Texas A&M Transportation Institute



Port Freeport

2026 Economic Impact Analysis

Prepared by the Texas A&M Transportation Institute

Port Freeport 2026 Economic Impact Analysis

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Contents

Executive Summary 1
Introduction 2
Purpose of Study 3
Texas Ports Overview 3
Economic Activity 9
Port Freeport Overview 9
History 9
Economic Profile 10
Tenants and Private Terminals 11
Port Development 13
Private Sector Development 16
Methodology 18
IMPLAN 18
Inputs 18
Data Collection Methods 19
Facility-Level Modeling of Freeport LNG 20
Contribution Analysis 20
Regional Structure 21
Multipliers 22
Outputs 22
Results 22
Brazoria County 24
Statewide 25
National 26
Discussion of Results 27
Conclusion 28

Tables

Table 1. Calendar Year 2023 Waterborne Tonnage by State (Top 10) (in Units of 1,000 Tons) () 4
Table 2. Texas Ports Overview () 5
Table 3. 2022 EIA Summary New Methodology 23
Table 4. 2026 EIA Summary 23
Table 5. Impact Growth 2022 to 2026 23
Both analyses were also run with construction jobs included. Tables 6 through 8 show the same analyses with construction job impacts. The additional one-time construction jobs added about 5,000 additional total jobs in the 2022 analysis and about 3,000 additional total jobs in the 2026 analysis. This difference reflects the project-specific and temporary nature of construction employment, which can fluctuate substantially from year to year depending on the timing and scale of capital investments. As in the previous tables, growth was positive across all impacts. Table 6. 2022 EIA Summary New Methodology with Construction Jobs 23
Table 7. 2026 EIA Summary with Construction Jobs 24
Table 8. Growth from 2022 to 2026 with Construction Jobs 24
Table 9. Brazoria County Estimated Total Impact Summary 25
Table 10. Brazoria County Estimated Tax Impact Summary 25
Table 11. Statewide Estimated Total Impact Summary 26
Table 12. Statewide Estimated Tax Impact Summary 26
Table 13. National Estimated Total Impact Summary 26
Table 14. National Estimated Tax Impact Summary 27

Figures

Figure 1. Port Freeport and Neighboring Ports (Source: TxDOT) 5
Figure 2. Port Freeport Top Commodities in 2025 () 11
Figure 3. Port Freeport Cargo Storage (Source: Port Freeport) 12
Figure 4. Port Freeport (Source: USACE) 14
Figure 5. Refrigerated Warehouse (Source: Port Freeport) 15
Figure 6. MRIO Process (Source: IMPLAN) 21

Executive Summary

In 2022, the Texas A&M Transportation Institute (TTI) conducted an economic impact analysis for Port Freeport. That report found that the port has a substantial impact on the national, state, and local economies in terms of employment, labor income, tax revenues generated, and economic output (1). Since that report, the port has completed the largest capital program in its history, including Berth 8 at Velasco Terminal, the Parcel 14 rail expansion, a refrigerated cross-dock warehouse, two super post-Panamax cranes, and the deepening of the Freeport Harbor Channel to 51–56 feet. This report estimates the economic impacts attributed to the port in 2026 using data collected from primary and secondary sources at Port Freeport and the waterway-dependent industries along the Freeport Harbor Channel. Based on this analysis, TTI estimates that Port Freeport supports the following economic impacts at the local, state, and national levels:

- **186,500** jobs supported nationally
  - 90,700 jobs supported statewide
  - 28,600 jobs supported within Brazoria County
  - 8,800 direct jobs
- **$147.4 billion** in total national economic output
  - $100.3 billion in total economic output statewide
  - $66.3 billion in total output within Brazoria County
- **$19.9 billion** in labor income nationally
  - $9.9 billion in labor income statewide
  - $3.1 billion in labor income within Brazoria County
- **$5.5 billion** in state and local tax revenues nationally
  - $2.7 billion in state and local tax revenues within Texas
  - $1.2 billion in state and local tax revenues generated within Brazoria County
- **$6.0 billion** in federal tax revenues nationally
  - $3.4 billion in federal tax revenues statewide
  - $1.6 billion in federal tax revenues generated within Brazoria County

For this analysis, TTI researchers used the Impact Analysis for Planning (IMPLAN) model. IMPLAN is a widely used economic analysis tool that government agencies, universities, and private corporations have relied on for decades. The inputs to the model were collected from primary and secondary sources, including employer data maintained by the Economic Development Alliance for Brazoria County, a survey of port tenants, terminal operators, and service providers, and follow-up interviews with company representatives. The county and state results come from a single multi-regional analysis that links Brazoria

County to the rest of Texas, so the county results are a component of the statewide total. The national results come from a separate analysis of the United States economy and are not additive with the county and state figures.

It is important to note that the 2026 results are not directly comparable to the 2022 report. This study applies an industry contribution framework and defines direct employment more narrowly. Suppliers to port tenants, including truck and rail carriers, are now measured through the model's indirect effects instead of being counted as direct employers. In order to allow a direct comparison to 2022, the 2022 analysis was rerun using the new methodology. When compared using the same analytical method, the results show that total jobs supported nationally by Port Freeport have increased by 14.8 percent, while total economic output has increased by 15.3 percent.

Through this study, researchers have shown that Port Freeport has a considerable impact not only on the local economy of Brazoria County but also on the state and national economies. For example, petrochemical manufacturing facilities in Brazoria County account for over 21 percent of total U.S. employment in the petrochemical manufacturing sector (NAICS 325110), based on IMPLANs 2024 data. These results, coupled with the completion of the Freeport Harbor Channel Improvement Project and the additional public and private investment in facilities along the channel, indicate that the region is well positioned for continued economic growth.

Introduction

Port operations are essential to both international and domestic trade and transportation networks. According to UN Trade and Development (UNCTAD), global seaborne trade reached 12.1 billion tons in 2024 (2). This volume was 14 percent higher than reported in the previous study in 2022, reflecting the continued recovery of maritime commerce from disruptions associated with the COVID-19 pandemic, as well as subsequent geopolitical and supply chain challenges. In the United States, waterborne vessels transported approximately 1.7 billion tons of imports and exports in 2024, representing 79.2 percent of the total weight of U.S. international freight trade (3). Texas accounts for a substantial share of this activity. In 2023, Texas ports handled 693 million tons of foreign and domestic cargo, more than the ports of any other state (4, 15). These figures underscore the critical role that ports and waterborne trade play in supporting economic activity at the global, national, and state levels.

The investment in and continued operation of the port infrastructure needed to efficiently move these goods create not only direct economic effects on the communities in which

they are located, but also indirect and induced effects on the regional, state, and national economies. These impacts come in several forms, including jobs, output, labor income, and tax revenues. This economic impact analysis seeks to estimate these impacts in terms of total jobs, dollars, and tax revenues within Brazoria County, across the State of Texas, and across the United States.

Purpose of Study

The purpose of this study was to estimate the annual economic impact of Port Freeport operations on the county, state, and national economies. The analysis encompasses operations located at Port Freeport proper, along the Freeport Harbor Channel, and other activities that depend on the port. Estimated impacts include the primary (direct) effects of these operations, as well as the secondary (indirect and induced) effects generated throughout the broader economy. Results are reported in terms of employment, total output, labor income, and local, statewide, and federal tax revenues.

To conduct the analysis, researchers identified industries that rely on the Freeport Harbor Channel or existing port activities. These industries include firms leasing property from Port Freeport within the inner harbor; privately owned terminal facilities located along the Freeport Harbor Channel; businesses directly involved in the movement of goods into and out of the port; port administration and support service providers; and industries that depend on waterborne trade but may operate outside the immediate port area.

