

9. PELICAN ISLAND BRIDGE REPLACEMENT

BACKGROUND

The Transportation Policy Council (TPC) approved \$26.3M in Surface Transportation Block Grant (Category 7) funding in the 2018 Call for Projects to reconstruct the 60-year-old Pelican Island Bridge. The funding supports construction of a new location bridge, which will replace the current bridge as well as construct the two-lane approach roadway from West of Bradner to the new Pelican Island Bridge. The project is currently scheduled to let in 2029. The Pelican Island Bridge is the only connection between Galveston Island and Pelican Island and is currently owned, operated, and maintained by the Galveston Navigation District. Upon its completion, the City of Galveston will own, operate, and maintain the new location bridge and associated roadway facilities.

In addition to TPC funding, the project has \$45M in Federal Bridge Replacement Program funds, which includes \$5M match from the Texas Department of Transportation, \$7.5M in Rider 37 state funds from the Texas Legislature and TxDOT funding for costs to design and provide construction engineering services for this off-system facility. The project also has \$36.2M from local transportation partners. Portions of the funding from local transportation partners will provide match for the Federal Bridge Replacement Program and Rider 37 funds.

The TxDOT Houston District has calculated the cost-benefit ratio (CBR) for the project using current cost estimate and the project has a CBR of 2.06. The project is nearing 60% design completion and currently has a funding gap of \$205.8M which includes inflationary cost impacts until construction bids are received. The Pelican Island Bridge is an off-system facility. The cost to replace the bridge is more than the bridge owner and other local transportation partners can support beyond current local funding commitments.

The TPC is asked to consider supporting the funding gap of \$205.8M including using TDCs as the match plus assuming full responsibility for all future cost overruns. The TPC is also being asked to consider supporting the use of TDCs as the match on the previously approved \$26.3M.

CURRENT SITUATION

Galveston area local governments and the Texas Department of Transportation - Houston District have indicated that this project is an infrastructure and economic priority for the region. City of Galveston Councilmember Marie Robb and TxDOT Houston District Deputy District Engineer Varuna Singh presented this information about the importance of this project and its remaining funding need to the TPC in February. Slides are attached.

ACTION REQUESTED

For information only.

Pelican Island Bridge: Gateway to Economic Growth for Texas



City of Galveston

Mayor Pro Tem Marie Robb

Councilmember District 6

February 28, 2025



Pelican Island Bridge Conditions

- Condition of existing bridge is negatively impacting current business operations and hindering future growth opportunities
 - Weight Restrictions
 - Height Restrictions
 - Poor Condition of Critical Components
- Cost of maintaining existing bridge is more expensive than what experts recommend





Pelican Island Bridge connects to:

- Texas A&M University at Galveston (TAMUG)
- Crude Oil storage terminal
- Shipbuilding and repair facilities
- Multiple maritime and support services for offshore oil and gas
- Federal and local dredge placement areas



Most Accessible Industrial Land on the Texas Gulf Coast



- Over 2,000 linear feet with **45'** deep-water access
- **Over 1,200 acres** of undeveloped land
- Access to the Houston Ship Channel, the Galveston Channel, and the Intracoastal Waterway and the Gulf
- Port of Galveston and Port Houston jointly researching cargo, energy and manufacturing industry opportunities



TAMUG Economic Value

- TAMUG is the **only** Maritime Academy on Gulf Coast
- **One of six** State maritime Academies in the nation
- **400 cadets** are **trained annually** to fill major workforce shortages who can serve as critically needed mariner officers.
- **\$87 million** total added income to Galveston County economy
- **1,399** total jobs supported



Photo credit: Texas A&M University at Galveston

Regional Employment



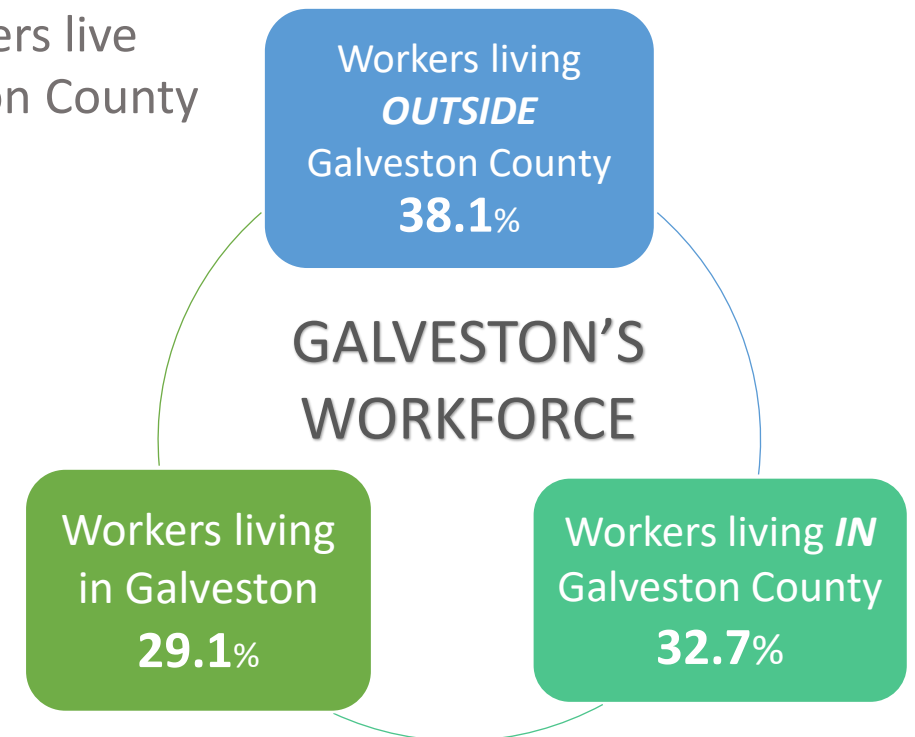
70 percent of Galveston workforce commutes to the Island

