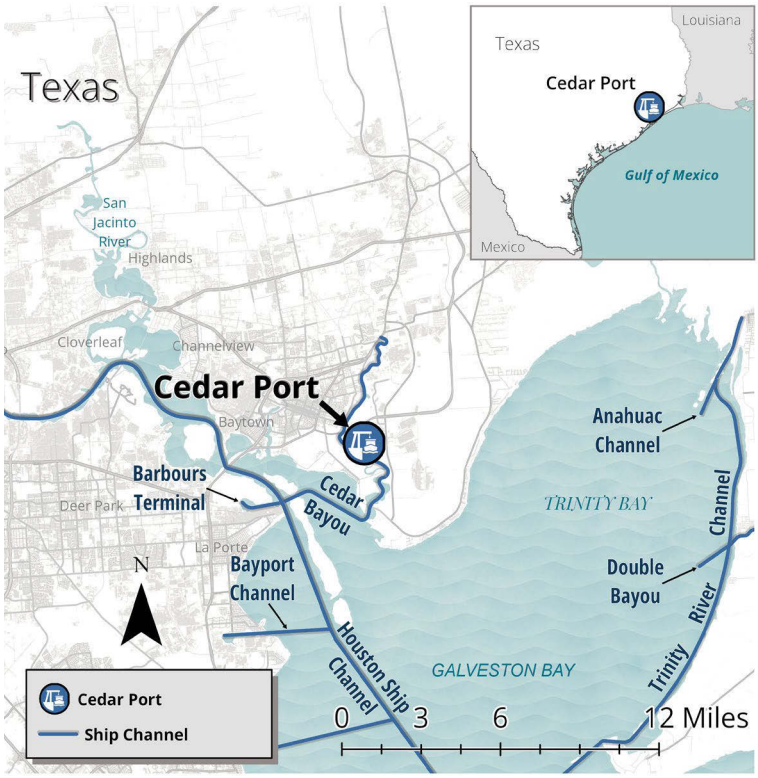
Additionally, Cedar Port is completing a U.S. Army Corps of Engineers Feasibility Study under Section 203 of the Water Resources Development Act (WRDA) to dredge a new ship channel on previously undeveloped land between the existing Houston Ship Channel and Cedar Port. This new channel will allow the construction of a container terminal capable of receiving 15,000 TEU vessels, further expanding the port's capacity and operational efficiency.

These efforts are complemented by ambitious plans for a carbon sequestration project and the exploration of a $1 billion container terminal, aiming to increase the TEU volume capacity of the Greater Houston port complex. Cedar Port remains committed to innovation and growth, ensuring it meets the evolving needs of its clients and the global market.

Port Projects

Project Name	Project Type	Total Project Cost
Barge Dock #1 Improvement	Maritime Infrastructure	$6.25 Million
FM 1405 Road Widening State Highway 99 to Barge Dock Road	Seaport Connectivity	$16.7 Million
Cedar Port Terminal Channel Deepening Project	Ship Channel	$500 Million

Costs provided by port/navigation district



PORT FACILITIES

DOCKS & WHARVES

- Two barge dock terminals with access to the Houston Ship Channel
- Public barge facility at the Cedar Port Navigation & Improvement District Public Dock
- Intermodal yard with a 500,000 TEU capacity at docks
- Purpose built 250-acre EPC laydown yard with direct dock access
- Pipeline corridor and connections in close proximity to barge docks

STORAGE & LAND

- Land available for lease, sale, and development
- Existing available warehouses: DC-1 (1.2 million sf), DC-2 (496,000-900,000 sf), DC-3 (150,000-664,000 sf), and DC-4 (1.2-1.5 million sf)
- Additional intermodal yard with 1M TEU capacity adjacent and rail-served

SHIP CHANNELS

Barge Channel Name: Cedar Bayou
Current Depth: 8-10 ft (varies)
Authorized Depth: 11 ft

Ship Channel Name: Houston Ship Channel
Current Depth: 37 ft to 46.5 ft (varies)
Authorized Depth: 39 ft to 46.5 ft (varies)

INTERMODALITY

ROAD

- Highway access to I-10, SH 225, SH 146, and SH 99
- TxDOT-rated heavy haul corridor

RAIL

- TGS switching railroad with connections to BNSF and Union Pacific

BARGE

- 24-mile sailing distance to GIWW (M-10, M-69)
- 3-hour barge trip to Barbours Cut and Bayport Terminals

AIR

- Commercial service to IAH and HOU airports

PIPELINE

- Close proximity to pipeline corridors providing crude, ethane, and refined products

