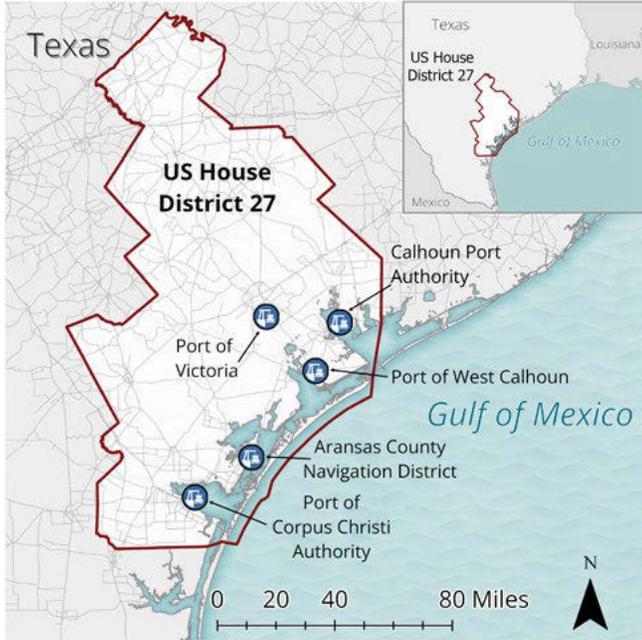
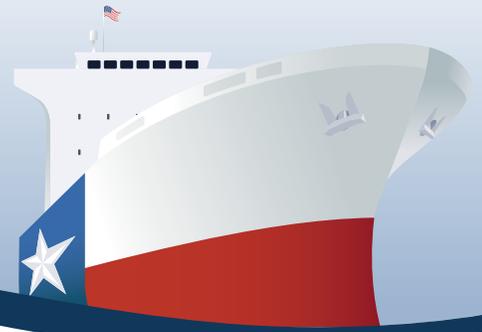




# TxDOT Maritime Legislative Resource Guide

U.S. House District 27



## Ports in House District 27



## Projects in House District 27

### Aransas County Navigation District

- Cove Harbor Bulkhead .....\$15.00 M
- Rockport Harbor Bulkheads..... \$3.00 M

### 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 Corpus Christi Authority

- Ingleside Cargo Dock..... \$129.00 M
- Ingleside Low Carbon Energy Terminal..... \$288.50 M
- Inland Industrial Port Campus .....\$81.50 M
- Corpus Christi Ship Channel Improvement Project. \$681.61 M
- Corpus Christi Ship Channel Queuing Area Project Feasibility Study..... \$3.00 M
- Corpus Christi Ship Channel Dock Deepening Project..... \$330.00 M
- La Quinta Channel Expansion Feasibility Study..... \$4.50 M
- Mike Carrell Road Access Improvements ..... \$4.60 M

*Continued on Next Page* →

## TxDOT Government Affairs

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

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



## TxDOT Maritime Division Dashboard

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

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



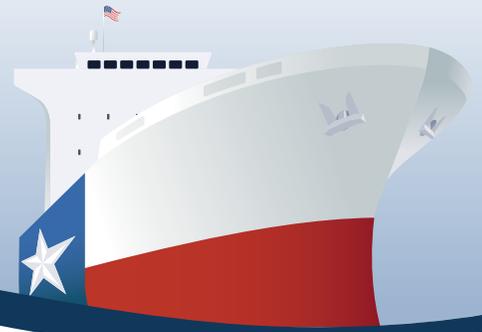
[www.txdot.gov/about/divisions/maritime-division.html](http://www.txdot.gov/about/divisions/maritime-division.html)





# TxDOT Maritime Legislative Resource Guide

U.S. House District 27



## Projects in House District 27

*(Continued)*

### Port of Victoria

- General Cargo Dock Development ..... \$8.00 M
- Liquid Docks 4-6 and 1-2 ..... \$15.00 M
- Port Administration Building ..... \$5.00 M
- Texas Logistics Center Rail Car Storage  
Phases 1 and 2 ..... \$25.00 M
- Transload Tracks and Container Laydown Yard  
Expansion ..... \$12.00 M
- Edna Lane/McCoy Road/Dupont Road..... \$5.00 M
- North Access Road to Turning Basin ..... \$1.25 M
- SH 185 Flyover ..... \$25.00 M
- North Access Road to East Transload Road..... \$1.90 M

### Port of West Calhoun

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

### TxDOT Yoakum District

- SH 35 Bridge Replacement 2810..... \$51.14 M
- SH 35 Bridge Replacement 2712 ..... \$17.02 M

**Total Project Cost..... \$2.55 Billion**



*Vessel sailing the Corpus Christi Ship Channel*

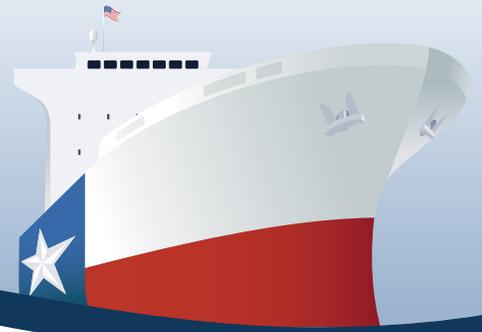
*Aerial view of Port of Victoria*





# TxDOT Maritime Legislative Resource Guide

U.S. House District 27



**3** OF THE  
TOP 10

Ports in the US

#1 Port Houston

#3 Port of Corpus Christi

#7 Port of Beaumont (2022)

# IMPACTS *of* TEXAS PORTS

Port of Galveston

**1.49 Million**

Cruise Passengers in 2023

Port of Palacios

**Largest**

Shrimp Fleet in Texas

Texas Transportation Jobs (2023)

**2,518,000**

**\$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

89<sup>TH</sup> Legislative Session



## INTRODUCTION

In a state where the maritime industry accounts for more than 28% of the GDP<sup>1</sup>, 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



