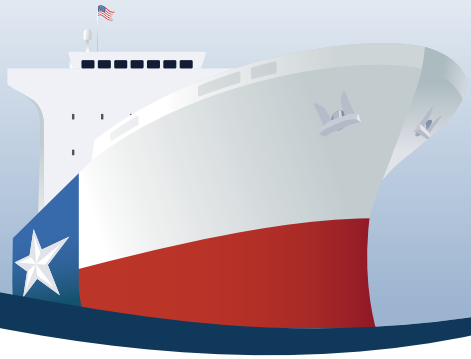
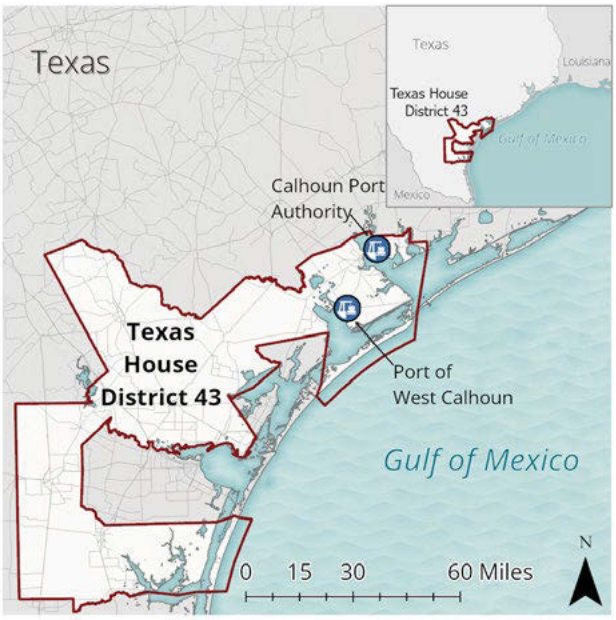
TxDOT Maritime
Legislative Resource Guide

Texas House District 43





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 43

CALHOUN Port Authority
POINT COMFORT, TEXAS ★ USA

THE PORT OF WEST CALHOUN

Projects in House District 43

Calhoun Port Authority

- General Cargo Dock- Dock Pile Encapsulation ..... $0.54 M
- General Cargo Dock- Impact Breasting Dolphin Replacement ..... $0.82 M
- New Barge Fleeting Area..... $24.00 M
- South Peninsula Development Liquid Dock 1..... $48.00 M
- South Peninsula Development Liquid Dock 2..... $80.40 M
- South Peninsula Development Liquid Dock 3..... $51.60 M
- Jetty Deficiency..... $90.00 M
- Matagorda Ship Channel Improvement Project..... $525.00 M

Port of West Calhoun

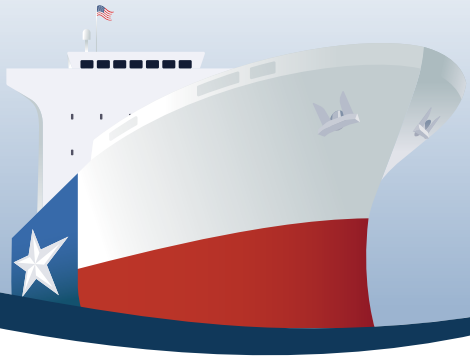
- Long Mott Harbor Liquid Cargo Dock Bulkhead and Improvements ..... $18.60 M