Texas Ports Overview

In 2023, Texas ranked as the largest port system in the United States, handling approximately 693 million tons of imports, exports, and domestic cargo. Louisiana ranked second with 508 million tons, roughly split between domestic and foreign trade, while California remained third with 222 million tons. As in prior years, Texas led all states in international trade activity, driven largely by foreign shipments. Texas ports loaded 426 million tons of exports in 2023, accounting for more than 44 percent of the national total and over twice that of the next-largest state, Louisiana (Table 1).

Table 1. Calendar Year 2023 Waterborne Tonnage by State (Top 10) (in Units of 1,000 Tons) (5)

State	Totals	Shipping: Domestic	Shipping: Foreign	Receiving: Domestic	Receiving: Foreign	Intrastate
Total	**2,378,962**	**496,327**	**962,090**	**496,327**	**672,490**	**248,055**
Texas	**692,827**	**45,396**	**426,104**	**25,446**	**122,643**	**73,239**
Louisiana	508,254	77,806	204,096	116,141	61,833	48,379
California	222,492	2,976	53,627	20,385	139,829	5,675
New Jersey	141,874	31,375	16,363	6,144	78,923	9,068
Florida	101,460	5,954	12,378	40,942	41,798	389
Washington	99,037	10,229	49,681	13,697	19,795	5,636
Kentucky	78,270	39,557	0	24,348	0	14,365
Virginia	71,403	1,269	51,193	1,917	14,495	2,529
Ohio	68,001	12,826	4,891	40,799	3,151	6,335
Alabama	65,967	5,205	17,872	12,933	19,408	10,548

Since 2020, the data year reported in the previous study, total U.S. waterborne tonnage increased by approximately 7 percent, from 2.23 billion to 2.38 billion tons as maritime trade recovered from the pandemic related slow down. Over the same period, tonnage handled by Texas ports grew by 14 percent, increasing from 608 to 693 million tons. This growth was driven almost entirely by foreign shipments, which rose 23 percent. Foreign receipts in Texas increased slightly over the same period, while domestic shipping and receiving both showed slight declines. Virginia replaced Illinois as a top ten state in 2023, while Florida rose to fifth. Because Texas port tonnage grew faster than national total, the state's share of total U.S. waterborne tonnage increased from approximately 27 percent to 29 percent.

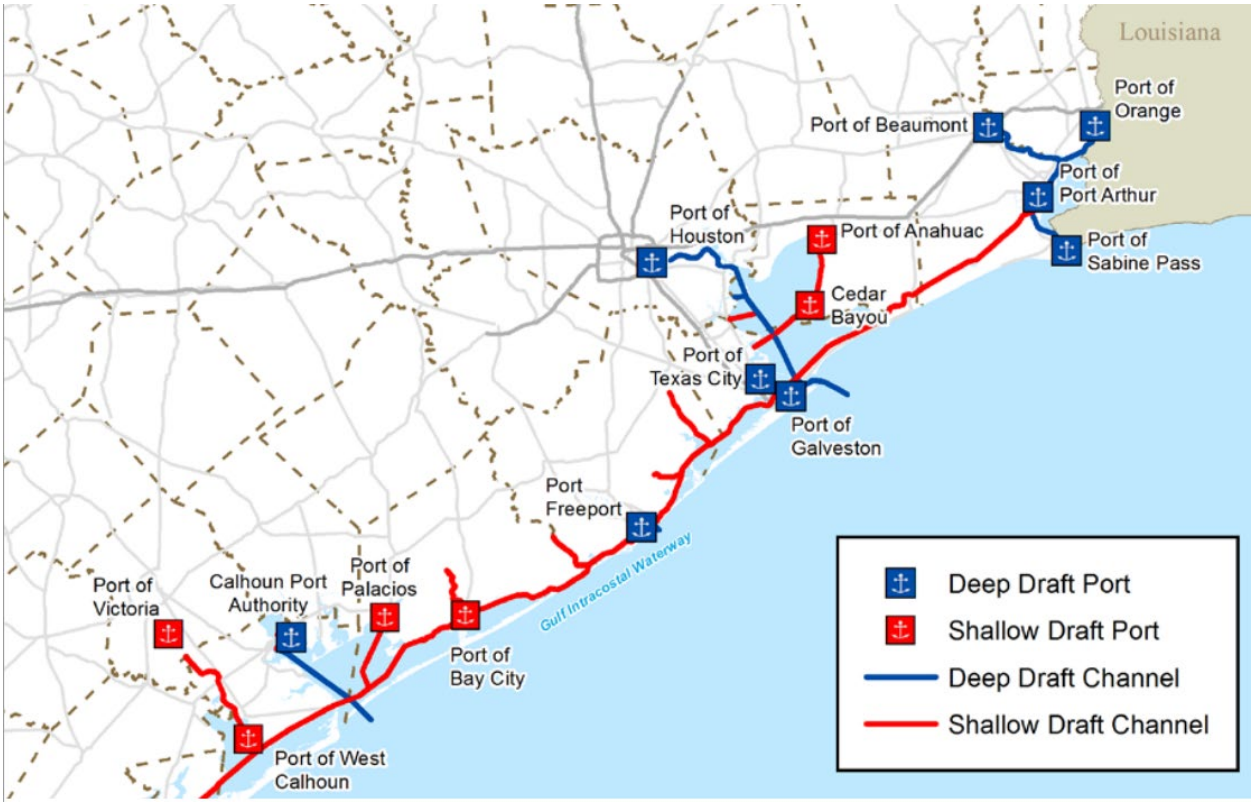


Figure 1. Port Freeport and Neighboring Ports (Source: TxDOT)

The Gulf Coast is one of the major waterborne trade hubs in North America. The Texas port system comprises 12 deep-draft ports and numerous shallow-draft ports that move a variety of goods and provide a range of services. According to the Texas Department of Transportation (TxDOT), the Texas port system had six of the top 25 ports in the United States by total tonnage in 2023: Beaumont, Corpus Christi, Freeport, Houston, Port Arthur, and Texas City (4, 6). In 2025, Port Freeport ranked 4th in Texas and 13th nationally in foreign waterborne tonnage, with 39.3 million tons (7). Table 2 gives a brief overview of the Texas ports.

Table 2. Texas Ports Overview (8)

Port	Characteristics	Major Assets/Attributes	Top Commodities/ Specialties
Port of Anahuac	• Draft class: shallow • Channel depth: 6 to 10 ft (authorized to 6 to 11 ft)	• Five shallow-draft channels (Anahuac, Cedar Bayou, Double Bayou, Smith Point, Trinity River) • Navigation district also supplies raw water • No active vessel traffic into the port itself	• Chemicals • Aggregates • Commercial fishing • Marine maintenance