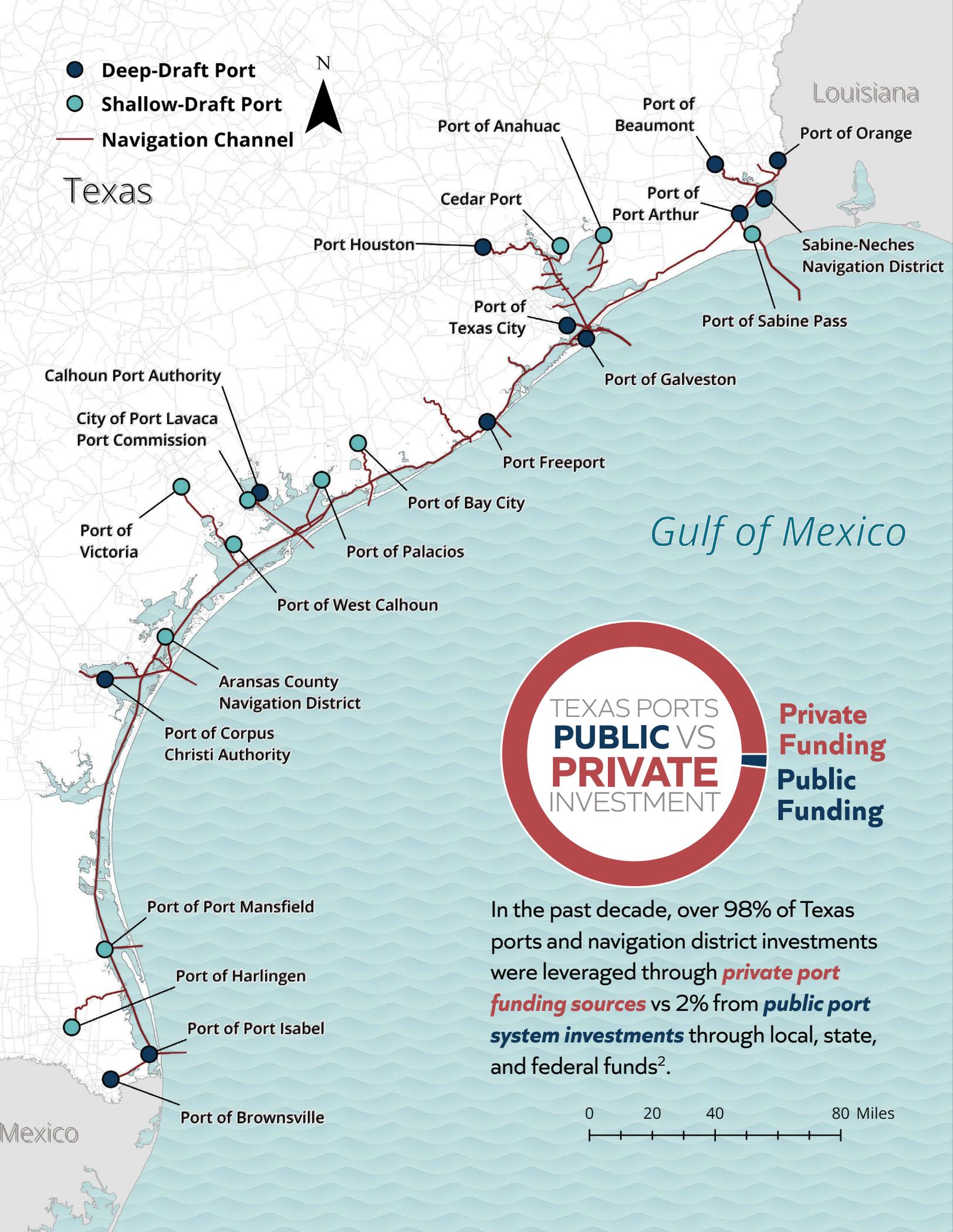
Ship  
Channel  
Projects

**\$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.



## Maritime Infrastructure

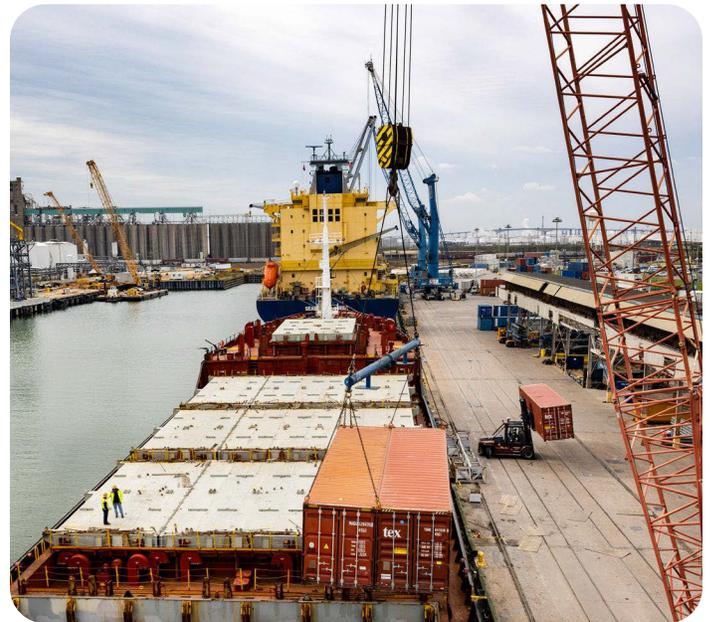
Maritime infrastructure addresses port facility and capital improvement needs. Port facilities, including things like storage yards, docks and wharves, entry gates, and interior roadway systems are the backbone of a port's operations. The port's interior infrastructure and equipment help to move workers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