➤ **32 percent** of workers live *IN* Galveston County

- League City
- Texas City
- La Marque
- Dickinson
- Santa Fe
- Friendswood
- ...and more

➤ **38 percent** of workers live *OUTSIDE* of Galveston County

- Houston
- Pearland
- Pasadena
- Baytown
- Lake Jackson
- Alvin
- ...and more

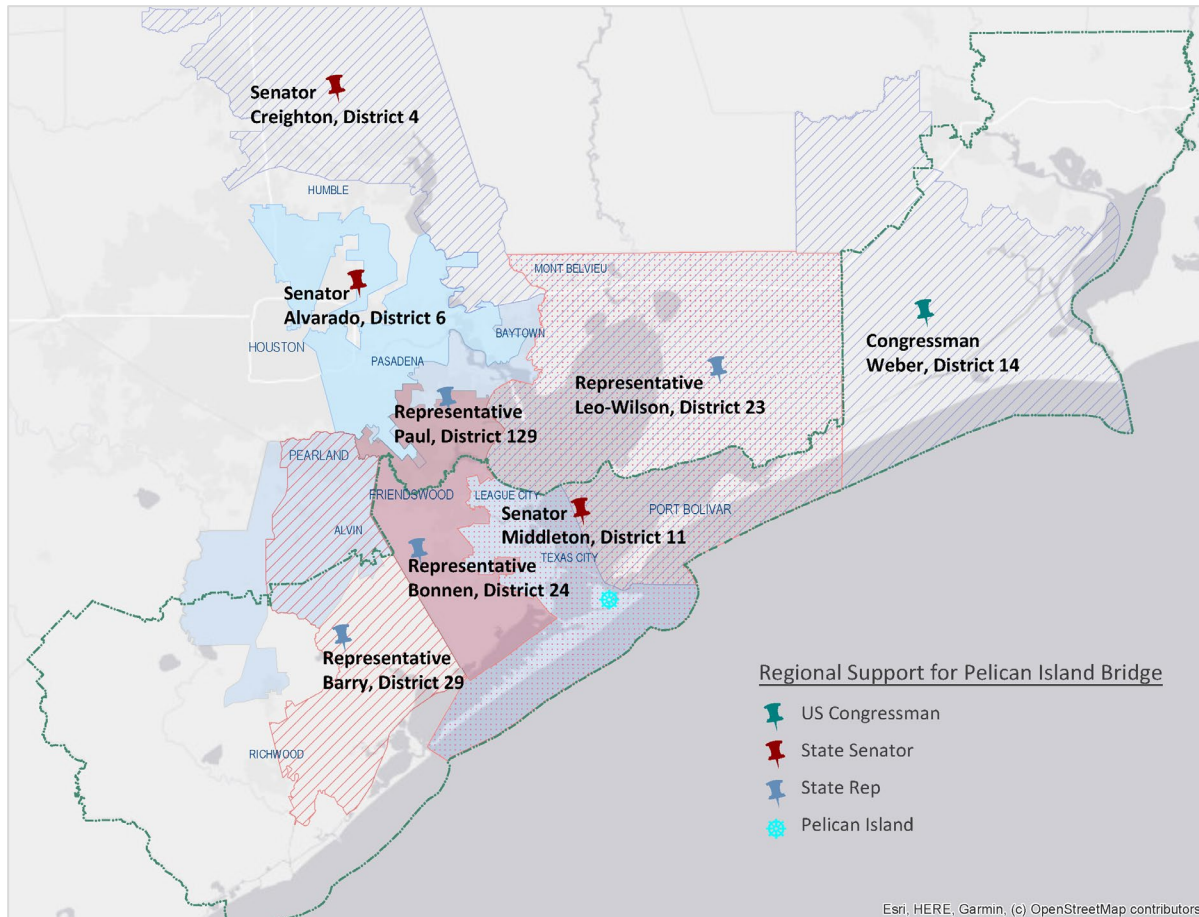


Pelican Island Economic Impact: Present and Future Development



- Over **50 percent** of **Top 10 Industrial Taxpayers** in Galveston are located on Pelican Island
- **Recent inquiries from industries:**
 - Oil and Gas Support Services
 - Aerospace Manufacturing
 - Steel Manufacturing & Fabrication
 - LNG facilities
 - Shipbuilding and Fabrication services
 - Advanced Technology Manufacturing