Port	Characteristics	Major Assets/Attributes	Top Commodities/ Specialties
Aransas County Navigation District	• Draft class: shallow • Channel depth: approx. 9 ft	• Rockport, Fulton, and Cove Harbors • Over 1,900 acres of maritime and recreational facilities • Direct access to the Gulf Intracoastal Waterway (GIWW) • No rail	• Petroleum products • Crude materials • Primary manufactured goods • Commercial and sport fishing
Port of Bay City	• Draft class: shallow • Channel depth: 12 ft	• Concrete terminal dock and liquid cargo dock • Matagorda Harbor Marina • 150 acres for industrial development • Connections to BNSF and Union Pacific	• Fertilizers and chemicals • Petroleum products • Manufactured equipment and machinery
Port of Beaumont	• Draft class: deep • Channel depth: 40 ft (authorized to 48 ft) • Channel width: 400 ft	• Served by 3 Class I rail lines • 12 public docks/wharves • Over 105 acres of open storage • Over 800 acres open for development • Direct pipeline connections available	• Fertilizers and chemicals • Food and agricultural products • Crude materials
Port of Brownsville (8, 9)	• Draft class: deep • Channel depth: 52 ft main channel, 54 ft entrance and jetty channels (deepening completed June 2026)	• 6 liquid cargo docks • 12 general cargo docks • 1 million sq ft of covered storage • Access to 3 rail lines	• Steel and other metals • Refined petroleum products • Iron ores and minerals • Aggregates and cement • Wind energy components
Calhoun Port Authority	• Draft class: deep • Channel depth: 38 ft (authorized to 47 ft) • Channel width: 200 ft	• 3 liquid cargo docks • 1 dry bulk dock (port docks accommodate carriers up to 750 ft) • Served by Point Comfort and Northern Railway	• Petrochemicals • Crude oil • Manufactured equipment, machinery, and products
Cedar Port	• Draft class: shallow (barge channel with Houston Ship Channel access) • Channel depth: 8 to 10 ft (authorized to 11 ft)	• Two barge dock terminals on the Houston Ship Channel • Intermodal yard with 500,000-TEU capacity • 250-acre laydown yard • Class III switching railroad with connections to BNSF and Union Pacific	• Plastic resins • Fertilizers and chemicals • Agriculture and food • Manufactured goods • Steel

Port	Characteristics	Major Assets/Attributes	Top Commodities/ Specialties
Port of Corpus Christi (8, 10)	• Draft class: deep • Channel depth: 54 ft (deepening completed June 2025) • Channel width: 530 ft	• 13 liquid docks • 3 dry bulk docks • 340,000 sq ft of covered storage space • Over 140 acres of open storage • Access to 3 Class I rail lines: Union Pacific, BNSF, and CPKC (formerly Kansas City Southern)	• Crude oil • Petroleum products • Crude materials • Fertilizer and chemicals • Manufactured goods
Port Freeport (11, 12)	• Draft class: deep • Channel depth: 51 to 56 ft (deepening completed July 2026.)	• 18 berths • Deepest port on the U.S. Gulf Coast following the Freeport Harbor Channel Improvement Project • Two post-Panamax cranes and two super post-Panamax cranes (the latter delivered September 2025) • Over 1,800 ft of multi-purpose berth for Panamax and post-Panamax vessels • Served by Union Pacific rail line	• Liquefied natural gas • Liquefied petroleum gas • Crude oil • Vehicles • Petrochemical products • Containerized cargo • Plastics • Agricultural products
Port of Galveston (13)	• Draft class: deep • Channel depth: 41 to 46 ft • Channel width: 1,200 ft	• Roll-on/roll-off cargo terminal at Pier 39/40 • Four cruise terminals (fourth opened November 2025) • Served by 2 Class I rail lines • Pelican Island Marine Repair Facility	• Bulk fertilizer • Petroleum and petroleum products • Food and agricultural products • Roll-on/roll-off cargoes • Manufactured equipment and machinery • Project cargoes
Port of Harlingen	• Draft class: shallow • Channel depth: 14 ft (authorized to 16 ft)	• 650-ft multi-cargo wharf • 100-ft dry bulk wharf • 5 docks	• Agricultural products • Refined petroleum
Port Houston (8, 14)	• Draft class: deep • Channel depth: 37 to 46.5 ft (authorized to 39 to 46.5 ft) • Channel width: 700 ft in Galveston Bay reach (widened 2025), 530 ft upstream	• Access to 3 Class I railroads • Port Terminal Railroad Association switching railroad	• Containerized cargo • Petroleum and petroleum products • Machinery, appliances, and electronics • Plastic resins • Chemicals/minerals • Steel
Port of Orange	• Draft class: deep • Channel depth: 22 ft Sabine River (authorized to 30 ft); 40	• Dry dock services for barges and tugs • 4 berths and 8 warehouses	• Container-on-barge shipping capabilities • Timber • Plastic

Port	Characteristics	Major Assets/Attributes	Top Commodities/ Specialties
	ft Sabine-Neches Waterway (authorized to 48 ft) • Channel width: 200 ft		
Port of Palacios	• Draft class: shallow • Channel depth: 14 ft	• 6 cargo docks • 2 shipyards for repair, retrofit, and dry dock • Over 900 acres of land for lease	• Seafood • Shipbuilding • Tourism
Port of Port Arthur	• Draft class: deep • Channel depth: 40 ft (authorized to 48 ft) • Channel width: 450 ft	• 80 ft roll-on/roll-off dock • 25 acres of open storage • 5 transit sheds • 550,000 sq ft of storage	• Pulp, aluminum, and pellets • Petroleum and petroleum products
Port of Port Isabel	• Draft class: deep • Channel depth: 36 ft • Channel width: 200 ft	• Roll-on/roll-off • 45 acres available for lease	• Construction and oil and gas industry cargo • Shrimp • Agricultural produce
Port of Port Mansfield	• Draft class: shallow • Channel depth: 17 ft	• 1,700 acres • Port-managed general aviation airport • Truck queuing yard • 1-mile sailing distance to GIWW	• Commercial and recreational fishing • Project cargo • Container-on-barge • Construction materials
Port of Sabine Pass	• Draft class: deep (via Sabine-Neches Waterway) • Channel depth: 12 ft Sabine Pass; 40 ft Sabine-Neches Waterway (authorized to 48 ft)	• 4 marinas with 87 slips • Planned LNG ship berth and bunkering facility ($65 million project) • Adjacent to Sabine Pass LNG and Golden Pass LNG • No rail	• Petroleum products • Crude materials • Manufactured equipment • Shrimping and commercial fishing
Port of Texas City	• Draft class: deep • Channel depth: 46 ft (authorized to 50 ft) • Channel width: 1,200 ft	• Privately owned deep-water port • 35 berths • 3 barge fleeting areas	• Crude petroleum oil • Distillate fuel oil • Petrochemicals • Ethanol
Port of Victoria	• Draft class: shallow • Channel depth: 12 ft	• 2 cargo docks and 3 liquid loading docks • Access to Union Pacific and BNSF	• Energy products • Bulk products • Harbor of refuge
Port of West Calhoun	• Draft class: shallow • Channel depth: 12 ft	• Harbors used for barge loading, commercial fishing, and oil and gas exploration • No rail access	• Commercial fishing • Recreational boating

Economic Activity

A 2024 report prepared for the Texas Ports Association estimated that Texas ports supported more than 153,000 direct jobs and generated $12.6 billion in direct personal income statewide. The report further estimated that the Texas port system supported a total of 2.5 million jobs, including 135,621 indirect jobs, 268,405 induced jobs, and 1.96 million related-user jobs, while generating $196.6 billion in total personal income. In addition, Texas ports were estimated to generate $17.1 billion in state and local tax revenue (15). These economic impacts stem from the production, distribution, and movement of goods that depend on the state's waterborne transportation facilities.

Port Freeport Overview

Port Freeport is a comprehensive[1] deep-water port located in Freeport, Texas. Port Freeport is classified as a navigation district of the State of Texas, and its jurisdiction covers about 85 percent of Brazoria County. Located approximately 60 miles south of downtown Houston, Port Freeport is governed by a six-member port commission. Five commissioners represent specific geographic areas, while the sixth serves in an at-large position. Each commissioner is elected to a six-year term.

The Freeport Harbor Channel is a deep-water navigation channel with the shortest transit route of any channel along the Texas coast. Channel deepening was authorized under the Water Resources Reform and Development Act of 2014. The $295 million Freeport Harbor Channel Improvement Project has increased channel depths to 51–56 feet at mean lower low water, establishing Port Freeport as the deepest port in Texas.