## Seaport Connectivity

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

## Ship Channels

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



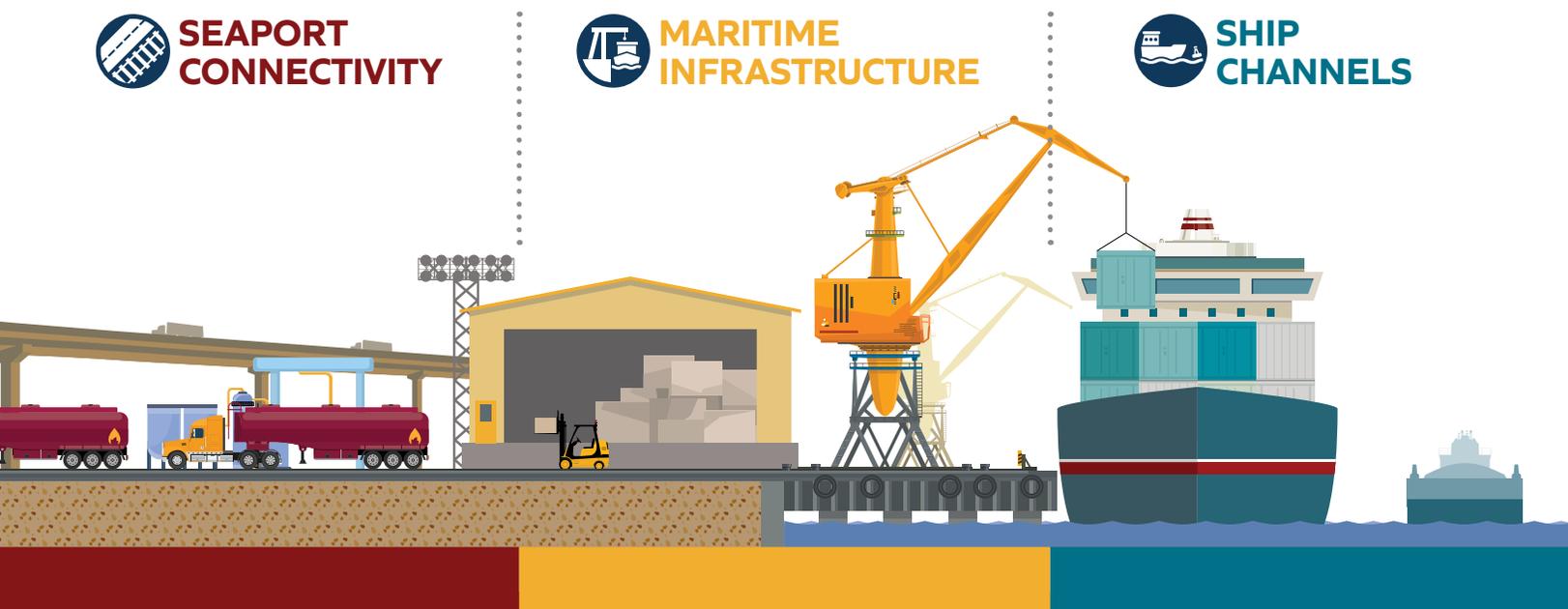
Containers being off-loaded from a container ship at Port Houston

# TEXAS PORT SYSTEMS

**SEAPORT  
CONNECTIVITY**

**MARITIME  
INFRASTRUCTURE**

**SHIP  
CHANNELS**



# MARITIME INFRASTRUCTURE

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

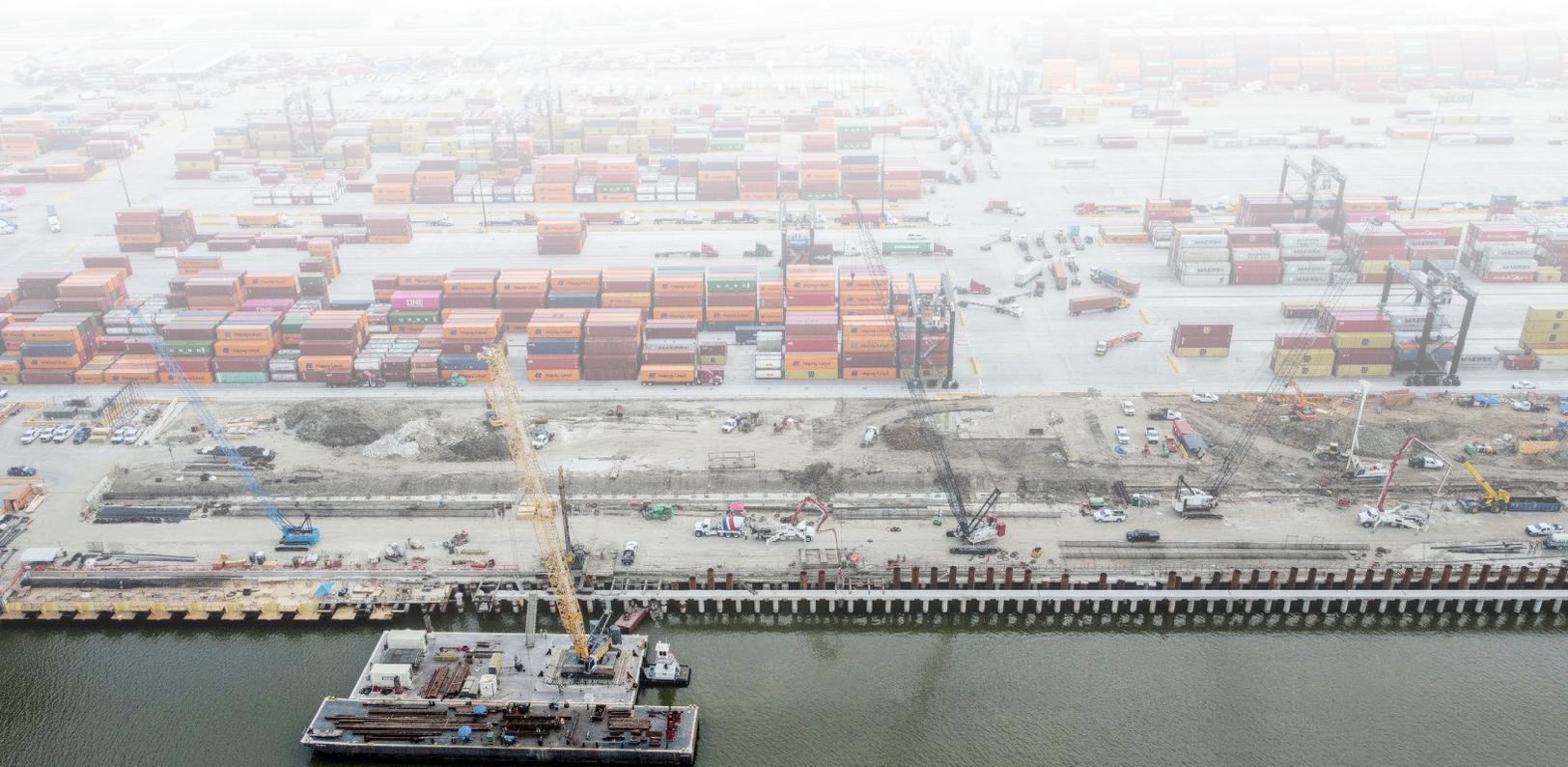
The maritime infrastructure projects presented in this plan include 82 projects, 78 capital projects and four studies, submitted by 17 ports whose total project cost is \$3.11 billion.

