



Ports and Harbor Survey Results

AAHPA Annual Conference

October 6, 2020

2011 Regional Ports and Harbors Study

Port and harbor maintenance and development are impeded by several challenges, among them:

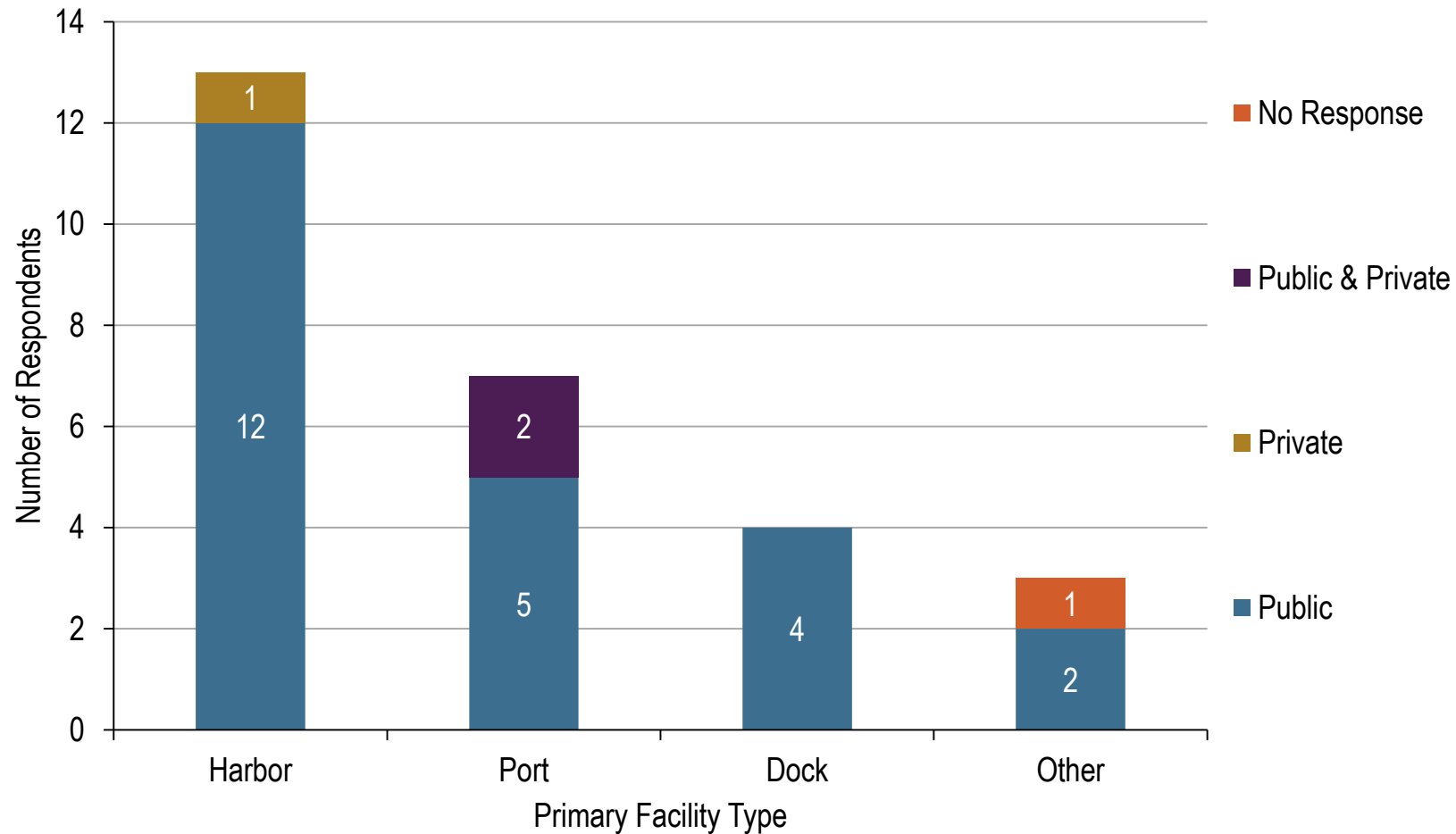
- High construction costs and intense competition for limited statewide funding
- Pressure from global trends in shipping and maritime transportation
- Rural population centers with a lack of existing infrastructure due largely to geographic and seasonal constraints and small populations and financial bases
- Poor communication among stakeholders; poor alignment of agency policies and priorities
- The absence of a long-term marine and riverine transportation plan

To address challenges, study recommended:

- Interagency Cooperation
- Modification to USACE Cost-Benefit Analysis
- DOT&PF Comprehensive Planning to include coastal infrastructure
- Greater regional planning
- Additional financing mechanisms to be considered