History

Port Freeport traces its origins to 1925, when voters approved the creation of the Brazos River Harbor Navigation District. The district was subsequently established by the Texas Legislature in 1927. Since then, both the port and its operations have expanded substantially. The port's first two docks were constructed in the 1950s through a series of ad valorem tax and port revenue bond issuances (16). Development continued over the following two decades, culminating in the acquisition of 8,700 acres for future industrial development in 1980 through an additional $20 million in ad valorem tax bonds. In 1988, the port established Foreign-Trade Zone (FTZ) No. 149, allowing businesses within the port's jurisdiction to defer or eliminate customs duties on

[1] TxDOT classifies a port as *comprehensive* if it can handle a wide variety of cargo generally at a high volume (Texas Department of Transportation, 2016).

imported goods. The FTZ includes Brazoria and Fort Bend counties. In 2007, House Bill 542 officially renamed the Brazos River Harbor Navigation District of Brazoria County, Texas, as Port Freeport.

Port Freeport continued to expand its facilities during the 2000s.

Major milestones included completion of Berth 7 in 2013 as the first phase of a multi-phase container terminal development, commissioning of two post-Panamax gantry cranes in 2014, construction of an automobile storage and processing facility in 2015, completion of Phase 1 of the Parcel 14 Rail Development in 2019, and completion of Phase 2 in 2023 with partial funding from a Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant administered by the Federal Railroad Administration. Since the 2022 study, Port Freeport has completed several major capital projects, including the opening of Berth 8 at Velasco Terminal, expansion of the Parcel 14 railyard, new rail and container services, construction of a refrigerated cross-dock warehouse and Gate 12, delivery of super post-Panamax gantry cranes, and the completion of the Freeport Harbor Channel Improvement Project. In addition, the Port Commission adopted a zero tax rate in September 2024 for the first time in the district's history. Further details on these developments are provided in the Port Development section. Together, these investments expand the port's cargo-handling capacity, improve transportation efficiency, strengthen its competitiveness in international trade, and support continued economic growth and job creation in Brazoria County, Texas, and the nation.

Economic Profile

The port has a variety of public and private terminals that handle millions of tons of cargo of various types, backed by billions of dollars invested in operations and infrastructure. In 2025, Port Freeport's foreign waterborne cargo reached 39.3 million tons, an 8.7 percent increase over 2024, ranking 13th in the nation in foreign waterborne tonnage (7). Since 2019, public and private investments in the area have made this growth possible, especially the completion of the Freeport LNG liquefaction trains, the expansion of Velasco Terminal, and the deepening of the Freeport Harbor Channel, and have driven large increases in liquefied natural gas exports.

Port Freeport is served by several land transportation routes that facilitate the movement of goods to and from the port, including State Highway 36, State Highway 288, and a rail line served by the Union Pacific Railroad. In addition, Port Freeport has direct access to the Gulf Intracoastal Waterway (GIWW), which facilitates intrastate and interstate barge traffic.

Port Freeport handles a large variety of commodities, primarily liquid bulk for the energy industry. Major commodities include hydrocarbon and petroleum products, crude

petroleum, other organic and inorganic chemicals, agricultural products (including fresh fruit and rice), plastics, steel products, aggregate, construction equipment, high and heavy cargo, and autos. In 2025, Freeport moved approximately 39.3 million total short tons, ranking 5th among Texas ports and 13th among all U.S. ports in total tonnage (5). Figure 2 shows the percentage breakdown of commodities at Port Freeport.

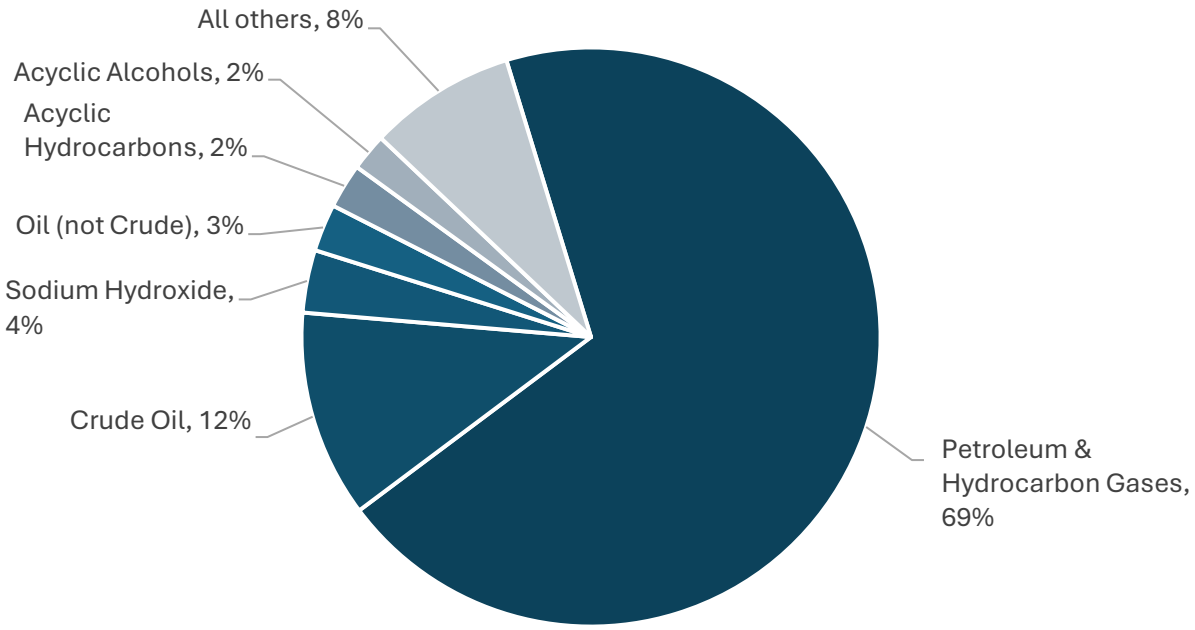


Figure 2. Port Freeport Top Commodities in 2025 (17)

Tenants and Private Terminals

The industries currently served by Port Freeport are primarily chemical and plastics manufacturing, energy exports (liquefied natural gas, natural gas liquids, and crude oil), fresh produce, automobiles, steel, and construction aggregate.

Port tenants are companies that lease land or facilities owned by Port Freeport. Their operations are directly related to maritime freight moving across the port's docks. Tenants and terminal operators present at Port Freeport include:

AMPORTS
Chiquita Fresh North America
Dole Fresh Fruit Company
Enterprise Products (Seaway Marine Terminal)
Freeport LNG
Kirby Inland Marine
Ports America
Rail Link
Riviana Foods, Inc.
Tenaris

Fresh Del Monte Produce
G&H Towing Company
Gulf Stevedoring Services
Gulf Stream Marine
U.S. Customs and Border Protection
Volkswagen Group of America
Vulcan Materials Company
Red Hook Terminals

In 2024, Fresh Del Monte has relocated its weekly Gulf Coast service to the port, Volkswagen Group of America has opened a dedicated vehicle processing center, and Rail Link provides on-port rail switching.



Figure 3. Port Freeport Cargo Storage (Source: Port Freeport)

In addition to tenants located on port property, several companies own private terminals along the Freeport Harbor Channel. These companies use the channel and the Gulf Intracoastal Waterway for shipments but do not lease land from Port Freeport. The following companies operate private terminals on the channel:

BASF Corporation
Phillips 66
The Dow Chemical Company
Vopak

A third group of employers is located away from the harbor but depend on cargo moving across the Freeport docks. These include the following:

Chevron Phillips Chemical

Olin
Shintech
SI Group
Huntsman
MEGlobal

Consistent with the methodology, all three groups are treated as direct contributors in the economic analysis because their operations depend on the waterway itself. Companies that supply goods and services to these firms, regardless of location, are modeled through IMPLAN's indirect effects. The concentration of these facilities is one reason the region's industrial base is as large as it is. For example, petrochemical manufacturing facilities in Brazoria County account for over 21 percent of total U.S. employment in the petrochemical manufacturing sector (NAICS 325110), based on IMPLANs 2024 data. Each of these employers would be directly affected by changes in channel availability.

