TxDOT Maritime
Legislative Resource Guide

Texas Senate District 27

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 Senate District 27

PORT MANSFIELD

PORT ISABEL SAN BENITO NAVIGATION DISTRICT

PORT OF HARLINGEN AUTHORITY

PORT OF BROWNSVILLE
the port that *works*

Projects in Senate District 27

Port of Brownsville

- Bulk Cargo Dock Engineering Design and Study ..... $1.50 M
- Cargo Dock 15 Engineering Design and Study..... $1.50 M
- Cargo Dock 16 Engineering Design and Study..... $1.50 M
- East Ostos Road Paving Improvement Project.....$10.00 M
- Liquid Cargo Dock Engineering Design and Study..... $1.50 M
- Mobile Harbor Crane.....$6.00 M
- Oil Dock No. 3 Construction.....$35.00 M
- Oil Dock No. 5 Upgrade..... $1.50 M
- Rail Access Preservation Program $16.79M
- Brazos Island Harbor Channel Improvement Project.....$141.60 M
- Fishing Harbor Improvement Project.....$10.00 M

Port of Harlingen

- Rail Rehabilitation..... $0.75 M
- Railyard Development.....$30.00 M
- Scale Foundation Installation ..... $0.70 M
- Turning Basin Bulkhead..... $8.20 M
- Turning Basin Extension.....$13.00 M
- Turning Basin Expansion Project Feasibility Study..... $1.06 M

