



**JANUARY 29-30 • TAMPA FL**

# SHIFTING TRADE

**Title: Partnerships to Support U.S. Gateways**

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Maritime Administration (MARAD)**





# Office of Ports & Waterways

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## Ports, Intermodal Connectors & Inland Waterways:

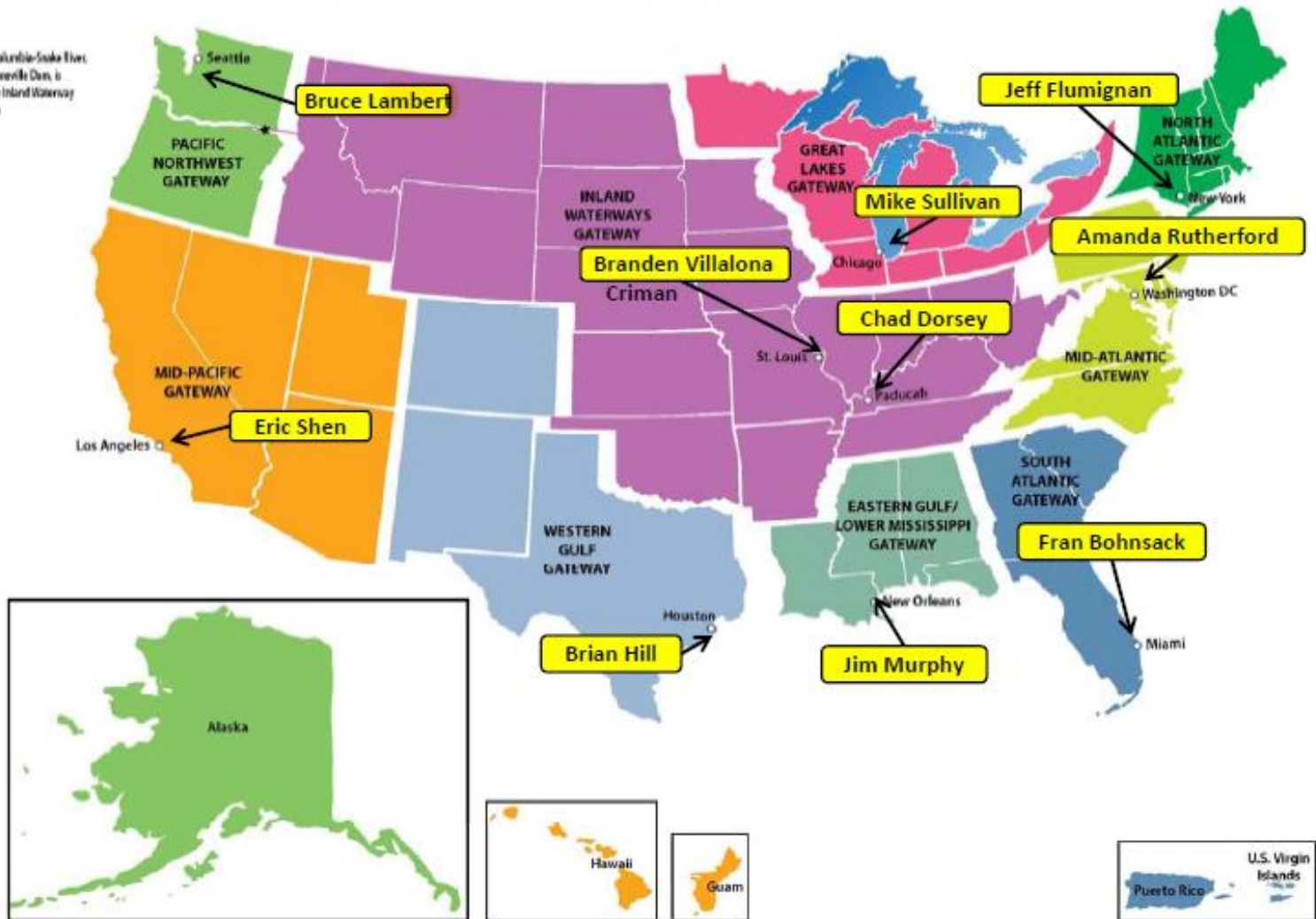
- 10 Gateway Offices in U.S. port cities
  - ✓ Provide stakeholder outreach for Federal programs related to ports & waterways
  - ✓ Build relationships within the region and provide technical assistance
- Administers Federal Assistance for port and intermodal infrastructure development
  - ✓ \$292.5M for Port Infrastructure Development Grants
  - ✓ \$1.03B grants for \$2.53B in projects awarded to ports across the USA in BUILD/INFRA Grants
  - ✓ \$ 16.7M Marine Highway Grants
  - ✓ \$3 M Port Conveyance Property Sale of surplus Federal land for maritime use
  - ✓ Creating 'coaching compliance' outreach to help stakeholders with Federal Assistance requirements
- Deepwater ports
  - ✓ Licensing of offshore Deepwater Energy Ports for the import and export of oil and natural gas products