Total Project Cost..... **$838.96 Million**

LNG docks at Calhoun Port Authority

TxDOT Maritime
Legislative Resource Guide

Texas House District 43



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

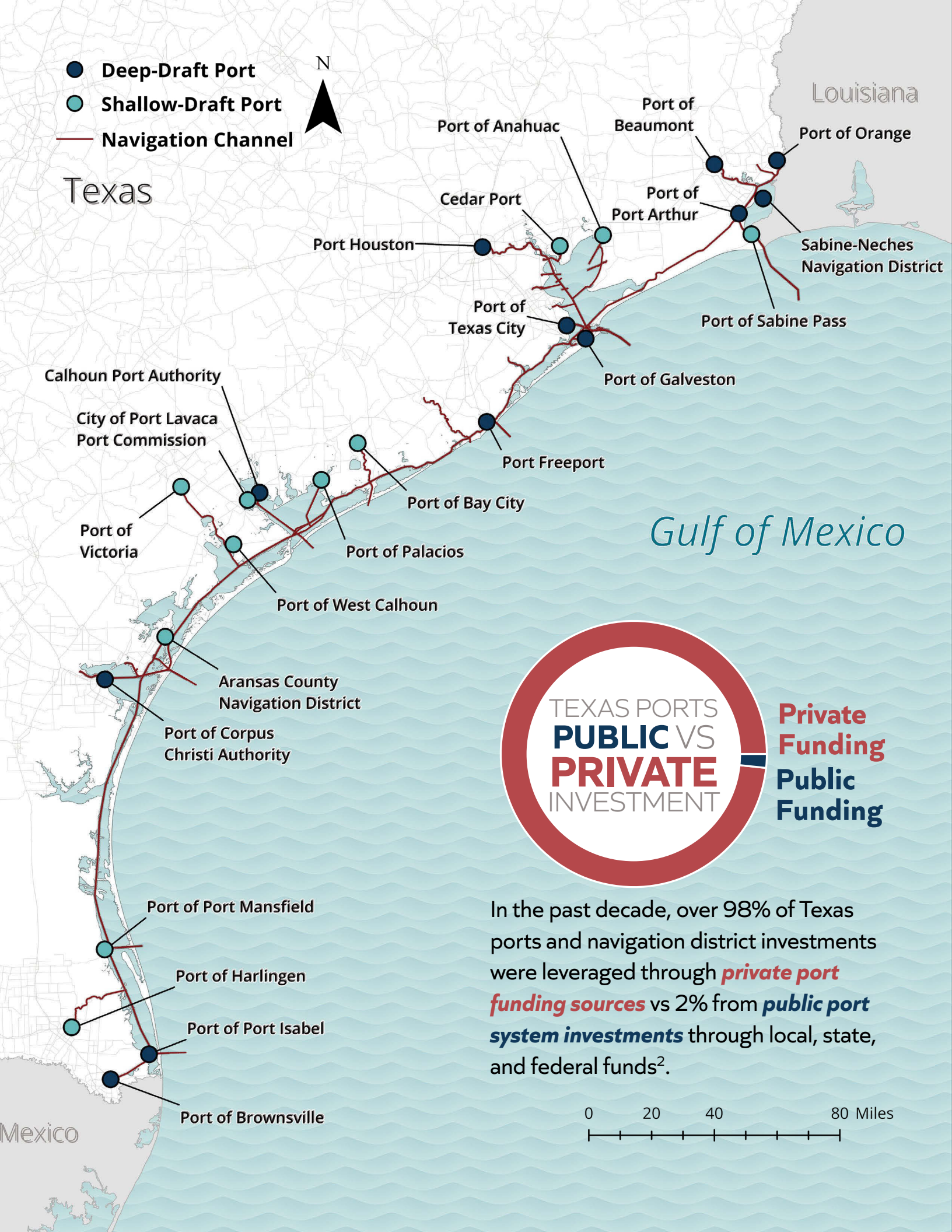
Total: $9,157,244,256

- 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

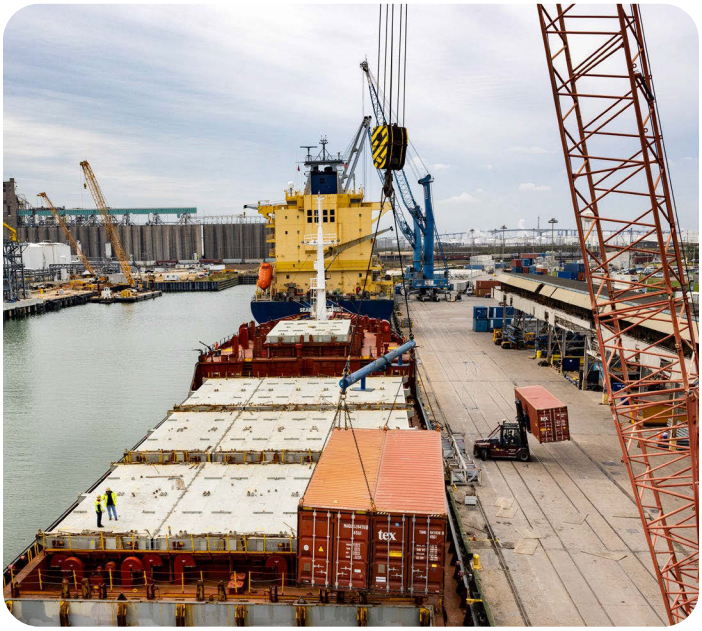
Maritime infrastructure addresses port facility and capital improvement needs. Port facilities, including things like storage yards, docks and wharves, entry gates, and interior roadway systems are the backbone of a port's operations. The port's interior infrastructure and equipment help to move workers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