Federal, State and Regional Support



- Congressman Randy Weber - District 14
- State Senator Mayes Middleton – District 11
- State Senator Brandon Creighton – District 4
- State Representative Terri Leo Wilson – District 23
- State Representative Greg Bonnen MD – District 24
- State Representative Dennis Paul – District 129
- State Senator Carol Alvarado – District 6
- State Representative Jeff Barry – District 29
- Joint Resolution of Support signed by:
 - Bay Area Houston Economic Partnership, BayTran, Economic Alliance Houston Port Region, Galveston Regional Chamber of Commerce, Galveston Economic Development Partnership



Bridge Replacement Project - *Pelican Island Causeway*

Status Update



PROJECT LOCATION MAP



 = Proposed Alignment
 = Existing Bridge



PROJECT LOCATION MAP



 = Proposed Alignment
 = Existing Bridge



Inset Area



- Capital improvement to replace aging infrastructure
 - *Current bridge built more than 60 years ago*
 - *Poor bridge condition rating per Federal Bridge Condition Rating System*
 - *Increasing maintenance costs: over \$5M for repairs spent in the last 5 years*

- Promote regional and statewide economic growth
 - *Restricts waterborne commercial goods movement*
 - *Restricts commercial goods movement on roadway network*



PRELIMINARY STUDIES, SCHEMATIC DESIGN AND ENVIRONMENTAL CLEARANCE

Milestone	Start Date	Completion Date	Responsible Party
Feasibility & Navigation Study	November 2022	April 2023	TxDOT
Bridge Type Selection Report	August 2022	March 2024	TxDOT
Vessel Allision Report	July 2023	June 2024	TxDOT
Schematic Design	April 2022	August 2024	TxDOT
Environmental Clearance	March 2022	May 2026	TxDOT



REQUIRED PERMITTING APPROVALS

Approving Agency	# of Required Approvals	Anticipated Agency Approval Date
Texas Historical Commission	1	December 2025
U.S. Fish & Wildlife Service	1	March 2026
National Marine Fisheries Service	3	March 2026
U.S. Army Corps of Engineers	2	March 2028
U.S. Coast Guard	1	September 2028
TOTAL	8	



DESIGN, BIDDING AND CONSTRUCTION

Milestone	Start Date	Completion Date	Responsible Party
30% Detailed Design	February 2024	September 2024	TxDOT
60% Detailed Design	October 2024	September 2025	TxDOT
90% Detailed Design	October 2025	April 2026	TxDOT
100% Design, Advertising & Receiving Construction Bids	May 2029	September 2029**	TxDOT
Construction	November 2029	October 2034	TxDOT

** Given the U.S. Coast Guard Permit Approval is not anticipated until September 2028, the earliest letting date that can be certified is September 2029.

PROJECT COST AND FUNDING



COMMITTED FUNDING	
Funding Source	Funding Amount (\$M)
Port of Galveston (\$1.25 M serves as Local Match for Rider 37)	\$2.00
Port of Houston (\$1.25 M serves as Local Match for Rider 37)	\$2.00
City of Galveston	\$6.00
Galveston County	\$7.00
Texas A&M University - Galveston	\$9.20
Galveston County Navigation District #1	\$10.00
TOTAL COMMITTED LOCAL FUNDING	\$36.20
Federal Bridge Replacement Program (State Match)	\$5.00
Rider 37 – Texas Legislature (State Portion)	\$7.50
Design and Construction Engineering Budget (100% State)	\$30.00
TOTAL COMMITTED STATE FUNDING	\$42.50
Federal Bridge Replacement Program (Federal Portion via TxDOT)	\$40.00
Surface Transportation Block Grant via MPO (100% Federal)	\$26.30
TOTAL COMMITTED FEDERAL FUNDING	\$66.30
TOTAL COMMITTED FUNDING	\$145.00

PROJECT COST AND FUNDING



COST AND FUNDING GAP	
Cost Type	Estimated Cost (\$M)
Utility Relocation	\$1.00
Right of Way Acquisition	\$1.50
Environmental Mitigation	\$2.00
Engineering	\$30.00
Construction	\$250.00
TOTAL ESTIMATED COST	\$284.50
TOTAL COMMITTED FUNDING	\$145.00
FUNDING GAP	-\$139.50

POTENTIAL FUNDING SOURCE TO CLOSE FUNDING GAP	
Funding Source	Funding Amount (\$M)
Surface Transportation Block Grant via MPO (100% Federal)**	\$139.50

** This \$139.50M would be in addition to existing \$26.30M of MPO funding.



- Right of Way Acquisition
- Explore other funding streams, including Federal Grants and Federal Community Project Funding/Congressional Directed Funding, etc.
- Execute the Advance Funding Agreement between City of Galveston and TxDOT
- Complete 60% Design Milestone



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THANK YOU