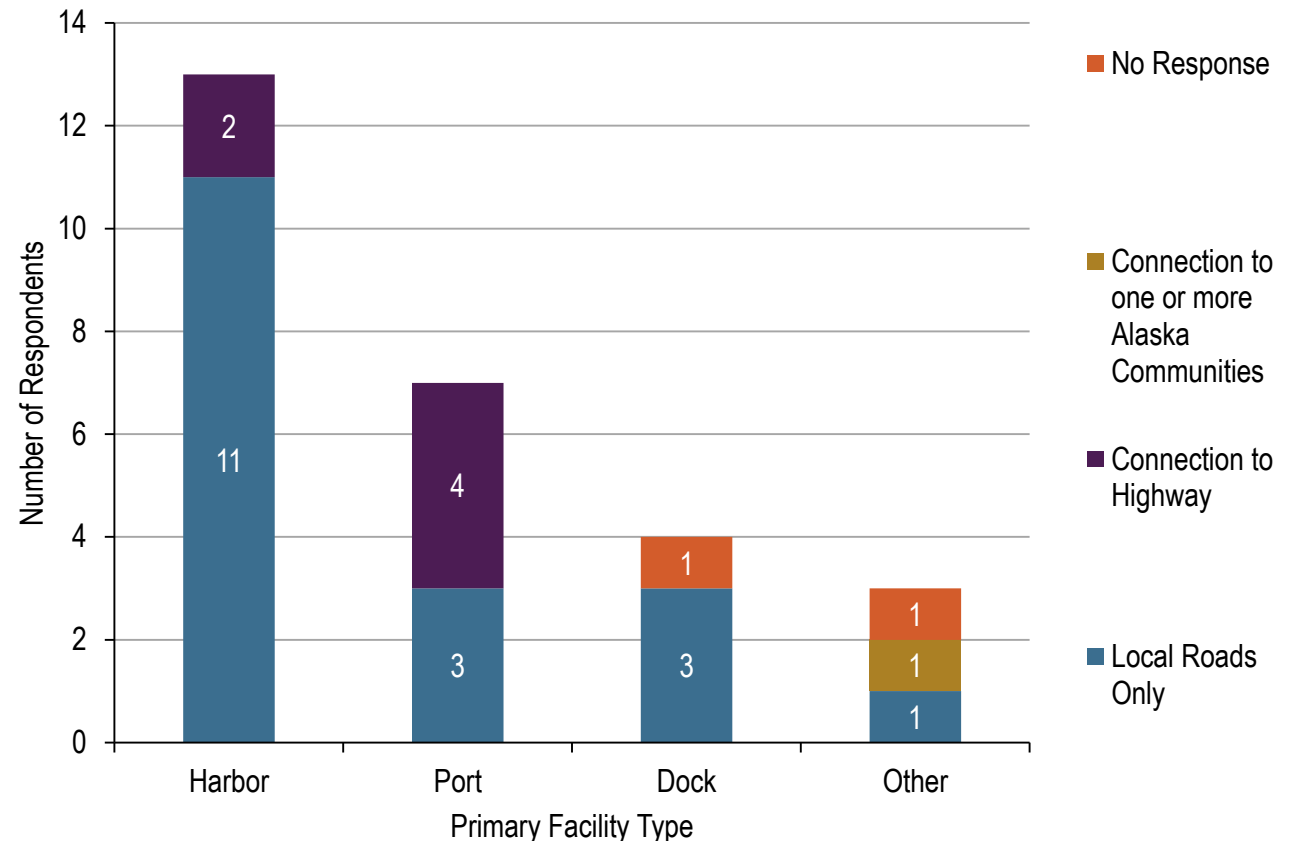
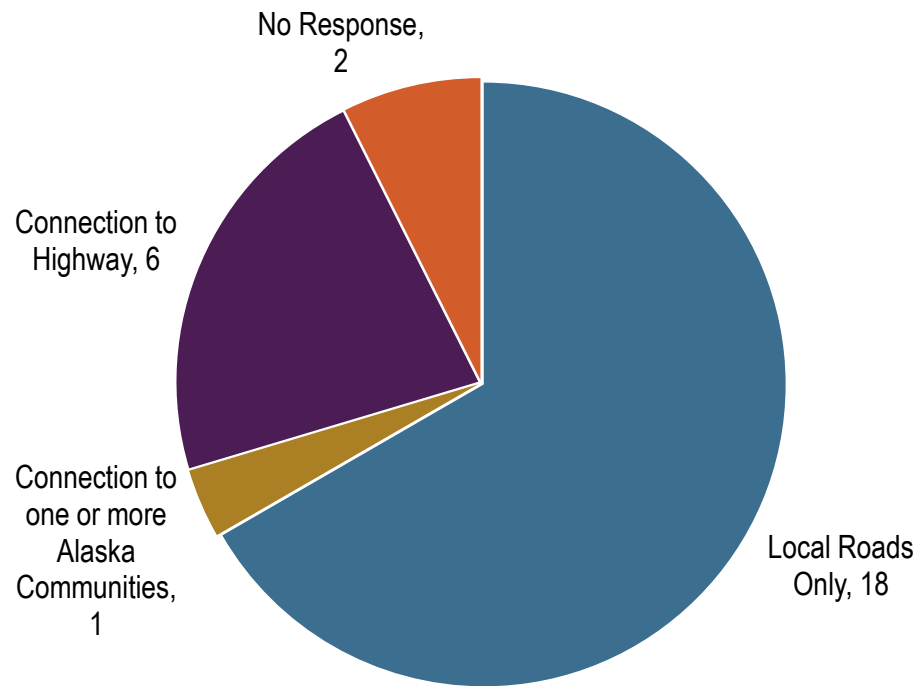
Created and recommended maintenance of a project list

