

Results of AAPA's Port Planned Infrastructure Investment Survey

Infrastructure investment plans for U.S. ports and their private-sector partners, 2016 through 2020



Alliance of the Ports of Canada, the Caribbean, Latin America and the United States

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2012 – 2016 Survey Set A Benchmark

Port Region	Ports' Projected Capital Expenditures For 2012-2016	Projected Private Sector Capital Expenditures For 2012-2016	TOTAL Projected Port & Private Capital Expenditures For 2012-2016
<i>NORTH ATLANTIC</i>	2,122,375,000	1,206,500,000	3,328,875,000
<i>SOUTH ATLANTIC</i>	4,080,678,910	261,602,000	4,342,280,910
<i>GULF</i>	4,340,061,518	17,782,298,008	22,122,359,526
<i>GREAT LAKES</i>	224,650,000	135,000,000	359,650,000
<i>NORTH PACIFIC</i>	1,765,715,068	5,914,300,000	7,680,015,068
<i>SOUTH PACIFIC</i>	5,801,296,561	2,336,000,000	8,137,296,561
TOTALS:	18,334,777,057	27,635,700,008	45,970,477,065

Results of AAPA's 2012 – 2016 port infrastructure investment survey showed U.S. ports & their private sector partners planned to spend at least \$46 billion in port-related improvements through 2016.

2016 - 2020 Survey Raised the Bar ... 3-Fold

Port Region	Ports' Projected Capital Expenditures for 2016-2020	Projected Private Sector Capital Expenditures for 2016-2020	TOTAL Projected Port & Private Capital Expenditures for 2016-2020
<i>NORTH ATLANTIC</i>	\$3,641,587,000	\$1,217,000,000	\$4,858,587,000
<i>SOUTH ATLANTIC</i>	\$7,592,716,466	\$1,787,000,000	\$9,379,716,466
<i>GULF</i>	\$4,999,477,595	\$122,792,800,000	\$127,792,277,595
<i>GREAT LAKES</i>	\$503,200,000	\$504,500,000	\$1,007,700,000
<i>NORTH PACIFIC</i>	\$1,293,438,518	\$2,734,000,000	\$4,027,438,518
<i>SOUTH PACIFIC</i>	\$4,573,279,326	\$3,139,655,000	\$7,712,934,326
TOTALS:	\$22,603,698,905	\$132,174,955,000	\$154,778,653,905

Results of AAPA's 2016 – 2020 port infrastructure investment survey show U.S. ports & their private sector partners plan to spend at nearly \$155 billion in port-related improvements through 2020 . . . three times that of the previous 5-year survey!

Planned Port Infrastructure vs. Federal Investments



AAPA's 2016-2020 survey found U.S. ports & their private-sector partners plan expansion/modernization/repair investments totaling \$154.8 billion thru 2020.



USDOT FAST Act provisions, 25% of potential TIGER grants and projected USACOE navigation appropriations projections suggest 'best case' for federal investments in infrastructure to aid freight movements through ports could be up to \$24.825 billion thru 2020.

AAPA Freight Campaign Helping U.S. Ports



AAPA's *Freight: Keep It Moving* campaign included getting favorable FAST Act authorization provisions for landside freight movement to/from ports:

- \$11 billion over 5 years in dedicated funds for freight (**ports eligible**)
- \$500 million in continued USDOT TIGER discretionary grants (**ports eligible**)
- \$1.435 billion for TIFIA program (**ports eligible**)
- Creates Surface Transportation Block Grant Program that sends formula funding to states (**ports eligible**)

AAPA Freight Campaign Helping U.S. Ports



AAPA's *Freight: Keep It Moving* campaign also included getting favorable FY'16 appropriations for waterside investments to aid navigation to/from U.S. ports:

- \$2.6 billion for navigation projects & studies; includes \$1.263 billion for HMTF work, a significant increase over FY'15 appropriation and exceeds "Hits the HMT Target"
- Over \$562 million in programmatic funds for Corps Coastal Navigation Program; includes up to 6 new construction "starts" and \$25 million for donor & energy transfer ports

Help Support More Federal Investments In Freight Transportation

Federal investments thru 2020 that could aid freight movement through ports now at **\$24.825 billion**

- Up to \$11B from FAST Act (highways/bridges/rails/etc.), and up to \$625M (25% of projected \$500M/yr.) from TIGER discretionary grants
- Up to \$13.2B from USACOE navigation program

Non-federal investments thru 2020 that could aid freight movement through ports now at **\$154.8 billion**

- \$22.6 billion from ports
- \$132.2 billion from private sector



Bottom Line

Port, private sector and federal spending on infrastructure must be better aligned for safe, efficient goods movement that will grow U.S. jobs and nation's 21st century economy