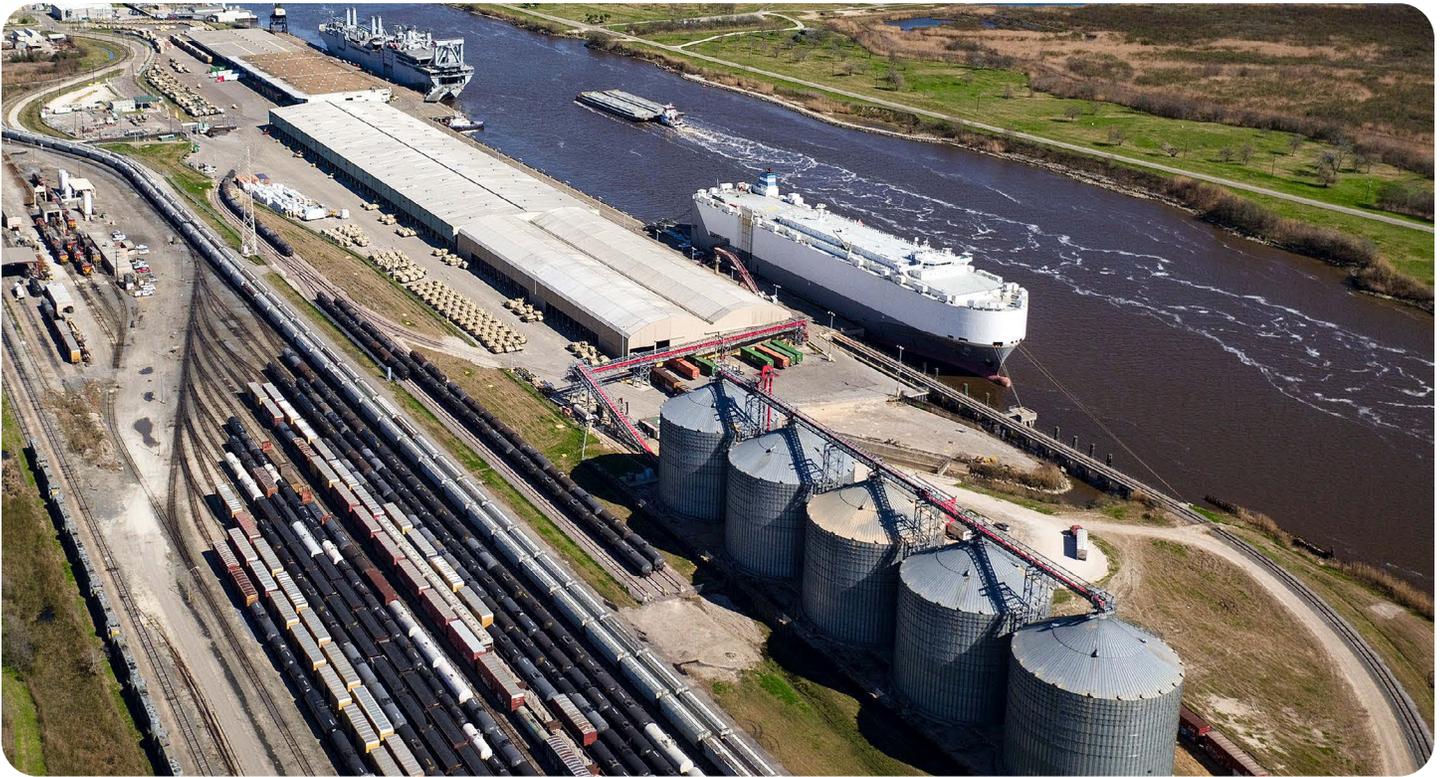
## Maritime Infrastructure Projects

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

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

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





Railyard near channel at Port of Port Arthur

## SEAPORT CONNECTIVITY

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

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

### Seaport Connectivity Projects

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

*Costs provided by ports/navigation districts*



East Ostos Road at the Port of Brownsville



*Shrimping boats at the Port of Palacios*

## SHIP CHANNELS

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

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

### Ship Channel Projects

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

*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
<b>TOTAL</b>	<b>\$1.23 Billion</b>

#### 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<sup>3</sup>:

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

**\$403.61 billion in trade value overall annually\***

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

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

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



# ARANSAS COUNTY NAVIGATION DISTRICT

Keith Barrett, Harbormaster & Executive Director

[www.acnd.org](http://www.acnd.org)



Commercial Fishing



Other

*Established in 1925, the Aransas County Navigation District (ACND) manages over 1,900 acres of maritime and recreational facilities in Texas, including harbors, boat ramps, fishing piers, and Rockport Beach, with direct access to the Gulf Intracoastal Waterway (GIWW). Dedicated to serving industry alongside conserving and developing the area’s natural resources, the ACND enhances the community’s connection to water-based activities and commerce by ensuring the navigability of inland and coastal waterways.*

## Port Priorities & Opportunities

The ACND is currently prioritizing critical infrastructure updates to address the pressing needs of Cove Harbor, its industrial hub. Key projects include enhancing area lighting to improve safety for the increased traffic from booming industrial activities and the significant growth experienced in Rockport and Aransas County. Additionally, the aging bulkheads, some over 60 years old, urgently require replacement to prevent potential catastrophic failure that could impact the harbor’s operations and the local environment. These improvements are essential not only for retaining the businesses that have chosen ACND as their base but also for attracting new commerce, thereby supporting “head of household” jobs crucial for the local economy.

Opportunity-wise, ACND is poised to capitalize on the multifaceted use of its harbors to stimulate local tourism and economic development. Rockport Harbor and Rockport Beach, often voted the #1 beach in Texas, presents a significant opportunity for enhancing public events, art festivals, and market days, thereby increasing its cultural and recreational appeal. Meanwhile, Fulton Harbor’s dual role in supporting both commercial and sport fishing activities offers a unique chance to diversify Aransas County’s maritime activities further.