Facility Ownership



- Total of **27** Survey Responses
- **7.4%** Public & Private Facilities
- **3.7%** Private Facility Only
- **85.2%** Public Facility Only

Intermodal Connections – Road Connectivity

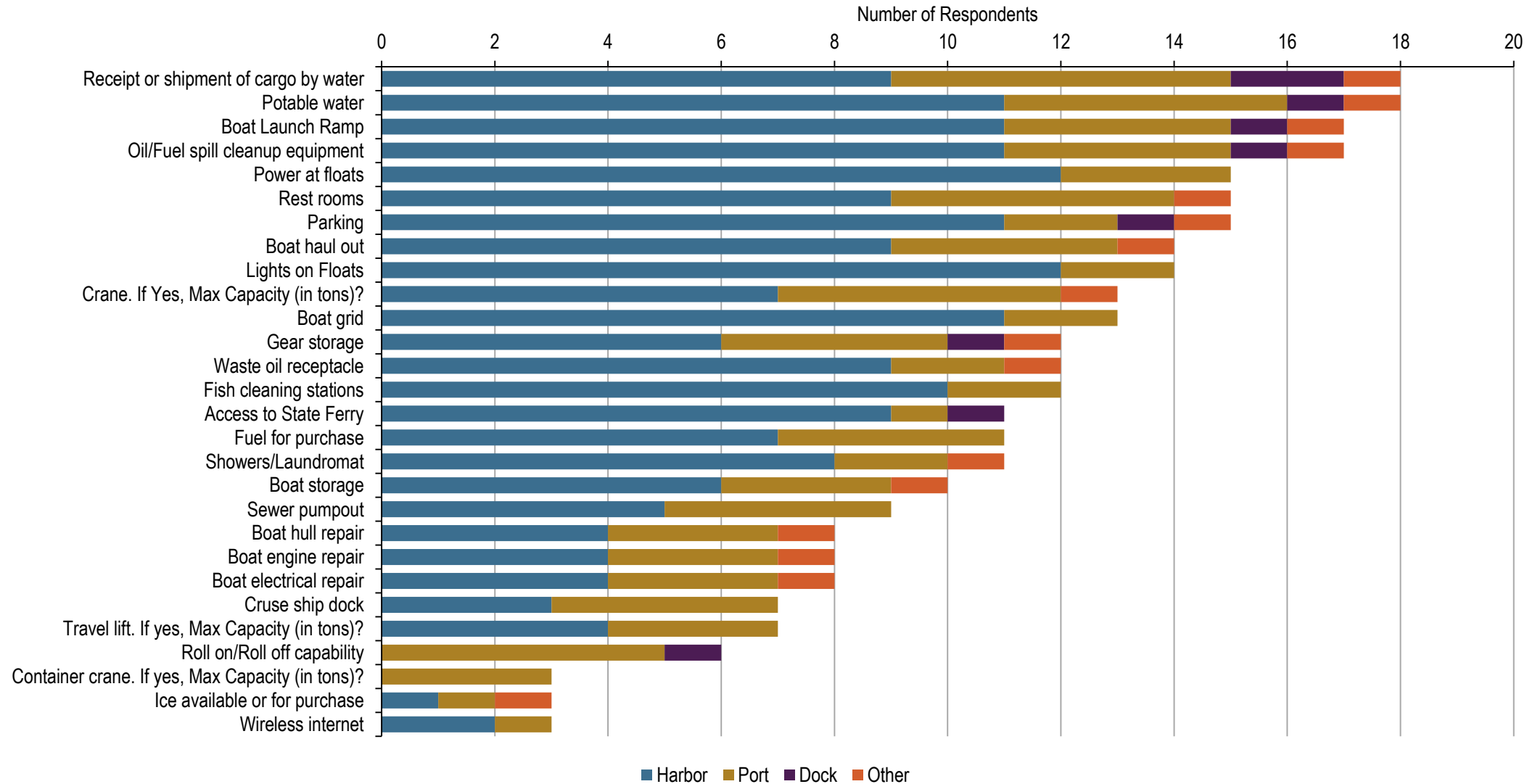


- Follow-up Question: *If the facility is not directly connected by road, how many miles is the facility(s) from the nearest road system?*
- **2** answered *less than 1 mile*, **11** answered *greater than 25 miles*

