

Corpus Christi Ship Channel Turning Basin		
Project #	Status	Department Oversight
25-408A	Under Design	Channel Infrastructure
Priority	Category	Location
Medium	Strategic Initiative	Nueces

Financial Impact	
Prior Years Actual	
2025	\$ 1,870,452
Budget	
2026	2,259,000
2027	25,721,000
2028	25,000,000
Outyears	50,000,000
Total Project Cost	\$104,850,452

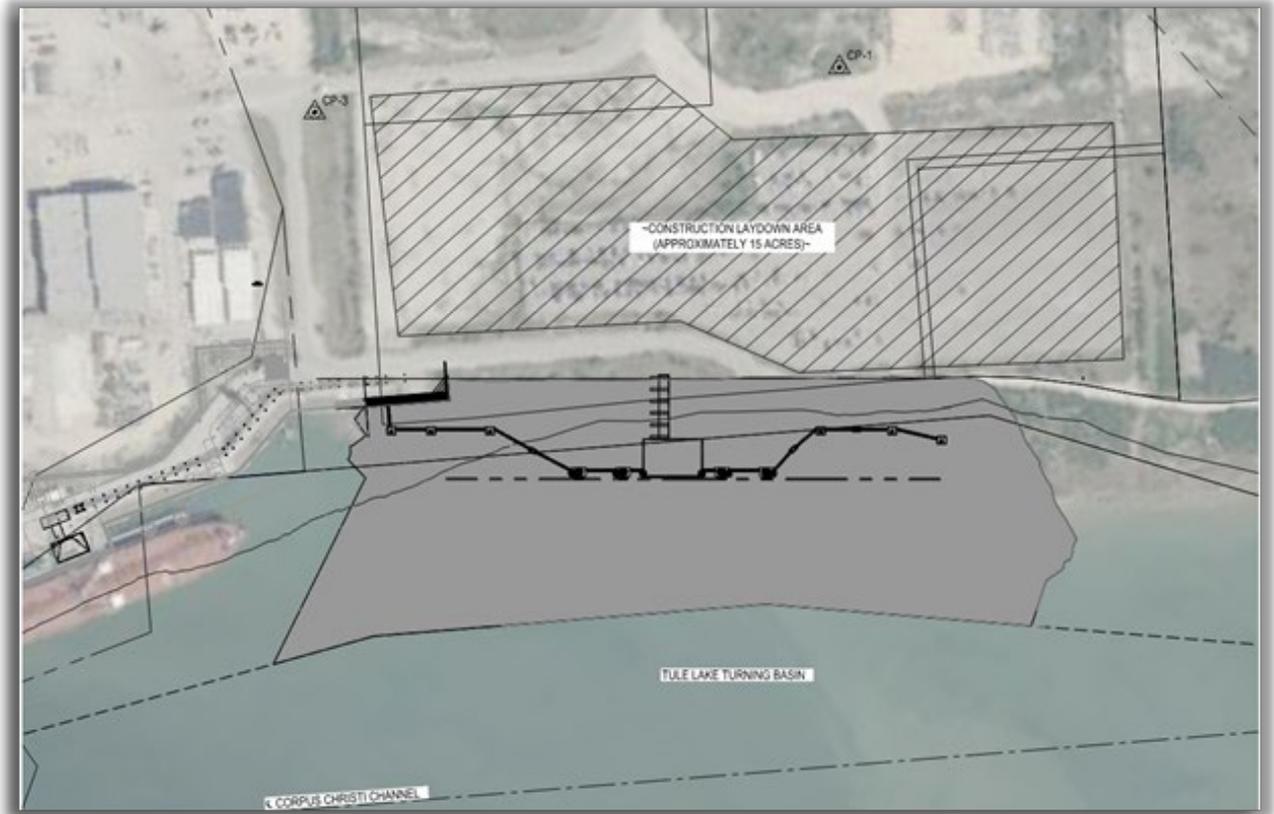


Description	Justification
<p>The project involves the design and construction of a new turning basin east of the Harbor Bridge in the Corpus Christi Ship Channel (CCSC) to fully capitalize on the deeper channel created by the CCSC Improvement Project. The new turning basin will accommodate Very Large Crude Carriers (VLCCs) and could support container ships if the PCCA decides to expand in that direction in the inner harbor in the future. The project includes a Section 204(f) Federal Assumption of Maintenance Feasibility Report and Environmental impact Statement, obtaining a Section 408, Approval of Modifications and Alteration of Corps of Engineer Projects, completion of full design, and eventual construction of a new Turning Basin within the Corpus Christi Ship Channel.</p> <p>The feasibility phase of the project includes:</p> <ul style="list-style-type: none"> • Completion of all work required for a Section 204(f)/408 Federal Assumption of Maintenance Feasibility Report and Environmental Impact Statement. • Full 100% design that is appropriate for contract advertisement and award. • Fulfillment of all USACE requirements and obtain Section 204(f)/408 approval. <p>The construction scope will be determined following completion of the feasibility study and final design.</p>	<p>To fully capitalize on the deeper channel provided by the Corpus Christi Ship Channel Improvement Project, a new turning basin is needed to accommodate Very Large Crude Carriers (VLCCs) in the Inner Harbor. Without this facility, the Port cannot maximize utilization of the deeper channel and associated throughput capacity. The evaluation of a new turning basin east of the former Harbor Bridge will ensure the most feasible and cost-effective solution is selected. A new turning basin would also position PCCA to handle future container ship traffic, supporting long-term diversification and growth.</p> <p>Class 5 ROM Estimate</p>



