

Testimony of Kurt J. Nagle
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For

U.S. House of Representatives
Transportation and Infrastructure Committee
Hearing on
“Investing in Infrastructure—the Road to Recovery”
October 29, 2008

Chairman Oberstar, Ranking Member Mica and Committee members, we at the American Association of Port Authorities greatly appreciate the request from the Committee leadership to provide this written testimony on the need for maritime infrastructure improvements and the immediate economic impact that constructing the associated projects will have in aiding the nation’s economic recovery. For centuries, seaports have served as a vital economic lifeline to all Americans and a critical link for access to the global marketplace.

AAPA is a trade association, representing public seaport authorities throughout the western hemisphere, including the 86 leading U.S. public port authorities on all four coasts. AAPA and its members are committed to keeping seaports navigable, secure and sustainable.

Making investments in transportation infrastructure a high priority can play a major role in our nation’s road to recovery. Such investments will create jobs and help construction and engineering businesses, small and large, immediately. These investments will also pay dividends in the mid- and longer-term by making the movement of goods more efficient, with less congestion and less air pollution and delivering economic prosperity throughout the country.

Significant investments are needed in all aspects of our transportation system, but the area that has to date received less focus and is increasingly vital to our economy is the infrastructure that carries freight, consumer goods like food, clothing, electronics and toys to store shelves, fuel to the pump and building and other materials to U.S. businesses. An efficient system provides consumers the choices they demand at prices they can afford. It also helps U.S. farmers and manufacturers compete and thrive in the global economy.

A recent infrastructure needs survey of America’s leading seaports provided details on the type of projects that are needed and are immediately ready to advance to construction. The attached survey forms provide a sample of those projects. We would be pleased to provide more extensive detail to the Committee.

We ask that the Committee consider these compelling points of why, in these economic times, seaports are excellent targets of opportunity for investment to help America’s economy recover now and have that recovery sustained into the future

- Creating new high paying jobs and sustaining current employment: Seaports provide some of the highest paying blue collar jobs in the country. Seaport jobs pay significantly more than other areas of the economy. These jobs are IN AMERICA.

Maritime jobs provide strong family wages for American workers. Ports are part of the solution to getting America back on track economically.

- Seaports deliver the goods and allow for consumer choice. When the economy is suffering, the public has less money to spend and the public is looking for more affordable options. Because of seaports, consumers have less expensive options for food, clothing, medicine, fuel, building materials as well as consumer electronics and toys. All of these goods, from the dollar bin at Target to the bananas in the grocery store move through America's ports.
- Seaports deliver prosperity to America serving as a critical link for access to the global marketplace. In fact, over 99 percent of all goods that are shipped overseas to and from this nation come through seaports. Most food, clothing, medicine, fuel and building materials, as well as consumer electronics and toys that Americans buy every day come primarily through seaports.

Returning to Prosperity: Seaports and connecting transportation system a key player in the solution to the economic crisis

- Fast-increasing exports of American-made goods through America's seaports to overseas buyers are helping buoy the U.S. economy as well, with export sales amounting to almost \$234 billion in the first half of 2008. This represents a 35% increase over the same period last year, and is helping to stimulate job creation and business development here at home, while helping to ease our international trade imbalance. More than 40 percent of America's economic growth last year was attributable to exports.
- **Keeping America Safe and Secure**
 - Seaports serve as the transit point for most military mobilization, and it is the first line of homeland defense against a dirty bomb. We must continue to keep America safe by providing secure seaport facilities to both protect our borders and move goods. We also must ensure there is adequate capacity to handle military cargo in surge times.
- There are major infrastructure challenges that need to be addressed and which could help our nation on our road to economic recovery. Investing resources into seaports' infrastructure – waterways (through dredging projects), highway, and rail -- is imperative for meeting both consumer and economic demands. Greater investment in maintaining and improving the port navigational channels infrastructure, greater investment in road and rail projects near ports to alleviate congestion and resulting pollution, port security improvements, and use of greener technologies --- these are infrastructure investments that will create jobs

and make America strong. By making investments in seaport infrastructure now we can help solve the challenges facing ports today – capacity, congestion, security and environmental improvement -- and create a world class freight transportation system of tomorrow.

- Building and maintaining a world class deep draft navigation system to keep ships moving efficiently is critical. Without modern, navigable channels into seaports, business and consumer access to the global market place will be harmed, impacting trillions of dollars of economic activity which support the employment of millions of people. With nearly 30 percent of our Gross Domestic Product tied to international trade, we must ensure seaports and the goods they handle have a healthy future. For dredging, shippers already pay for maintaining navigation channels, but much of this funding has sat dormant in a federal trust fund -- used to offset spending in other areas. This is unfair and short-sighted. There is growing competition from Canada and Mexico, whose governments are making significant investments in port infrastructure hoping to steal away some of U. S. ports' lucrative business. If the U.S. continues to ignore these infrastructure needs, maritime jobs, which are some of the highest paid and most stable union jobs in the U.S., will be lost as cargo moves to Canada or Mexico. Permanent full use of the Harbor Maintenance Trust Fund is the best and most equitable solution.
- Ports already are investing millions of dollars to significantly reduce the environmental impact of surrounding communities and natural resources. Increasing funding for the Diesel Emissions Reduction Act can help ports make more improvements and will grow more green jobs, as most emissions reduction technologies are manufactured here in the United States and those that are not are likely to enter through U.S. seaports.
- This is also an opportunity to stimulate short sea shipping – taking cargo off busy highways and shipping it by water. Think of all the trucks that could be taken off the road if more cargo was shipped by water.
- America's seaports are investing in excess of \$2 billion a year in marine terminal capital improvements that are helping them handle freight and cruise passengers more efficiently, while creating jobs and keeping down the spiraling costs of consumer goods that must move through these complex facilities.

Highway

- ✓ Increase funding for "**last mile**" **road connections** into and out of our nation's seaports and other facilities moving freight. This was included in the last House/Senate and Administration's highway reauthorization bill, but was deleted in conference. These critical road connections are in worse condition and have received less funding than other portions of highway/road systems.
- ✓ Develop programs dedicated to the transportation of goods and **freight mobility**– While lauded as a high priority, few freight programs were funded in the last highway bill.

- ✓ Provide incentives to take cargo off the highways and move it to maritime highways. By **stimulating short sea shipping**, the industry can grow U.S. jobs at seaports and on U.S. ships. These jobs are often some of the highest paid jobs in the U.S. Also, eliminating the Harbor Maintenance Tax on domestic short sea movements into ports will provide needed incentives to increase use of the marine highways.
- ✓ Eliminate rail crossing bottlenecks with roads in high freight movement areas by funding needed grade separations.

Rail

- ✓ Provide a tax credit to railroads to encourage expansion of capacity.

Water

The Corps of Engineers estimates that at least \$5 billion in new water resources projects are needed now and could proceed rapidly, as mentioned below. That amount includes critically needed new port channel deepening projects and Sault Saint Marie lock replacement, long over due maintenance of navigation channels, repair of jetties and other protective works and flood control works that protect port facilities as well as major population centers. We urge you to include the Civil Works Program projects in your recommended program. Specifically,

- ✓ Provide additional funds for maintenance dredging. Shippers have already provided this funding, which sits idle in the Harbor Maintenance Tax Trust fund. Navigation channels are not being maintained at even their currently authorized depths and/or widths, resulting in higher cost goods and navigation safety concerns. (Increase funding to the Corps of Engineers.)
- ✓ Increase funding for deepening projects to make ports ready to accommodate larger ships in the maritime trade in order to build a world class ports system to accommodate exports and imports and cruise passengers. (Increase funding to the Corps of Engineers.)

Environment

- ✓ Increase funding for the EPA Diesel Emission Reduction program. This program is helping ports convert to greener, less polluting technologies. The program is authorized at \$200 million but current funding is only \$50 million.

In conclusion, America's seaports and maritime industry need infrastructure investments NOW in all supporting modes, water, surface and rail, to keep the U.S. competitive in the world economy. These investments would provide immediate good paying jobs that could be sustained well into the future.

AAPA Member Survey – Infrastructure Projects Planned for U.S. Ports

The American Association of Port Authorities (AAPA) conducted a survey in October of 2008 of its U.S. Port Authority members on immediate needs for infrastructure projects that are planned, designed and permitted. **These are the type of projects that would benefit from an infrastructure economic stimulus bill.**

The survey contained the following open-ended items.

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO.

List maintenance projects and amount needed and jobs created.

List deepening projects and the amount needed and jobs created

List confined disposal projects and the amount needed and jobs created

PLEASE LIST HIGHWAY PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO (this may include rail crossing) INCLUDING COST-SHARE.

ARE THERE OTHER PORT INFRASTRUCTURE PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO THAT WOULD BE ELIGIBLE FOR FEDERAL FUNDING? (Please describe, including amount of funding and jobs created.)

COULD YOU USE MORE FUNDING UNDER EPA'S DIESEL EMISSION CONTROL GRANT PROGRAM? If yes, please estimate costs and describe the project.

ARE THERE NEW POLICIES THAT COULD IMMEDIATELY HELP PORTS IN TERMS OF FINANCING NEW INFRASTRUCTURE? If yes, please explain.

Alabama State Port Authority - AL

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List your maintenance projects and amount needed and jobs created (if known): - Deferred maintenance of ship channel-\$8 million (normal yearly requirement \$24 million)

List deepening projects and the amount needed and jobs created: - Construction of an additional turning basin on the 45' channel-\$30 million

List confined disposal project and the amount needed and job created: - maintenance on DMMA areas-\$10 million

Other water projects – type and amount and jobs created if known: - Deferred maintenance on river systems in Alabama-\$30 million

Port of Albany, NY

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List your maintenance projects and amount needed and jobs created (if known): - Wharf Replacement at Shed 4 & 5, 50 - 75 jobs 1 year, 7.5 - 16 Million

Port of Anchorage - AK

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

Project Name: Port of Anchorage Replacement/Expansion (\$75,000,000)

The Port of Anchorage serves 85% of the population within the State of Alaska providing 90% of their consumer goods, and is one of sixteen nationally designated commercial Strategic Ports with direct calls scheduled by the Department of Defense for critical deployments in-and-out of Alaska's military bases and training facilities (Ft. Greely,

Eielson AFB, Ft. Wainwright, Ft. Richardson, and Elmendorf AFB) to Iraq and Afghanistan. The Port of Anchorage was inaugurated in the late 1950's with little build-up in the past fifty years, and is currently under-serving the State's transportation system as its primary hub.

