

Presentation for
**The 2nd Annual Transportation &
Infrastructure Convention**
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American Association of Port Authorities



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

Seaports
Deliver
Prosperity

American Association of Port Authorities
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AAPA Overview

Committed to keeping seaports navigable/secure/sustainable

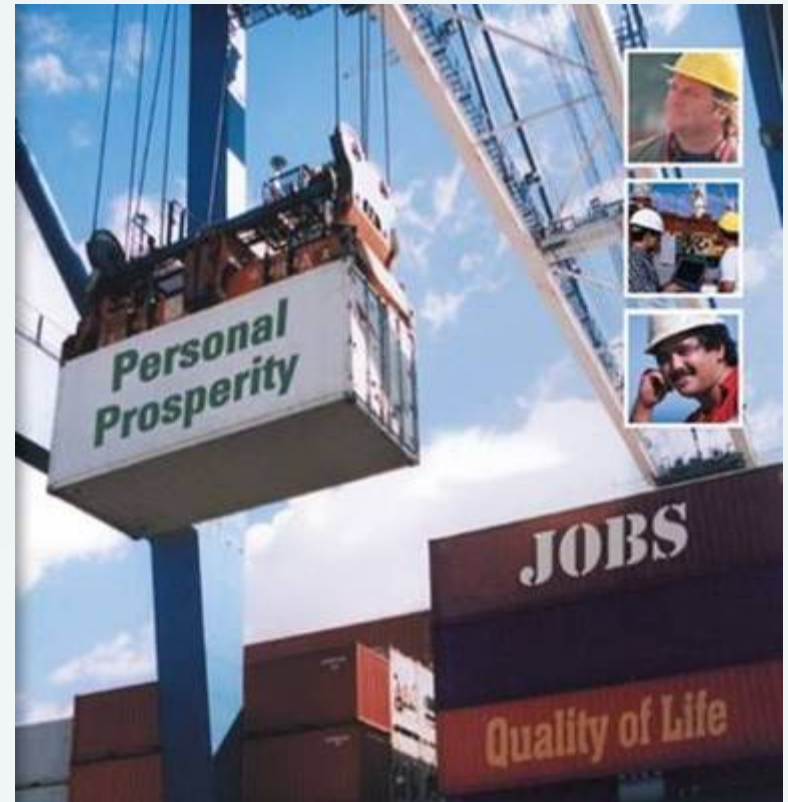


- ***AAPA a hemispheric alliance of 160 port authorities***
- ***Members include 300 related organizations***
- ***Association promotes info sharing/education & training***

Seaports Deliver Prosperity

For centuries, seaports have served as a vital economic lifeline

- **America's seaports generate trillions of dollars of business activity and support millions of high-paying jobs**
- **International trade generates nearly 30% of U.S. GDP**
- **Ports spend >\$2 billion/year on infrastructure, but investment needed in connections on land- and waterside**



Seaports are a Vital Freight Moving Asset

Landside access to seaports becoming severely congested

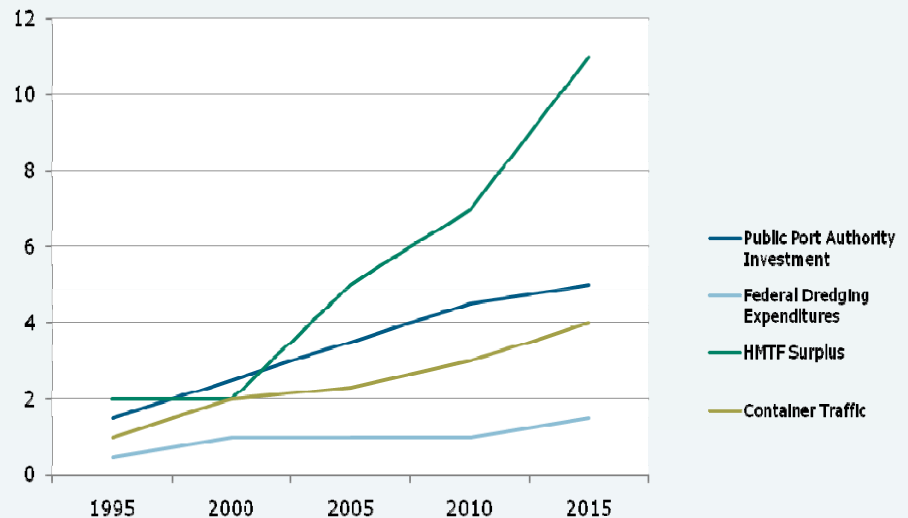


- ***Special attention should be on “last mile” road connections with ports***
- ***Federal survey showed these connections—and funding—are in worse condition than other parts of highway system***
- ***Focus should also be on transportation corridors with regional/national significance***