LD17 – Northbank Dock (dock only)		
Project #	Status	Department Oversight
23-040A	Under Design	Engineering
Priority	Category	Location
High	Strategic Initiative	Nueces

Financial Impact	
Prior Years Actual	
2024-2025	\$ 1,546,518
Budget	
2026	1,500,000
2027	9,500,000
2028	25,000,000
Outyears	20,000,000
Total Project Cost	\$ 57,546,518



Description	Justification
<p>Liquid Dock 17 is a new single-level bulk liquid marine dock proposed at a greenfield site along the Inner Harbor Ship Channel in Corpus Christi, Texas. The elevated concrete dock will support marine loading arms, gangway systems, a dock crane, piping, and associated topside equipment, and is designed to berth vessels ranging from inland barges to Suezmax and Very Large Gas Carrier (VLGC) vessels. The project includes berth dredging, breasting and mooring structures with fendering systems, shoreline protection, an anchored sheet pile bulkhead, and dock access via approachway and pipe way structures, all configured in accordance with the approved Conceptual Berth Layout and Basis of Design.</p>	<p>The Liquid Dock 17 project is intended to support bulk liquid terminal operations by providing a safe, efficient, and flexible marine facility capable of accommodating a broad range of vessel sizes. The design improves port capacity while maintaining required navigational, tug clearance, and channel offset criteria, and addresses site constraints through shoreline stabilization and land retention measures. Development of the dock aligns with PCCA's long-term infrastructure goals and enhances the operational capability and competitiveness of the Port of Corpus Christi.</p>

Tule Lake DMPA Levee Raise

Project #	Status	Department Oversight
24-425A	Under Design	Channel Infrastructure
Priority	Category	Location
Medium	Supporting Infrastructure	Nueces

Financial Impact

Prior Years Actual

2024-2025 \$ 951,203

Budget

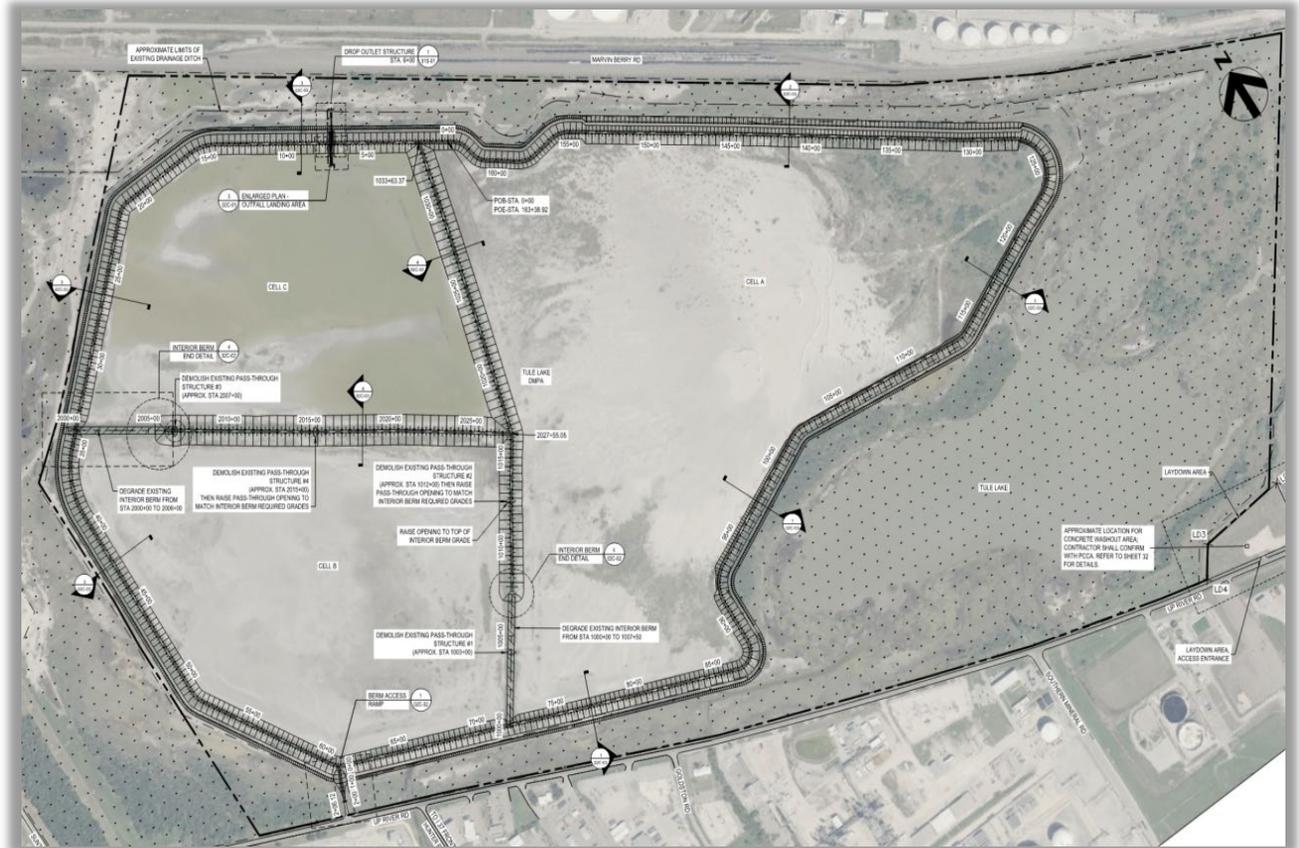
2026 50,000

2027 --

2028 12,500,000

Outyears 12,500,000

Total Project Cost \$ 26,001,203



Description

The Tule Lake Dredge Material Placement Area (DMPA) is a critical component of the Port of Corpus Christi's dredged material management system. To ensure long-term capacity for anticipated maintenance and capital dredging projects, staff plans to implement improvements that will expand the site's capacity and functionality. These improvements will accommodate dredged material generated from PCCA and customer projects, supporting dock maintenance, dock deepening, and new facility development. Planned work includes reshaping and raising levees, reconfiguring training levees to current standards, and replacing the weir box. The project may also include installation of an alternate dredge pipeline route (if feasible) to improve safety and efficiency.