# MARAD Gateway Office Locations

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\* Portions of the Columbia-Snake River Inland from Bonneville Dam, is aligned with the Inland Waterway Gateway Region

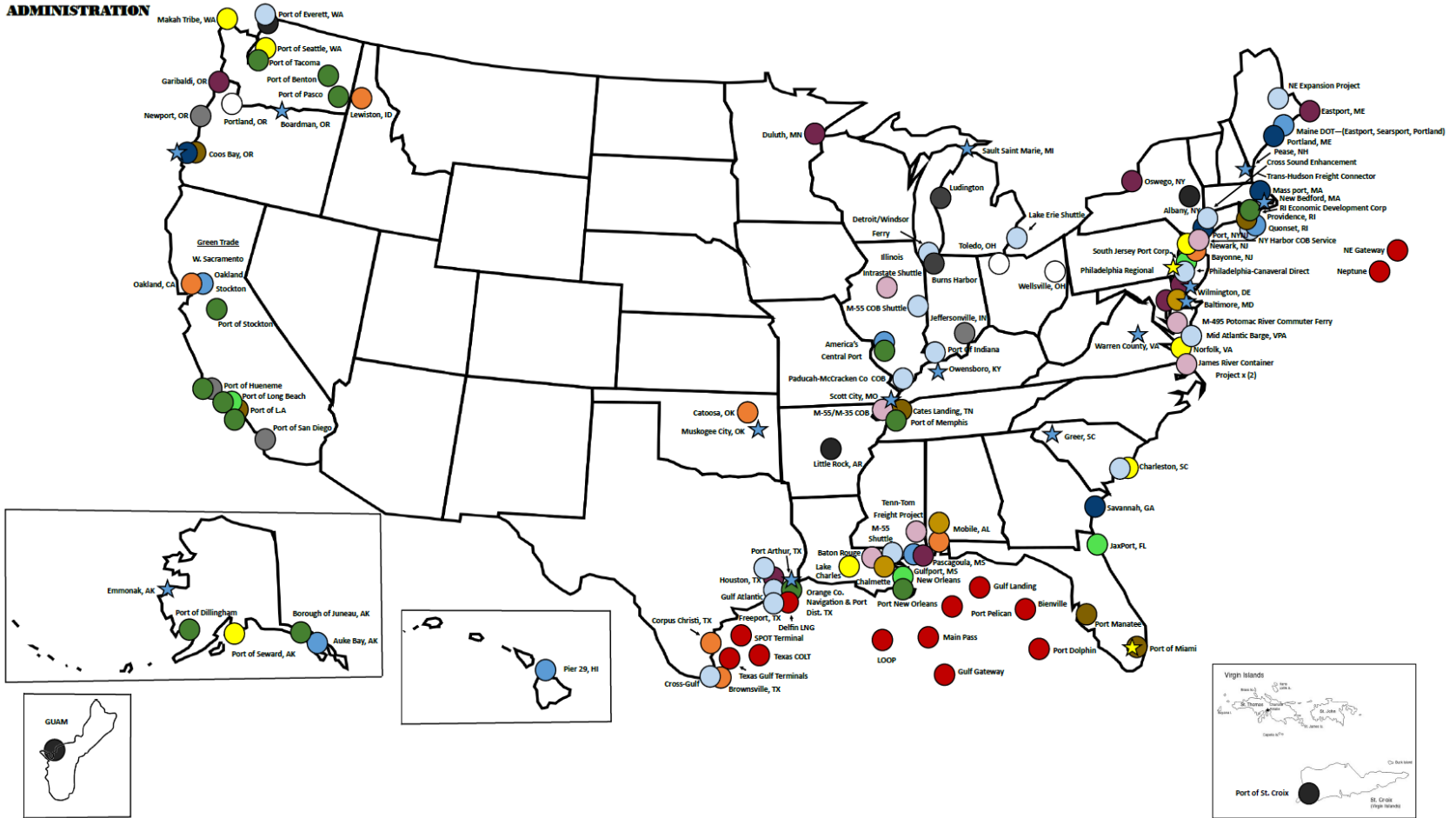




# MARAD Infrastructure Projects/Services

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## ADMINISTRATION



○	ARRA Grants 2009 (3)	●	TIGER IV FY 2012 (7)	●	TIGER VIII FY 2016 (5)	●	DEEP WATER PORTS (13)	★	INFRA FY 17/18 (2)
●	TIGER I FY 2009 (7)	●	TIGER V FY 2013 (8)	●	TIGER VIII FY 2017 (3)	●	PORT CONVEYANCE (14)	★	BUILD 2018 (14)
●	TIGER II FY 2010 (6)	●	TIGER VI FY 2014 (7)	●	FASTLANE 2016 (5)	●	MH PROJECTS (23)		
●	TIGER III FY 2011 (4)	●	TIGER VII FY 2015 (4)	●	FASTLANE II 2017 (2)	●	MH GRANTS (12)		



