



TEXAS  
INTERNATIONAL  
TERMINALS

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October 13, 2021

The Honorable Craig Brown  
Mayor's Office  
City of Galveston, Texas  
823 Rosenberg  
Galveston, Texas 77550

RE: Pelican Island Causeway Replacement

Dear Mayor Brown,

It has been brought to our attention that there are continuing discussions regarding a potential lowering of the height of the to-be-constructed Pelican Island Causeway from the previously approved 75-foot clearance to a 45-foot clearance. Such a reduction in height utilizing a fixed span bridge will have a significant adverse impact on Texas International Terminals Ltd. ("TXIT"), our fellow stakeholders all along the Galveston Ship Channel and the Gulf Intracoastal Waterway (GIWW) to the West of the Pelican Island Causeway, as well as the customers and industries that we serve.

Over recent years, TXIT has made tremendous capital investment in our terminal located at the far West End of the Galveston Ship Channel. By the end of 2021, TXIT will commission two new ship berths, and we have plans to further expand by bringing another ship berth online (for a total of four deep water berths) in the next 12-24 months. These expenditures on deepwater improvements are in addition to the three rebuilt barge berths that TXIT into service at the beginning of 2021.

In 2022, TXIT is expecting to receive over 1,200 barges on those three barge docks alone, which figure does not include the various barges that will call the facility to service vessels at berth.

Further, we have reviewed the data that has been presented regarding 2019 Pelican Island bascule bridge lifts and we find it to be somewhat incomplete in terms of the reality of experienced vessel passage through Pelican Island bridge. Specifically, the data does not appear to recognize that the lower number of bridge transits inherently reflects the limitations of the current infrastructure, despite the best efforts of our Galveston County



Navigation District personnel. Failing to take into account the current limitations results in a skewed data set for purposes of evaluating the re-design.

As a terminal owner and operator we have many opportunities to view current modes of transportation being utilized along the GIWW. What we are seeing is an increase in size of vessels, tows and tugboats, all of which require minimum height and width clearances in order to safely sail in the GIWW. Spans at other major points of industry along the GIWW typically allow for +~75 feet of vertical clearance and +~300 feet of horizontal clearance. A replacement bridge more consistent with these standards would ensure not only open access to marine traffic for users both East and West of the Pelican Island causeway but would also ensure that Galveston remains a friendly and desirable port of call for vessels and customers shipping products and materials throughout our region.

On behalf of our company, our neighboring landowners both East and West of the current bridge, and our customers who rely on Galveston's unique location and marine assets, we urge you to reconsider the proposed changes to the design and navigational capabilities of the to-be-constructed Pelican Island bridge and join us in supporting a re-design more consistent with other major port facilities along the GIWW.

Sincerely,

Bill Bevers  
Vice President