The Port of Anchorage began a federal, state, and municipal dock replacement/expansion program in 2003, with the USDOT Maritime Administration as the lead federal agency, to rehabilitate the port facility to accommodate larger ships and increased port calls by providing additional upland area and berthing capacity. This project was undertaken specifically by the government to reduce transportation conflicts and traffic congestion and to improve intermodal transportation and commerce for the Municipality of Anchorage and State of Alaska.

The completed construction program will provide efficient ship-to-shore connections with a new rail line extension connecting the waterfront to Alaska's mainline railbelt, new roads with direct connections into the State's highway system, state-of-the-art cargo offloading and handling facilities, and deeper and wider berths to accommodate modern shipping vessels. This multi-year program replaces aged and deteriorating dock structures, which are functionally outdated and marginally safe, with new facilities capable of serving the commercial and military ships that call at this vital seaport. The existing dock structure is neither capable nor efficient enough for modern maritime intermodal operations.

The dock's 50-year-old cranes cannot reach required distances to serve modern vessels and must be replaced with three 100-foot gauge modern cranes to load and off-load cargo. The 9-acre trestle dock must be demolished and replaced with a 135-acre offloading facility to accommodate berthing, intermodal ship-to-shore transfers, and adequate secured cargo storage. Currently, \$4-5M is spent annually on under-dock repairs by the Port of Anchorage administration, while crucial surface operations and cargo transfers continue to remain inadequate.

The new facility is being constructed in phases to accommodate the shipping industry without impact to day-to-day intermodal transfer operations and continual service to 85% of the State; to coincide with the US Army Corps of Engineer's on-going annual harbor maintenance program to maintain shipping lanes at the Port; and to align with incremental funding and available cash flow. The funding plan calls for 52% federal funds with 48% of remaining funds at the local level (State and Municipal revenue bonds, Port revenues).

In the recent 5 years, this Port of Anchorage project has been fully permitted and designed employing several teams of registered engineers, environmental and permitting professionals, project managers, scientists, surveyors, and inspectors. The Maritime Administration and regulatory agencies are positioned to continue project construction through permit conditions, previously established best management practices during construction, acoustic programs and data collection, sighting/reporting teams on-site, and mandatory shut-downs of certain activities when whales are observed near the project.

Construction is well underway; \$210 million has been spent on the project to date. Payroll and labor records indicate 400-500 direct jobs are created at the project site each construction season, May through November. At the end of 2008, approximately 60 acres will have been developed north of the existing port. This newly developed land currently has an un-improved gravel surface and the waterfront lacks docking facilities and utilities necessary to support shipping operations.

Past years have required layoffs of construction workers at the end of each construction season due to subarctic temperatures impacting the ability to (1) efficiently and effectively place fill materials, and (2) conduct waterfront construction activities. However, with the sub-structure and additional acreage just completed this year (2008), the out-of-water construction of utility systems, dock structures, and improved surfaces will require the use of specialty trades and has the potential for immediate and year-round employment within the construction industry. Once this 60 acre area is finished and ready for port operations, existing commercial crane operations will be relocated to this site to enable full demolition and future re-construction of the existing inefficient marine terminal area.

If a stimulus package were to be passed providing this project with immediate transportation funding, the Port of Anchorage is in a position to immediately begin field construction of ready projects in 2009. Over 1,000 to 1,500 direct and indirect jobs would be created, immediately, resulting in an estimated payroll of \$20 to \$30 million and an estimated \$80 to \$120 million in indirect economic impact to the nation.

TOTAL REQUEST - \$75,000,000 (Labor and Materials)

\$45,000,000 - Construct Intermodal Transportation Connections Construction components:

- * Track extension to the waterfront with loading facilities.
- * Road systems and intersections, track crossings, truck queuing lanes.
- * Ship mooring infrastructure.
- * Crane structural supports and power supply.
- * Trunk utility corridors and systems.
- * Operational support systems and structures.

\$30,000,000 - Complete Cargo Handling Areas

Construction components:

- * Develop parking, staging, and cargo storage areas.
- * Modify and extend underground power supply.
- * Modify and extend water/sewer, communications, and security systems.
- * Install overhead lighting and other support systems.

>1,000 Direct jobs per year:

- * field surveyors
- * estimators
- * drafting/graphics personnel
- * traffic control personnel
- * field engineers, superintendents, and project managers
- * laborers
- * environmental monitors and compliance personnel
- * safety personnel
- * civil construction workers
- * pile drivers, iron workers
- * truckers
- * equipment operators
- * specialty track contractors
- * crane rail contractors
- * pipefitters, plumbers
- * electricians and electrical line workers
- * telephone and communications system workers
- * HVAC technicians
- * paving contractors
- * carpenters, framers
- * concrete workers
- * steel workers
- * welders
- * riggers
- * insulators
- * inspectors
- * laboratory technicians
- * painters, stripers
- * signage contractors
- * fencing contractors
- * landscape contractors
- * masons
- * storm water control contractors
- * suppliers
- * expeditors

This fully funded request of \$75 million will ensure the Port completes work through 2010, allowing the complete relocation of maritime operations to new docks with no disturbance in service to the State. The full project cost is estimated at \$700 million through 2014.

The Port of Anchorage replacement/expansion project is a long term endeavor that is fully permitted and ready to proceed immediately. We are in a unique position to accelerate our project and get payroll into the hands of workers tomorrow.

Port of Bellingham, WA

Economic Development Projects for the Waterfront District

Port of Bellingham, Washington (in partnership with the City of Bellingham)

Over 4,000 direct long-term jobs will be created from these projects serving a 200 acre redevelopment area.

State	Port	Water	Highway	Rail	Cost	Jobs (Construction)*
WA	Bellingham		Marine Trades Area Road and Utility System		\$14,100,000	353
			Central Avenue Improvements		\$2,800,000	70
			Cornwall Bridge		\$10,000,000	250
				BNSF Rail Line Relocation	\$7,000,000	175
		Shipping Terminal Improvements			\$5,000,000	125
		Marine Trades Area Shoreline Infrastructure			\$7,500,000	188

*based on Corps of Engineers average standard

Calhoun Port Authority – Point Comfort, TX

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

Other water projects – type and amount and jobs created if known: - Matagorda Ship Channel Jetties \$80 to \$100 million

Port Canaveral, FL

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List your maintenance projects and amount needed and jobs created (if known): - Maintenance Dredging (sediment basin, main channel) - \$4.5 million - 77 jobs based on MARAD PortKit inputs.

List deepening projects and the amount needed and jobs created: - West Turning Basin Deepening and Widening - \$25 million - 1,067 Full Time Jobs based on larger cruise ships (Disney, RCL, and Carnival).

Other water projects – type and amount and jobs created if known: - South Cargo Pier Extension and Widening - \$11 million - 372 jobs based on FSTED economic analysis

PLEASE LIST HIGHWAY PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO (this may include rail crossing) INCLUDING COST-SHARE.

List the type of intermodal connectors into your port - Highway (amount required and jobs created): - George King Boulevard Widening - \$9 million - 142 jobs initially plus significant road capacity expansion and safety improvements.

List other highway and rail projects that could use immediate help. Include the amount and jobs created: - Charles Rowland Drive Realignment for Cruise Terminal #8 (Disney) and Cruise Terminal #10 (RCCL, Carnival, NCL) - \$4.6 million - Approximately 100 immediate construction jobs and considerable safety and access improvements.

ARE THERE OTHER PORT INFRASTRUCTURE PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO that would be eligible for federal funding (please describe, including amount of funding and jobs created):

Cruise Terminal #8 Parking Garage - \$9 million - Approx. 200 jobs based on larger cruise ships and additional passenger capacity. This is a design, bid, build package that is ready to go.

ARE THERE NEW POLICIES THAT COULD IMMEDIATELY HELP PORTS IN TERMS OF FINANCING NEW INFRASTRUCTURE? If yes, please explain:

Absolutely. Streamlined environmental permits for harbor improvements (dredge, spoil, and bulkhead/berth construction). Also, conflicts between state and federal permitting requirements add considerable cost and complexity to relatively simple harbor improvement projects. There needs to be a "lead" agency that recognizes the economic importance of timely harbor improvement construction.

Cedar Bayou Navigation District, TX (Gulf Ports Assoc.)

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List deepening projects and the amount needed and jobs created: - Channel improvement project to widen and deepen Cedar Bayou, Texas channel - channel feeds into the Houston Ship Channel.

List confined disposal project and the amount needed and job created: - This project has a completed feasibility study that has been accepted by the ASA and OMB and is ready for construction funding. Its importance is that it feeds into the Houston Ship Channel which is home to over 100,000 barge transits per year. The Port of Houston Authority and the Cedar Bayou Navigation Board signed an MOA to support the project. PHA Chairman has written letters to members of Congress in support of the project.

Port of Corpus Christi Authority, TX

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List deepening projects and the amount needed and jobs created: - Corpus Christi Ship Channel-La Quinta Terminal Extension, Federal amount needed is \$55,000,000; Port match is \$13,600,000; 2,500 jobs will be created.

PLEASE LIST HIGHWAY PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO (this may include rail crossing) INCLUDING COST-SHARE.

List the type of intermodal connectors into your port - Highway (amount required and jobs created): - Joe Fulton International Trade Corridor Phase II, federal amount needed is \$15,000,000; 500 jobs will be created.

Port of Davisville, RI

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List your maintenance projects and amount needed and jobs created (if known): - South Bulkhead Maintenance Dredging, \$1,100,000, 29 jobs. We have cost-share funds.

PLEASE LIST HIGHWAY PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO (this may include rail crossing) INCLUDING COST-SHARE.