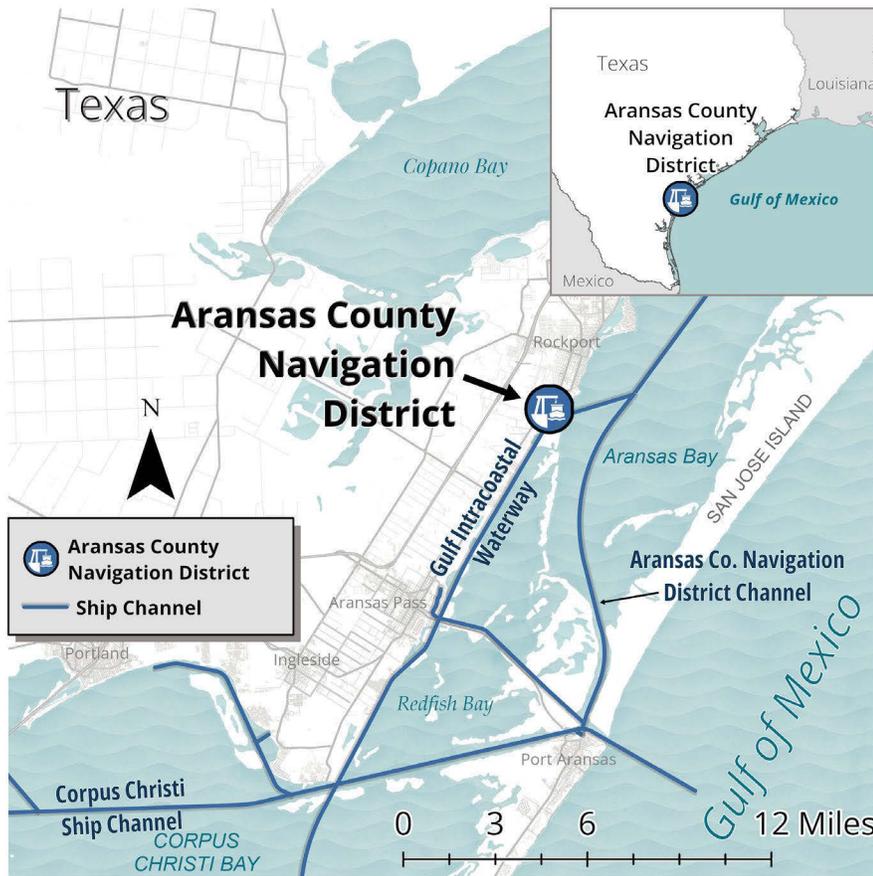


## Port Projects

Project Name	Project Type	Total Project Cost
Cove Harbor Bulkhead	Maritime Infrastructure	\$15.0 Million
Rockport Harbor Bulkheads	Maritime Infrastructure	\$3.0 Million

*Costs provided by port/navigation district*



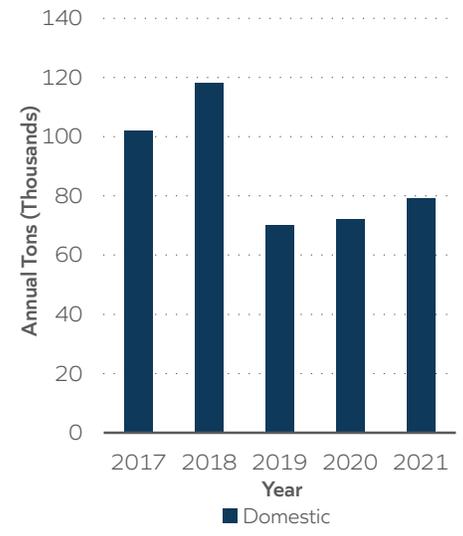


# CARGO CONNECTIONS

## Top Commodities

- Petroleum & Petroleum Products
- Crude Materials
- Primary Manufactured Goods

## Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

## PORT FACILITIES

### HARBORS

- Rockport Harbor
- Fulton Harbor
- Cove Harbor

### BOAT RAMP

- Copano Bay Boat Ramp

### PARKS

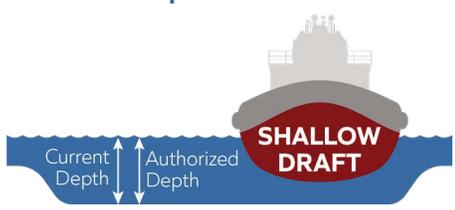
- Rockport Beach
- Veteran's Memorial Park

## SHIP CHANNEL

**Ship Channel Name:** Aransas County Navigation Channel

**Current Depth:** ~9 ft

**Authorized Depth:** N/A



## INTERMODALITY

### ROAD

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

### RAIL

- N/A

### BARGE

- Direct Access to GIWW

### AIR

- 38 miles to Corpus Christi International Airport
- Nearby regional airports

Rockport Beach  
Photo credit: Adobe Stock





# CALHOUN PORT AUTHORITY

Charles R. Hausmann, Port Director

[www.calhounport.com](http://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