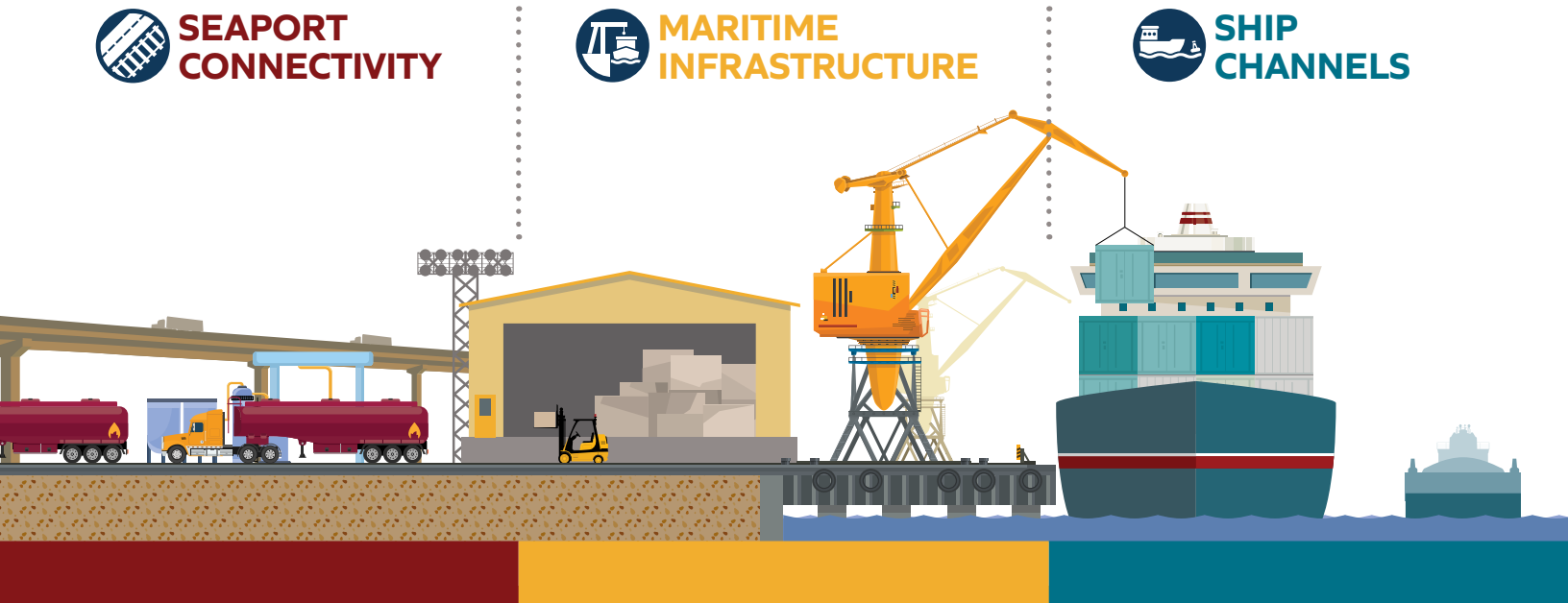
Ship Channels

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.