Justification

Recently transferred to the PCCA by the U.S. Army Corps of Engineers (USACE), the Tule Lake DMPA has not been maintained for many years and requires both restoration and upgrades to serve as a reliable placement site. Once improved, the facility will support upcoming maintenance and new work projects.

Expanding capacity at the Tule Lake DMPA is essential to maintaining reliable, cost-effective placement options for dredged material.

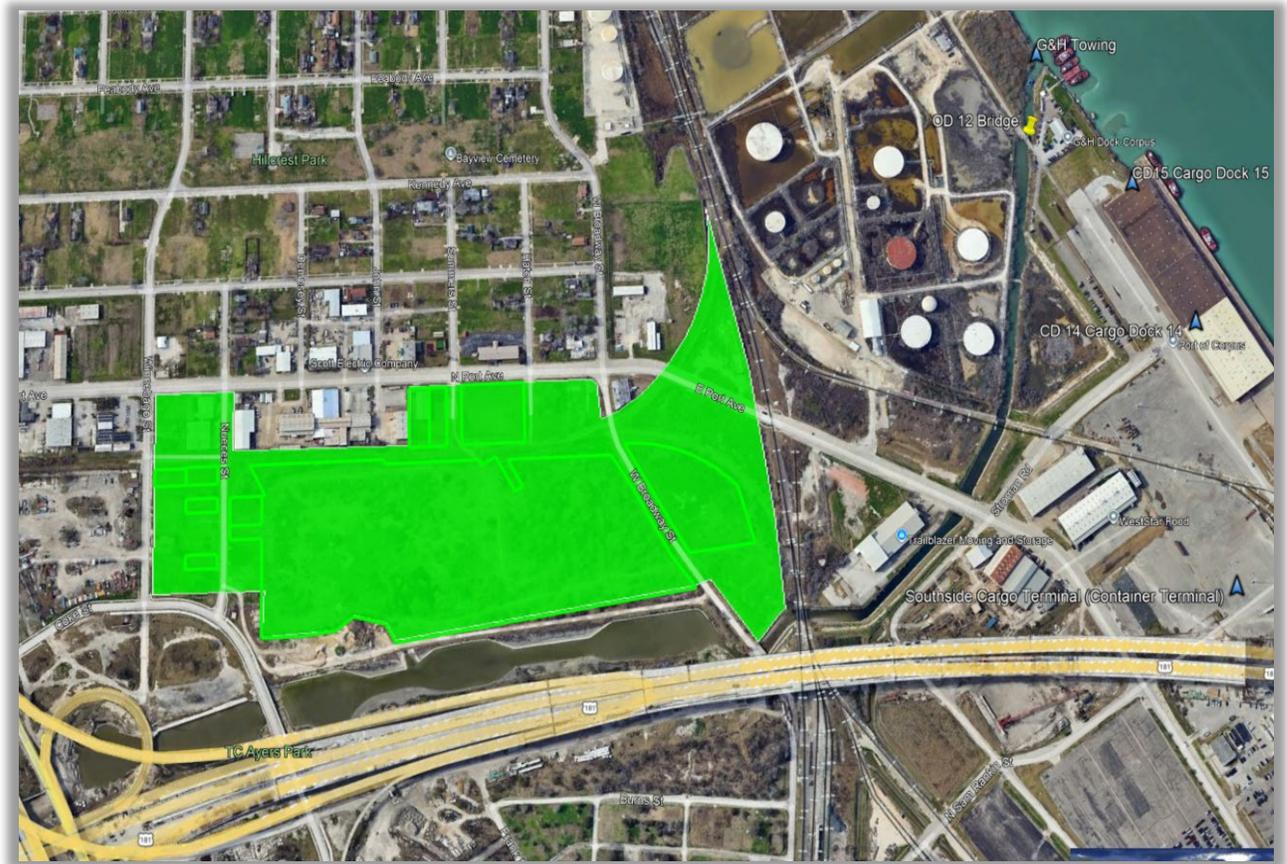


Greenfield Laydown Yard – Rail Connection (22 acre site)

Project #	Status	Department Oversight
23-028A	New	Engineering
Priority	Category	Location
High	Supporting Infrastructure	Nueces

Financial Impact

Prior Years Actual	
2024-2025	\$ 49,870
Budget	
2026	1,000,000
2027	--
2028	9,637,000
Outyears	9,000,000
Total Project Cost	\$ 19,686,870



Description	Justification
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The project involves development of a 22-acre Greenfield site into a stabilized multi-purpose cargo and laydown yard with provisions for future rail operations. Work includes elevating the site above base flood elevation, improving grading and drainage, mitigating environmental conditions such as wetlands and contaminated soils, and enhancing access from West Broadway Street and Port Avenue. The site will be configured to support diverse cargo and staging needs while preserving space for a potential Union Pacific Railroad spur and future rail expansion.

The project is needed to address capacity constraints at existing PCCA laydown yards and to support growing demand from wind energy, military logistics, steel, and third-party logistics users. By proactively addressing floodplain, environmental, and access challenges, the project enables near-term operational flexibility and positions PCCA for phased expansion aligned with future business opportunities.