Port Development

Port Freeport has completed or advanced more than $450 million in public infrastructure since the 2022 report, the largest capital program in the port's history. These investments have expanded berth capacity, rail capacity, cold-chain handling, and terminal access. They have also deepened the federal channel to the deepest authorized depth on the Gulf Coast. This section highlights recently completed and ongoing port projects.

Freeport Harbor Channel Improvement Project

The Freeport Harbor Channel Improvement Project deepened the channel from 46 feet to authorized depths of 51 to 56 feet (58 feet at the outer bar), partially widened the channel, enlarged the upper turning basin, and eased the lower channel bend. The project's estimated construction cost was $295 million. Port Freeport's non-federal share of $130 million was funded through general obligation bonds approved by voters in May 2018; federal appropriations through the FY2023 omnibus totaled $207.8 million, fully funding the project. Construction began with a first dredging contract awarded in September 2020, and the final dredging contract was awarded to Great Lakes Dredge & Dock in May 2023. Port Freeport and the U.S. Army Corps of Engineers Galveston District held a ribbon-cutting on July 28, 2026 (18,12,19).



Figure 4. Port Freeport (Source: USACE)

Velasco Terminal – Berth 8

In May 2023, Port Freeport completed Berth 8 at Velasco Terminal, a 927-foot extension of the existing 800-foot Berth 7 plus an 85-foot roll-on/roll-off platform. The project, constructed by McCarthy Building Companies under a contract approved in November 2019, reached substantial completion on May 12, 2023, at a cost of $146 million, and is the largest project built by a public port on the Texas Gulf Coast. Berth 8 was dredged to 51 feet to match the improved channel, giving Velasco Terminal more than 1,800 linear feet of contiguous berth capable of receiving post-Panamax vessels (20,21).

Parcel 14 Rail Development – Phase 2

Phase 2 of the Parcel 14 rail development, partially funded by a $6.3 million CRISI grant awarded in June 2019, was completed in 2023 at a cost of $9.5 million. The project added four main tracks to the three constructed in Phase 1, bringing the railyard to seven tracks of approximately one mile each and roughly seven miles of ladder track. Union Pacific provides daily service to the yard, and in 2024 the port contracted with Rail Link to provide on-site switching. The port handled more than 7,200 railcars in 2024 (22,23,24).

Refrigerated Cross-Dock Warehouse

In May 2025, Freeport Warehouse LLC, in partnership with Fresh Del Monte and Port Freeport, opened an 80,000-square-foot refrigerated cross-dock warehouse to support

transloading of temperature-controlled cargo near Velasco Terminal. The facility followed Del Monte's relocation of its weekly Gulf service to Port Freeport in June 2024. (23,25).



Figure 5. Refrigerated Warehouse (Source: Port Freeport)

Gate 12

Gate 12, a new truck gate serving Velasco Terminal, opened in August 2025. The gate is one component of the Velasco Terminal Sustainability Expansion Project, supported by a $15.96 million Port Infrastructure Development Program (PIDP) grant awarded by the U.S. Department of Transportation in October 2023. (23,26,27).

Super Post-Panamax Ship-to-Shore Cranes

In September 2025, Port Freeport took delivery of two super post-Panamax ship-to-shore gantry cranes, manufactured by Shanghai Zhenhua Heavy Industries, for Velasco Terminal. Each crane stands more than 300 feet tall, weighs over 1,600 tons, and can reach 22 containers across. Installation and testing followed delivery, and the cranes entered service November, 2025 (28,29).

Velasco Terminal Sustainability Expansion – Cross-Dock #2 (Ongoing)

A remaining component of the PIDP-funded Velasco Terminal Sustainability Expansion Project is a second cross-dock facility of approximately 85,000 square feet on a 10-acre site adjacent to the terminal, which will provide agricultural inspection and cold storage capabilities. The facility is scheduled to open in early 2028 (26,27,29).

Velasco Terminal Area 4 Improvement (Upcoming)

In May 2026, Port Freeport was awarded an $11 million fiscal year 2025 PIDP grant for improvements at Velasco Terminal. The project will convert about 10 acres from stabilized

limestone to heavy-duty concrete pavement and add stormwater drainage and high-mast lighting. Construction is scheduled to begin in the second quarter of 2027 (30).

TxDOT-Funded Terminal Access and Storage Improvements

On February 26, 2026, Port Freeport marked the completion of several projects at Velasco Terminal that were partially funded through Texas Department of Transportation (TxDOT) programs. Through the Maritime Infrastructure Program, the port developed the 15-acre Storage Area 5, expanding the terminal's cargo storage capacity. Through the Seaport Connectivity Program, East 5th Street was reconstructed and a truck queuing area was built to improve circulation. The Velasco Terminal Access Project, funded through TxDOT Rider 37, reconstructed and widened roadways serving the terminal. Together, these projects represent nearly $30 million in completed improvements (31).

Private Sector Development

Chevron Phillips Chemical – 1-Hexene Unit

Chevron Phillips Chemical completed construction of its 1-hexene unit at the Old Ocean complex in August 2023, with operations beginning in September 2023. The 266,000-metric-ton-per-year unit is the world's largest on-purpose 1-hexene facility and brings the company's total U.S. capacity to 646,000 tons per year. The project supported more than 600 construction jobs at peak and created more than 50 full-time positions. The 2022 report estimated this project at $230 million in capital investment (32,33).

Dow – MDI Distillation and Prepolymers Facility

Dow started commercial operation of its new methylene diphenyl diisocyanate (MDI) distillation and prepolymers facility at the Freeport site in September 2023. The facility replaced Dow's North American MDI capacity at La Porte, which was shut down in coordination with the Freeport startup, and was designed to supply an additional 30 percent of product to Dow's customers. The 2022 report estimated this project at $157 million in capital investment, 270 peak construction workers, 16 new direct jobs, and 71 total jobs supported (34).

Dow – Polyethylene Unit

Dow began startup of a new 600,000-metric-ton-per-year high-density/linear low-density polyethylene swing unit at Freeport in June 2025, the first new polyethylene capacity to come online in North America since early 2024. Much of the unit's production is expected to move to export markets. The 2022 report listed this project as a prospect, with an estimated $715 million in capital investment, 900 peak construction workers, 40 new direct jobs, and 130 total jobs supported (35).

Freeport LNG – Debottlenecking Project

By mid-2024, Freeport LNG had installed additional compressor capacity across its three liquefaction trains, raising the facility's production capacity from just over 15 million tonnes per annum (mtpa) to approximately 16.5 mtpa. The work was carried out in part during outages that followed a January 2024 freeze event; repairs were completed and the facility returned to full service in May 2025 (36, 37).

Volkswagen Group of America – Gulf Coast Vehicle Processing Center

Volkswagen Group of America celebrated the grand opening of its dedicated vehicle processing center at Port Freeport on October 2, 2024, following a $114 million investment. Developed by KDC and PRP Real Estate on 120 acres, the facility includes more than 200,000 square feet of service buildings, paved parking for more than 14,000 vehicles, and 53 railcar spots served by Union Pacific. It has the capacity to import and process up to 140,000 Volkswagen, Audi, Porsche, Bentley, and Lamborghini vehicles annually for approximately 300 dealers in the central and western United States, consolidating operations previously split between Houston and Midlothian. Volkswagen reported that the facility creates more than 110 direct jobs. The first vehicles arrived in March 2024 aboard the LNG-powered *MV Wolfsburg (38,39,40*, 23*)*.