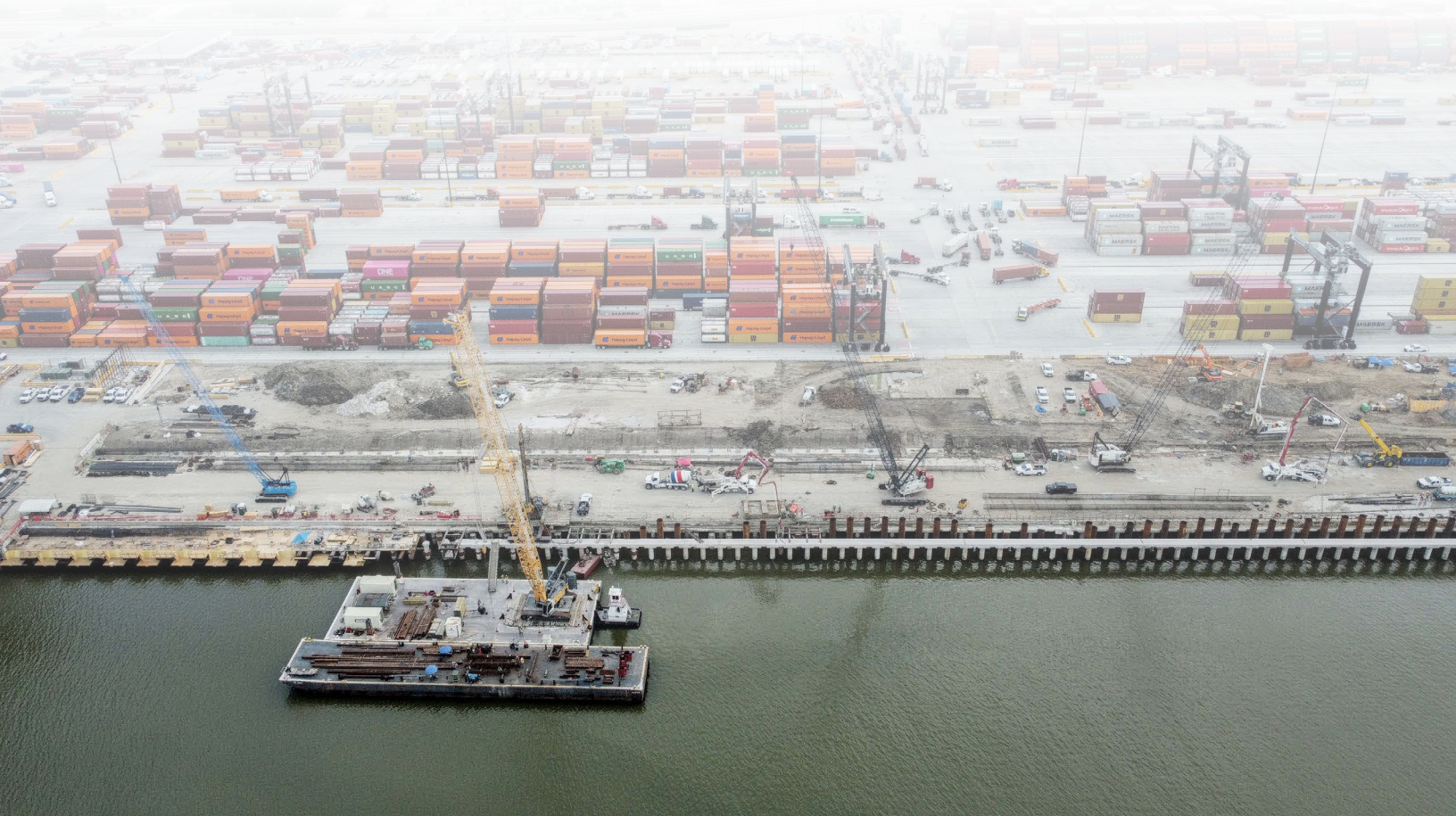
The maritime infrastructure projects presented in this plan include 82 projects, 78 capital projects and four studies, submitted by 17 ports whose total project cost is $3.11 billion.