List the type of intermodal connectors into your port - Highway (amount required and jobs created): - Maritime Way Port Connector Road, \$1,925,000, 25 jobs. We have cost-share funds.

List other highway and rail projects that could use immediate help. Include the amount and jobs created: - Commerce Park Connector Road, \$4,000,000, 52 jobs. We have cost-share funds.

ARE THERE OTHER PORT INFRASTRUCTURE PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO that would be eligible for federal funding (please describe, including amount of funding and jobs created):

Davisville Short Sea Terminal Crane, \$3,000,000, 19 jobs. We have cost share funds.

ARE THERE NEW POLICIES THAT COULD IMMEDIATELY HELP PORTS IN TERMS OF FINANCING NEW INFRASTRUCTURE? If yes, please explain:

You could allocate funds to MPOs on a formula like other forms of infrastructure

Port of Everett, WA

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List your maintenance projects and amount needed and jobs created (if known): - 1) S. Marina Covered Moorage Roof Repairs and Utility Upgrades - Packages 'B' and 'C', \$13.0M, approx 20 construction jobs for 1 yr; 2) Fender Pile Replacement, \$260K, approx 5 construction jobs for 1 mo.

List deepening projects and the amount needed and jobs created: - Expansion of the Lower Settling (Downstream) Basin in the Snohomish River Federal Navigation Channel

Estimated Total Budget: \$3.5 million

Est. Jobs: 25.

Other water projects – type and amount and jobs created if known: - 1) Dolphin Berth Mods, \$500K, approx 6 const jobs over 4 months; 2) S. Terminal Wharf Upgrades, \$1M, approx 7 const jobs over 9 mo, approx 30,000 longshore hrs per yr.

PLEASE LIST HIGHWAY PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO (this may include rail crossing) INCLUDING COST-SHARE.

List other highway and rail projects that could use immediate help. Include the amount and jobs created: - 1) Mt. Baker Terminal Access Road and Utilities, \$1.2M, approx 5 const jobs over 9 mo; 2) Rail Access Recovery - Ph 2, \$1.1M, approx 5 const jobs over 6 mo, 10,000 longshore hours per yr.

COULD YOU USE MORE FUNDING UNDER EPA'S DIESEL EMISSION CONTROL GRANT PROGRAM?

Yes. The Port has at least three pieces of cargo handling equipment and yard equipment that would benefit from diesel retrofit technology.

If yes, estimate costs and describe the project:

This project would include installation of diesel retrofit packages to reduce particulate emissions for a mobile harbor crane, a reach staker, and a maintenance vehicle. We estimate a total of \$20K would be required.

ARE THERE NEW POLICIES THAT COULD IMMEDIATELY HELP PORTS IN TERMS OF FINANCING NEW INFRASTRUCTURE? If yes, please explain:

Yes. Providing grant opportunities for marine terminal capital infrastructure improvements that have an approved master plan and a viable business plan.

Port of Everglades, FL

4. ARE THERE OTHER PORT INFRASTRUCTURE PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO that would be eligible for federal funding (please describe, including amount of funding and jobs created):

SOUTHPORT CONTAINER YARD PHASE VIII The project involves the construction of an approximately 40 acre container yard between the FP&L power lines and McIntosh Road north of the Dania Cut Canal in Southport at Port Everglades. The total cost of the project is estimated at \$17,500,000. It is estimated that 50 temporary construction jobs would be created with the implementation of this project. In addition it is estimated that a total of 722 new jobs would be created with the implementation of this project, of which, 355 would be direct jobs. **NEW BRIDGE OVER FPL CANAL** This project involves the construction of a new bridge over the existing FPL discharge canal in Midport. The purpose of the new bridge is to connect the dockside of the existing Midport area to the backlands west of the FPL discharge canal in Southport. Containerized cargo that needs to get to Southport from the Midport dock area must utilize the existing Eller Drive roadway which requires leaving the secure area of the Port. This cargo must then re-enter the secure area of the Port from the security checkpoint on McIntosh Road in Southport. By constructing the bridge, container traffic will be able to make this movement without leaving the secure area of the port. The project will also improve operational flow and reduce operating costs. The total cost of the project is estimated at \$10,600,000. It is estimated that 25 temporary construction jobs would be created with the implementation of this project. In addition it is estimated that a total of 485 new jobs would be created with the implementation of this project, of which, 238 would be direct jobs.

5. COULD YOU USE MORE FUNDING UNDER EPA'S DIESEL EMISSION CONTROL GRANT PROGRAM?

YES. This program will help ports convert to greener, less polluting technologies. It is currently underfunded. Despite the fact that Port Everglades uses low sulfur diesel fuel for our crane generators, recent studies conclude that diesel engines using old technology results in emissions which can have severe adverse effects on human health and the environment. Although low sulfur diesel emits less CO₂ than petroleum, it emits more nitrous oxide and particulate matter, contributing to smog, global climate change, and health problems like asthma, heart disease, and cancer. For example: Financial assistance to replace our 1988 container gantry crane generator and 1998 KTA50-69 diesel engine (currently operating 1668 hours a year- 43,368 gallons of diesel consumed) which burns Dyed ULS fuel 3 with a Tier 2 genset would result in 52% reduction in NO_x, 72% reduction in PM, 75% reduction in CO and 76% reduction in Hydrocarbons. These new emissions reduction technologies and equipment(s) are manufactured in the United States Increasing funding for the Diesel Emissions Reduction Act can help all Florida ports purchase new technology equipment and make these substantial air quality improvements, and this will also help to grow more green jobs.

7. ARE THERE NEW POLICIES THAT COULD IMMEDIATELY HELP PORTS IN TERMS OF FINANCING NEW INFRASTRUCTURE? If yes, please explain:

Question #6: Project Replace a 20 year old generator and 10+ year old diesel engine with a Tier 2 engine genset to operate a Midport container gantry crane Off-road diesel engines built since 1996, like the one we propose to replace, comply with modest standards focusing on NO_x emissions, with little attention to PM. EPA estimates that these engines currently account for about 44 percent of total PM and about 12 percent of total NO_x emissions nationwide. New EPA proposed standards (Tier 2 engines and above) will reduce PM and NO_x emissions by 125,000 and 825,000 tons, respectively. Estimate of costs \$485,768.45 Budget Summary Cost The estimated budget for the new engine \$163,573.00 The estimated budget for the custom generator \$160,000.00 The personnel costs associated with project (A) \$10,695.45 The supplies budget (B) \$68,500.00 The contractual services budget (C) \$75,000.00

The shipping/trucking budget for the engine \$4,000.00 The shipping/trucking budget for the generator \$4,000.00
 Federal Funding Requested \$485,768.45 (A) Personnel hours % salary Dir Operations 10 0.48% 129638 \$623.26
 Container Crane Maintenance Manager 80 3.85% 110147 \$4,236.42 Assistant Crane Engineer 60 2.88% 77073
 \$2,223.26 Building Tech II 40 1.92% 43660 \$839.62 salaries only \$7,922.56 benefits calculated at 35% \$2,772.90
 \$10,695.45 (B) Supplies panels and controls \$10,000.00 radiator \$24,000.00 fan guard/custom \$5,000.00 flywheel
 housing and adaptor \$5,000.00 exhaust to muffler adapter/custom \$8,000.00 cooling system repiping/ custom
 \$8,000.00 fan and fan pulley \$1,500.00 interface eng. diagnostics to crane computer \$5,000.00 skid and engine
 mount modifications \$2,000.00 \$68,500.00 (C) Contractual Services installation, alignment and testing \$75,000.00

Port of Freeport, TX

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO:

List your maintenance projects and amount needed and jobs created (if known): - \$4.5M, 50 jobs

List deepening projects and the amount needed and jobs created: - Widen and deepen our channel to 55 feet x 600 feet at a cost of \$330 million; approximately 1,000 jobs.

List confined disposal project and the amount needed and jobs created: \$2.5 million and 25 jobs.

Other water projects – type and amount and jobs created if known: Velasco Container Terminal - \$330 million and 4,400 jobs; Berth 5 extension - \$10 million and 50 jobs; Berth 7 bulk rice loader - \$5 million.

PLEASE LIST HIGHWAY PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO (this may include rail crossing) INCLUDING COST-SHARE.

List the type of intermodal connectors into your port - Highway (amount required and jobs created): - Upgrade US Hwy36 - \$140M, 500 jobs; Upgrade St Hwy 523 - \$150M, 500 jobs.

List the type of intermodal connectors into your port - Rail connections into the port Highway (amount required and jobs created): - Shortline R/R - \$100M, 250 jobs; expanded rail storage yard - \$25M, 50 jobs.

Port of Galveston, TX

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO:

List your maintenance projects and amount needed and jobs created (if known): - Maintenance of Galveston Harbor Channel and Berths-- \$10 million-- Retention of current jobs (approx. 1500).

List deepening projects and the amount needed and jobs created: - Deepening Galveston Harbor Channel and Berths-- \$50 million -- Estimated job creation 2,800.

List confined disposal project and the amount needed and job created: - Pelican Island and San Jacinto Disposal Areas -- \$12 million.

Georgia Ports Authority – Savannah, GA

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List your maintenance projects and amount needed and jobs created (if known): Brunswick Harbor - \$10,000,000. Savannah Harbor O&M - \$18,895,000.

List deepening projects and the amount needed and jobs created: Savannah Harbor Expansion Project - \$3,024,000.

PLEASE LIST HIGHWAY PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO (this may include rail crossing) INCLUDING COST-SHARE.

List the type of intermodal connectors into your port - Highway (amount required and jobs created): GA Highway 307 Overpass (eliminates at grade rail crossing) - \$23,000,000.

COULD YOU USE MORE FUNDING UNDER EPA'S DIESEL EMISSION CONTROL GRANT PROGRAM?

Yes

If yes, estimate costs and describe the project:

Previous grant funding request of \$500,000 submitted for emission control project with Rubber Tired Gantry cranes at the Port of Savannah was funded at \$250,000. The remaining balance (\$250,000) is still needed.