Fresh Del Monte – Velasco Terminal Relocation

In June 2024, Fresh Del Monte relocated its weekly Gulf Coast container service to Port Freeport's Velasco Terminal after installing 688 refrigerated container plugs on the terminal. The move made Port Freeport the only U.S. port receiving weekly vessel calls from all three major fruit importers (Dole, Chiquita, and Del Monte) and was followed by the 80,000-square-foot refrigerated cross-dock warehouse developed by Freeport Warehouse LLC in partnership with Del Monte (41,23).

Freeport LNG – Liquefaction Train 4 (Ongoing)

Freeport LNG continues to market its proposed fourth liquefaction train, which would add approximately 5 mtpa of export capacity and bring the facility's nameplate capacity to more than 20 mtpa. In July 2025, the Federal Energy Regulatory Commission (FERC) granted a 40-month extension, moving the in-service deadline from August 1, 2028, to December 1, 2031; the company cited a 48-to-56-month construction period and the need for long-term offtake commitments before reaching a final investment decision. Approximately 13.5 mtpa of existing capacity is contracted under long-term agreements. In April 2026, Freeport LNG also sought FERC authorization to demolish portions of its original regasification (import) facilities (36,42,43,44).

Mitsubishi Motors North America – Port Freeport Distribution

In 2026, Mitsubishi Motors North America added Port Freeport to its U.S. distribution network in collaboration with AMPORTS and Port Freeport. Vehicle arrivals began April 28, 2026, with more than 500 vehicles in the first month, and the partnership was formally launched July 1, 2026. Vehicles are discharged by AMPORTS and processed on site before distribution to dealers across the Gulf Coast and Midwest (45).

Methodology

This analysis uses primary and secondary data combined with the IMPLAN economic model to estimate the economic activity supported by Port Freeport and the Freeport Harbor Channel. Data sources included employer headcount records maintained by the Economic Development Alliance for Brazoria County; an electronically distributed survey to tenants and dependent industries; phone and email interviews; and published federal, state, and local sources, including regulatory and financial filings. This analysis applies an industry contribution framework, which measures the share of existing regional economic activity attributable to the port and its dependent industries. The methodology differs from the 2022 study in several respects, which are described below.

IMPLAN

Researchers used IMPLAN, an input-output (I-O) model covering 528 industry sectors, to estimate the economic contribution of port-dependent operations. The model combines economic relationships, demographic data, and industry-specific information with study inputs to estimate direct, indirect, and induced effects. Direct effects represent the economic activity of the studied firms. Indirect effects capture business-to-business purchases required to support that activity, while induced effects reflect household spending generated from employee earnings. These effects continue until spending leaks from the study region.

Inputs

The model was calibrated using project-specific data and IMPLAN's 2024 dataset, the most recent available. Results are presented in 2026 dollars. An employer was included as a direct contributor if its operations depend on cargo moving across the Freeport Harbor Channel or on the waterway itself. Inclusion was based on cargo dependence rather than proximity to the harbor. Manufacturing facilities located away from the harbor whose products or feedstocks move by water or by pipeline to the private terminals were included, while firms whose revenue comes from providing goods and services to port-dependent companies were not.

Unlike in previous studies, suppliers to port tenants, including truck and rail carriers, were excluded from direct effects and were instead measured through the model's indirect effects. Truck transportation supported by the port is therefore estimated as an indirect effect and validated against truck movements reported by port tenants.

Employment reflects counts of full- and part-time jobs consistent with IMPLAN's employment definition. Longshore employment was derived from reported hours worked divided by a 2,080-hour work year and converted from full-time equivalents to a job-count basis using IMPLAN's published full-time-equivalent-to-employment ratio for the corresponding industry. Output for each industry was estimated by multiplying reported employment by IMPLAN's Brazoria County output per worker in that industry.

Brazoria County productivity ratios were used in all three geographic analyses because they reflect the facilities being studied, and because many local industries produce substantially more output per worker than the state or national averages. Applying broader averages would understate the impacts of the port's facilities in the statewide and national analyses.

Data Collection Methods

Researchers used three primary sources: Economic Development Alliance employment records, a project survey, and follow-up interviews with company representatives. Alliance data provided employment for the major industrial facilities; while the survey and interviews established each firm's economic sector, establishment locations, employment, and commodity movements.

The survey was distributed to Port Freeport tenants, terminal operators, service providers, and other waterway-dependent firms. Respondents reported their primary economic sector of the business; total employment by location; and transportation activity totals (e.g., annual vessel calls and truck movements). Additional space allowed respondents to describe their operations, which assisted researchers in classifying establishments and distinguishing primary from supporting operations.

Employers were assigned to IMPLAN industries using the 2022 NAICS-to-IMPLAN bridge, based on the primary activity of each facility. In some cases, reported employment for an industry exceeded regional industry data, a consequence of large facilities where payroll records span multiple industry sectors. In these situations, employment was allocated across related industries consistent with county establishment data.

Facility-Level Modeling of Freeport LNG

Liquefied natural gas (LNG) terminal operation is classified in federal statistics under North American Industry Classification System (NAICS) code 488999 (All Other Support Activities for Transportation), an industry whose average production relationships reflect labor-intensive transportation services and a much lower output per employee than is appropriate for a large LNG facility. Because of this, the regional IMPLAN data estimate the study area's LNG export facility at a small fraction of its true activity.

To correct for this industry mismatch, Freeport LNG was modeled separately using values specific to the facility, rather than broad industry averages. Employment numbers came from the survey, while output was estimated using the facility's published contracted liquefaction capacity, priced at typical tolling fees for comparable Gulf Coast LNG contracts. Freeport LNG operates under tolling agreements in which customers own the natural gas and bear most of the power costs, making the facility's own purchases of goods and services modest relative to its output. The model's intermediate spending was constrained accordingly. The facility's production relationships were then modeled using the industrial gas manufacturing industry, whose purchasing pattern best represents LNG processing.

Contribution Analysis

Because the studied firms are existing, interlinked operations that purchase from one another, an unconstrained model would regenerate portions of the studied industries within their own ripple effects, counting the same activity as both direct and indirect. This can result in the analysis estimating more jobs than actually exist in the region. IMPLAN's Industry Contribution Analysis (ICA) constrains the model so that effects attributed to the studied industries cannot exceed the activity entered, eliminating this form of double counting.

Whether this constraint is appropriate depends on how much of a regional industry the studied employers represent. IMPLAN's guidance is to apply the constraint when the studied firms account for more than half of their industry's production in the region because additional activity the model generates in that industry would mostly come from firms already counted in the direct effects. When the studied firms represent a smaller share of the industry, additional activity in that industry is more likely to represent other companies, so the model is left unconstrained.

In Brazoria County, several of the studied firms account for almost 100 percent of the local activity in their respective industries within the county. Seven of the industries studied, including petrochemical manufacturing and related industries, exceeded the 50 percent

threshold and were entered into the analysis as contribution events. These were constrained jointly, so that the model could not create new activity in any of them. This was appropriate because the companies buy from one another, and that activity was already captured in the direct effects. The remaining industries, which were below the 50 percent threshold, were entered as standard industry output events. Freeport LNG was entered as a special case, as described above. In the rest of Texas and at the national level, the studied employers represent a much smaller share of their respective industries, so no constraint was applied, consistent with the previous analyses.

Regional Structure

The county and state analyses were conducted as a single multi-regional input-output (MRIO) analysis linking Brazoria County to the rest of Texas. In an MRIO analysis, purchases and wages that leave Brazoria County are traced to the other Texas counties where they are spent, using IMPLAN's inter-regional trade and commuting data, rather than averaged across the state. The county and rest-of-Texas results are both components of the state total and can be added together.