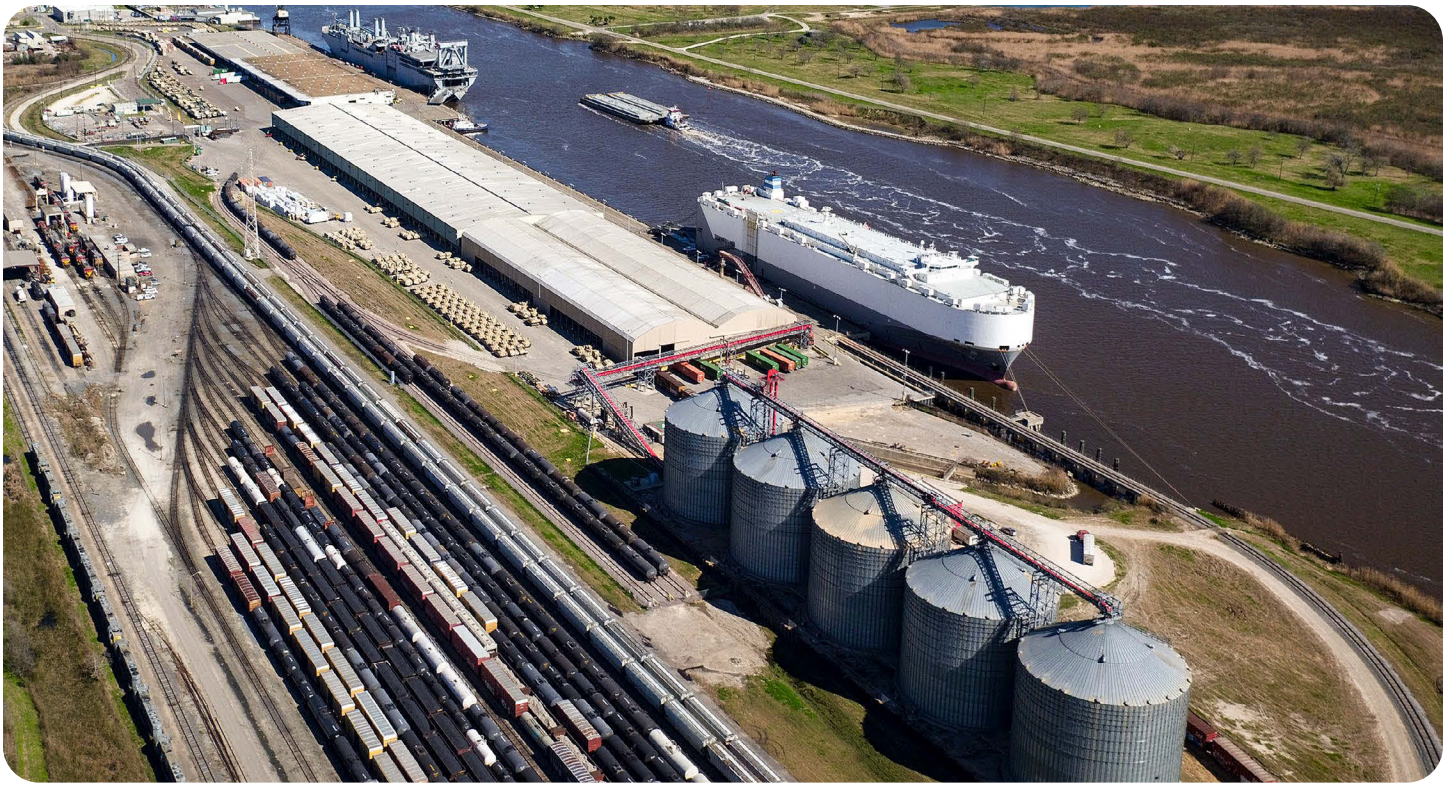
Maritime Infrastructure Projects

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.

Calhoun Port Authority

Charles R. Hausmann, Port Director

www.calhounport.com

Commercial Fishing | Bulk | Energy | Break Bulk

Established in 1965, the Calhoun Port Authority supports the Texas mid-coast's access to global markets, catering to the chemical manufacturing industry. It handles diverse cargoes like high-value chemicals, petrochemicals, crude oil, and fertilizers for international export. Its dock accommodates carriers up to 750 feet, utilizing the Matagorda Ship Channel and the Gulf Intracoastal Waterway (GIWW), that are vital for Calhoun County's economy and the commercial fishing industry.

