



## Port Planning III:

# How Can Ports Better Leverage Federal, State, Regional & Local Resources?

*Healthy Communities 2016, LLC*



# Port Integration – Modules Overview

- Ports should be better integrated into the port planning process. These modules, including this one, provide information that will help you understand the how to get better integrated into the Federal Highway Administration (FHWA) transportation planning process and identify related port related resources & factors.
- There are five modules, including this one:
  - I. What is Metropolitan Transportation Planning?
  - II. What Resources are Available to Ports for Better Planning?
  - III. How Can Ports Better Leverage Federal, State, Regional & Local Resources?
  - IV. How Can You Determine Your Port's Economic Contribution to the Metropolitan Area?
  - V. How to Get Your Projects in the State & Local (Regional) Long Range Transportation Plans and Transportation Improvement Programs?
- At the end of each module you can find next steps and other related resources.



# Port-Specific Information

## *Why This Matters to Ports*

Being integrated into the FWHA planning process, including having your project in the regional Transportation Improvement Plan (TIP), can help you access new funding authorized by the Transportation Infrastructure Finance Innovation Act (TIFIA) and other potential streams of funding. Understanding what your State department of transportation, regional Metropolitan Planning Organization (MPO) or local municipality can provide gives you more tools to work with; for example, many projects are justified by jobs-creation. Understanding a little more about this and other analyses can help you determine your scoping needs to determine your next steps such as, for example, hiring a consultant for a feasibility study.

Healthy Communities 2016 can help you navigate these channels to understand the destination but also pitfalls along the voyage and possible resources including through the Build America Transportation Investment Center (BATIC), National Surface Transportation and Innovative Finance Bureau (NSTIFB), and other programs. There are other resources available at the Federal, State, Regional and Local levels which HC '16 can also assist you in identifying.



# Purpose

- The BATIC & NSTIFB serve as the points of contact and coordination for States, municipalities and project sponsors like ports looking to utilize federal transportation expertise, apply for federal transportation credit programs and explore ways to access private capital in public private partnerships.
- Various Federal, state and local support efforts to improve port infrastructure throughout the United States and ensure ports and related marine facilities are capable of meeting future freight transportation needs.
- This training module provides you an overview of the:
  - Metropolitan Transportation Plan
  - Long Range Transportation Plan
  - Unified Planning Work Program
  - Local and State Transportation Improvement Programs.



# This Module

- Types of Assistance:
  - Federal Grants
  - Other Federal Funding
  - Other Federal Support
  - Local, State and Regional Support
  - Public-Private Partnerships



- Other Types of Support:
  - Traffic Analyses
  - Economic Analyses
  - Facility Capacity Analyses
- Suggest Next Steps
- Relevant Training
- Other Resources



# Types of Assistance

Type	Definition
Grants	Funding provided for a specific project or purpose, without obligation to repay given the terms of the cooperative agreement are met
Financing	Low interest loan provided for a specific project or purpose.
Loan Guarantee	The guarantee to pay back a loan in case of default by a private or public sector entity. Commonly, the property for which there is a loan guarantee is collateral.
Tax Break	A Federal Government, State or locally authorized program to incentivize economic development or trade.
Technical Assistance	A form of support in which no direct funding is provided; instead, technical information and resources are provided.
Research & Best Practices	Support in the form of “global” industry data and information that show the average or “norm,” or simply what other comparable organizations are doing.



# Federal Grant Examples

Program	Agency
Transportation Investment Generating Economic Recovery (TIGER)	DOT/Office of the Secretary of Transportation
Ferry Formulary Grant Program	DOT/Federal Highway Administration
Ferry Discretionary Grant Program	DOT/Federal Transit Administration
FY15 Pre-Disaster Mitigation	DHS/Federal Emergency Management Agency
Planning Program and Local Technical Assistance	DOC/Economic Development Administration
Regional Coastal Resilience Grants	DOC/National Oceanic & Atmospheric Administration