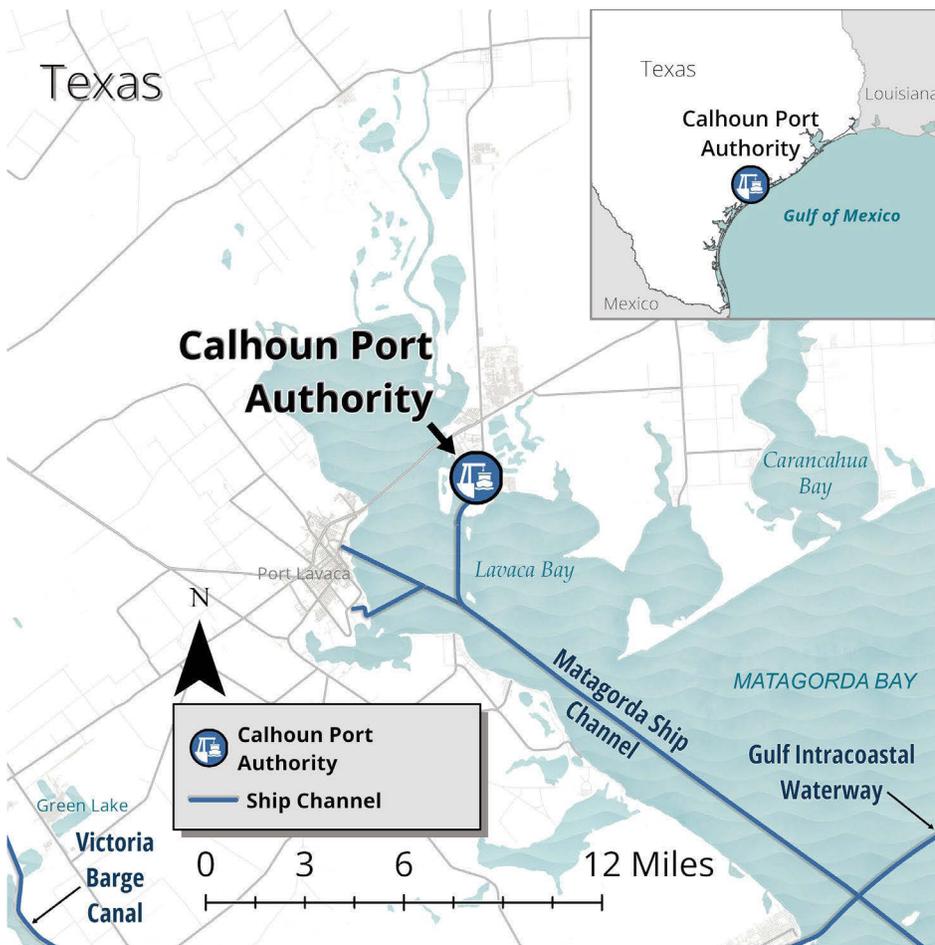
**\$2 Billion**

## 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*





# CARGO CONNECTIONS

## Top Commodities

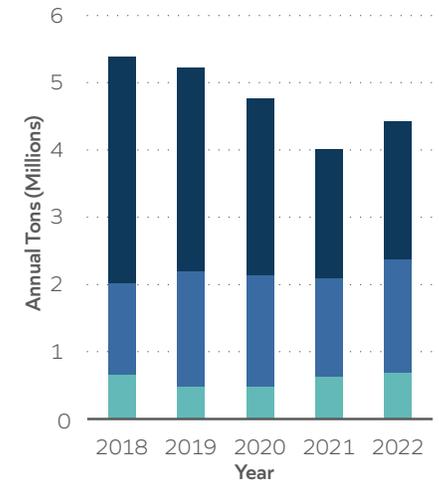
### EXPORTS

- 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

## 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



## Commercial Fishing

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

Commercial fishing data from NOAA, 2019



# PORT of CORPUS CHRISTI AUTHORITY

Kent Britton, CEO  
www.portofcc.com



Navigation at the Port of Corpus Christi Authority (PCCA) can be traced back to 1839, when it served as a trading post. Today, PCCA is a major gateway to international and domestic maritime commerce through its deepwater access to the Gulf of Mexico. PCCA is also a strategic military port that provides waterborne resources to handle U.S. military cargo.

## Port Priorities & Opportunities

PCCA is adapting to significant market shifts, focusing on expanding LNG and crude operations while exploring new markets in carbon neutrality and low-carbon hydrogen energy. Anticipating a crude market plateau in the late 2020s, PCCA is also expanding its LNG capacity and cultivating production of future fuels. PCCA has operated on 100% renewable electricity since 2017, has made strides in recycling and Carbon Capture and Storage (CCS) technology, and is transitioning to low-emission vehicles. These efforts, coupled with Green Marine and ISO-14001 certifications and beneficial use of dredge material, demonstrate PCCA's commitment to environmental responsibility alongside its growth.

Connectivity improvements are a priority for PCCA to address encumbrances like the I-37 walking bridge and the Nueces Bay Causeway. Projects are underway to enhance inland access, crucial for supporting PCCA's expanding operations and maintaining efficient transport routes.

## ECONOMIC IMPACT

Annual Rail Cars  
**43,790**

Direct Jobs  
**16,786**

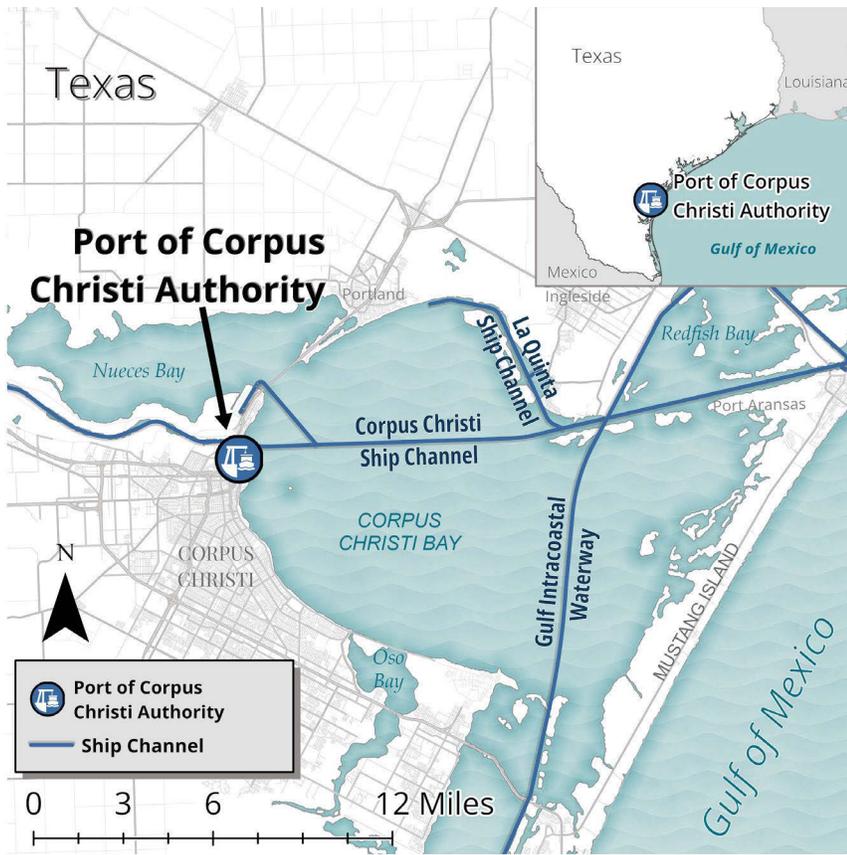
Tax Revenue  
**\$49.6M**

## Port Projects

Project Name	Project Type	Total Project Cost
Ingleside Cargo Dock	Maritime Infrastructure	\$129 Million
Ingleside Low Carbon Energy Terminal	Maritime Infrastructure	\$288.5 Million
Inland Industrial Port Campus	Maritime Infrastructure	\$81.5 Million
Mike Carrell Road Access Improvements	Seaport Connectivity	\$4.6 Million
Corpus Christi Ship Channel Queuing Area Feasibility Study	Ship Channel	\$3.0 Million
Corpus Christi Ship Channel Dock Deepening Project	Ship Channel	\$330 Million
Corpus Christi Ship Channel Improvement Project	Ship Channel	\$681.6 Million
La Quinta Channel Expansion Feasibility Study	Ship Channel	\$4.5 Million