Port of Grays Harbor – Aberdeen, WA

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List deepening projects and the amount needed and jobs created: - USACE General Reevaluation study for the Grays Harbor at Chehalis (Washington) navigation channel deepening project is immediately needed. Phase 1 General Investigation Reconnaissance study is complete. Funding needed: \$1 million federal; \$1 million local sponsor. Jobs created: 300 jobs created with completion of deepening construction phase due to demand and Port expansion plans for import/export bulk, breakbulk and roll-on/roll-off cargo and increasing vessel sizes.

Other water projects – type and amount and jobs created if known: - Port Marine Terminal No. 1 Upgrade. \$4.8 million. Jobs: 1) Construction jobs; 2) 30 jobs retained; and 3) 50 new jobs are contingent upon this project. Terminal No. 1 will be upgraded to load and unload deep water bulk cargo vessels, in addition to barges. The business expansion plans of three import/export businesses are contingent upon this upgrade project, enhancing international trade opportunities for the region, state and nation.

PLEASE LIST HIGHWAY PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO (this may include rail crossing) INCLUDING COST-SHARE.

List the type of intermodal connectors into your port - Highway (amount required and jobs created): - Port Industrial Road Improvements. \$4 million. Jobs: 1) Construction jobs; 2) 1,000 jobs retained (road is primary feed to 56 businesses located in Port industrial park area and Marine Terminal); and 3) 200 new jobs will result from business expansion served by the roadway. Project will upgrade the existing transportation corridor to meet growing intermodal use serving the Port cargo yard, marine terminal and industrial park areas. Project will improve safety, capacity and freight mobility. A Federal FY09 request was submitted, and funds are listed in Senate 09 Transportation budget.

List the type of intermodal connectors into your port - Rail connections into the port Highway (amount required and jobs created): Two projects: Install Rail Crossing at Industrial Road and W. 1st St. - \$500,000. Jobs: Construction jobs and 15 other new jobs are contingent upon this project. Rail crossing is immediately needed to serve new liquid bulk import/export business in Port Marine Terminal complex. Expand Port Marine Terminal No. 4 Rail Infrastructure. \$2.5 million. Jobs: Construction jobs and 100 other new jobs are contingent upon this project. New rail infrastructure is needed to serve Port Terminal No. 4 breakbulk and roll-on/roll-off import/export facility under development.

ARE THERE OTHER PORT INFRASTRUCTURE PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO that would be eligible for federal funding (please describe, including amount of funding and jobs created):

1.) Marina Vessel Haul-Out Infrastructure and Boat Repair Work Yard, Westport, WA, \$8 million. Jobs: Construction jobs, 1,500 other jobs retained, and 150 new jobs are contingent upon this project. Project is immediately needed to meet expansion plans for Westport Shipyard, globally competitive yacht builder, and the growing fleet of commercial fishing vessels, as well as charter fishing, sport fishing, and recreational boaters at the 450 slip Westport Marina. 2.) R&D Lab and Incubator Facility Construction, \$4.5 million. Jobs: Construction jobs, 125 other jobs retained, and 15 new jobs are contingent upon this project. The R&D Facility is immediately needed to serve globally competitive manufacturers located in Grays Harbor County, WA, who are focused on developing next-generation renewable energy and sustainable product development. These businesses are currently recruiting world-class scientists to work in the new lab. The shared, state-of-the-art facility will lead to new innovations, collaboration between scientists from both the private and non-profit sectors, and opportunities for youth to work side by side with experience, leading researchers in a rural community.

Port of Green Bay, WI (Brown County Port & Solid Waste Department)

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List your maintenance projects and amount needed and jobs created (if known): - Green Bay Harbor Backlog dredging - \$15M, 100 jobs.

List confined disposal project and the amount needed and job created: - Cat Island Restoration Project, Renard Isle Closure, etc. - \$9M, 80 jobs.

Port of Indiana

2. PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List your maintenance projects and amount needed and jobs created (if known): - Dock wall reconstruction at Port of Indiana-Burns Harbor - \$10,000,000.00

Other water projects – type and amount and jobs created if known: - Development of West Dock at Port of Indiana-Burns Harbor - \$12,000,000.00

Port of Long Beach, CA

2. PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List deepening projects and the amount needed and jobs created: - Main Channel Deepening Project (see "Other water projects" listed below) This project is critical for improving the navigational safety and efficiency for moving bulk petroleum products at the Port of Long Beach.

List confined disposal project and the amount needed and job created: - Pier G Container Terminal - North Slip Fill (see "Other water projects" listed below) The Pier G Marine Terminal is an approximately 250 acre container terminal. The terminal is partially divided by a water slip. The northerly portion of the slip has shallower water that limits vessels berthing there to shallower draft vessels. The project involves filling the northerly portion of the slip to improve terminal operation and optimize terminal circulation. The slip fill will serve as the disposal site for the Port's Main Channel Deepening Project.

Other water projects – type and amount and jobs created if known: - Pier G North Slip Fill Project, IR Site 7 and Main Channel Dredging Project: The stated project involve three areas in the port and include dredging over 1.7 million cubic yards of unsuitable material and filling the north slip in Pier G Terminal. The project contributes to cleaning the environment, improve navigation in the main channel, improve and optimize terminal operations and streamline terminal circulation. Estimated construction costs is \$55,000,000 and the project is estimated to create 400 to 430 jobs per year for 2 years.

3. PLEASE LIST HIGHWAY PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO (this may include rail crossing) INCLUDING COST-SHARE.

List the type of intermodal connectors into your port - Highway (amount required and jobs created): - See Section 4 "Port Infrastructure Projects" below:

4. ARE THERE OTHER PORT INFRASTRUCTURE PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO that would be eligible for federal funding (please describe, including amount of funding and jobs created):

1.Project: Advanced Transportation Management and Information System (ATMIS)-S2326A Project Summary: This project will incorporate the addition of cameras, poles and foundations and will detect traffic congestion and allow the local agency to mitigate traffic congestion conditions as well as advice motorists of alternate traffic routes. Estimated Construction Cost: \$470,000 Estimated Jobs: 10 to 15 jobs for one year 2.Project: Harbor Scenic Drive at Harbor Plaza Drive Intersection Improvements Project Summary: This project involves the installation of traffic signals at the intersection of Harbor Plaza /Harbor Scenic Drive and at the adjacent intersection of Harbor Plaza/Queens Highway North, modification of the layout for the existing intersections, construction of pedestrian walkway, and improvement of existing street lighting. The project will reduce vehicular delays, reduce air pollution exhaustion and improve safety. Estimated Construction Cost: \$1 Million Estimated Jobs: 10 to 15 jobs for 6 months 3.Project: Pier G Administration and Marine Operations Buildings project Project Summary: The project includes the construction of Leadership in Energy and Environmental Design Silver (LEED) terminal buildings of approximately 76,000 square feet and 8 acres of shipping terminal rehabilitation. It will optimize and improve the efficiency of terminal operations. Estimated Construction Cost: \$45,890,000 Estimated Jobs: 220 to 240 jobs per year for 3 years 4.Project: Pier D Building Demolition Project Summary: This project will demolish of a 20,000 square foot vacant building. The building is in poor condition and a nuisance to the Port. The demolition will allow this site to be redeveloped and put to better use. Estimated Construction Cost: \$190,000 Estimated Jobs: 5 to 8 jobs for 6 months 5.Project: Pier T, Berth T136 – T140 Pavement Rehabilitation Project Summary: This project consists of grinding and paving approximately 6 acres of a heavily used container terminal. This project will improve the safety condition for terminal operation and also will improve the efficiency and productivity to serve the increased cargo volume. Estimated Construction Cost: \$800,000 Estimated Jobs: 10 to 15 jobs for 3 months 6.Project: Advanced Transportation Management and information System (ATMIS) –S2329 and S2334 Project Summary: This project will incorporate the addition of cameras, poles, foundations and detection devices, as well as will detect traffic congestion and allow the local agency to mitigate traffic congestion conditions as well as advice motorists of alternate traffic routes. Estimated Construction Cost: \$2,250,000 Estimated Jobs: 20 to 25 jobs for one year The Following projects are ready for construction in 6 months 1.Project: Pier G Maintenance and Repair Complex Buildings Project Project Summary: The project includes the construction of over 100,000 square feet of LEED Silver terminal Maintenance buildings and 20 acres of shipping terminal rehabilitation. It will improve the efficiency of terminal operations and maintenance. Estimated Construction Cost: \$71,000,000 Estimated Jobs: 420 to 430 jobs per year for 2.5 years 2.Project: Pier G North Railyard Renovation Project Project Summary: The project includes the construction of railyard improvements and additional

trackage that will add 28 new working rail cars to the existing terminal railyard. It will improve the efficiency of transporting the containers and limit diesel emissions by removing a substantial number of truck trips permanently. Estimated Construction Cost: \$52,000,000 Estimated Jobs: 420 to 440 jobs per year for 1.5 years 3. Project: Harbor Plaza Road Widening & Administration Building Site Preparation Project Project Summary: The road widening portion of the project is estimated at \$450,000. The road widening component of the project will provide an efficient and safe means of traffic access and egress to and from the new port administration building. The site preparation work component includes new street lighting and the demolition and removal of existing facilities. Estimated Construction Cost: \$3.7 Million Estimated Jobs: 55 jobs for 6 months 4. Project: Pier C Shore to Ship Power Project Summary: The project consists of retrofitting the existing wharf with a shore power vault, to cold iron ships while at berth. This project meets the San Pedro Bay Ports' Clean Air Action Plan and the California Air Resource Board requirements to reduce emissions related to Port operations. Estimated Construction Cost: \$10,000,000 Estimated Jobs: 95 per year for 1.1 years 5. Project: Roadway Improvements for I-710, 9th Street and Shoemaker Bridge Project Summary: This project includes re-striping, installing signage, asphalt concrete pavement overlay on Shoemaker Bridge southbound and installation of steel barrier along the walkway. This project will improve the traffic safety. Estimated Construction Cost: \$700,000 Estimated Jobs: 9 jobs for 3 months 6. Project: Pier T Weyerhaeuser Pavement Rehabilitation Project Summary: This project consists of demolition, utility modifications and improvements, and new pavement for approximately 18 acres of lumber terminal. This project will improve the safety condition for terminal operation and also will improve the efficiency and productivity to serve the increased cargo volume. Estimated Construction Cost: \$6.7 Million Estimated Jobs: 80 to 90 jobs for one year 7. Project: Demolition of the Intake Structure in the Back Channel Project Summary: This project will improve the safety condition for terminal operation and also will improve the efficiency and productivity to serve the increased cargo volume. In particular, demolition of the Intake Structure in the Back Channel will aid vessel navigation pending permits. Estimated Construction Cost: \$300,000 Estimated Jobs: 5 to 8 jobs for 6 months 8. Project: Pier T Lighting Transformer Rehabilitation Project Project Summary: The project is designed to fix the dual voltage lighting transformers inside the container yard terminal. This infrastructure work will improve the terminal operations. Estimated Construction Cost: \$1.3 Million Estimated Jobs: 10 to 12 jobs for one year The following project is ready for construction in one year. 1. Project: Gerald Desmond Bridge Replacement Project Summary: It is proposed that the Gerald Desmond Bridge be demolished and replaced with a new six-lane cable-stayed bridge. Additional proposed improvements include reconstruction of the Terminal Island East Interchange and the I-710/Gerald Desmond Bridge Interchange. The EIR/EA is scheduled to be certified in July 2009. Detail design will commence in August 2009. Construction is expected to begin in 2010 and complete in 2016. Estimated Construction Cost: \$1.125 Billion Estimated Jobs: 50-60 jobs for three to four years during the design phase and 15,200 full time equivalent one year jobs during the duration of the project. (Average: 2,533 jobs per year)