# DOT Funding Opportunities for Ports

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- **INFRA** – established in the FAST Act of 2015, assists in rebuilding America’s aging infrastructure. INFRA utilizes selection criteria that promote projects with national and regional economic vitality goals while leveraging non-federal funding to increase the total investment by state, local, and private partners. Approximately \$900 million available.
- **BUILD** – the program invests in surface transportation infrastructure by awarding grants on a competitive basis in local or regional communities. The funding supports roads, bridges, transit, rail, ports or intermodal transportation emphasizing safety, economic competitiveness, state of good repair, environmental sustainability, and partnerships. \$1 billion available.
- **Port Infrastructure Development Program** – the program awards discretionary grants on a competitive basis for projects that will improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within Great Lakes, inland river, or coastal ports.
  - FY19 awards are pending
  - FY20 program has \$225 million available – NOFO to be published soon



# Federal Grant Assistance to Ports

## Transportation System Benefits

- Prior to FY 2020, over the previous 10 years, USDOT has awarded \$1.1B in grant funds to ports - leveraging \$2.25B in port projects.
- For FY2020, we anticipate another \$300M to \$400M in grant funding to ports will be awarded to leverage an additional \$1B in port construction.



# National Highway Freight Program

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- The National Highway Freight Program provides ports with an opportunity to seek federal funds for critical infrastructure projects.
- These projects include work to improve the road and rail infrastructure that connect the ports with the broader transportation system.
- Up to ten percent of the funding allotted to each State can be used for eligible port projects within the port gates.





# National Highway Freight Program

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## Eligible Uses

- Any surface transportation project to improve the flow of freight into and out of an eligible intermodal freight facility.
- Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.
- Efforts to reduce the environmental impact of freight movement.
- Geometric improvements to interchanges and ramps.
- Railway-highway grade separation.
- Truck-only lanes.
- Adding or widening of shoulders.
- Truck parking facilities.







# Waterfront Asset Management

## Marine Transportation Asset Management Planning *State of Practice - Findings*

- Deferred maintenance is common and remains a primary concern to ports
- Little to no risk-based decision-making is undertaken as part of port asset planning
  - ✓ The magnitude of and vulnerability to all risks (deterioration, extreme weather, rising sea level, competitiveness) are unknown and unmanaged
- Greatest concerns
  - ✓ weather and earthquake resilience
  - ✓ deferred maintenance
  - ✓ advanced deterioration of very old structures (circa 1920s) and,
  - ✓ inadequate maintenance appropriations



# Waterfront Asset Management Cont.

## Marine Transportation Asset Management Planning

### *Next Steps....*

- Providing a publicly-available asset management tool is necessary to protect public investment in ports.
- To that end, MARAD is developing an application to provide ports with risk-based lifecycle analytics for their in-water structures.
- Focus on in-water structures
- Unlike risk-based lifecycle transportation asset management plans, port transportation asset management also must include the objectives of emerging business opportunities while maintaining a state of good repair.



# Waterfront Asset Management

## Marine Transportation Asset Management *Tool Development\**

- An Asset Registry
- Risk Registers for in-water structures for the entire pier and berth inventory of a port. Two risk methodologies are planned:
  - ✓ Intuitive probability matrices for ports with limited historical data
  - ✓ A more sophisticated risk methodology for ports with more robust historical condition data.
- Data related to weather resiliency will be added.
- A Decision-Making Tool

\* Contract is underway (kickoff was October 2019) with an estimated completion goal of Fall 2020.



# MARAD Partnership with AAPA

## Port Planning & Investment Toolkit (PPIT) *A Maritime Industry Joint Initiative*

A **joint initiative** between AAPA and MARAD

The Toolkit modules can be used to help ports:

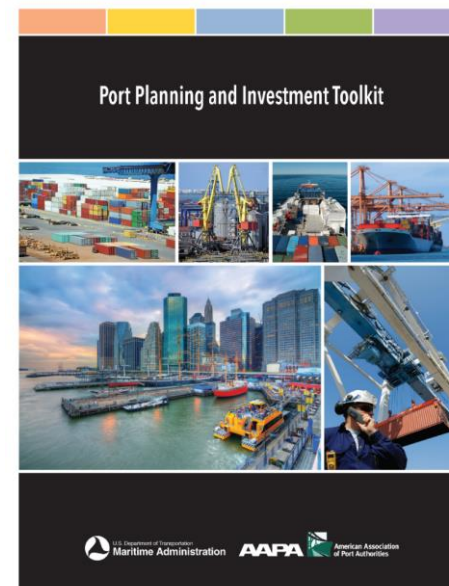
- Evaluate port conditions
- Define problems
- Plan thoroughly
- Navigate the preplanning process
- Engage private partners
- Present actionable needs to administrators
- Access available funding
- Complete project

Toolkit helps **ports obtain funding**

General Projects and ITS modules available

- Marine Highways module in development

<http://www.aapa-ports.org/PPIT>





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