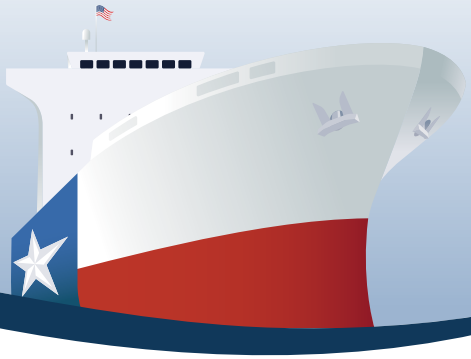
Port of Port Mansfield

- Airport Runway Extension .....$12.00 M

Total Project Cost..... **$292.61 Million**

TxDOT Maritime
Legislative Resource Guide

Texas Senate District 27



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

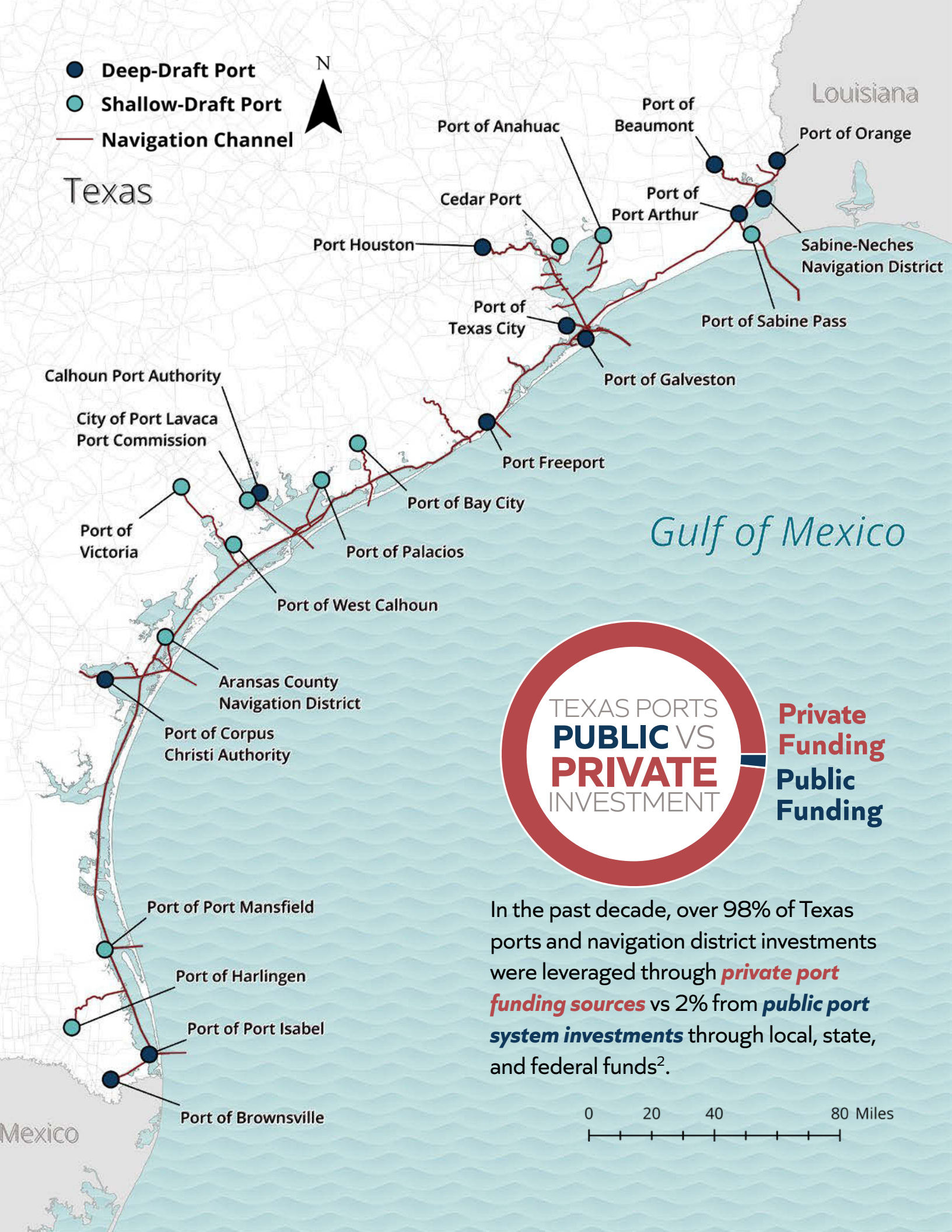
Total: $9,157,244,256

- 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

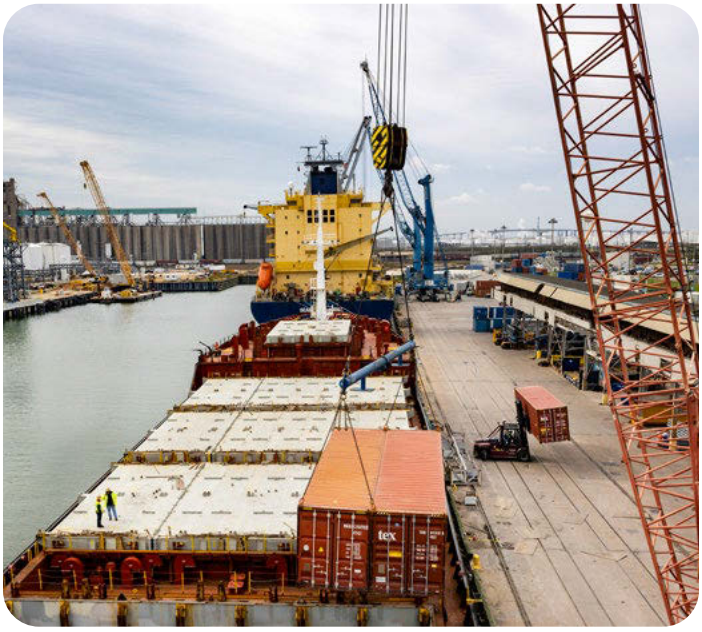
Maritime infrastructure addresses port facility and capital improvement needs. Port facilities, including things like storage yards, docks and wharves, entry gates, and interior roadway systems are the backbone of a port's operations. The port's interior infrastructure and equipment help to move workers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

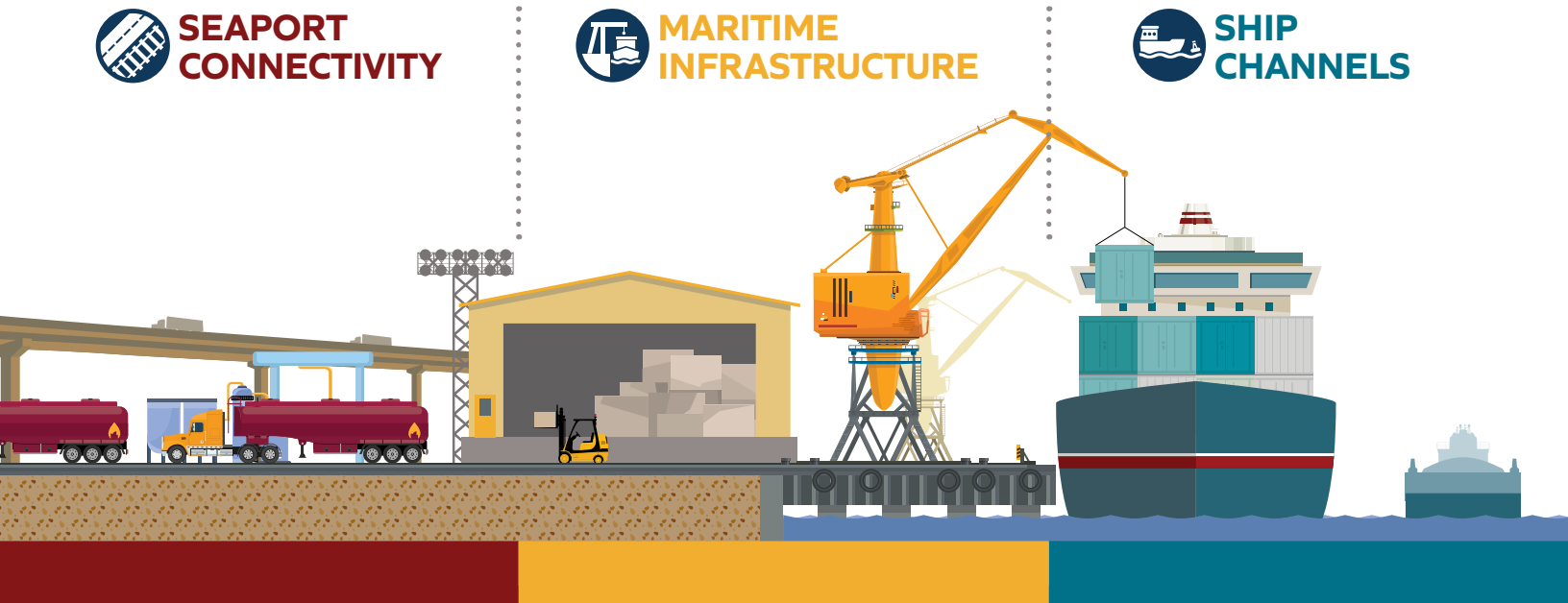
Ship Channels

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.