# Other Federal Funding Examples

Program	Type	Agency
Transportation Infrastructure Financing Investment Act (TIFIA)	Financing	DOT/Federal Highway Administration
Grant Anticipation Revenue Vehicles (GARVEES)	Financing	DOT/Federal Highway Administration
State Infrastructure Banks (SIBs)	Financing	DOT/Federal Highway Administration
Private Activity Bonds (PABs)	Financing	DOT/Federal Highway Administration
Section 129 Loans	Loan/Guarantee	DOT/Federal Highway Administration
Railroad Rehabilitation & Improvement Finance (RRIF)	Financing	DOT/Federal Railroad Administration
Ports and Waterways Construction	Direct Federal Infrastructure Funding	DOD/U.S. Army Corps of Engineers
Marine Highways (Domestic Short Sea Shipping)	Grant	DOT/Maritime Administration
Business Disaster Loans (7A)	Loan	DOC/Small Business Administration





# Other Federal Support Examples

Program	Type	Organization
America's Marine Highway Program	Technical Assistance	DOT/Maritime Administration
Federal Energy Development Assistance	Technical Assistance	Department of Energy
FEMA Technical Assistance Program	Technical Assistance	DHS/Federal Emergency Management Agency
Procurement Technical Assistance Centers	Technical Assistance	DOC/Small Business Administration
Foreign Trade Zone Development	Tax Break	DOC/International Trade Administration
Community Assistance Program	Technical Assistance	American Planning Association



# MAP-21 (P.L. 112-141)

## Changes in Freight Funding Eligibility

Program	Description
Surface Transportation Program (STP)	Provides eligibility for truck parking and surface transportation infrastructure improvements in port terminals for direct intermodal interchange, transfer, and port access. [§1108; 23 USC 133]
Highway Safety Improvement Program (HSIP)	Offers eligibility for truck parking. [§1112; 23 USC 148]
Congestion Mitigation and Air Quality (CMAQ)	Allows use of funds for a project or program to establish electric vehicle charging stations or natural gas vehicle refueling stations. [§1113; 23 USC 149]
Projects of National and Regional Significance (PNRS)	Continues program with some changes. [§1120; SAFETEA-LU §1301]
Transportation Infrastructure Finance Innovation Act (TIFIA)	Restricts use of loans for freight rail projects to direct intermodal transfer. [§2002; 23 USC 601(a)(12)(D)(i)(I)]
Prioritization of Projects to Improve Freight Movement	Authorizes DOT to allow a maximum Federal Government share of 95 percent for an interstate system project (or of 90 percent for a non-interstate system project) if the project makes a demonstrable improvement in the efficiency of freight movement and is identified in a State freight plan [§1116].



# FAST Act (P.L. 114-94)

## Changes in Freight Programs

Program	Description
Surface Transportation Block Grant Program (STBGP)	Renamed from the Surface Transportation Program (STP)
Highway Safety Improvement Program (HSIP)	Prohibits now non-construction activities (e.g., planning, education), although slightly compensated by the new NHTSA non-motorized safety funding program.
Congestion Mitigation and Air Quality (CMAQ)	Largely unchanged
Projects of National and Regional Significance (PNRS)	Continues program
Transportation Infrastructure Finance Innovation Act (TIFIA)	Lowers this threshold to \$10 million for projects involving local governments, and allows the bundling of projects to meet this lower threshold. This should make it easier for active transportation projects to use these credit and innovative financing mechanisms.

*For a summary of FAST Act sections referencing new programs that pertain to ports, see Module II.*



# Local, Regional, and State Support

Support	Level	Entity
Revenue Sharing	Local / Regional / State	Municipal & State agencies
Traffic Analyses	Local /Regional	County transportation department / MPO
Studies	Local / Regional/ State	County & State transportation department / MPO
Engineering / Roadway Design	Local / State	County/State transportation department
Economic-based grant program	State	State Department of Transportation
Cost-sharing – roadway/bridge	Local / State	County/State transportation department
Emergency Response	Local / State	Office of Emergency Preparedness
Land swapping	Local / State	Varies



# Public-Private Partnerships

- The private sector in the marine industry can bring various resources including:
  - Knowledge and experience
  - Additional Funding
  - In-Kind match to the public sector contribution (e.g., an in-kind match)
  - Expedited development timelines
  - Procurement & cost efficiencies

## Alternative Financing and Delivery of Waterways Infrastructure

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Task Committee on Alternative Financing for Waterways Infrastructure