CARGO CONNECTIONS

Top Commodities

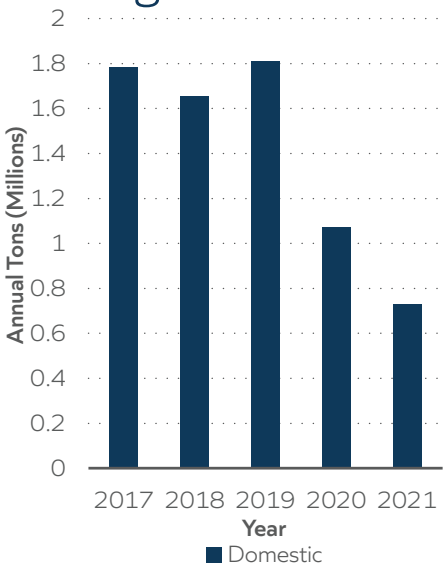
EXPORTS

- Plastic Resins
- Fertilizers & Chemicals
- Agriculture & Food

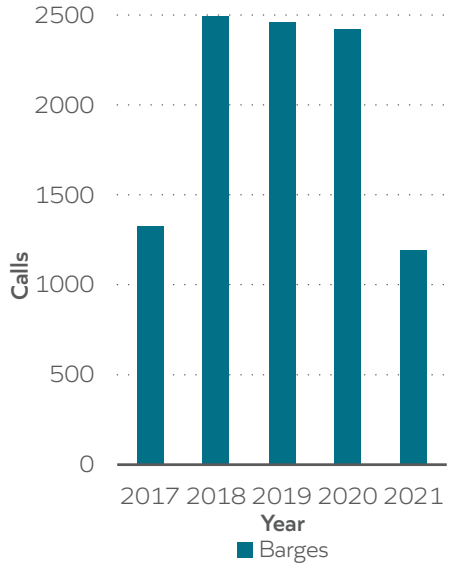
IMPORTS

- Manufactured Goods
- Crude Materials
- Steel

Tonnage



Vessel Calls



Tonnage and vessel call data from USACE Waterborne Commerce Statistics Center, 2024

PORT *of* GALVESTON

Board of Trustees of the Galveston Wharves

Rodger Rees, Port Director/CEO

www.portofgalveston.com

Cruise Container Bulk Ro/Ro Energy Break Bulk Other Commercial Fishing

The Port of Galveston is a deepwater port established in 1825 and situated at the entrance of Galveston Bay and the Houston Ship Channel. The port serves thriving cruise and cargo industries, as well as commercial tenants. The Port of Galveston does not rely on any local tax dollars for its operations and capital improvements.

Port Priorities & Opportunities

The Port of Galveston is actively advancing its connectivity and maritime infrastructure to enhance operational efficiency, maximize port assets, and generate regional economic growth and more jobs. Important connectivity enhancements are underway, including an internal roadway to facilitate port traffic, improvements to pedestrian access, and optimized road connections between Harborside Drive and I-45. Notable projects such as the pedestrian sky bridge over Harborside Drive at 25th Street and upgrades along the internal Port Industrial Road aim to improve mobility and safety for both cruise and cargo traffic.