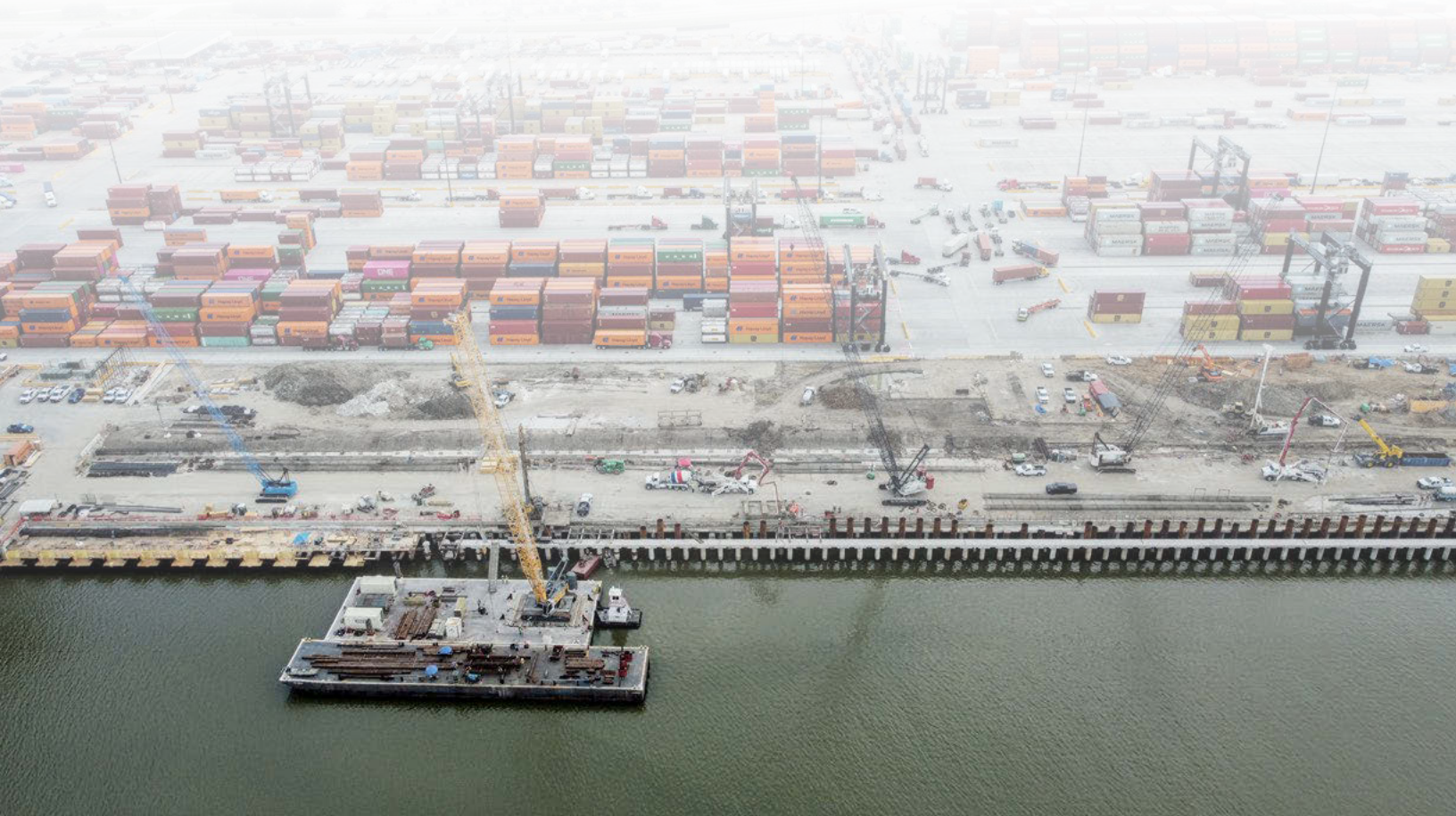
The maritime infrastructure projects presented in this plan include 82 projects, 78 capital projects and four studies, submitted by 17 ports whose total project cost is $3.11 billion.