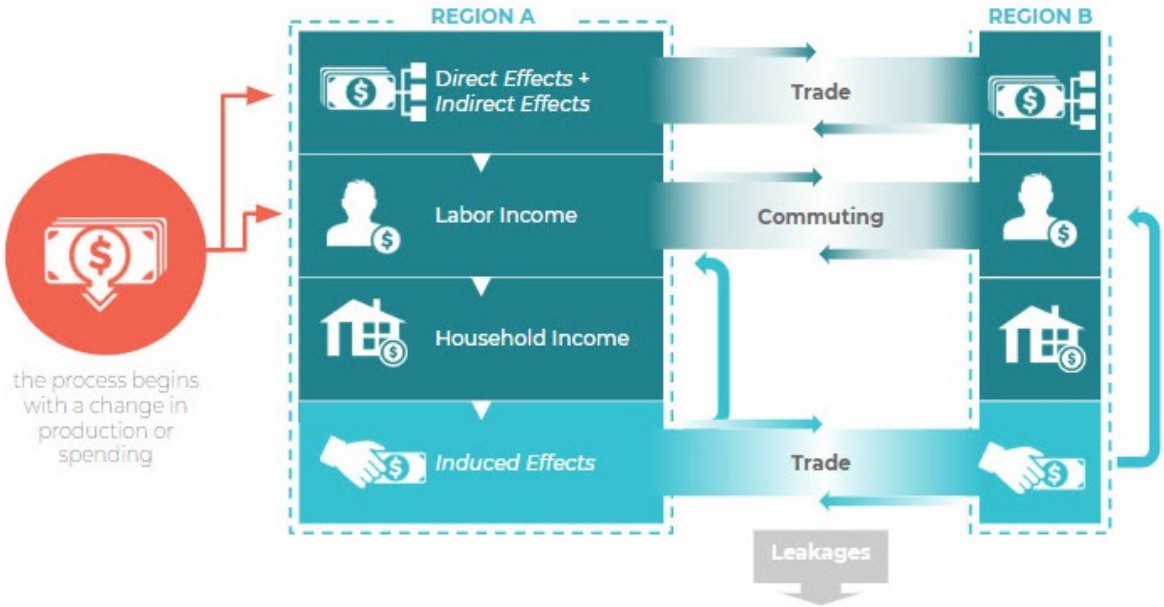


Figure 6. MRIO Process (Source: IMPLAN)

The national analysis was conducted as a separate single-region model of the United States economy, using the same direct inputs. It is distinct from the county and state analyses and is not additive with them. Estimates for the national economy trace increasingly diffuse linkages and should be read as indicators of scale.

Multipliers

For this analysis, researchers used Type SAM (Social Accounting Matrix) multipliers through the IMPLAN model, which incorporate the effects of household income and institutional transfers into the calculation of indirect and induced effects. Multipliers at the single-county level are typically smaller than those at the state or national levels due to spending that leaves the study region, also known as leakage. As the study region grows, less spending leaks out and multipliers increase.

Outputs

Employment represents the total annual average number of jobs, including full-time, part-time, and seasonal positions, consistent with federal employment statistics. Direct employment reflects the employment reported by or for each establishment, as described in the Data Collection Methods section, rather than model-derived estimates. Labor income is the amount paid to workers, including employee compensation and proprietor income, and provides the basis for induced effect calculations. Value added is the sum of labor income, other property income, and taxes on production and imports, and represents the study industries' contribution to gross domestic product. Output represents the total value of production, including intermediate purchases, and therefore always exceeds value added.

Results

Results from this analysis are presented as local impacts in Brazoria County, statewide impacts in Texas, and national impacts across the United States. The county and statewide results come from a single MRIO analysis, so the Brazoria County results are a subset of the Texas total. The difference between them is the impact on Texas outside Brazoria County. The national results come from a separate analysis and cannot be summed with, or subtracted from, the county and state results. Results are presented in terms of economic impacts (employment, labor income, value added, and total output) and tax impacts (sub-county, county, state, and federal).

To provide a point of comparison to previous years, the 2022 economic impact analysis was rerun using the 2026 analysis methodology. These results are shown in Table 3. Using the new methodology, the 2022 analysis estimated 25,000 jobs in Brazoria County and 163,000 jobs nationally. National economic output for the port was $127.8 billion, with $17.4 billion in labor income, and $10.0 billion in total tax revenues generated.

Table 3. 2022 EIA Summary New Methodology

2022 Analysis	Brazoria	Texas	National
Total Jobs	24,985	79,797	162,487
Economic Output	$57.8	$87.5	$127.8
Labor Income	$2.7	$8.8	$17.4
Total Tax	$2.4	$5.3	$10.0

The 2026 analysis shows substantially higher impacts at all three levels. Total jobs supported in Brazoria increased to 28,600, while national jobs supported increased to 186,500. Economic output in Brazoria increased to $66.3 billion, while national output increased to $147.4 billion. National labor income increased to $19.9 billion while national tax impacts increased to $11.5 billion.

Table 4. 2026 EIA Summary

2026 Analysis	Brazoria	Texas	National
Total Jobs	28,613	90,659	186,534
Economic Output	$66.3	$100.3	$147.4
Labor Income	$3.1	$9.9	$19.9
Total Tax	$2.9	$6.1	$11.5

Table 5 shows the percent change in impact category from 2022 to 2026, with positive growth in all categories. Economic output and tax revenues generated increased relatively more than jobs, suggesting an increase in productivity per job.

Table 5. Impact Growth 2022 to 2026

Growth from 2022	Brazoria	Texas	National
Total Jobs	14.5%	13.6%	14.8%
Economic Output	14.7%	14.7%	15.3%
Labor Income	11.7%	11.9%	13.9%
Total Tax	17.2%	14.5%	15.2%

Both analyses were also run with construction jobs included. Tables 6 through 8 show the same analyses with construction job impacts. The additional one-time construction jobs added about 5,000 additional total jobs in the 2022 analysis and about 3,000 additional total jobs in the 2026 analysis. This difference reflects the project-specific and temporary nature of construction employment, which can fluctuate substantially from year to year depending on the timing and scale

of capital investments. As in the previous tables, growth was positive across all impacts. Table 6. 2022 EIA Summary New Methodology with Construction Jobs

2022 Analysis	Brazoria	Texas	National
Total Jobs	27,858	83,397	167,156
Economic Output	$58.3	$88.2	$128.9
Labor Income	$3.0	$9.1	$17.7
Total Tax	$2.5	$5.4	$10.1

Table 7. 2026 EIA Summary with Construction Jobs

2026 Analysis	Brazoria	Texas	National
Total Jobs	30,202	92,738	189,464
Economic Output	$66.6	$100.8	$148.2
Labor Income	$3.2	$10.1	$20.1
Total Tax	$2.9	$6.5	$11.6

Table 8. Growth from 2022 to 2026 with Construction Jobs

Growth from 2022	Brazoria	Texas	National
Total Jobs	8.4%	11.2%	13.3%
Economic Output	14.3%	14.3%	14.9%
Labor Income	8.1%	10.4%	13.5%
Total Tax	16.0%	19.4%	14.6%

Brazoria County

The ongoing operations relying on Port Freeport have an estimated total output of $66.3 billion, supporting 28,600 jobs annually within the county. These estimates exclude one-time construction jobs and focus only on recurring operational activity. Activities at the port support about 8,800 direct jobs within Brazoria County, $2.0 billion in labor income, $24.5 billion in value added, and $62 billion in direct output. The indirect and induced effects of these activities support another 19,800 jobs within the county, $1.1 billion in labor income, $2.5 billion in value added, and an additional $4.2 billion in output.