Over 5 Million Cruise Passengers

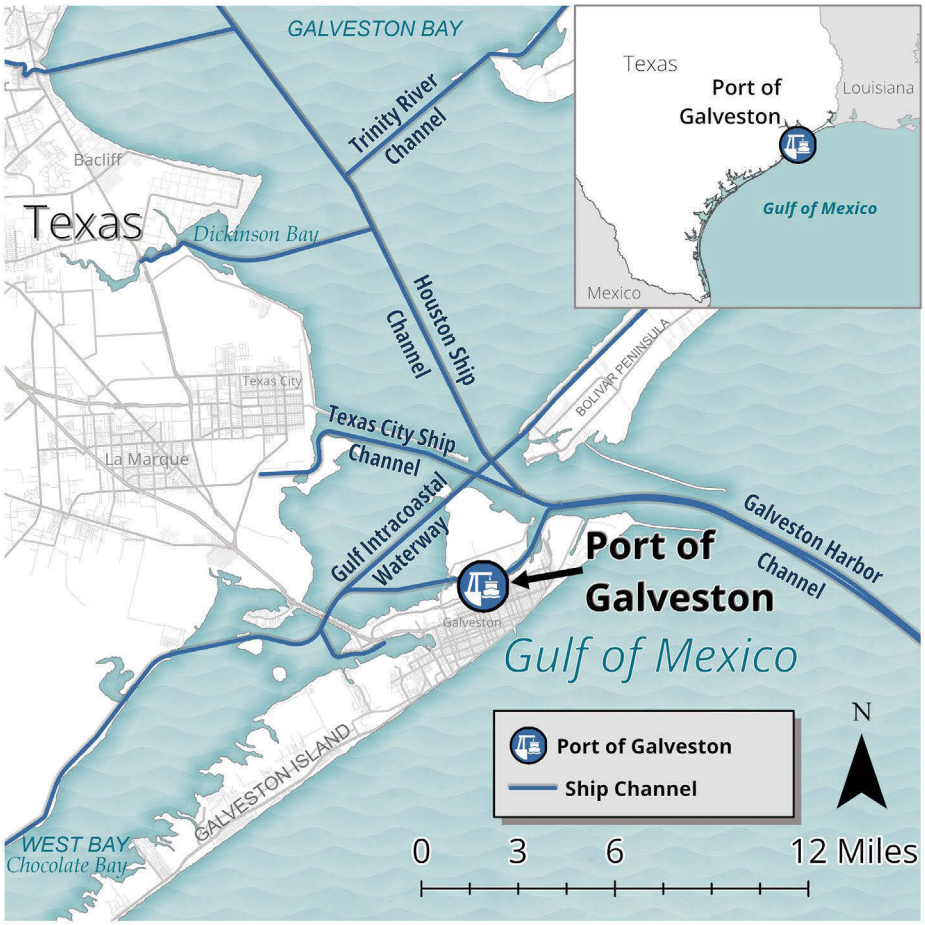
Projected between 2021 and 2024

On the maritime front, the port is investing in critical infrastructure projects to increase capacity and accommodate larger vessels. This includes the development of additional berths on Pelican Island, significant mooring and berthing upgrades at Piers 30-33, and essential maintenance like the replacement of the Cruise Terminal 28 sheet pile. These initiatives are pivotal for enhancing the port's cargo throughput and logistical capabilities, securing its position as a key economic hub on the Gulf Coast.

Port Projects

Project Name	Project Type	Total Project Cost
Cruise Terminal 28 Sheet Pile Replacement	Maritime Infrastructure	$30.0 Million
Maintenance Facility Relocation	Maritime Infrastructure	$10.0 Million
Pelican Island Berth Development	Maritime Infrastructure	$35.0 Million
Pelican Island Projects Phase 1	Maritime Infrastructure	$65.0 Million
Pier 29 Bulkhead Improvements	Maritime Infrastructure	$7.0 Million
Pier 30-33 Mooring and Berthing Upgrades	Maritime Infrastructure	$10.0 Million
Rail Spur and Loading Area	Maritime Infrastructure	$5.0 Million
West End Cargo Expansion	Maritime Infrastructure	$18.0 Million
Wharf Road Roadway and Utility Improvements and Gate Relocation	Maritime Infrastructure	$14.0 Million
Pier 12-14 Berth	Maritime Infrastructure	$101.6 Million
Galveston Island Wayfinding Project	Seaport Connectivity	$1.6 Million
Pedestrian Improvements 21st - 29th Street	Seaport Connectivity	$1.1 Million
Galveston Harbor Channel Extension Project	Ship Channel	$16.3 Million

Costs provided by port/navigation district



PORT FACILITIES

TERMINALS

- Three cruise terminals
- Roll on/off cargo terminal at Pier 39/40
- Project cargo at Pier 34
- Marina for commercial fishing at Pier 19
- 340 acres for buildout

CARGO HANDLING

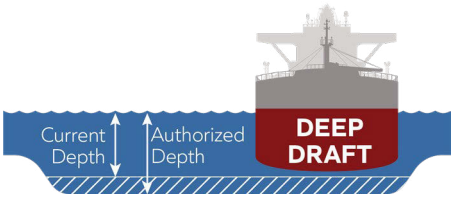
- Pelican Island Marine Repair Facility
- Fertilizer import at Pier 35

SHIP CHANNEL

Ship Channel Name: Galveston Harbor Channel

Current Depth: Varies 41 to 46 ft

Authorized Depth: Varies 41 to 46 ft



INTERMODALITY

ROAD

- Highway connections to SH 275, US 74, and I-45

RAIL

- Connections to BNSF and Union Pacific

BARGE

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

AIR

- Commercial air service to HOU and IAH airports

PIPELINE

- Connections available

PEDESTRIAN

- Access from cruise terminals to the historical commercial district, parking, restaurants, hotels, and retail