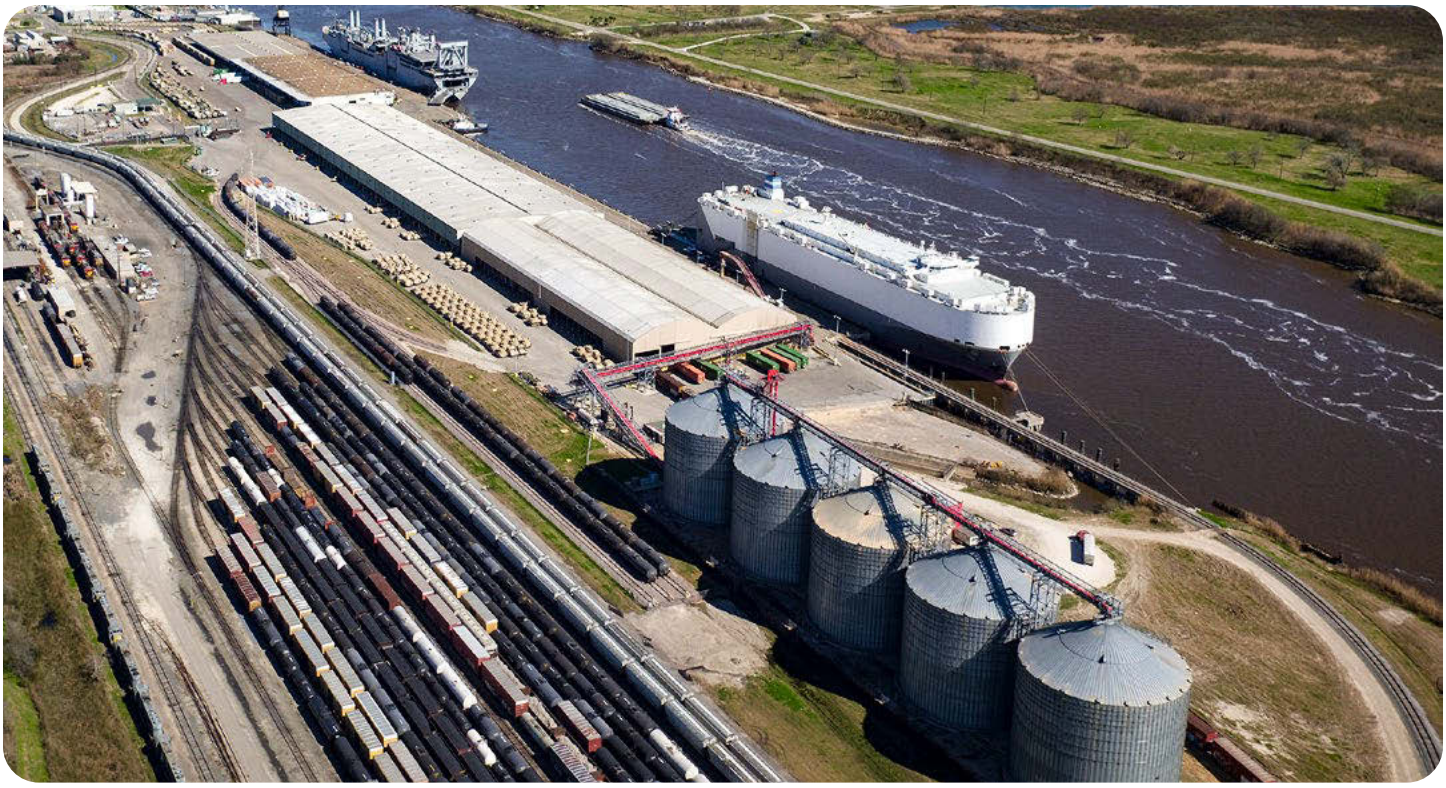
Maritime Infrastructure Projects

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 Brownsville

Brownsville Navigation District dba Port of Brownsville

William Dietrich, Port Director & CEO

www.portofbrownsville.com

Bulk | Commercial Fishing | Energy | Break Bulk | Other

The Port of Brownsville is the only deep water seaport directly on the U.S.-Mexico border, servicing a wide range of industries across North America. It is the largest land-owning public port authority in the county with more than 40,000 acres. The port transships more steel into Mexico than any other U.S. port and is a major gateway for shipping refined petroleum products, green energy components, and aggregates, among other commodities.

Port Priorities & Opportunities

The Port of Brownsville is deepening its ship channel from 42 to 52 feet through the Brazos Island Harbor Channel Improvement Project, which has received congressional authorization and $68 million in funding from the Infrastructure Investment and Jobs Act (IIJA). Once completed, the channel will be one of the deepest in the Gulf of Mexico.

The Port of Brownsville is seeing major expansion projects come to fruition: the Valley Crossing and Rio Grande pipelines; the South Port Connector Road, which received a $1.53 million TxDOT grant and opened in March 2022; construction of a sixth oil cargo dock; rehabilitation of its grain elevator, liquid cargo dock, and bulk cargo dock; rehabilitation of internal roads and utility infrastructure; and expansion of patios and laydown areas to accommodate project cargo and wind energy components.