5. COULD YOU USE MORE FUNDING UNDER EPA'S DIESEL EMISSION CONTROL GRANT PROGRAM?

Yes

6. Is yes to question 5, estimate costs and describe the project:

The Port of Long Beach has adopted a Clean Air Action Plan. This is a comprehensive program that will significantly reduce air pollution from Port-related activities. The Clean Air Action Plan addresses every category of port-related emission sources - ships, trucks, trains, cargo-handeling equipment and harbor craft. The Clean Truck Program is a major component of the Clean Air Action Plan and will eliminate older "dirty" diesel trucks from cargo terminals by replacing them with new "clean" vehicles. Container ships will be required to turn off their diesel-powered auxiliary engines while at berth. Also, within five years cargo handling equipment will be replaced or retrofitted to meet at or below the toughest US EPA standards for new equipment. The costs to implement the Clean Air Action Plan is estimated at \$2 Billion over the next five to ten years.

Port of Los Angeles, CA

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List your maintenance projects and amount needed and jobs created (if known): - Annual Maintenance Dredging - The Port of Los Angeles routinely performs maintenance dredging at various berths throughout the harbor to maintain adequate water depth at berth for shipping activities. On a yearly basis the port averages approximately 40,000 cubic yards of dredging at a cost of \$1.5 million per year. Yearly construction jobs approximately 12 FTE's. Cost seeking from federal - \$750,000.

List deepening projects and the amount needed and jobs created: - Berth 145-147 Wharf Reconstruction - This project provides for new and modernized berthing facilities and deeper draft at a container terminal. Draft will be increased from current -45 feet to -53 feet to accommodate the largest container vessels in service. Dredging volumes amount to approximately 280,000 cubic yards and approximately 350,000 tons of rock dike will be constructed. Construction cost of this work is \$25 million. Construction jobs: 200 FTE. Cost seeking from federal - \$12.5 million.

PLEASE LIST HIGHWAY PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO (this may include rail crossing) INCLUDING COST-SHARE.

List the type of intermodal connectors into your port - Highway (amount required and jobs created):

1.) I-110 Connectors Program: C Street Access Ramps. Arterial interchange improvements on I-110. I-110 carries 10% of all U.S. containers volume. One-time benefit of \$193M in economic output; 1,540 FTE one-year

jobs; \$63M wages; \$5.31M state taxes; \$0.88M local taxes. Reg. improvements will sustain 318,000 new trade-related jobs and \$1B (2007 dollars) in annual state revenues by 2030. The emissions benefit of the project in 2030 is calculated to be 132 tons per year of a combined PM10, ROG, and NOx, and 124,200 tons per year of CO2. Total Project Cost - \$29.281M; Share Seeking - 13.074M.

2.) I-110 Connectors: I-110 Access Ramp & SR47/I-110 NB Connector

I-110 Connectors: I-110 Access Ramp & SR47/I-110 NB Connector: Arterial & hwy-to-hwy interchange improvements on SR 47 (Vincent Thomas Bridge) and I-110; I-110 carries 10% of all U.S. containers. One-time benefit of \$193M in economic output; 1,540 FTE one-year jobs; \$63M wages; \$5.31M state taxes; \$0.88M local taxes. Reg. improvements will sustain 318,000 new trade-related jobs and \$1B (2007 dollars) in annual state revenues by 2030. The emissions benefit of the project in 2030 is calculated to be 200 tons per year of a combined PM10, ROG, and NOx, and 82,500 tons per year of CO2. Total Project Cost - \$50.719M; Cost Seeking - \$22.547M.

List the type of intermodal connectors into your port - Rail connections into the port Highway (amount required and jobs created):

1.) South Wilmington Grade Separation

Hwy-rail grade separation of rail line that connects to Alameda Corridor. One-time benefit of \$128M in economic output; 1,000 FTE one-year jobs; \$42M wages; \$3.5M state taxes; \$0.65M local taxes. Regional improvements will sustain 318,000 new trade-related jobs, and \$1B (2007 dollars) in annual state revenues by 2030. The emissions benefit of the project in 2030 is calculated to be 25 tons per year of a combined PM10, ROG, and NOx. Total Project Cost - \$73.06M; Share Seeking - \$33.988M.

2.) West Basin Road Rail Access Improvements

Rail staging/storage tracks to improve use/operations of adjacent on-dock railyards. One-time benefit of \$292,875 million in economic output; 2,343 FTE one-year jobs; \$96.53 million wages; \$8.06 million state taxes; \$1.5 million local taxes. Regional improvements will sustain 318,000 new trade-related jobs; \$1 billion (2007 dollars) in annual state revenues by 2030. The Ports Rail System as a whole reduces \$3,140 tons per year (\$ is a mistake?), as projected under Year 2030 conditions, of a combined PM, ROG, and Sox, NOx, and CO. The West Basin project will also reduce these same criteria pollutants by a substantial amount. Total Project Cost - \$125.34 million; Cost seeking \$71.603 million.

Port Manatee – Palmetto, FL

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

Other water projects – type and amount and jobs created if known: - South Channel Extension, \$22 million; Berth 12 Extension, \$12 million; Dockside Intermodal Terminal, Phase 1, \$15 million.

COULD YOU USE MORE FUNDING UNDER EPA'S DIESEL EMISSION CONTROL GRANT PROGRAM?

Yes.

If yes, estimate costs and describe the project:

Two GP9 (1,600 horsepower or equivalent) Diesel Electric Locomotives.

Maryland Port Administration - Port of Baltimore

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List your maintenance projects and amount needed and jobs created (if known): - (1) Intracoastal Waterways, Delaware River to Chesapeake Bay, DE & MD -- \$23,800,000. Jobs: 595 (2) Baltimore Harbor and Channels (50 ft) MD -- \$28,900,000. Jobs: 722

Other water projects – type and amount and jobs created if known: - Poplar Island, MD -- \$10,000,000. Jobs: 250

COULD YOU USE MORE FUNDING UNDER EPA'S DIESEL EMISSION CONTROL GRANT PROGRAM?

Yes, \$4,275,000.

If yes estimate costs and describe the project:

The Port of Baltimore is working with EPA to establish a variety of technology and operational improvements that will generate significant emission reductions from marine and seaport activity in Maryland's air quality non-attainment areas. The challenge will be providing an effective combination of incentives that enable the industry to voluntarily implement emission reduction projects. It is estimated that approximately \$4,275,000 will be required to implement a majority of the identified air quality improvement projects.

Massachusetts Port Authority

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List your maintenance projects and amount needed and jobs created (if known): - Boston Inner Harbor Maintenance Dredging Project - \$39M total (\$30M federal + \$9M non-federal), federal funding is in place, but \$4.4M funding shortfall on non-federal side; 34,000 jobs total associated with Port of Boston, some of which could be in jeopardy if project is not completed. Phase I is underway.

List deepening projects and the amount needed and jobs created: - Boston Harbor Deep Draft Navigation Improvement Project is (stuck) in feasibility/NEPA stage.

COULD YOU USE MORE FUNDING UNDER EPA'S DIESEL EMISSION CONTROL GRANT PROGRAM?

We are awaiting a final announcement on an application for \$400k to electrify the berths at the Boston Fish Pier. If there is another RFP for diesel emission control grants, we have a number of projects that could be put forward. We will decide at the time which project is the highest priority and/or most likely to receive a grant. Potential projects include upgrade or retrofit of terminal cranes, truck idling reduction or emission control systems, harbor vessel engine upgrades, etc.

7. ARE THERE NEW POLICIES THAT COULD IMMEDIATELY HELP PORTS IN TERMS OF FINANCING NEW INFRASTRUCTURE? If yes, please explain:

1. Change cost share structure for deepening projects such that 50-50 federal/state cost share doesn't kick in until beyond 50' deep. (Currently the cost burden shifts to the ports/states at 45' deep.) 2. More federal funding for public port terminal infrastructure.

Port of Miami

4. ARE THERE OTHER PORT INFRASTRUCTURE PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO that would be eligible for federal funding (please describe, including amount of funding and jobs created):

Port of Miami - Seaboard Marine Cargo Yard Improvements: This project is part of the agreement with Seaboard to improve the yard and to support their existing terminal operations at the port. Work is to be done in 5 phases and includes: apron and pavement enhancements and drainage improvements in this area. Apron work includes site preparation including excavation, placement of sub-grade and lime rock base, and resurfacing to accommodate heavy crane loads. Project Cost: \$27,000,000. Job Creation: 150 temporary jobs and 100 permanent jobs. Port of Miami - Dolphin Mooring Extension: Construct an extension of the walkway at Terminal G for ships to berth. Project Cost: \$1,900,000. Job Creation: 20 temporary jobs and 5 permanent jobs. Port of Miami - New Bulkhead (Wharf 155 - 160): Creation of a new Bulkhead (as noted in contract with tenant). This project will protect and restore a dilapidated cargo area and will allow for an increase in cargo ships that dock at this wharf, increasing cargo throughput at the Port. Project Cost: \$15,150,000. Job Creation: 55 temporary jobs and 273 permanent jobs.