Table 9. Brazoria County Estimated Total Impact Summary

Impact Type	Employment	Labor Income ($Millions)	Total Value Added ($Millions)	Output ($Millions)
Direct effect	8,810	$1,955	$24,492	$62,041
Indirect effect	13,793	$852	$1,854	$3,239
Induced effect	6,010	$262	$606	$979
Total effect	28,613	$3,069	$26,952	$66,259

These activities also generate substantial tax revenues. The direct impacts generate $460 million in county and sub-county tax revenues, $330 million in state tax revenues, and $1.36 billion in federal tax revenues, for a total direct tax impact of $2.16 billion. Including the indirect and induced effects, total tax impacts are $710 million in county and sub-county tax revenues, $520 million in state taxes, and $1.6 billion in federal taxes, for a total tax impact of $2.86 billion.

Table 10. Brazoria County Estimated Tax Impact Summary

Impact Type	Sub-County General Tax ($Millions)	Sub-County Specialty Districts Tax ($Millions)	County Tax ($Millions)	State Tax ($Millions)	Federal Tax ($Millions)	Total Tax ($Millions)
Direct	$108	$278	$72	$334	$1,363	$2,157
Indirect	$50	$129	$34	$156	$201	$570
Induced	$9	$23	$6	$25	$63	$130
Total	$167	$431	$112	$518	$1,628	$2,857

Statewide

The impacts of operations at Port Freeport extend beyond Brazoria County and are considerable at the state level as well. Statewide direct impacts are unchanged, since all direct jobs are located within Brazoria County. Statewide indirect and induced effects generated another 81,800 jobs for a total of 90,700 jobs supported statewide. Including indirect and induced effects, statewide labor income was estimated at $9.9 billion, total value added at $43.9 billion, and total output at $100.3 billion.

Table 11. Statewide Estimated Total Impact Summary

Impact Type	Employment	Labor Income ($Millions)	Total Value Added ($Millions)	Output ($Millions)
Direct effect	8,810	$1,955	$24,492	$62,041
Indirect effect	50,182	$6,016	$15,668	$31,973
Induced effect	31,667	$1,904	$3,789	$6,309
Total effect	90,659	$9,876	$43,951	$100,323

Total statewide tax impacts, including those generated by indirect and induced effects, were $1.5 billion in county and sub-county tax revenues, $1.2 billion in state tax revenues, and $3.4 billion in federal tax revenues, for a total statewide tax impact of $6.1 billion.

Table 12. Statewide Estimated Tax Impact Summary

Impact Type	Sub-County General Tax ($Millions)	Sub-County Specialty Districts Tax ($Millions)	County Tax ($Millions)	State Tax ($Millions)	Federal Tax ($Millions)	Total Tax ($Millions)
Direct	$108	$278	$72	$334	$1,363	$2,157
Indirect	$225	$486	$126	$731	$1,577	$3,145
Induced	$48	$102	$26	$157	$462	$795
Total	$381	$867	$225	$1,222	$3,403	$6,097

National

Port impacts were also estimated at the national level. When including indirect and induced effects, the port supports over 186,000 jobs across the United States, with total labor income of $19.9 billion annually. Total value added nationally was estimated at $65.2 billion and total output at $147.4 billion.

Table 13. National Estimated Total Impact Summary

National Impacts	Employment	Labor Income ($Millions)	Total Value Added ($Millions)	Output ($Millions)
Total Impacts	186,534	$19,9	$63,938	$147,420

Additional indirect and induced impacts bring the total national tax impacts to $2.5 billion for county and sub-county tax revenues, $3.0 billion for state tax revenues, and $6.0 billion for federal tax revenues, for a total national tax impact of $11.5 billion.

Table 14. National Estimated Tax Impact Summary

National Impacts	Sub-County General Tax ($Millions)	Sub-County Specialty Districts Tax ($Millions)	County Tax ($Millions)	State Tax ($Millions)	Federal Tax ($Millions)	Total Tax ($Millions)
Total	$940	$934	$620	$2,998	$6,027	$11,520

Discussion of Results

The previous 2022 analysis estimated about 12,000 direct jobs associated with the port, including one-time construction jobs, $64.6 billion in output within Brazoria County, $84.3 billion in total statewide output, and $157.3 billion in total national output. The 2026 operational analysis estimates about 8,800 direct jobs, $66.3 billion in output within Brazoria County, $100.3 billion statewide, and $147.4 billion nationally. Including one-time construction activity would increase the 2026 estimate to approximately 10,200 direct jobs, $66.6 billion in output within Brazoria County. $100.8 billion in total statewide output, and $148.2 in total national output.

At first glance, comparing the original 2022 study and 2026 studies suggests a decline in direct employment, although the 2026 analysis shows higher economic output at the regional and state level. To provide a consistent basis for comparison, the 2022 EIA was rerun using the new method. Compared to the updated 2022 study, 2026 shows growth in employment and higher impacts at every geographic level.

The 2026 study uses an Industry Contribution Analysis for most impacts in Brazoria County, while the 2022 study used an impact analysis methodology, which was the conventional method for regional economic studies at the time. Port-related employment numbers were entered into the model without constraints, and the model estimated every downstream purchase and all household spending that followed. Since then, contribution analysis has become more widely used to model existing activity, as updates in the modeling software have made the method more practical for use. Impact analysis estimates the effects of a change, such as a new refinery opening or closing, while a contribution analysis measures how much of the existing economy is attributable to a given set of industries. This matters for Port Freeport because the studied employers buy from one another. In an

unconstrained model (impact analysis), a studied plant purchasing from another studied plant causes the model to count the supplying plant twice: once as a direct employer and again as an indirect supplier. Contribution analysis constrains the model so that this cannot occur.

This constraint is appropriate in some cases but not in others. At the county level, the studied employers make up a high percentage of their industries (in some cases up to 100 percent), so an unconstrained model would regenerate the employers themselves as their own suppliers, allowing modeled employment to exceed 100 percent of actual employment in many industries. IMPLAN's guidance is to apply the constraint when a firm makes up more than half of its industry in a region and to leave the model unconstrained for firms that do not. Seven industries in the study met this criterion and were constrained using ICA. At the state and national levels, the studied firms make up a much smaller share of their industries, so they were left unconstrained, as in the 2022 analysis.

Conclusion

This report began with a brief overview of the Texas port system and the commodities moving through it before examining Port Freeport's cargo base, tenants, private terminals, waterway-dependent industries, and major public and private developments completed since the 2022 report.

Using the data collected, researchers applied the IMPLAN economic modeling system to estimate the county, state, and national economic contributions of Port Freeport operations in terms of employment, labor income, tax revenues, and total economic output. Brazoria County and statewide impacts were estimated through a single multi-regional model linking Brazoria County with the rest of Texas, while national impacts were estimated separately.

The results estimate that within Brazoria County, Port Freeport supports about 8,800 direct jobs, 28,600 total jobs including indirect and induced effects, $3.1 billion in labor income, $1.2 billion in state and local tax revenue, $1.6 billion in federal tax revenue, and $66.3 billion in total economic output. Within Texas, the port supports 90,700 total jobs, $9.9 billion in labor income, $2.7 billion in state and local tax revenue, $3.4 billion in federal tax revenue, and $100.3 billion in total economic output. Nationally, the port supports 186,500 total jobs, $19.9 billion in labor income, $5.5 billion in state and local tax revenue, $6.0 billion in federal tax revenue, and $147.4 billion in economic output.

Compared with the original 2022 report, total economic output has increased in Brazoria County and statewide, while total employment is lower across all geographies. As

discussed in the results, these changes reflect a narrower definition of direct employment rather than a decline in economic activity. When compared to the updated 2022 analysis using the new methodology, the 2026 EIA shows increases in all categories. National jobs supported increased by 14.8 percent while national economic output attributable to the port rose by 15.3 percent.

Overall, the findings demonstrate the significant role Port Freeport plays in supporting economic activity in Brazoria County, Texas, and the United States. Coupled with the completion of the Freeport Harbor Channel Improvement Project and ongoing public and private investment along the channel, these results indicate that the region is well positioned for continued economic growth.

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