ECONOMIC IMPACT

FISCAL YEAR 2023

Annual Truck Traffic **458,800**

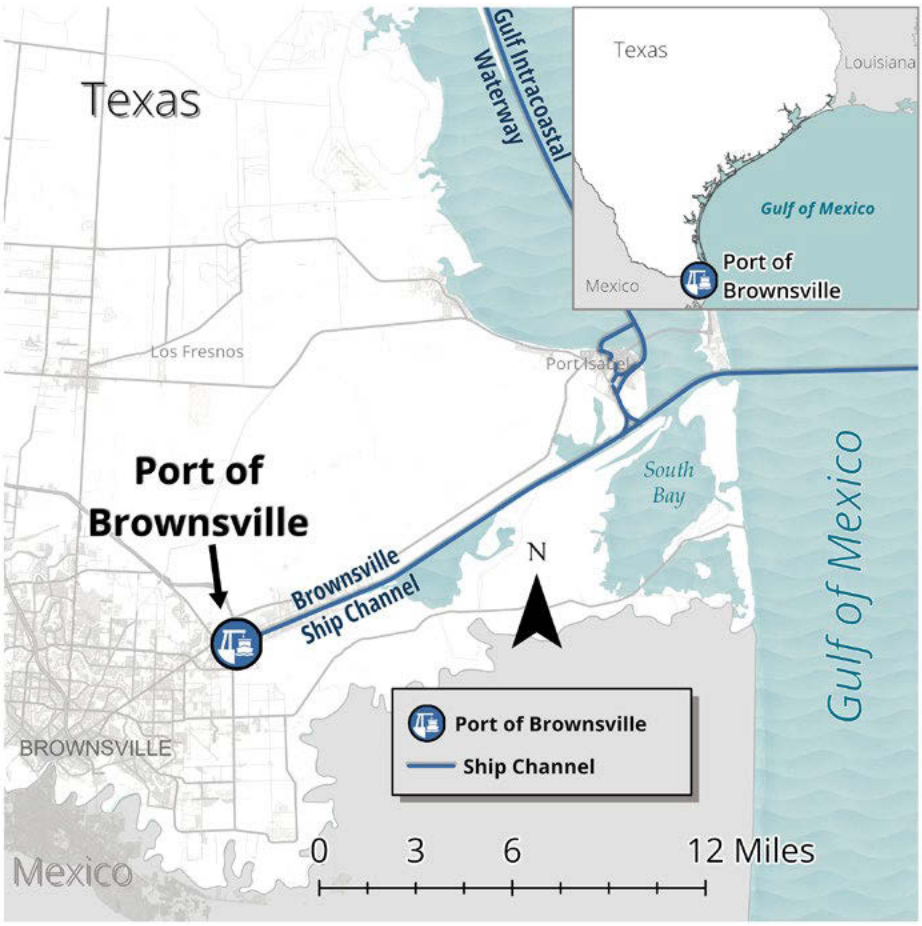
Annual Rail Cars **85,216**

Direct Jobs **6,000+**

Port Projects

Project Name	Project Type	Total Project Cost
Bulk Cargo Dock Engineering Design and Study	Maritime Infrastructure	$1.5 Million
Liquid Cargo Dock Engineering Design and Study	Maritime Infrastructure	$1.5 Million
Mobile Harbor Crane	Maritime Infrastructure	$6.0 Million
Oil Dock No. 3 Construction	Maritime Infrastructure	$35.0 Million
Oil Dock No. 5 Upgrade	Maritime Infrastructure	$1.5 Million
Rail Access Preservation Program	Maritime Infrastructure	$16.8 Million
Cargo Dock 15 Engineering Design and Study	Maritime Infrastructure	$1.5 Million
Cargo Dock 16 Engineering Design and Study	Maritime Infrastructure	$1.5 Million
East Ostos Road Paving Improvement Project	Maritime Infrastructure	$10.0 Million
Brazos Island Harbor Channel Improvement Project	Ship Channel	$141.6 Million
Fishing Harbor Improvement Project	Ship Channel	$10.0 Million

Costs provided by port/navigation district



PORT FACILITIES

DOCKS, WHARVES & STORAGE

- 6 liquid cargo docks
- 12 general cargo docks
- 1 bulk cargo dock/grain carrier
- 1 million+ sf covered storage
- 3 million+ sf open storage

BROWNSVILLE FISHING HARBOR

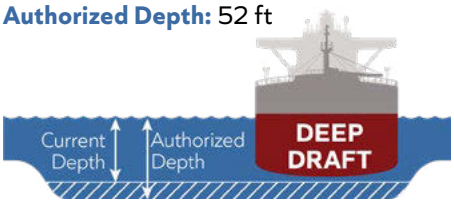
- Three 14-ft fishing basins
- 10,000 linear ft of docks
- Houses up to 500 fishing boats

SHIP CHANNEL

Ship Channel Name: Brownsville Ship Channel (Brazos Island Harbor Channel)

Current Depth: 42 ft

Authorized Depth: 52 ft



INTERMODALITY

ROAD

- Highway connections to I-69 E, I-69C, I-2, SH 550, SH 48, and SH 4. The port's overweight corridor offers overweight trucks unimpeded access to commercial international bridges to Mexico. There are 10 million consumers within a 3-hour drive of the port.

RAIL

- Brownsville & Rio Grande International Railway offers on-port rail services and connection to Class 1 rail providers BNSF, KSCM, and Union Pacific

BARGE

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

AIR

- Air freight service at Brownsville/South Padre Island International Airport

PIPELINE

- Access to U.S. and Mexico terminals

CARGO CONNECTIONS

Only deepwater seaport on the U.S. & Mexico border

Top Trading Partner

Mexico 90% of total commodities arriving at the Port of Brownsville ship to Mexico

Top Commodities

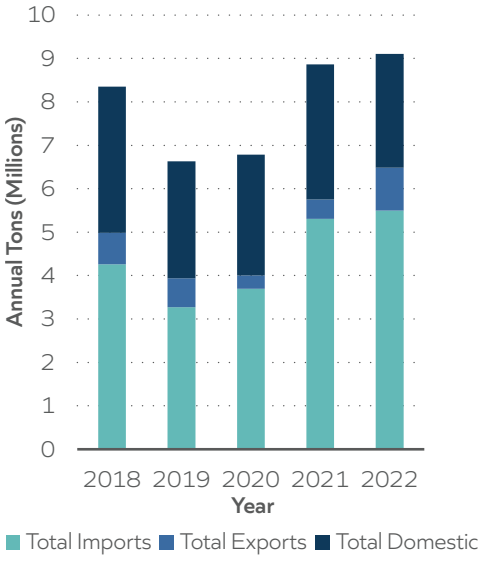
EXPORTS

- Refined Petroleum Products
- Steel & Other Metals
- Iron Ores & Minerals
- Aggregates & Cement
- Wind Energy Components

IMPORTS

- Refined Petroleum Products
- Steel & Other Metals
- Iron Ores & Minerals
- Aggregates & Cement
- Wind Energy Components

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

PORT *of* HARLINGEN

Port of Harlingen Authority

Walker Smith, Port Director

www.portofharlingen.com

Energy Break Bulk Bulk

The Port of Harlingen is a shallow draft, inland port that was established in 1926 on the southernmost tip of Texas on the Arroyo Colorado river. The port offers barge and multimodal transport, encompasses more than 2,000 acres, and has five docks with more than 650 feet of general cargo wharf and 100 feet of dry bulk wharf.