CARGO CONNECTIONS

Top Trading Partners

EXPORTS

- **Brazil** $444 Million
- **India** $251 Million
- **South Korea** $194 Million

IMPORTS

- **Germany** $1.6 Billion
- **Brazil** $807 Million
- **Japan** $695 Million

Data from USA Trade for 2023

Top Commodities

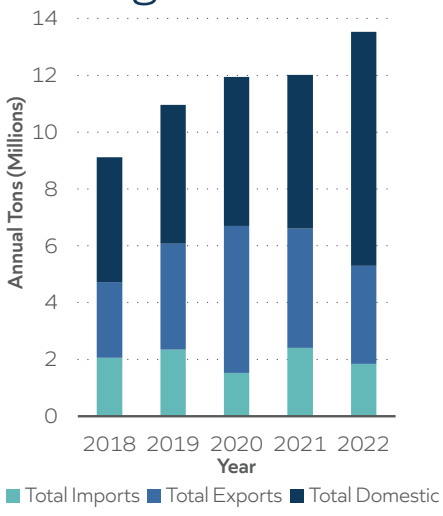
EXPORTS

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

IMPORTS

- Fertilizers & Chemicals
- All Manufactured Equipment, Machinery & Products
- Petroleum & Petroleum Products

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

PORT *of* TEXAS CITY

Tyson Moeller, President

www.tctrr.com

Bulk Energy Other

Established in 1893, the Port of Texas City is a private, deep water port in Galveston Bay that boasts a vessel transit time of approximately 1.5 hours to the Gulf of Mexico. The Port of Texas City primarily services the petrochemical industry, with waterborne tonnage just under 33 million tons annually. On an annual basis, more than 1,000 deep draft vessels and 4,150 inland barges call on the port.

Port Priorities & Opportunities

As part of its mission to support maritime and rail trade for the energy industry, the Port of Texas City is called upon by tankers handling both crude and refined petroleum products, and vessels carrying other petrochemicals and dry bulk materials. The Texas City Federal Channel is currently dredged to 46 feet to accommodate Aframax and Suezmax tankers.

PORT RANKINGS

5th	11th	17th
Largest in Texas	Largest in the Gulf of Mexico	Largest in the U.S.

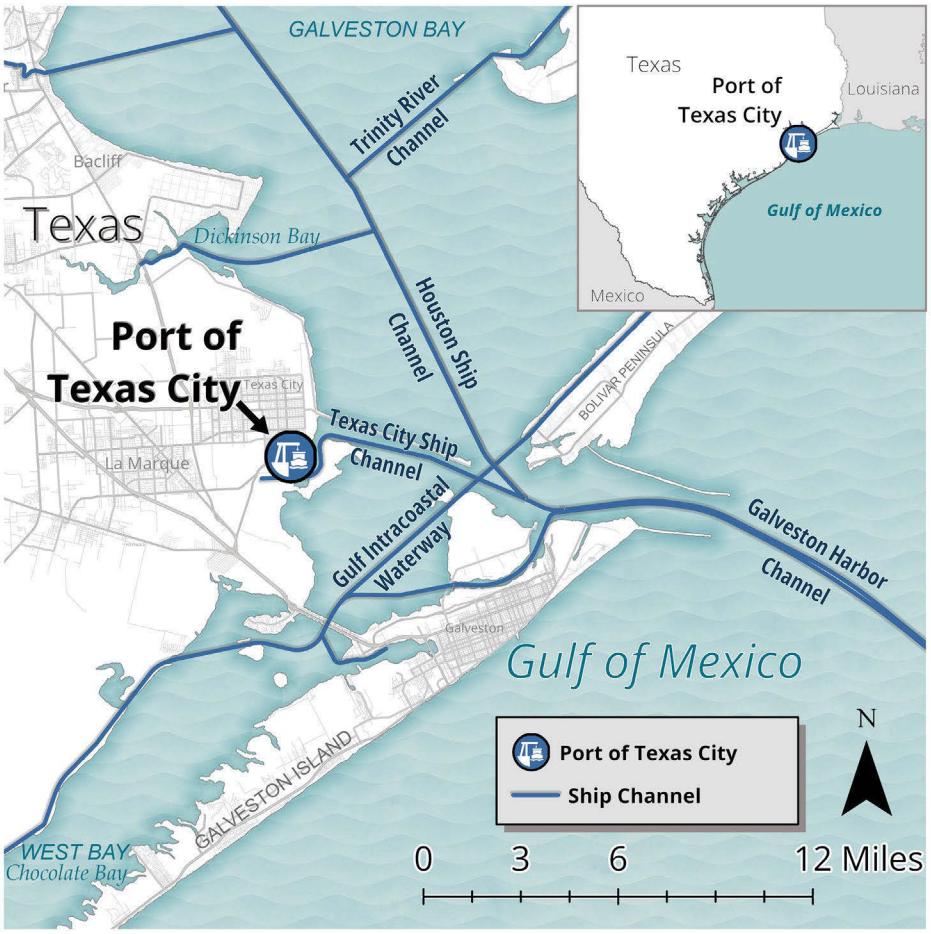
The Port of Texas City has expansion projects on the horizon including the development of new deep draft docks and the installation of new rail infrastructure to handle additional volumes and to diversify the cargo base. The port is also working on site development planning for a new commercial business park with rail service. While these initiatives are not part of the Texas Port Mission Plan for the 89th Legislative Session, they represent significant ongoing and future expansions that will contribute to enhancing Texas's overall maritime capabilities.