New Maintenance Facility

Project #	Status	Department Oversight
22-030A	Under Design	Engineering/Operations
Priority	Category	Location
High	Supporting Infrastructure	Nueces

Financial Impact

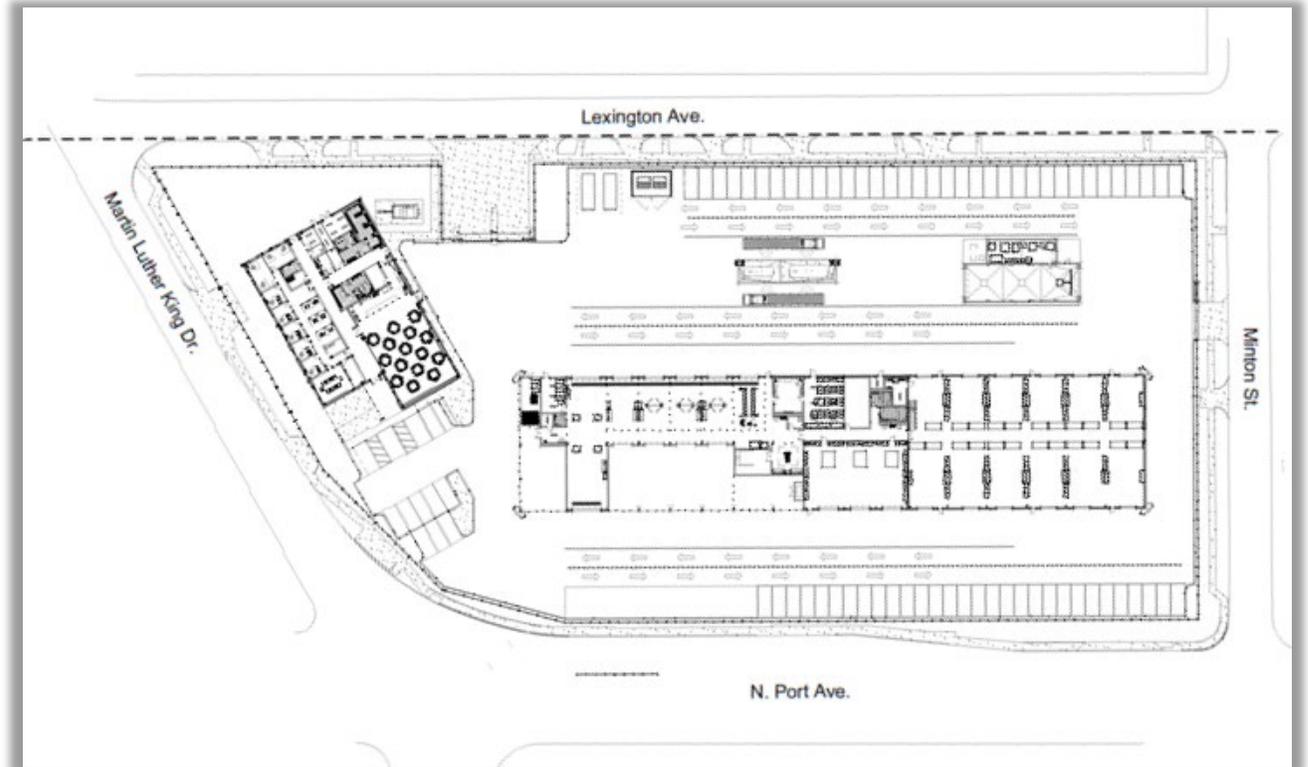
Prior Years Actual

2023-2025	\$ 507,492
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Budget

2026	4,000,000
2027	6,000,000
2028	6,000,000

Total Project Cost	\$ 16,507,492
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Description

Design and construct a new maintenance facility on the south side of the inner harbor, that includes a logistics building with updated offices, break room and training stations, a maintenance and mechanic building that includes trade bays, welding area, and six mechanic bays, a fuel island and wash bay utilizing recycled water.

Justification

The maintenance and mechanic teams are based on the north side of the ship channel and occupy two sites; 824 E. Navigation and 901 Navigation Blvd. These sites would be better utilized for commercial lease income generation. Additionally, the sites are functionally obsolete, inefficient, and size constrained to accommodate the Port's current and future maintenance needs. The facility on the south side of the ship channel will offer more efficient access to Port assets (2024 maintenance drive time could have been reduced by an estimated 260 hours) and it will increase our environmental stewardship (with an increased distance from inner harbor for fuel storage and transfer).

Harbor Point		
Project #	Status	Department Oversight
25-037A	Under Design	Engineering
Priority	Category	Location
High	Supporting Infrastructure	Nueces

Financial Impact	
Prior Year Actual	
2025	\$ 252,647
Budget	
2026	3,000,000
2027	5,350,000
2028	7,000,000
Total Project Cost	\$ 15,602,647



Description	Justification
<p>Harbor Point is a redevelopment of the area under the old Harbor Bridge right-of-way to the neighboring Museum of Science and History. The development includes multiple distinct activity elements, including an area for interactive play, multiple art features, areas for observation of vessel traffic in the ship channel, and an educational pathway and overlook area. The project also includes storm water management improvements that use native vegetation to address storm water quality while visually enhancing the area.</p>	<p>The property within the old bridge right-of-way will revert back to the PCCA upon completion of the bridge demolition; therefore, the PCCA would like to redevelop the property. PCCA has, by way of a memorandum of understanding (MOU) with the City of Corpus Christi, attained authorization to construct public improvements on the City-owned portion of the site adjacent the property.</p>