Port Priorities & Opportunities

The Port of Harlingen is strategically expanding and modernizing to meet the needs of its evolving market, with a keen eye on future growth. Recent land acquisitions totaling 550-600 acres, primarily for rail project development, underscore a shift toward enhancing the port's infrastructure to better serve both traditional sectors such as agriculture and refined fuels, and emerging markets like green energy. Inland connectivity is also a focus, with plans to replace deteriorating road infrastructure under the strain of heavy truck traffic and address congestion issues at critical intersections. The port envisions improving access to the Harlingen Aerotropolis at the nearby Valley International Airport, potentially easing industrial traffic flow and fostering economic synergies.

Maritime infrastructure projects are equally important to the port, with the port engaged in significant development projects like Railyard Development, Turning Basin Extension, and essential lighting improvements. Although still in the early stages of design and feasibility studies, these projects are seen as pivotal to the port's ability to attract new business and manage increasing vessel traffic efficiently.

ECONOMIC IMPACT

Annual Truck Traffic
30,000

Annual Barge Traffic
802 Vessels

Direct Jobs
902

Economic Activity
$1.79 Billion

Port Projects

Project Name	Project Type	Total Project Cost
Rail Rehabilitation	Maritime Infrastructure	$750,000
Scale Foundation Installation	Maritime Infrastructure	$700,000
Turning Basin Bulkhead	Maritime Infrastructure	$8.2 Million
Railyard Development	Maritime Infrastructure	$30.0 Million
Turning Basin Extension	Maritime Infrastructure	$13.0 Million
Turning Basin Expansion Project Feasibility Study	Ship Channel	$1.1 Million

Costs provided by port/navigation district

PORT FACILITIES

DOCKS & WHARVES

- 5 docks
- 650 ft multi-cargo wharf
- 100 ft dry bulk wharf

STORAGE & LAND

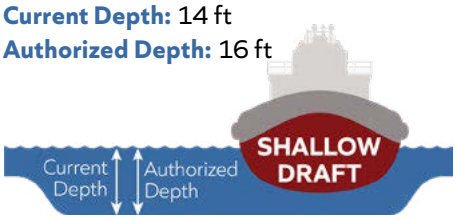
- 736 acres on- and off-channel sites available
- Access to the NAFTA CargoPort hub
- 5 miles from Harlingen Aerotropolis

SHIP CHANNEL

Ship Channel Name: Harlingen Channel/ Arroyo Colorado

Current Depth: 14 ft

Authorized Depth: 16 ft



INTERMODALITY

ROAD

- Highway connections to US 77, US 83, and I-69
- Overweight designation from Los Indios Free Trade International Bridge to Port entrance, 8 miles south of Port

RAIL

- Terminal rail serviced by Union Pacific
- Connections available to BNSF and Kansas City Southern de Mexico

BARGE

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

AIR

- International Cargo facilities and Harlingen Aerotropolis at Valley International Airport (HRL)

PIPELINE

- Connections available

CARGO CONNECTIONS

Top Commodities

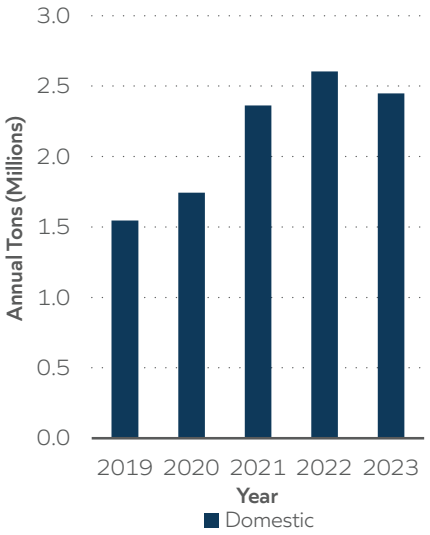
EXPORTS

- Agriculture

IMPORTS

- Refined Petroleum
- Aggregates
- Fertilizer

Tonnage



Waterborne tonnage data provided by the Port of Harlingen

$36 Million

generated in local and state tax revenue through usage and cargo fees

Port *of* Port Isabel

Port Isabel-San Benito Navigation District

www.portofportisabeltx.gov

Commercial Fishing | Ro/Ro | Energy | Break Bulk | Other

The Port of Port Isabel is a deep water port that was established in 1929 to serve the construction, agricultural produce, and oil and gas production industries. The port is located just 4.5 miles from the South Padre Island jetties and shipped upwards of 30,000 tons in 2020 to domestic destinations. The port is also home to a shrimp dock and serves a thriving commercial shrimping fleet.