5. COULD YOU USE MORE FUNDING UNDER EPA'S DIESEL EMISSION CONTROL GRANT PROGRAM?

Yes

6. Is yes to question 5, estimate costs and describe the project:

Port of Miami - Crane Electrification: Electrification of all gantry cranes on the Port in order to be more sustainable and not rely on diesel fuel. This project will help reduce noise levels and air pollution within our community as well as allowing for a more efficient cargo yard. This project also prepares the cargo yard for the arrival of two new Post-Panamax cranes that will greatly increase cargo throughput at the Port. Work includes Tie Downs and Stow Pins. Project Cost: \$6,948,000. Job Creation: 15 temporary jobs and 0 permanent jobs.

Port of New Orleans, LA

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List deepening projects and the amount needed and jobs created: Lower Mississippi River - New Orleans Harbor Dredging - \$3 million.

Other water projects – type and amount and jobs created if known: Inner Harbor Navigation Canal Replacement Lock, \$1.3 billion; Relocation of MRGO Terminals to the Mississippi River as authorized by WRDA, \$75 million

PLEASE LIST HIGHWAY PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO (this may include rail crossing) INCLUDING COST-SHARE.

List the type of intermodal connectors into your port - Rail connections into the port Highway (amount required and jobs created): Replacement of Almonaster Railroad Bridge - \$80 million.

ARE THERE OTHER PORT INFRASTRUCTURE PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO that would be eligible for federal funding (please describe, including amount of funding and jobs created):

Relocation of existing state of the art cold storage facility from the IHNC to a new Mississippi River Facility due to the closure of the MRGO, \$40 million (includes demo of existing facility, site prep, wharf improvements, and building of new cold storage shed with all mechanical improvements).

NC State Ports Authority – Wilmington, NC

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List your maintenance projects and amount needed and jobs created (if known): Wilmington Harbor (2010 funds needed for O&M: \$16M), Morehead City Harbor (2010 funds needed for O&M: \$6M).

List deepening projects and the amount needed and jobs created: Wilmington Harbor Deepening, \$30M to complete.

Port of New York/New Jersey

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List your maintenance projects and amount needed and jobs created (if known): Maintenance dredging at PN/PE, \$7 million; Port Jersey Channel, \$10 million.

Other water projects – type and amount and jobs created if known: Share power at Brooklyn Cruise Terminal, \$3.5 million berth 36/63 - \$11 million; Berth 6 construction \$20 million; Fender System Repairs \$7 million; Bulkhead and Pile Rehab Brooklyn Port, \$4 million.

PLEASE LIST HIGHWAY PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO (this may include rail crossing) INCLUDING COST-SHARE.

List the type of intermodal connectors into your port - Highway (amount required and jobs created): North Ave/McLester Street Curve Realignment (Port Elizabeth) \$10.2 million; Port Street Interim Traffic Improvements, \$500,000; Western Ave Bridge Rehab at Howland Hook, \$1 million.

COULD YOU USE MORE FUNDING UNDER EPA'S DIESEL EMISSION CONTROL GRANT PROGRAM?

Yes

If yes, estimate costs and describe the project:

\$3.5 M – Installation of Shore Power Capability at Brooklyn Cruise Terminal; \$1.6M – Funding to cover the delta between shore power electricity rate established by utility and what is economically feasible for cruise line vessel to pay total for four vessel cars per year; \$655,000 – Installation of new diesel engines with particulate filters in two cranes in Brooklyn; \$3.6 M – 80 percent of the \$4.5 M cost to retrofit three switcher locomotives serving the port to GenSet configuration; Class I RR to pay remaining 20 percent; \$6.5 M – Funding to cover the delta between cost of low sulfur fuel at 1% sulfur content and conventional bunker fuel used by vessels transiting into and out of NY/NJ Harbor.

Port of Oakland, CA

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

Respondent #1:

List your maintenance projects and amount needed and jobs created (if known): Oakland Harbor Deepening Project (-50 Foot Project), federal channel maintenance (O&M) on an annual basis performed by USACE, and then general berth and wharf maintenance performed by Port generally on an annual basis - \$10 million for federal channel and \$1.5 million for Port wharf maintenance. Both projects support and preserve all economic and job impact data listed below.

List deepening projects and the amount needed and jobs created: - Oakland Harbor Deepening Project (-50 Foot Project) additional \$10 million in Construction General needed to complete project by mid-2009. Completion of project will fulfill previous economic impact analysis and support the creation of 8,000 additional jobs; \$1.9 billion increased annual business revenue; and \$55.5 million in annual local taxes when combined with the Port's existing and completed Vision 2000 terminal development.

List confined disposal project and the amount needed and jobs created: As part of the -50 Foot Project, Port and USACE maintain a 100% beneficial reuse of dredged materials for wetlands restoration, habitat enhancement and upland use within San Francisco Bay, \$3 million for Middle Harbor Enhancement Area; job creation unidentified.

**Respondent #2:
MARITIME PRIORITY PROJECTS**

Project #1: Final Deepening of the Inner Harbor Turning Basin to -50 Feet, mean Lower Low Water, Port of Oakland

Estimated Need: \$8.00 Million

Estimated time needed to award contract from date funds made available: 30 days

Justification: Project would allow the latest generation of container vessels to call at the Port of Oakland's Inner Harbor at fully loaded drafts, at all stages of the tide. The -50 Foot Project will result in 8,000 additional jobs; \$1.9 billion increased annual business revenue; and \$55.5 million increased annual local taxes (when combined with the Port's Vision 2000 Program). The project includes beneficial reuse of dredged materials for wetlands restoration, habitat enhancement, and upland use within San Francisco Bay. The - 50 Foot Project will also support the efficient transition of four closing military installations to civilian use; particularly the Federally authorized project to restore wetlands at the closed Hamilton Army Airfield. The national economic benefits of this Project are reflected in its extraordinary 11:1 benefit to cost ratio.

Project #2: Waterside Wireless Surveillance System, GR5, Phase 2

Estimated Need: \$ 0.750M (Additional cost required due to increase in equipment and labor cost)

Estimated time needed to award contract from date funds made available: 30 days

Justification: The total cost for the second phase of the project is \$2.8Mil. TSA funding for \$2.1 was made available as part of GR5. The increased cost is due to the increase in the cost of the camera required to provide the level of security for enhanced waterside domain awareness.

Project #3: Deconstruction of Historic Warehouses 803 and 804 at the Former Oakland Army Base

Estimated Need: \$2.4 Million (Construction and CM)

Estimated time needed to award contract from date funds made available: 90-120 days (does not require Board action to award)

Justification: Demolition of the above buildings will facilitate the development of the former Oakland Army Base property to support the Port's objective of increased growth and revenues. As the economic engine for the greater East Bay Area, the Port's ability to grow the volume of containers moving through its facilities generates reinvestment of the Port's revenue dollars into the local economy.

Project #4: 640 RMP Cover, Phase 2, at the Former Oakland Army Base

Estimated Need: \$ 1.7 Million

Estimated time needed to award contract from date funds made available: 60 days

Justification: Installation of a DTSC approved cover is necessary to comply with the DTSC requirements for the site. The above cost is associated with a cover that would allow for trucking operations at the site (3" AC over 9" AB) to generate revenue prior to the OAB

Project #5: Portable, wireless video cameras for spot surveillance and alert reporting.

Estimated Need: \$90,000

Estimated time needed to award contract from date funds made available: 30 days

Justification: Project would provide two units of rapid response surveillance equipment to facilitate asset protection from various threats. Theft and vandalism are the most common daily threats however in the event of civil unrest or terrorism attacks, asset protection and early warning are essential to keep the Port of Oakland facilities operational.

Project #6: Construction MHSP Service Center

Estimated Need: \$ 2.45 Million (Construction and CM)

Estimated time needed to award contract from date funds made available: 90 days

Justification: The MHSP was constructed to provide the maximum feasible public access and as mitigation for the Port's Vision 2000 Maritime Program projects, and is managed by the East Bay Regional Parks District. The new Service Center is designed to meet the needs of the Park District and will compliment the varied landscape at the MHSP in accordance with BCDC guidelines.

Project #7: Design/Build Contract for B60-63 Wharf Reconstruction, APL

Estimated Need: \$130 Million

Estimated time needed to award D/B contract: 120 days

Justification: The existing APL wharf is approximately 2700 lf long, -42' deep, and does not meet current seismic design criteria. As part of the WESP, the Port investigated options to modify/upgrade the existing wharf to allow for -50' berths. It was determined that the entire wharf structure, including the dike, would have to be reconstructed completely to allow for any additional water depth. The above proposal is to reconstruct the existing 2700 wharf and underlying dike and extend the wharf an additional 300 lf to provide for 3-1000' long berths.

Port of Olympia, WA

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List your maintenance projects and amount needed and jobs created (if known): Maintenance Berth Dredge, \$6 M, 20 additional longshore jobs created.

PLEASE LIST HIGHWAY PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO (this may include rail crossing) INCLUDING COST-SHARE.

List the type of intermodal connectors into your port - Rail connections into the port Highway (amount required and jobs created): - Port Rail Infrastructure switches, gates \$300,000, 10 additional longshore jobs.

COULD YOU USE MORE FUNDING UNDER EPA'S DIESEL EMISSION CONTROL GRANT PROGRAM?

Yes

If yes estimate costs and describe the project:

Retrofitting loading equipment exhaust systems \$200,000.