Ongoing and Future Expansion Projects*

Project Name	Project Type	Total Project Cost
Dock 42, 43, 46 & 60 New Builds & Rehab of Dock 62	Maritime Infrastructure	$330 Million
Highland Bayou Bridge Upgrade	Maritime Infrastructure	$25 Million
La Marque Development Project	Maritime Infrastructure	$50 Million
Port Lead & Loop Track Renovation	Maritime Infrastructure	$16 Million
Port Rail Yard & Warehouse Removal/Relocation	Maritime Infrastructure	$55 Million
Port Security Entrance Relocation	Maritime Infrastructure	$25 Million
Port Water System Upgrade	Maritime Infrastructure	$5 Million
Tex-Tin Transload Tracks, South Yard Development, and 200 Yard Expansion	Maritime Infrastructure	$25 Million
Barge Fleeting Area	Maritime Infrastructure	TBD
Dredge Disposal Site	Maritime Infrastructure	TBD

Costs provided by the Port of Texas City

**These projects, although they provide maritime infrastructure enhancements, are not included in the PMP's Maritime Infrastructure Report.*

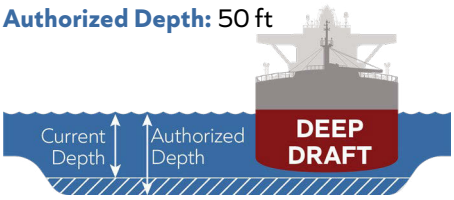


PORT FACILITIES

- 35 berths
- 3 barge fleeting areas
- Dry bulk terminal
- Onsite storage capacity for 1,000 railcars

SHIP CHANNELS

Ship Channel Name: Texas City Federal Channel
Current Depth: 46 ft
Authorized Depth: 50 ft



INTERMODALITY

ROAD
- Highway connections to I-45, SH 3, SH 146, SH 6, and SH 197

RAIL
- Texas City Terminal Railway switching railroad with connections to BNSF and Union Pacific

BARGE
- 6-mile sailing distance to GIWW (M-10, M-69)

AIR
- Commercial service to IAH and HOU airports

PIPELINE
- Connections available

CARGO CONNECTIONS

Top Trading Partners

EXPORTS
- **Mexico** $1.9 Billion
- **Netherlands** $748 Million
- **Chile** $601 Million

IMPORTS
- **Asia** $885 Million
- **Mexico** $595 Million
- **Brazil** $182 Million

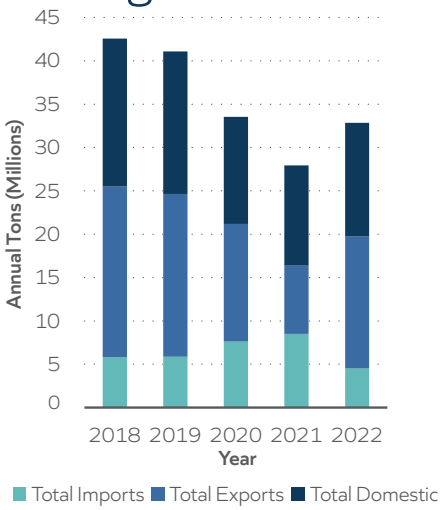
Data from USA Trade for 2023

Top Commodities

EXPORTS
- Crude Petroleum
- Distillate Fuel Oil
- Petrochemicals
- Ethanol
- Petroleum Coke

IMPORTS
- Crude Petroleum
- Distillate Fuel Oil
- Petrochemicals
- Ethanol

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

Texas Department of Transportation