Seaports are a Vital Freight Moving Asset

Modern, safe, navigable shipping channels crucial to international trade & national economic prosperity

- ***Larger vessels need deeper, wider channels***
- ***Harbor Maintenance Tax not fully utilized***
- ***More federal investment needed to help keep U.S. competitive globally***



Stimulus Funds Can Improve Port Infrastructure

Investments in port infrastructure projects that enhance freight mobility on landside will create jobs immediately and pay long term dividends

Examples:

- ***Bridges, roads and tunnels connecting port facilities***
- ***Grade separations between modes***
- ***Intermodal yards***
- ***Freight rail corridors***



Stimulus Funds Can Improve Port Infrastructure

On the waterside, stimulus funding provided to Corps of Engineers will help maintain & improve federal navigation channels

- *Creates jobs and economic activity*
- *Helps U.S. exports be competitive in global markets*



Port Infrastructure Investments

Example: PANYNJ ExpressRail & Harbor Deepening Projects

- ***ExpressRail System - \$600 million***
 - ***Dedicated on-dock rail for port's major container terminals***
 - ***Links with Midwest, Pittsburgh, New England, Canada and beyond***
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- ***\$1.4 B Harbor Deepening Projects (to 50 feet)***
 - ***50/50 cost split, PANYNJ/Corps***
 - ***\$161.5M annual net benefits to nation***



Port Infrastructure Investments

Example: Port of Vancouver (WA) Freight Access Project

- ***Port is major exporter of U.S. wheat & handles wind power components***
- ***\$137 million project***
- ***Creates 1,900 temporary construction jobs and 1,000 permanent freight industry jobs***



Port Infrastructure Investments

Example: Port of Miami tunnel project

- *Would provide direct freeway access and additional mainland-port connection*
- *Would reduce downtown congestion*
- *Would facilitate current and future Miami-area development plans*



Beyond Stimulus

Continued focus and priority for freight transportation infrastructure needed

Waterside

- *Fully utilize HMT to maintain channels to authorized depths and widths*
- *Fully fund deepening, widening federal navigation channels to keep U.S. globally competitive*



Beyond Stimulus

Continued focus and priority for freight transportation infrastructure needed

Landside

- ***Surface transportation*** reauthorization should include focus on freight



Surface Transportation Reauthorization Guiding Principles

Create a National Freight Program that:

- *Funds projects & corridors of national/regional significance*
- *Funds intermodal freight corridors*
- *Allows ports to apply directly for project funds*
- *Requires state/MPO level expertise on freight transportation & marine highway alternatives*

Surface Transportation Reauthorization Guiding Principles

Program Reform should:

- *Consolidate existing 108 programs, including one focused on freight transportation*
- *Establish multi-modal freight office in U.S. DOT*

Project Delivery should:

- *Address environmental review inefficiencies*
- *Address NEPA redundancies*
- *Delegate NEPA responsibilities to state agencies*

Surface Transportation Reauthorization Guiding Principles

Freight Rail Investments should:

- *Provide railroads tax credit incentives to invest in port access*
- *Include grant program with federal/railroad cost-share for projects with public/private benefit*
- *Increase expertise in state DOTs and MPOs on rail issues*

Surface Transportation Reauthorization Guiding Principles

Develop marine highways that alleviate highway congestion & improve environmental sustainability through:

- *HMT exemptions for certain port-to-port cargo*
- *Federal funding support for short-sea shipping services*
- *Incentives for shippers (e.g., green tax credit)*
- *Development of expertise at state/MPO level on marine highway alternatives/benefits*

Surface Transportation Reauthorization Guiding Principles

Funding freight infrastructure investment

- *Combination of funding mechanisms likely required*
- *If freight trust fund created, must be fully spent on freight mobility*
- *Shouldn't disadvantage U.S. exports or U.S. ports' competitiveness*

Seaports Deliver Prosperity

- *Ports are our economic lifeline with the rest of the world*
- *They provide jobs, goods, choices, security and more*
- *Port infrastructure investment will aid in our economic recovery and long term prosperity*

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