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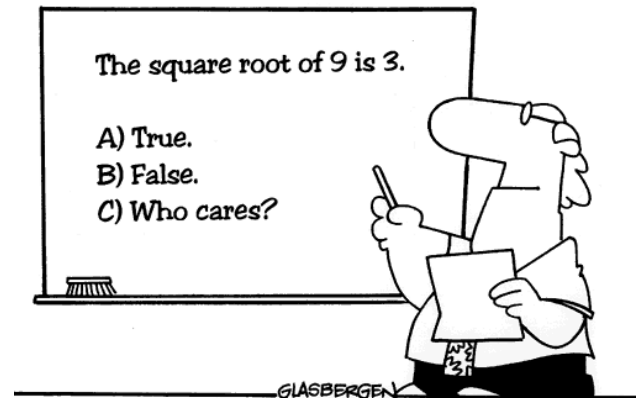




# Project Analyses

- A form of support at any level
- In many cases, a pre-determined means to quantify or justify a project.
- Can involve contracted or cost-shared resources, through a State or local entity.
- Best involving experienced analysts.
- Three Examples:
  - Traffic Impact
  - Economic
  - Facility Capacity
  - Environmental

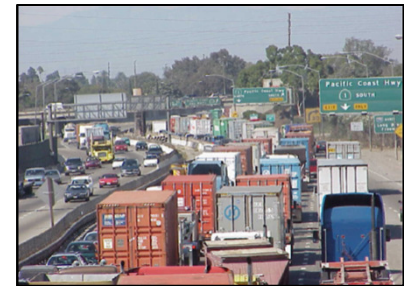
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# Traffic Impact Analysis

- Traffic Counts/Level of Services
  - Corridor
  - Intersection
 } For Different Vehicle Types
- Trip Generation
  - For Different Types of Land Use
  - Including Business/Industrial
- Annual Average Daily Traffic
  - Corridor Capacity Analyses
  - Vehicle-Miles Traveled
- DOT's efforts - National Truck Parking Coalition



**Figure:** Traffic Congestion, including trucks accessing Port of Long Beach

Washington State S. T. L. P.  
2015 to 2018  
(Project Funds to Measure Dollars)  
August 18, 2015

WSDOT - OLY  
County: Pierce  
Agency: WSDOT - OLY

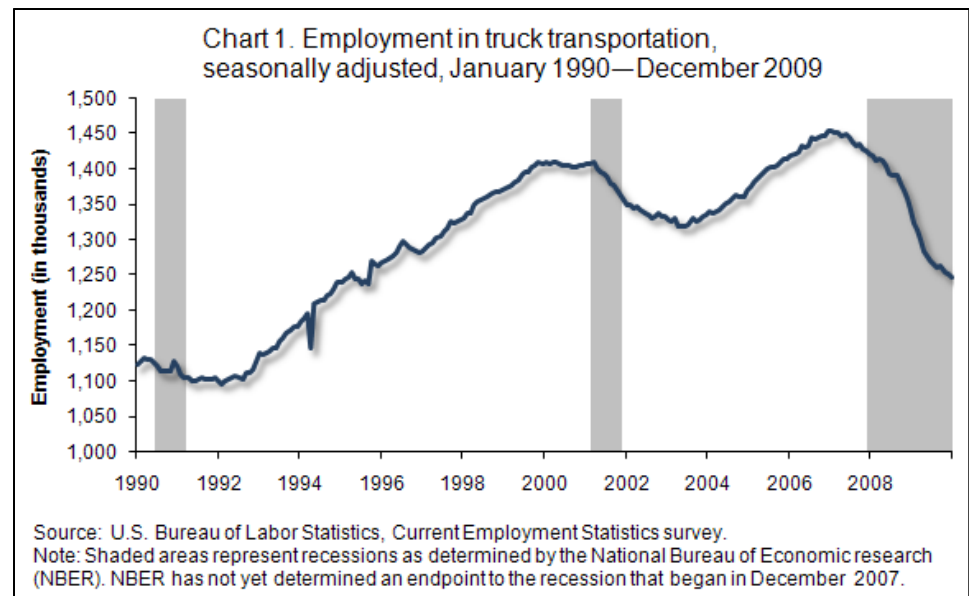
Line	Project	Est	Est	Total	Est	Est	Est	Total	Est
NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
10	200000	800000	10	1,000,000	0	0	0	1,000,000	0
<small>Funding</small>									
Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total		
10	2015	9999	800,000	0	0	0	800,000		
<small>Expenditure Inclusions</small>									
Phase	Est	2nd	3rd	4th	5th & 6th				
All	42,000	0	0	0	0				
Total	42,000	0	0	0	0				
<small>Federal Funds</small>									
Agency	WSDOT - OLY	800,000	0	0	0	0	800,000		