ARE THERE NEW POLICIES THAT COULD IMMEDIATELY HELP PORTS IN TERMS OF FINANCING NEW INFRASTRUCTURE? If yes, please explain:

Environmental side of dredging

Panama City Port Authority - FL

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List your maintenance projects and amount needed and jobs created (if known): South and west bulkhead replacement and rehabilitation--Construction estimates: Replace south wall = \$7.8 million; rehab south wall (drop back position) \$2.0 Million; rehab west wall \$2.0 million. No drop back position.

PLEASE LIST HIGHWAY PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO (this may include rail crossing) INCLUDING COST-SHARE.

List other highway and rail projects that could use immediate help. Include the amount and jobs created: U.S. Hwy 98 and 23rd Street intersection - Florida DOT; Est. \$360 Million.

Port of Richmond, VA

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List deepening projects and the amount needed and jobs created: James River Expansion Project / \$2.8 million / Job retention - 60 jobs.

ARE THERE OTHER PORT INFRASTRUCTURE PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO that would be eligible for federal funding (please describe, including amount of funding and jobs created):

South Site Development Project / \$2.9 million; Wharf Apron Widening Project / \$3.0 million.

Port of Sacramento, CA

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List your maintenance projects and amount needed and jobs created (if known): Sacramento River Deep Water Ship Channel O&M Dredging, \$5 M, 1,100 jobs.

List deepening projects and the amount needed and jobs created: Sacramento River Deep Water Ship Channel 35-Foot Deepening Project, \$60 million, 2,750 jobs.

PLEASE LIST HIGHWAY PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO (this may include rail crossing) INCLUDING COST-SHARE.

List the type of intermodal connectors into your port - Highway (amount required and jobs created): Port of Sacramento New Entrance/Intersection, \$650,000, 3,000 jobs.

List the type of intermodal connectors into your port - Rail connections into the port Highway (amount required and jobs created): Cemex Rail Project, \$550,000, 35 jobs.

ARE THERE OTHER PORT INFRASTRUCTURE PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO that would be eligible for federal funding (please describe, including amount of funding and jobs created):

Berth 5 ship loader, \$575,000, 25 jobs; Biofuel Berth 5 Liquid Terminal Project, \$1.25 M, 100 jobs.

COULD YOU USE MORE FUNDING UNDER EPA'S DIESEL EMISSION CONTROL GRANT PROGRAM?

Yes

If yes estimate costs and describe the project:

Two 1 MW LNG Portable Generator for Ship Emissions, \$1.95 M - portable generators developed by Clean Air Logix supply auxiliary ship engine power.

ARE THERE NEW POLICIES THAT COULD IMMEDIATELY HELP PORTS IN TERMS OF FINANCING NEW INFRASTRUCTURE? If yes, please explain:

Increase funding for FRA Rail Relocation under new Transportation Omnibus Bill.

Port of San Diego, CA

ARE THERE NEW POLICIES THAT COULD IMMEDIATELY HELP PORTS IN TERMS OF FINANCING NEW INFRASTRUCTURE? If yes, please explain:

Authorize MARAD to act on behalf of individual Ports regarding implementing Port infrastructure projects (as in the Ports of Anchorage, Hawaii and Guam).

Port of San Francisco, CA

PORT of SAN FRANCISCO "READY TO GO" JOBS AND INFRASTRUCTURE PROJECTS

<u>Project Title</u>	<u>Notes</u>	<u>Sector</u>	<u>Estimated Cost</u>	<u>Jobs Created</u>
Roof Repair & Solar Panel Installation - Pier 29	Roof in need of replacement will be replaced with solar rooftop.	Energy Block Grant	5,040,000	44
Roof Repair & Solar Panel Installation - Pier 28	Roof in need of replacement will be replaced with solar rooftop.	Energy Block Grant	2,541,000	22
Roof Repair & Solar Panel Installation - Pier 19	Roof in need of replacement will be replaced with solar rooftop.	Energy Block Grant	3,195,500	28
Roof Repair & Solar Panel Installation - Pier 23	Roof in need of replacement will be replaced with solar rooftop.	Energy Block Grant	4,735,500	42
Roof Repair & Solar Panel Installation - Pier 31	Roof in need of replacement will be replaced with solar rooftop.	Energy Block Grant	3,234,000	28
Roof Repair & Solar Panel Installation - Pier 48, Sheds A & B	Roof in need of replacement will be replaced with solar rooftop.	Energy Block Grant	5,880,000	52
Roof Repair & Solar Panel Installation - Pier 70, Union Iron Works Building (#113)	Roof in need of replacement will be replaced with solar rooftop.	Energy Block Grant	6,300,000	55
Roof Repair & Solar Panel Installation - Pier 70, Bethlehem Steel Admin. Building (#101)	Roof in need of replacement will be replaced with solar rooftop.	Energy Block Grant	2,800,000	25
Cargo Way & Amador Street improvements	Roadway and utility reconstruction and improving multi-modal access.	Highway Infrastructure	10,000,000	88
Exploratorium site roadway / sidewalk improvements	Improvements to roadway in front of Piers 15 & 17 to provide for safer pedestrian and vehicular traffic.	Highway Infrastructure	500,000	4
Taylor Street	Enhancement to pedestrian and bicycle pathways; drainage improvements.	Highway Infrastructure	800,000	7
Pier 43 1/2 roadway (seawall substructure)	Repair of the seawall supporting a portion of the Embarcadero roadway. The failing seawall is currently undermining the street there.	Highway Infrastructure	4,000,000	35
Wharf J-9 roadway reconstruction	The wharf is currently closed to vehicular traffic because the substructure has deteriorated and is unsafe.	Highway Infrastructure	10,000,000	88

Construction of Joint Regional Security Center (Blue shed building)	Construction of new building to house Port Command Center, SFPD Marine Unit Operations, Regional Harbor Master and Security Monitoring Offices, and alternate SFFD Marine Operations and structural upgrades to the existing adjacent wharf J-11 and Fuel Dock.	Public Safety Jobs and Tech	17,000,000	150
Pier 50 emergency power infrastructure replacement	Pier 50 is the alternate Departmental Operations Center in the event of an incident or emergency. Also, critical repair functions take place from that location; it needs an uninterrupted power supply.	Public Safety Jobs and Tech	1,000,000	9
Drydock #1 remediation and demolition	Inherited WWII era drydock primarily used to service Navy vessels by military sub-contractors	Public Safety Jobs and Tech	3,700,000	33
Construction of Pier 15 public water taxi landing		Transit Infrastructure	800,000	7
Gates B, E, China Basin repair and service of ferry floats	Ferry floats must be placed in drydock in order to be serviced.	Transit Infrastructure	1,000,000	9
Fender reconstruction (various piers)	Replacement of deteriorated fendor systems along Piers 9, 35, 38, 45, 46B, 50, 80, 92, 94 and 96.	Transit Infrastructure	5,700,000	50
Dredging of China Basin	This project would clear the currently unnavigable waterway for transit. <i>Job creation is indirect; this project will allow work at Pier 70 to be accepted that would otherwise be turned away.</i>	Transit Infrastructure	7,800,000	208
Demolition of deteriorating infrastructure (waterway and fisheries hazards) - creosote piles	Identical to the Port's yet-to-be-acted-upon 2009 WRDA authorization request.	Transit Infrastructure; Public Safety Jobs and Tech	10,400,000	92
Demolition of deteriorating infrastructure (waterway and fisheries hazards) - condemned aprons	Identical to the Port's yet-to-be-acted-upon 2009 WRDA authorization request.	Transit Infrastructure; Public Safety Jobs and Tech	5,600,000	49
Amador Street Force Main & Pump Station Replacement	Critical project - infrastructure approaching failure.	Water & Waste Water	1,000,000	9
"Fisherman's Grotto" Pump Station / Sewer Replacement	Critical project - infrastructure approaching failure.	Water & Waste Water	600,000	5
Mission Rock Drainage Improvements	Area floods during storm events.	Water & Waste Water	750,000	7

Pier 19 Water and Sewer Replacement	Aging infrastructure in area with high public demand.	Water & Waste Water	3,000,000	26
Pier 23 Water and Sewer Replacement	Aging infrastructure in area with high public demand.	Water & Waste Water	3,000,000	26
Additional Sewer Pump Station Replacements (12)	Includes the Ag Building, Piers 26, 27, 28, 29, 35, 80(x3), 96(x3) all @ \$800,000	Water & Waste Water	9,600,000	84
TOTAL			129,976,000	1,283

Port of Seattle, WA

PLEASE LIST HIGHWAY PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO (this may include rail crossing) INCLUDING COST-SHARE.

List the type of intermodal connectors into your port - Highway (amount required and jobs created): 1)

Spokane Street Viaduct Widening Project. This project would need between \$40 million to \$50 million to complete as part of a \$170 million project. The completed funding would provide between 1,380 and 1,725 jobs*.

2) East Marginal Way Grade Separation. This project needs \$7 million to \$11 million to complete. The completed funding would provide 240-380 jobs*.

List other highway and rail projects that could use immediate help. Include the amount and jobs created:

1.) The I-5/SR 509 Congestion Relief Project needs \$1.25 B to complete. This project would fund about 43,000 jobs*.

2.) The S. 228th Street Extension and Grade Separation Project (Phase 3) needs \$10 million to complete a \$42 million project. The completed funding would provide 345 jobs*.

** based on Federal Highway Administration estimate of 35,000 jobs per \$1billion invested.*

3.) I-5 Corridor Rail Improvements between Seattle and Vancouver - BNSF Railroad Company and Union Pacific
Currently there are projects that focus on maximizing existing capacity along the I-5 rail corridor to benefit both freight and passenger service. Below are examples of some of the projects that could improve rail service along the corridor and are ready for construction.

I-5 Rail Corridor Choke Points and Potential Projects:

- Vancouver Bypass: Allows for a bypass of the congestion at a critical junction of east-west and north-south tracks.
- Point Defiance Bypass: Creates a separate route for high speed passenger trains thus increasing the capacity of the main line for freight trains
- I-5 Corridor and access to Ports of Kalama and Longview Kelso to Martins Bluff Third mainline
- Port of Seattle Access and Argo Yard Operations: Duwamish Corridor and Second Lead Improvements
- Port of Tacoma mainline access: Tacoma Tide flats Improvements: North Wye Connection, Puyallup River Crossing
- Port of Vancouver access: Port of Vancouver Rail Extension Project
- I-5 Corridor Centralia-Chehalis Segment: Centralia-Chehalis Rail Corridor Consolidation Project (Blakeslee Junction)

COULD YOU USE MORE FUNDING UNDER EPA'S DIESEL EMISSION CONTROL GRANT PROGRAM?