Costs provided by port/navigation district





# CARGO CONNECTIONS

## Top Trading Partners



Data from USA Trade for 2023

## Top Commodities



## PORT FACILITIES

### DOCKS & WHARVES

- 13 liquid docks
- 3 dry bulk docks
- 5 multi-purpose cargo docks
- General purpose high-speed bagging facility

### STORAGE & LAND

- Over 700 acres available for lease or development
- Leases available at 40-acre Rincon Industrial Park
- 340,000 sf of covered storage
- 140+ acres of open storage

## SHIP CHANNELS

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



## INTERMODALITY

### ROAD

- Highway connections to US 181/SH 35, I-37, SH 361, and I-69
- Access to Joe Fulton International Trade Corridor (JFC) from inner harbor

### RAIL

- Port-owned Corpus Christi Rail Terminal switching railroad with connections to BNSF, Canadian Pacific Kansas City (CPKC), and Union Pacific

### BARGE

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

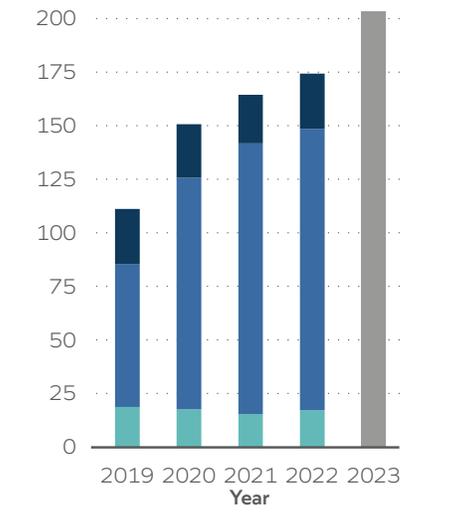
### AIR

- Commercial service to Corpus Christi International Airport

### PIPELINE

- Connections available

## Tonnage



2023 tonnage data provided by PCCA; 2019-2022 tonnage data from USACE Waterborne Commerce Statistics Center, 2024



**PORT of VICTORIA**  
 Victoria County Navigation District  
 Sean Stibich, Executive Director  
[www.portofvictoria.com](http://www.portofvictoria.com)



Bulk



Container



Energy



Break Bulk



Other

*The Port of Victoria is an inland, shallow draft port established in 1946. The port is accessed via the Victoria Barge Canal, with a connection to the Gulf Intracoastal Waterway (GIWW) on the southern end of San Antonio Bay, and offers easy access to deep draft shipping through the nearby Matagorda Ship Channel. The port is also a Harbor of Refuge, a designated shelter for ships and vessels that would be otherwise exposed to open seas during inclement weather.*

## Port Priorities & Opportunities

The Port of Victoria is positioning itself as a burgeoning green energy hub, focusing on the development of ammonia and hydrogen spaces, signaling a significant evolution in its market strategy. The port’s future sees a push towards leveraging rail infrastructure for cargo movement to satellite transloading centers, indicative of a strategic shift in handling green energy and chemical facilities. The emphasis on rail expansion and storage yard development is part of a broader initiative to adapt to the substantial power and water requirements forecasted for the near future.

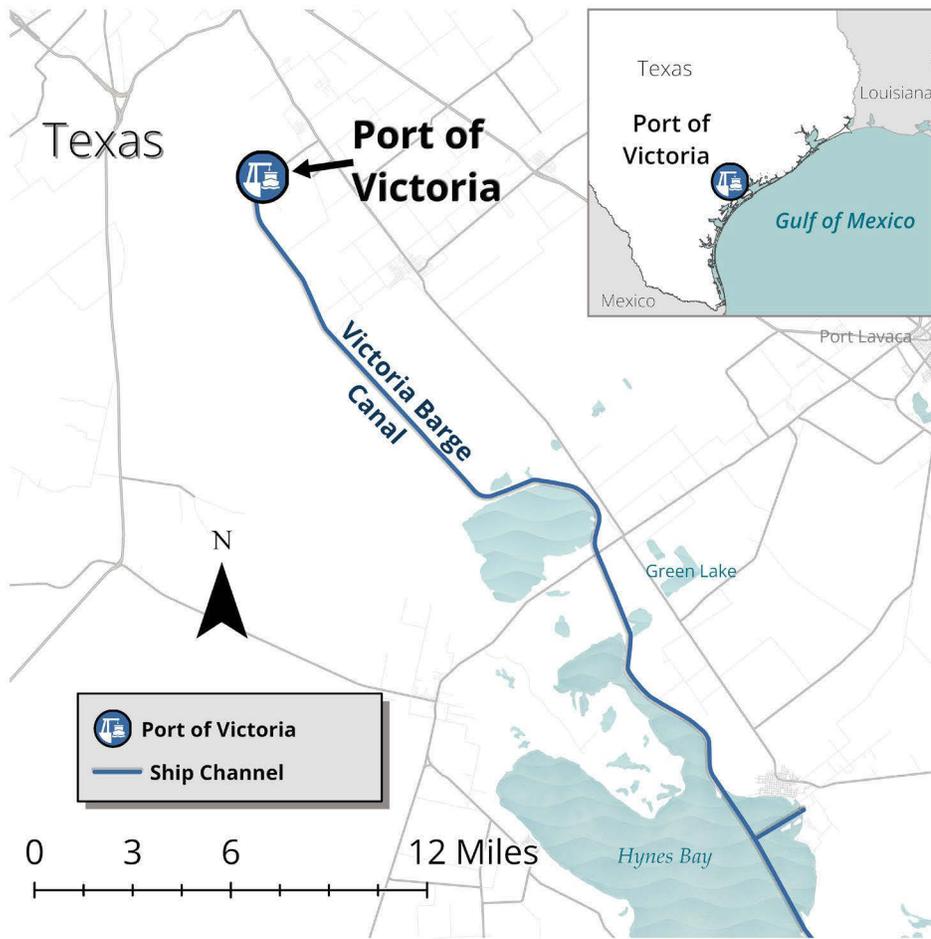
Maritime infrastructure projects are also prominent in the port’s vision, with the development of liquid docks for planned ammonia and hydrogen projects and an expansion of transloading tracks and container yards to augment its capacity as a satellite port for Houston. Upgrades to key roadways, like the North Access Road to East Transload Road, and the development of a prime 30-acre greenfield site with waterfront access are instrumental in enhancing the port’s accessibility. In parallel, plans to relocate the Port Administration Building are underway to foster business and support services, while also optimizing the utilization of port real estate.