Port Priorities & Opportunities

Over the last few years, Calhoun Port Authority has been focusing on expanding its market reach and capabilities, significantly influenced by partnerships and development projects that promise to enhance its operational scale. Notably, the introduction of a 1.5 million-ton per annum capacity through the involvement of the PTB Group of Texas, alongside the conceptualization of moving toward unit train shipments, marks a strategic shift toward increasing the port's bulk handling capabilities. These developments, aimed at facilitating larger and more efficient cargo movements, underscore the port's commitment to evolving with industry demands and logistical advancements. Challenges such as the need for rail improvements and the resolution of congestion issues at critical intersections like SH 35/FM 1593 persist, indicating a continued focus on enhancing inland connectivity to support this growth.

In anticipation of future growth, the port is methodically planning the phased development of the South Peninsula, focusing on expanding liquid dock facilities. Additionally, proposed maritime infrastructure projects like shoreline bulkheading underscore a commitment to operational and environmental resilience. With the planned ship channel widening and deepening, the port is poised to support new cargo opportunities, aligning its development trajectory with regional economic aspirations and the maritime industry's evolving needs.

ECONOMIC IMPACT

Annual Truck Traffic
34,000

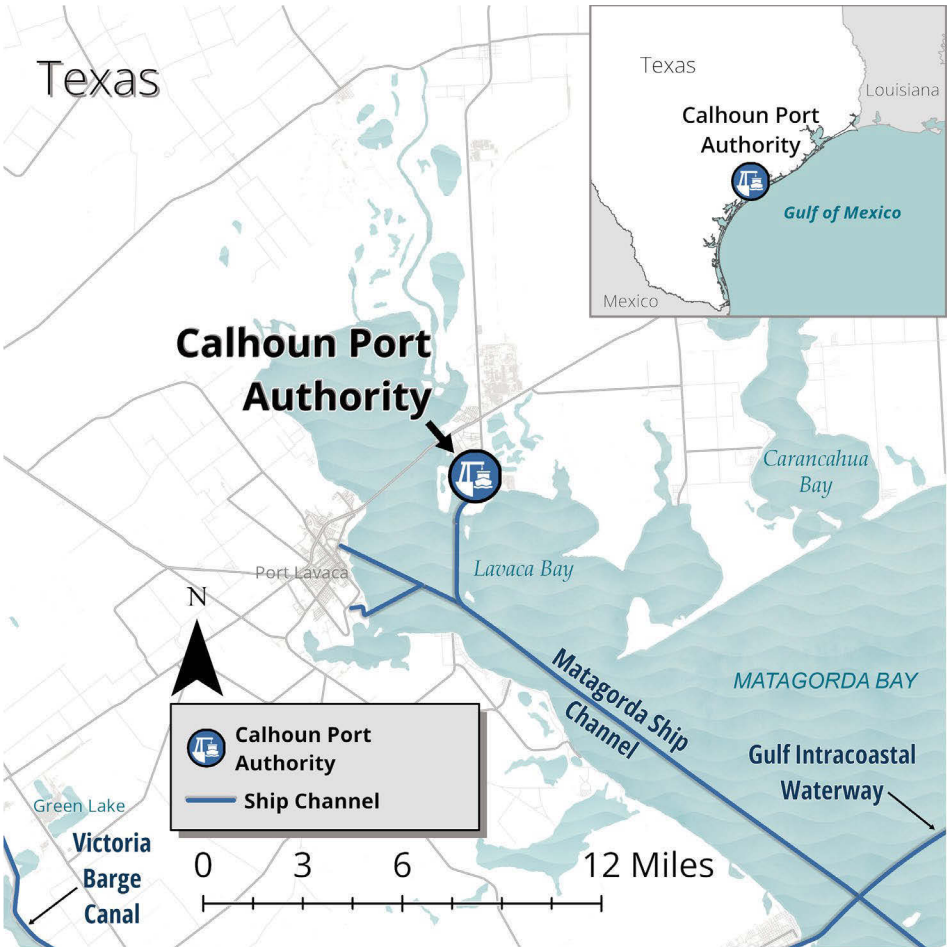
Direct Jobs
3,800

Annual Port Revenues
$2 Billion

Port Projects

Project Name	Project Type	Total Project Cost