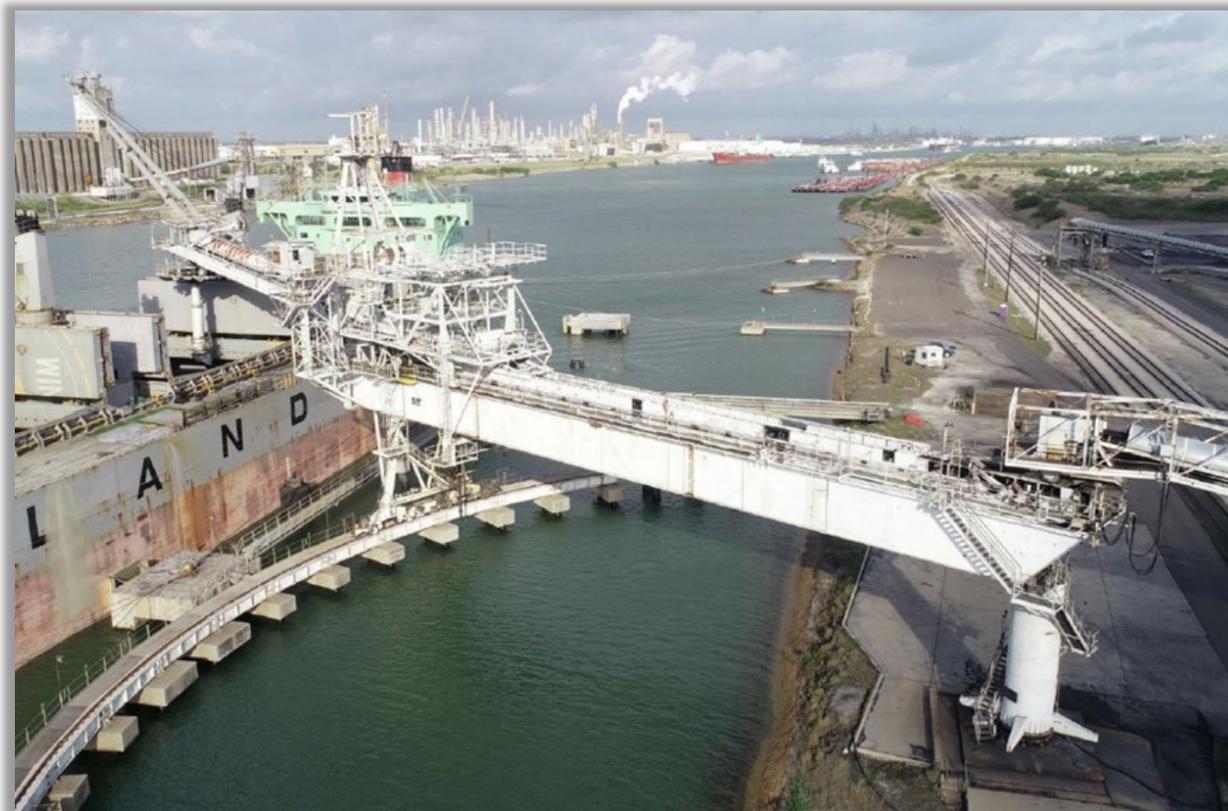


BMT Conveyance and Shiploader Rehab

Project #	Status	Department Oversight
23-032D	Under Construction	Engineering
Priority	Category	Location
High	Supporting Infrastructure	Nueces

Financial Impact

Prior Years Actual	
2024	\$ 189,150
2025	3,767,229
Budget	
2026	10,114,425
Total Project Cost	\$ 14,070,804



Description

This project consists of a comprehensive rehabilitation of the BD 2 shiploader to restore full operational capacity, extend its service life, and improve safety and efficiency. The project scope includes repairs to conveyor belts, their supporting structures, and the shiploader, as well as testing, repairs and replacements, and recommendations of repairs and replacements of electrical work at the conveyor belts, shiploader, transformers, and transfer towers.

Justification

Over the past several years, the PCCA has undertaken a series of initiatives aimed at enhancing the Bulk Materials Terminal (BMT), which is located on the north side of the Inner Harbor. Originally constructed in the 1950s, the terminal has seen incremental improvements over the decades. However, due to its age, the nature of the commodities handled, and evolving industry standards, continued investment is necessary to ensure that the terminal remains efficient and competitive. Given the strategic importance of BMT to the PCCA's industrial partners and the broader economic region, investments are not only essential for maintaining current service levels but also for enabling future terminal growth.



Sam Rankin Reconstruction (grant-funded)		
Project #	Status	Department Oversight
25-033A	Under Design	Engineering
Priority	Category	Location
High	Supporting Infrastructure	Nueces

Financial Impact	
Prior Year Actual	
2025	\$ 359,747
Budget	
2026	1,500,000
2027	5,000,000
2028	5,900,000
Total Project Cost	\$ 12,759,747



Description

This project is to reconstruct Sam Rankin Street from Port Avenue to IH37. road reconstruction will include a stabilized subgrade, flexible base, and new 3" asphalt paving with a layer of geogrid to strengthen the roadway for military equipment and other heavy loads coming into the Port. The project will also include reconstruction of curbs, gutters, and sidewalks.

Justification

The reconstruction of this roadway creates improved operational connectivity to the Port area. The current condition of the roadway creates a hazard to everyday commuters to and from PCCA and the surrounding area, as severe pavement distress causes vehicles to swerve into other lane to avoid large cracks and potholes. The PCCA was awarded TxDOT grant funding for this project.



