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
DOT Funding Opportunities for Ports

- **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.
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.
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
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.
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.
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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