General Cargo Dock- Impact Breasting Dolphin Replacement	Maritime Infrastructure	$817,200
General Cargo Dock - Dock Pile Encapsulation	Maritime Infrastructure	$541, 256
New Barge Fleeting Area	Maritime Infrastructure	$24.0 Million
South Peninsula Development Liquid Dock 1	Maritime Infrastructure	$48.0 Million
South Peninsula Development Liquid Dock 2	Maritime Infrastructure	$80.4 Million
South Peninsula Development Liquid Dock 3	Maritime Infrastructure	$51.6 Million
Jetty Deficiency	Ship Channel	$90.0 Million
Matagorda Ship Channel Improvement Project	Ship Channel	$525 Million

Costs provided by port/navigation district



PORT FACILITIES

DOCKS & WHARVES

- 3 liquid cargo docks
- 1 dry bulk dock
- 1 cargo dock
- 1 multi-purpose dock
- 1 barge fleeting dock

CARGO HANDLING

- Multiple liquid cargo loading arms
- Pipe rack capabilities
- Spiral dry bulk conveyor unloading tower
- Cargo outloading conveyor

SHIP CHANNEL

Ship Channel Name: Matagorda Ship Channel
Current Depth: 38 ft
Authorized Depth: 47 ft
Projects: Matagorda Ship Channel Improvement Project

INTERMODALITY

ROAD

- Highway access to US 59, US 87, SH 35, and SH 172

RAIL

- Point Comfort & Northern Railway short line railroad to Union Pacific

BARGE

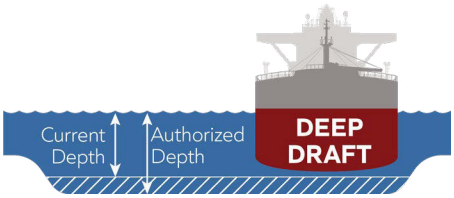
- 19-mile sailing distance to GIWW

AIR

- Nearby regional airports

PIPELINE

- Connections available



CARGO CONNECTIONS

Top Commodities

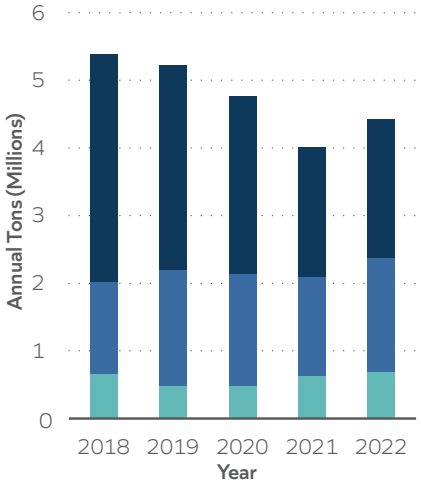
EXPORTS

- Fertilizer & Chemicals
- Petroleum & Petroleum Products
- All Manufactured Equipment, Machinery and Products

IMPORTS

- Fertilizers & Chemicals
- Primary Manufactured Goods
- All Manufactured Equipment, Machinery and Products
- Petroleum & Petroleum Products