Cargo Dock 8 – Increases to Structural Capacity

Project #	Status	Department Oversight
25-027A	Under Design	Engineering/Operations
Priority	Category	Location
High	Supporting Infrastructure	Nueces

Financial Impact

Prior Year Actual	
2025	\$ 805,815
Budget	
2026	400,000
2027	3,100,000
2028	7,000,000
Total Project Cost	\$ 11,305,815

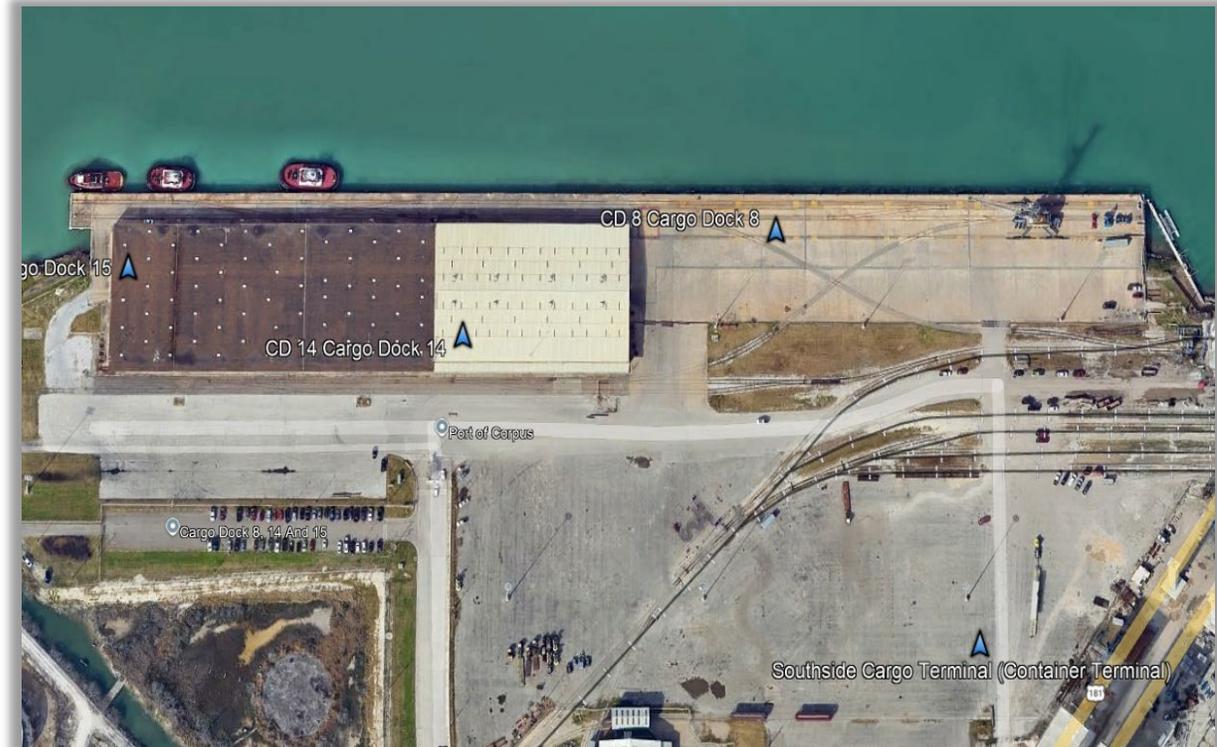
Description

The Cargo Dock 8 Structural Capacity and Stabilization Project is a two-fold effort consisting of required maintenance repairs and structural upgrades to preserve and, where feasible, increase the dock's existing live-load capacity. The project will evaluate and reinforce the dock to restrain further lateral movement toward the ship channel while addressing age-related deterioration. The scope includes structural assessment, targeted foundation and superstructure reinforcements, and maintenance repairs such as concrete deck rehabilitation, pile maintenance, and fender system repairs. Together, these improvements are intended to stabilize the dock, restore structural integrity, and extend the service life of Cargo Dock 8 by 20 to 30 years in support of continued port operations.

Justification

Cargo Dock 8 is experiencing structural movement and deterioration that, if left unaddressed, could compromise long-term stability, loading capability, and safe operation. Continued progression of these conditions increases the risk of operational constraints, safety concerns, and higher future repair costs.

This project represents a proactive investment to protect a critical waterfront asset, preserve functional capacity, and reduce the likelihood of unplanned outages or emergency repairs. Stabilizing and maintaining the dock now ensures continued reliability while supporting the Port's long-term infrastructure and asset management objectives.





CC Ship Channel Improvement Project – Viola Turning Basin Bulkhead Improvement

Project #	Status	Department Oversight
04-027P	Under Design (Solicitation Phase)	Channel Infrastructure
Priority	Category	Location
High	Supporting Infrastructure	Nueces

Financial Impact

Prior Year Actual

2025 \$ 186,447

Budget

2026 9,400,000

Total Project Cost \$ 9,586,447



Description

The project consists of the design and construction of approximately 900 linear feet of sheet pile bulkhead to stabilize the north shoreline of the Viola Turning Basin and protect critical Port infrastructure.

Justification

As a result of the Viola Turning Basin expansion under the Channel Improvement Project (CIP), significant shoreline erosion has occurred along the north side of the basin. The shoreline has receded approximately 30 feet, leaving only 19 feet between the water's edge and the Viola Channel G Range Rear Light. This encroachment poses a direct risk to the Viola Channel G Range Rear Light as well as adjacent road and rail infrastructure. To halt further degradation and protect critical Port assets, construction of a new bulkhead is required to stabilize the shoreline and ensure long-term structural integrity. This work will be delivered as in-kind services under the CIP and cost-shared with the Federal Government.