**Source:** WSDOT STIP 2015-18, PIN 3000981



# Economic Analysis

- Net Present Value
- Benefit-Cost Analyses
- Return on Investment
- Public Impacts
  - Job Impact/Multiplier
  - Wages
  - Taxes
- Economic Sector Impact/Composition

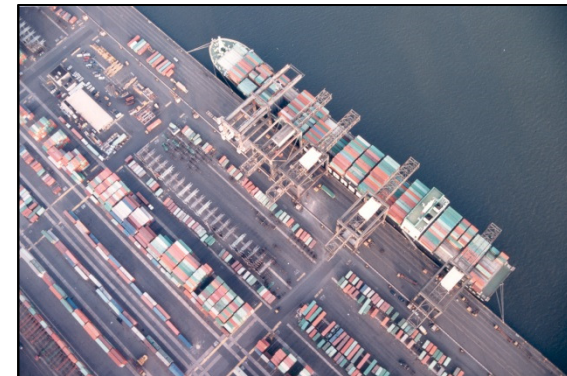






# Facility Capacity Analysis

- Roadway / Rail ROW Capacity
- Warehouse (Business/Industrial Park/ Cargo Village)
- Intermodal Yard/Terminal
- Port / Marine:
  - Passenger Terminal
  - Berth Utilization (Wharf)
  - On-Site Storage (All Cargo Types)
  - On-Site Transfer (Wharf to Storage / Storage to Gate / Container Freight Station)
  - Access/Egress (Through Gate or On-Site Rail Yard)



**Figure:** Evergreen Container Terminal Operations



# Environmental Analysis

- Wildlife
- Vegetation
- Wetlands
- Noise
- Emissions
- Income or Racial Impact (Environmental Justice)
- Stormwater Runoff





## Suggested Next Steps...

- Review Federal Legislative & Regulatory Resources to Understand Where Your Local MPO fits into the larger picture of resource provision.
- Determine whom best to work with, depending on the resource – your local MPO or State Point-of-Contact (POC).
- Review State and Federal Government program funding source eligibility factors.
- Have your own priorities and analyses prepare, depending on your port's needs.
- Meet with your MPO and State representatives.
- Review DOT & other available resources See next two slides.



# Relevant Training

Provider	Course
US Department of Transportation	<a href="#">USDOT Benefit-Cost Guidance</a>
National Transit Institute	<a href="#">Transit Noise and Vibration Impact Assessment</a>
National Transit Institute	<a href="#">Transit-Oriented Development</a>
National Transit Institute	<a href="#">Transportation and Land Use</a>
National Transit Institute	<a href="#">Public Involvement in Transportation Decision-making</a>

- *For other training on port planning/freight, see the other modules.*



# Funding Resources

- [Review of State DOT Approaches to Distribute Federal Metropolitan Planning \(PL\) Funds to MPOs](#)
- [Metropolitan-Level Transportation Funding Sources](#)
- [Federal Grants\\*](#)
- [Federal Funding Handbook for the MTS](#)
- [State Infrastructure Banks \(FHWA\)](#)
- [Grant Anticipation Revenue Vehicles \(GARVEES\)](#)
- [Association of Procurement Technical Assistance Centers](#)
- [Federal Funds Information for States](#)
- [Federal Funding Accountability and Transparency Act Reporting System](#)

*\* State grants and other resources are available through the respective States' and other organizations' websites.*



# Related Background Resources

- [Federal Highway Innovative Program Delivery](#)
- [Trip Generation](#)
- [TRB Highway Capacity Manual](#)
- [Federal Highway Freight Performance Measurement](#)
- [TRB NCFRP 46](#)
- [TRB NCHRP 08-36/Task 104](#)
- [TRB NCHRP 08-36/Task 22](#)
- [TRB NCHRP 25-10](#)
- [Bureau of Transportation Statistics](#)
- [Bureau of Economic Analysis](#)
- [Bureau of Labor Statistics](#)