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

Commercial Fishing

- 2 million pounds of landings worth $5.4 million in 2018

Commercial fishing data from NOAA, 2019

PORT *of* WEST CALHOUN

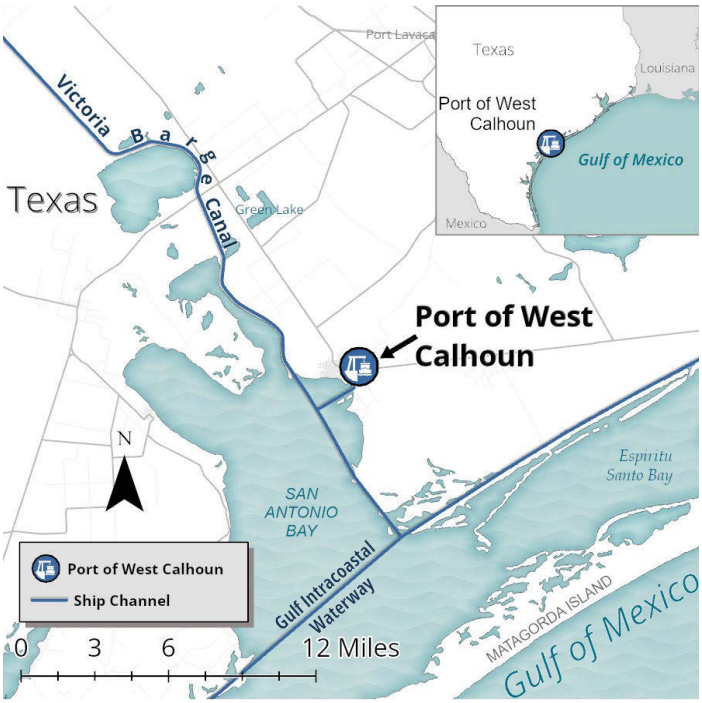
West Side Calhoun County Navigation District

Jennifer Stastny, Director

www.portofwestcalhoun.com

Commercial Fishing | Bulk | Container | Energy | Breakbulk | Other

The Port of West Calhoun is a shallow draft port that was established in 1946. The port operates Long Mott Harbor and Seadrift Harbor, which offer access to the Gulf Intracoastal Waterway via the Victoria Barge Canal. Key uses of port facilities include commercial and industrial barge loading and unloading, commercial fishing, and oil and gas exploration. The port is also used by recreational boaters.



Port Priorities & Opportunities

The Port of West Calhoun, amid an evolving market landscape, faces a crossroads where the provision of multimodal options, especially rail, becomes paramount to future success. Recent years have seen a surge of interest from both U.S. and international companies to use the port, yet the absence of necessary infrastructure, like rail access and a dockwall, has led to missed opportunities. However, projects like the recent Seaport Connectivity Program investment demonstrate opportunities, facilitating Dow's expansion near the port and supporting their ambitious plans for a small nuclear reactor. The port is exploring alternative financing methods, such as public-private partnerships, to overcome challenges in providing local match funding for future opportunities.

Strategic development at the port is aimed at establishing an industrial park in Long Mott Harbor, unlocking over 200 acres for development. Rail access remains a pivotal need for future tenants, but current rail lines are privately held, limiting expansion. The Long Mott Harbor Liquid Cargo Dock Bulkhead improvement is a completed project enhancing liquid cargo handling. The port's vision includes transforming Port O'Connor into a recreational hub with a 380-slip marina, addressing holiday traffic congestion and enhancing connectivity to support local development.

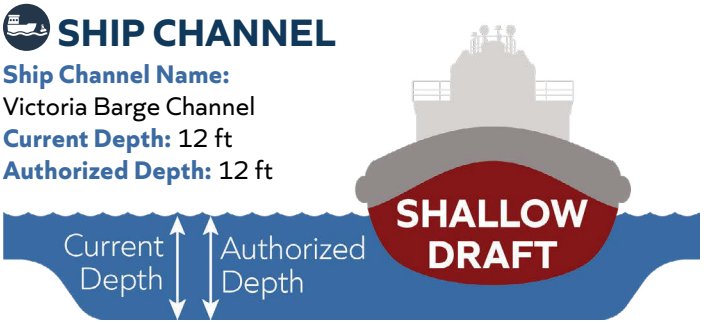
PORT FACILITIES

HARBORS

- Long Mott Harbor
- Seadrift Harbor

SHIP CHANNEL

Ship Channel Name:
Victoria Barge Channel
Current Depth: 12 ft
Authorized Depth: 12 ft



Port Projects

Project Name	Project Type	Total Project Cost
Long Mott Harbor Liquid Cargo Dock Bulkhead and Improvements	Maritime Infrastructure	$18.6 Million

Costs provided by port/navigation district

Texas Department of Transportation