Port Priorities & Opportunities

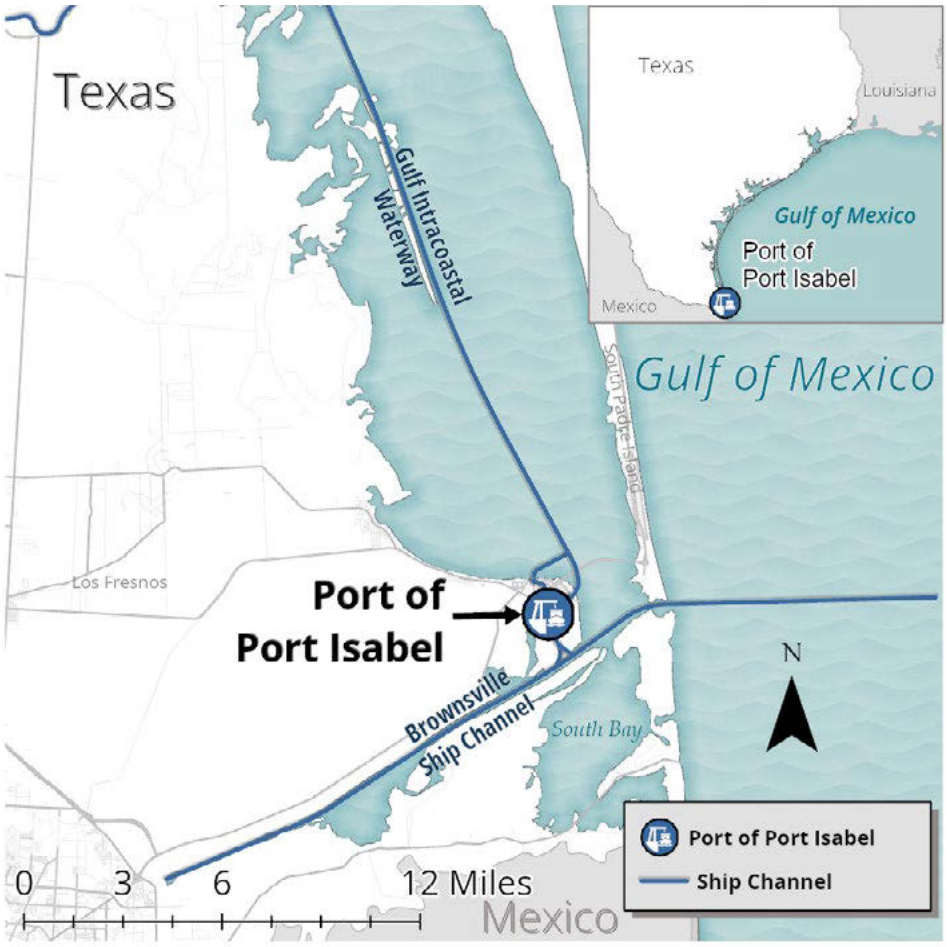
ECONOMIC IMPACT

Annual Truck Traffic **25,000**

Direct Jobs **500**

The Port of Port Isabel has actively engaged in significant developmental activities, with notable advancements in connectivity and maritime infrastructure aimed at enhancing its operational efficiency and market reach. Recently, the port has pivoted towards servicing the burgeoning fuel market in Mexico, a strategic shift that includes barging fuel and potentially increasing its throughput to accommodate larger volumes, highlighted by an already existing traffic of 42,000 barrels per transport. This expansion aligns with a broader regional development, underscored by a massive $18.9 billion project at the neighboring Port of Brownsville, which predicts an influx of barge traffic and large-scale industrial commitments. Additionally, the port's leadership has sought federal assistance via a MARAD grant to develop an 8-acre marina to facilitate larger vessels and enhance support for offshore wind components and security operations. This development is poised to bolster the port's role as a pivotal node in the regional maritime logistics network.

The Port of Port Isabel is focusing on enhancing its local connectivity to support the increased industrial activity. The port has already benefited from a Seaport Connectivity Program grant, which facilitated significant improvements to Port Road, essential for the only access route into the port. These improvements are crucial as the port anticipates continued heavy construction traffic from nearby projects, including two LNG facilities employing over 7,000 workers, which will likely strain local infrastructure over the next decade. Additionally, the port is planning the development of a strategically important marina to accommodate 200-foot vessels, with about 30 vessels capacity, primarily to support state and federal operations and the growing offshore wind energy sector.



PORT FACILITIES

DOCKS & WHARVES

- 1,150 deep water docks
- 2,100 deep water frontage
- Shrimp dock

CARGO HANDLING

- 45 acres available for lease
- Extensive alongside repairs for large vessels
- Roll on/off wharf-to-ship capabilities

SHIP CHANNEL

Ship Channel Name: Port Isabel Channel
Current Depth: 36 ft
Authorized Depth: 36 ft

INTERMODALITY

ROAD

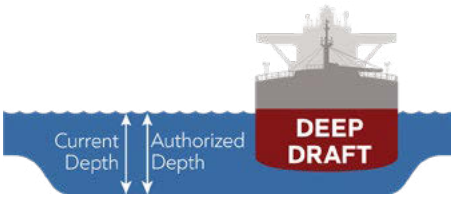
- Highway connections to SH 100 and SH 48

BARGE

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

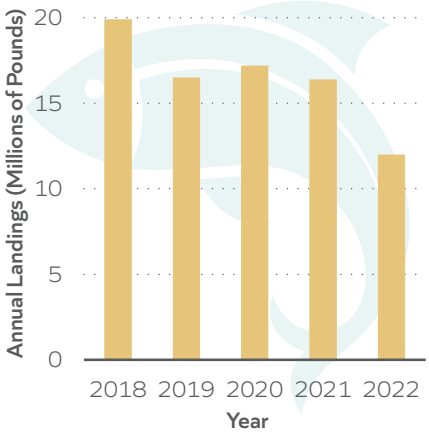
AIR

- 38 miles to Valley International Airport (HRL)



CARGO CONNECTIONS

Commercial Fishing



Commercial fishing data from NOAA, 2023 and includes both Port of Port Isabel and Port of Brownsville.