## Port Projects

Project Name	Project Type	Total Project Cost
General Cargo Dock Development	Maritime Infrastructure	\$8.0 Million
Liquid Docks 4-6 and 1-2	Maritime Infrastructure	\$15.0 Million
Port Administration Building	Maritime Infrastructure	\$5.0 Million
Texas Logistics Center Rail Car Storage Phases 1 and 2	Maritime Infrastructure	\$25.0 Million
Transload Tracks and Container Laydown Yard Expansion	Maritime Infrastructure	\$12.0 Million
Edna Lane / McCoy Road / Dupont Road	Seaport Connectivity	\$5.0 Million
North Access Road to Turning Basin	Seaport Connectivity	\$1.3 Million
North Access Road to East Transload Road	Seaport Connectivity	\$1.9 Million
SH 185 Flyover	Seaport Connectivity	\$25.0 Million

*Costs provided by port/navigation district*





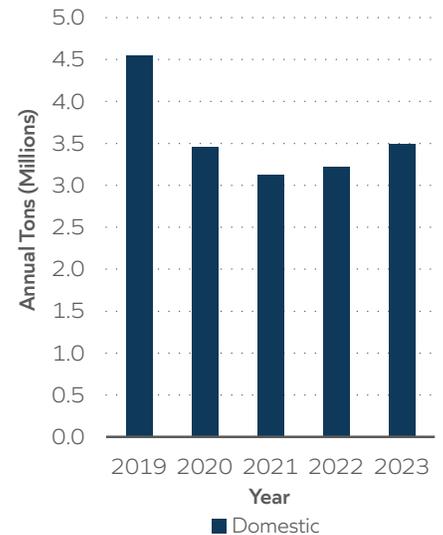
# CARGO CONNECTIONS

## Top Commodities

### DOMESTIC

- Fertilizers & Chemicals
- Petroleum & Petroleum Products
- Crude Materials
- Manufactured Goods
- Equipment & Machinery

## Tonnage



Tonnage data provided by the Port of Victoria

## PORT FACILITIES

### DOCKS & WHARVES

- 2 general cargo decks totaling 200,000 sf
- 3 liquid docks
- Dock 1 is a 350-ft dual slip loading dock (20,000 sf)
- Dock 2 is an 800-ft loading dock (150,000 sf)
- Turning basin

### STORAGE & LAND

- 17,000 sf shed space
- 3+ acres ground storage
- 7,300 sf office and storage building
- 2,000+ acres of land available for lease
- 10- to 2,000-acre greenfield sites available

## SHIP CHANNEL

**Ship Channel Name:** Victoria Barge Canal

**Current Depth:** 12 ft

**Authorized Depth:** 12 ft

## INTERMODALITY

### ROAD

- Highway connections to SH 35, SH 463, US 59/Future US 69, and US 77

### RAIL

- Port switching railroad with dual access to BNSF and Union Pacific

### BARGE

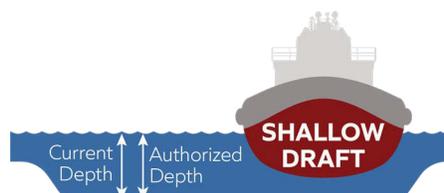
- 36-mile sailing distance to GIWW (M-10, M-69)

### AIR

- 13 miles from Victoria Regional Airport

### PIPELINE

- Easements available



The Port of Victoria  
Photo credit: Port of Victoria



# PORT of WEST CALHOUN

West Side Calhoun County Navigation District

Jennifer Stastny, Director

[www.portofwestcalhoun.com](http://www.portofwestcalhoun.com)

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

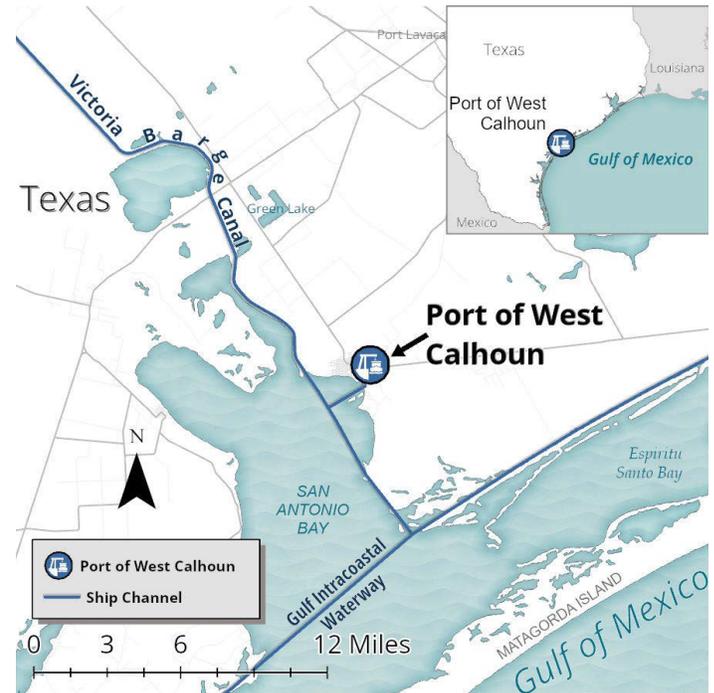
The Port of West Calhoun, amid an evolving market landscape, faces a crossroads where the provision of multimodal options, especially rail, becomes paramount to future success. Recent years have seen a surge of interest from both U.S. and international companies to use the port, yet the absence of necessary 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 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

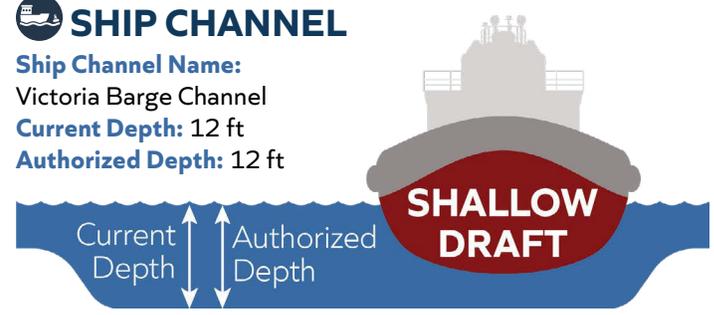


### PORT FACILITIES

- HARBORS**
- Long Mott Harbor
  - Seadrift Harbor

### SHIP CHANNEL

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





*Texas Department of Transportation*