Rincon Rail Improvements		
Project #	Status	Department Oversight
25-041A	Under Design	Engineering
Priority	Category	Location
Medium	Strategic Initiative	Nueces

Financial Impact	
Prior Year Actual	
2025	\$ 730,774
Budget	
2026	1,500,000
2027	4,880,000
Total Project Cost	\$ 7,110,774



Description	Justification
<p>This project is to modernize and expand the PCCA’s rail infrastructure to enhance operational efficiency, accommodate growing commercial demand, and support long-term business development on Port’s northside. The project scope of work includes rail infrastructure upgrades and rail extension to the end of Rincon Road, on property recently acquired by PCCA. It includes a dedicated transloading track along the east laydown yard to eliminate operational inefficiencies. This will streamline transloading operations, reduce train car movements, and support a growing aggregate transloading business.</p>	<p>The rail infrastructure at the PCCA’s northside area is a vital component of PCCA’s commercial operations, particularly for loading and unloading cargo at Cargo Dock 9 and transporting them via rail to the Rincon areas. Ensuring the reliability and capacity of the rail system is essential to supporting the Port’s economic activities and supports growing rail transportation demands while ensuring long-term resilience for rail operations.</p>

Southside Rail Upgrades		
Project #	Status	Department Oversight
25-039A	Under Design	Engineering/Operations
Priority	Category	Location
Medium	Supporting Infrastructure	Nueces

Financial Impact	
Prior Year Actual	
2025	\$ 279,282
Budget	
2026	1,500,000
2027	4,125,000
Total Project Cost	\$ 5,904,282



Description	Justification
<p>The primary objective of this project is to enhance the PCCA's rail infrastructure by upgrading outdated rail sections to 115lb rail, improving track stability, and ensuring compatibility with flood control measures. These improvements are essential for supporting increased military and commercial activity while maintaining critical flood protection. The project scope of work includes rail upgrades, road crossing enhancements, track elevation adjustments, and flood gate compatibility.</p>	<p>The rail infrastructure at the Port of Corpus Christi's southside area is a critical component of military and commercial operations, particularly for loading and unloading goods at Cargo Docks 8, 14, and 15. Ensuring the reliability and capacity of the rail system is essential to supporting the Port's strategic and economic activities and supports growing rail transportation demands while ensuring long-term resilience in both rail operations and flood management.</p>



Tactical Firearms Training Facility

Project #	Status	Department Oversight
26-025A	New	Engineering/Port Security
Priority	Category	Location
High	Supporting Infrastructure	Nueces

Financial Impact

Budget	
2026	\$ 300,000
2027	3,500,000
2028	1,500,000
Total Project Cost	\$ 5,300,000



Description

The project will construct a 6-lane, 50-yard indoor firearms training range at the Southside Marine Center for the Port of Corpus Christi Police Department. The facility will include ballistic-rated construction, rifle-rated bullet traps, overhead baffles, advanced moving and turning target systems, and a dedicated HVAC system with HEPA filtration to control lead and airborne contaminants in compliance with NIOSH, OSHA, and NRA standards. Limited classroom and administrative space will support integrated training operations.

Justification

PCCA PD currently faces a critical shortage of accessible firearms training facilities, limited availability at the Corpus Christi Police Department range, and the absence of other suitable local options. This lack of access restricts required firearms qualifications and advanced training, increasing operational risk, professional liability, and potential accreditation challenges. A dedicated indoor range would allow for consistent, year-round training, support modern tactical and low-light scenarios, and improve officer readiness. Locating the facility at the Southside Marine Center provides convenient access, minimizes environmental and noise impacts, and represents a necessary investment in public safety and risk reduction.



Oil Dock 2 Improvements		
Project #	Status	Department Oversight
25-029A	Under Design	Engineering
Priority	Category	Location
High	Supporting Infrastructure	Nueces

Financial Impact	
Budget	
2026	\$ 400,000
2027	3,600,000
Total Project Cost	\$ 4,000,000



Corpus Christi Turning Basin – Oil Dock 2 aerial view (north)

Description	Justification
<p>The work generally consists of demolition and disposal of timber facing, cylindrical fenders, trapezoidal fenders, cleats, sacrificial anodes, and existing dolphins 1A and 1B. The Contractor will furnish and install a new 60-inch monopile and a new 4-pile breasting structure that will include all materials, coal tar epoxy coating, cathodic protection, and the specified donut fenders. The Contractor will furnish and install new composite timber facing, new arch fenders & delta fenders, and replace all cleats along the existing bulkhead. There will be concrete spall and crack repairs addressed on the bulkhead as well as installation of a new cathodic protection system. The Contractor will also improve the pavement and drainage on the landside of the Oil Dock 2 facility area.</p>	<p>The proposed work is necessary to restore and enhance the structural integrity, operational reliability, and safety of Oil Dock 2. Many of the existing marine components have reached the end of their service life due to long-term exposure to barge loads, saltwater corrosion, and general deterioration. Their removal and replacement with new marine components will provide improved barge impact resistance and reduce the risk of damage to both barges and the dock. Protective coatings and a new cathodic protection system will mitigate corrosion and extend the lifespan of the waterfront structures. Repairs to the bulkhead, along with pavement and drainage improvements on the landside, will further protect the facility from structural degradation and operational disruptions. Overall, the project will ensure continued safe berthing operations and reliable support of port operations.</p>