Port Isabel is one of the southernmost ports in Texas.

Port of Port Isabel
Photo credit: Port of Port Isabel

PORT *of* PORT MANSFIELD

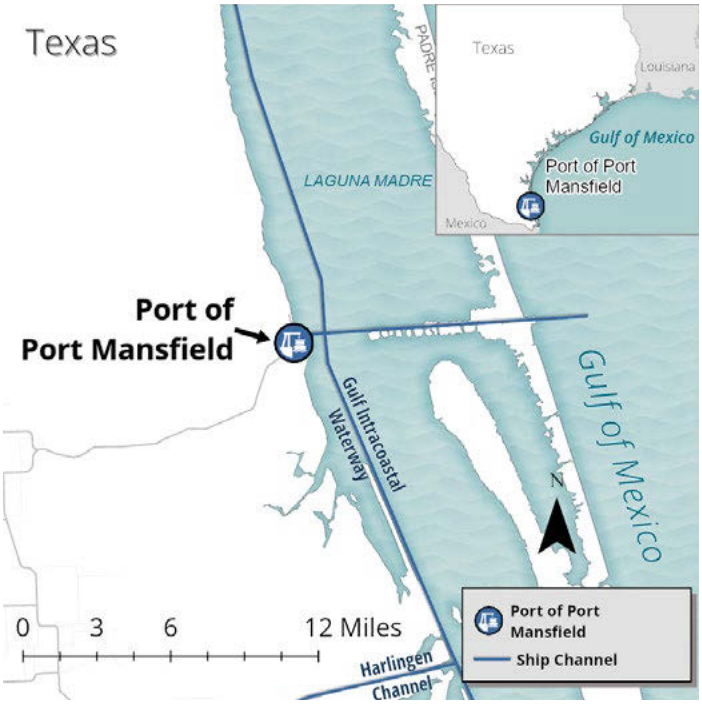
Willacy County Navigation District

Ronald Mills, Executive Port Director

www.portofportmansfield.com

Commercial Fishing | Ro/Ro | Energy | Container | Bulk

The 1,700-acre Port of Port Mansfield was established in 1948 and has a shallow draft channel with a federally authorized depth of 17 feet. The port serves a popular fishing community for recreational and commercial use and also operates a general aviation airport. The port is located in Willacy County, and Raymondville, with a population of just under 11,000, is the closest city to the port. Future commercial use for the port is currently being explored for services such as handling project cargoes, container-on-barge, oil and gas, and construction materials.



Port Priorities & Opportunities

The Port of Port Mansfield is rapidly expanding to cater to burgeoning Mexican markets, with a significant shift towards containerized traffic and expectations of handling 500 trucks weekly. Infrastructure developments, such as the recent completion of a queuing yard and plans for new ones, address the increased demand. However, the port faces inland connectivity issues, necessitating a bypass road and heavier-duty corridors. The port is also progressing with a crucial airport runway extension to better support cargo movement.

The port is also gearing up its maritime infrastructure with two aggregate yard developments to enhance cargo handling, which are ready for immediate implementation and estimated to cost $4.5 and $6.5 million, respectively. Concurrently, the maintenance dredging of the ship channel is a pressing issue, with a need for U.S. Army Corps of Engineers funding to maintain navigability, a top priority for the regional environmental and economic health.

Port Projects

Project Name	Project Type	Total Project Cost
Airport Runway Extension	Maritime Infrastructure	$12.0 Million

Cost provided by port/navigation district

INTERMODALITY

ROAD

- Highway access to I-69/US 77 and SH 186

BARGE

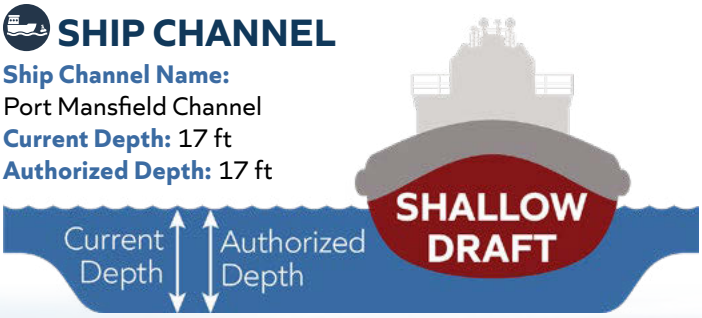
- 1-mile sailing distance to GIWW (M-10, M-69)

AIR

- Close proximity to Charles R. Johnson Airport, a port-managed airport

SHIP CHANNEL

Ship Channel Name:
Port Mansfield Channel
Current Depth: 17 ft
Authorized Depth: 17 ft



Texas Department of Transportation