In January 2008 the Port of Seattle Commission adopted the voluntary Northwest Ports Clean Air Strategy. The Strategy sets short-term (2010) and long-term (2015) performance measures for reducing emissions from cargo-handling equipment. The Port and its customers and tenants are looking for public/private partnerships to meet some of the goals of the Strategy. Drayage truck operations are a prime example where more Federal financial assistance is needed. The Strategy short-term performance measure for drayage operations calls for all drayage trucks to meet 1994 U.S. EPA on-road diesel emission standards by 12/31/2010. In order to reach this goal, approximately 25% of the known drayage fleet (346 of 1,416 trucks) will need to be replaced with newer trucks; trucks older than model year 1994 cannot be effectively retrofitted with emission controls.

If yes estimate costs and describe the project:

Using a low-end estimate of \$20k to \$25k per replacement truck, the cost to meet the 2010 truck performance measure (using the known fleet data) is \$7 to \$8 million. This funding is needed to ensure that truck owners are able to finance trucks that are cleaner, safer, and more fuel efficient, especially given the current economic forecasts and high fuel costs. The Port is partnering with Puget Sound Clean Air Agency, Washington Dept. of Ecology, and U.S. EPA to support Cascade Sierra Solutions' (CSS) proposed Bridge to a Better Future project. CSS is an Oregon-based non-profit dedicated to saving fuel and reducing emissions from heavy-duty diesel engines. Through the proposed Bridge to a Better Future project, CSS will help independent owner-operators purchase or lease newer trucks, emission controls, and fuel-saving equipment for use in drayage operations. While some funding for this project has been secured, additional funding is needed to ensure that truck owners are able to finance trucks that are cleaner, safer, and more fuel efficient, especially give the current economic forecasts and high fuel costs.

ARE THERE NEW POLICIES THAT COULD IMMEDIATELY HELP PORTS IN TERMS OF FINANCING NEW INFRASTRUCTURE? If yes, please explain:

1) Bonds issued by Port Authorities used to finance publicly owned facilities should not be subject to the Alternative Minimum Tax (AMT) 2) Bonds issued for private industrial development supported by Port Authorities should also not be subject to AMT. 3) All municipal bonds should be provided with federal guarantee for security.

South Carolina State Ports Authority – Charleston, SC

PLEASE LIST HIGHWAY PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO (this may include rail crossing) INCLUDING COST-SHARE.

List the type of intermodal connectors into your port - Highway (amount required and jobs created): The Port Access Road for the Charleston Naval Base Container Terminal is a last mile connector linking the newly permitted container terminal in Charleston Harbor that will increase the capacity for the Port of Charleston by 1.4 M TEUs. This project has received \$10 M in federal dollars and those dollars were matched by the required state dollar amount. The State of South Carolina has committed an additional \$172.5 M for the project and the initial estimate calculated in 2006 estimates a need of \$40 M for the interchanges connecting the Port Access Road to Interstate 26 at exit #217 and #218.

. COULD YOU USE MORE FUNDING UNDER EPA'S DIESEL EMISSION CONTROL GRANT PROGRAM?

With fewer restrictions on how DERA money must be used, yes, the SCSPA could use more funding.

ARE THERE NEW POLICIES THAT COULD IMMEDIATELY HELP PORTS IN TERMS OF FINANCING NEW INFRASTRUCTURE? If yes, please explain:

National policies and initiatives to raise dollars committed to infrastructure (road and rail) will be crucial for East Coast ports like the Port of Charleston as we gear up for the expansion of the Panama Canal.

Port of Stockton - CA

PLEASE LIST HIGHWAY PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO (this may include rail crossing) INCLUDING COST-SHARE.

Daggett Road, now Port of Stockton Expressway rail separation of BNSF/Amtrak right of way 20 million and environmental mitigation and restoration work 3 million about 25 new jobs

Road improvements and rehabilitation about 7.5 million and would create about 60 new jobs as well as improve environmental concerns, increase flood protection and create more usable land for development

Navy Drive Bridge US Coast Guard mandated navigation upgrade 5.0 million potential for 40 jobs

Navy Drive improvements to synchronize with State Highway 4 (Crosstown Freeway) extension to interchange at Navy Drive near Tillie Lewis. Road expansion and improvements about 4 million and improvements to BNSF/Amtrak rail bridge about 10 million this could create about 100 jobs

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List your maintenance projects and amount needed and jobs created (if known): - San Francisco Bay to Stockton Ship Channel Project, \$9.5 million needed, hundreds of jobs will be created. Comment: the ship channel has not been maintained by the Corps of Engineers to its federally authorized depth of -35' for nearly 3 years due to insufficient O&M funding and shoaling.

None fully designed and permitted. The San Francisco Bay to Stockton Ship Channel Deepening Project, to deepen the Stockton Ship Channel to -40', is in progress and a general reevaluation report is due to be completed in 2011 - 12.

Other water projects – type and amount and jobs created if known: - Beneficial reuse of dredge materials demonstration project, \$1.75 million needed, and approximately 12 jobs created.

Material Transfer Bridge across Burns Cutoff to provide material to improve construction sites of new private and port facilities and levee improvements 1.25 million about 9 jobs created

Track extension for cargo export facility about 3 miles of new rail to accommodate exports. About 3 million dollars and potential for 25 jobs

Rehabilitation Project, California Central Traction connecting East & West Port facilities across the San Joaquin

River. Rail provides a vital link to goods movement access grade and bridge improvements are needed to accommodate this fast growing segment of port freight movement. The estimate for this project is about 10 million and could create over 100 jobs.

ARE THERE OTHER PORT INFRASTRUCTURE PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO that would be eligible for federal funding (please describe, including amount of funding and jobs created):

Rough and Ready Island storm water system including drainage detention and lift facility about 3.0 million and creating about 25 jobs as well as improve environmental concerns, increase flood protection and create more usable land for development. Also the potable water supply and distribution system must be replaced at a cost of about 2 million and the sanitary sewer system both the collection and pressurized system that connects to the municipal utilities will cost about 3 million; together sewer and water projects could create about 50 jobs

Port wide a new pipeline to distribute renewable fuels to port tenants and customers. In addition there are air quality benefits promotion of alternative fuels and the attraction of new business. The estimate for this is about 4 million and would create around 35 jobs.

PLEASE LIST HIGHWAY PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO (this ARE THERE NEW POLICIES THAT COULD IMMEDIATELY HELP PORTS IN TERMS OF FINANCING NEW INFRASTRUCTURE? If yes, please explain:

Most Ports are also economically pressed in this downward business cycle. We recommend a 30-year repayment period for the local share of a Federal Navigation Project. The same would be true for the local share of Land Projects.

Port of Tacoma, WA

ARE THERE OTHER PORT INFRASTRUCTURE PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO that would be eligible for federal funding (please describe, including amount of funding and jobs created):

1. Lincoln Avenue Grade Separation: a bridge overpass deconflicting existing at-grade rail crossings, adding roadway capacity, rail capacity and function, increasing road/rail function, and improving access/egress for marine terminal and manufacturing areas of the Tacoma Tidelands, \$57M total project cost (\$20M currently unfunded); will create construction jobs and facilitate sustained growth of marine industrial uses, which in turn creates additional employment. 2. Hylebos Bridge: structural and mechanical rehabilitation of the currently inoperable bascule bridge, estimated total project \$16.9M (\$12.5M unfunded), provides second access/egress to the Blair-Hylebos peninsula, facilitating new marine terminal development which will bring thousands of both construction and terminal-related jobs.

ARE THERE NEW POLICIES THAT COULD IMMEDIATELY HELP PORTS IN TERMS OF FINANCING NEW INFRASTRUCTURE? If yes, please explain:

Incorporation of freight mobility as a meaningful scoring/evaluation component for infrastructure financing applications.

Port of Vancouver USA, WA

ARE THERE OTHER PORT INFRASTRUCTURE PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO that would be eligible for federal funding (please describe, including amount of funding and jobs created):

Port of Vancouver USA - West Vancouver Freight Access Project (WVFA): The WVFA project is a multi-year, rail improvement project, currently in construction, that provides full unit train capacity within the Port of Vancouver and new rail access from the BNSF rail mainline at the Vancouver (WA) Wye. The project, constructed in phases, will result in 44 new miles of track. Total project cost: \$137 million. Over the life of the project the West Vancouver Freight Access Project is slated to generate an estimated 1,969 construction jobs that will put more than \$130 million in local purchases into the area's economy, according to an economic impact study done by John Martin & Associates. Additional jobs and increased economic value will result from the new rail infrastructure -- through growth of existing port tenants and customers and through new development on 200+ acres of the reclaimed Alcoa smelter site and at the 450+ acre Columbia Gateway site. Development of the Alcoa property alone is anticipated to add in excess of 1,000 new jobs. At full build out of the port properties (circa 2025), direct jobs at the Port of Vancouver should double

current job numbers and reach 5,000 total direct jobs, according to John Martin & Associates. The project also provides increased capacity and velocity for the PNW mainline rail system, an advantage for other system users, including the ports along the I-5 corridor (Seattle, Tacoma, Longview, Grays Harbor, Kalama). Current rail simulation models show that by the end of 2012, internal rail improvements (unit train access) will provide a 30% improvement in delays within the port, within the BNSF Vancouver Rail Yard and on the system. Significant additional capacity and velocity improvements occur with the additional internal rail system improvements and with the opening of the new access (replacing the existing at grade crossing and access) point on the east-west mainline (2016).

Virginia Port Authority – Norfolk, VA

PLEASE LIST WATER PROJECTS THAT ARE FULLY DESIGNED, PERMITTED AND READY TO GO;

List confined disposal project and the amount needed and job created: - Craney Island Eastward Expansion Project
\$356 million federal funds (54,000 jobs at total build-out)