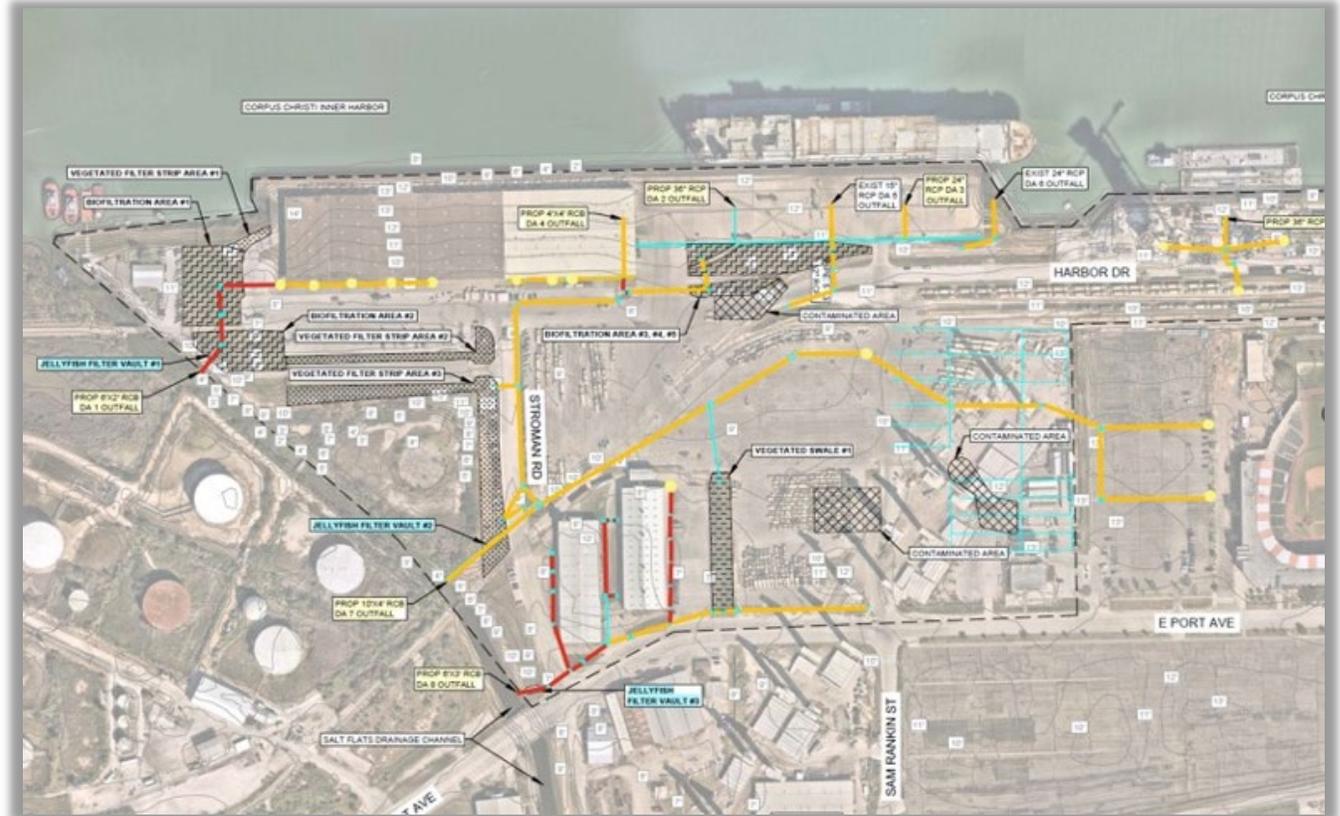


Southside Storm Water Capital Improvements

Project #	Status	Department Oversight
24-028A	Under Design	Engineering
Priority	Category	Location
Medium	Supporting Infrastructure	Nueces

Financial Impact

Prior Years Actual	
2024	\$ 40,405
2025	174,849
Budget	
2026	1,000,000
2027	2,300,000
Total Project Cost	\$ 3,515,254



Description

Drainage runoff and capacity improvements to prevent flooding and green infrastructure to improve water quality. Project components include upgrading reinforced concrete pipe sizes, incorporating permeable asphalt or concrete pavement, and maximizing biofiltration. Locations on the south side of the channel around Cargo Docks 8, 14, and 15.

Justification

The project is part of the Environmental Department's September 2022 Stormwater Master Plan and Stormwater Capital Project Plan. The Stormwater Capital Projects Plan provides a snapshot of recommended infrastructure improvements to address controlling stormwater quantity and improving stormwater quality.



Nueces Bay Shoreline – Phase II (grant-funded)		
Project #	Status	Department Oversight
21-038B	Under Design	Engineering/Environmental
Priority	Category	Location
High	Supporting Infrastructure	Nueces

Financial Impact	
Prior Years Actual	
2023	\$ 157,733
2024	67,741
2025	16,906
Budget	
2026	1,000,000
Total Project Cost	\$ 1,242,380



Description	Justification
<p>In 2022, construction was completed on the Nueces Bay Shoreline Erosion – Levee Protection – Phase I project, for shoreline stabilization and repair of damage to the western shoreline of Nueces Bay resulting from longer term erosion and storm impacts due to previous hurricanes. Phase II will restore and protect the shoreline at Nueces Bay by constructing a living shoreline to slow the process of erosion against hurricane-induced wave action and storm surge.</p>	<p>The construction of a living shoreline will buffer storm surge from tropical storms and hurricanes, which will significantly reduce storm impact and damage to public access to the shoreline and asphalt bike/walking path, damage to critical PCCA infrastructure running parallel to the shoreline, reducing cover over customer buried pipelines, and future road damages to the Joe Fulton Corridor (JFC), a critical evacuation route for the residents of the North Beach community and PCCA industrial facilities along the JFC.</p>