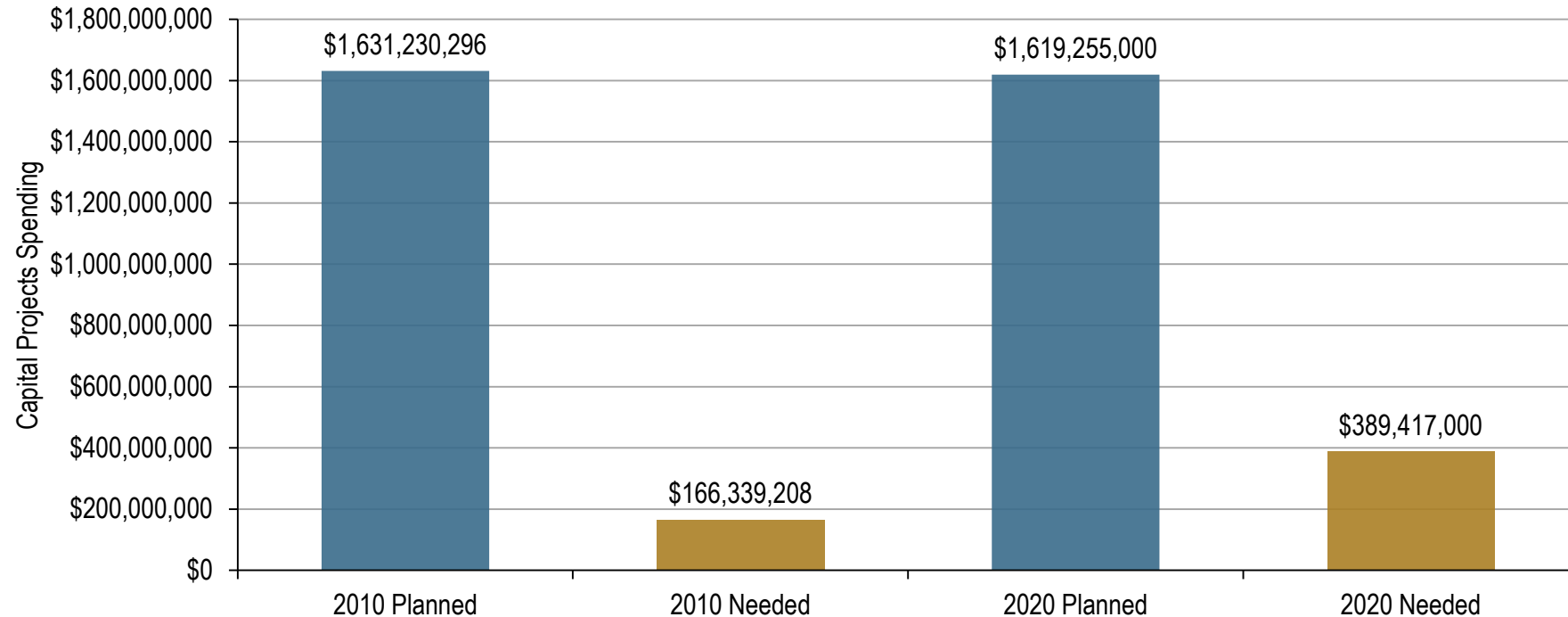
Intermodal Connections – Railroad and Airports

Survey Question	Yes (count/percentage)	No (count/percentage)	No Response (count/percentage)	
<i>Is the facility(s) directly connected to a rail line?</i>	2 / 7.4%	24 / 88.9%	1 / 3.7%	
	Less than 1 mile (count/percentage)	Greater than 25 Miles (count/percentage)	No Response (count/percentage)	
<i>If the facility(s) is not directly connected to a rail line, how many miles is the facility(s) from the nearest rail line?</i>	1 / 3.7%	20 / 74.1%	6 / 22.2%	
	Average			
<i>Approximately how many miles is the nearest public airport to your facility(s) (in miles)?</i>	8.6 miles			
	Yes (count/percentage)	No (count/percentage)	No Response (count/percentage)	
<i>Is there an alternative aircraft landing facility that is nearer to the marine facility(s) than the public airport that you listed above?</i>	11 / 40.7%	15 / 55.6%	1 / 3.7%	
	Conventional Landing Gear (count/percentage)	Seaplane/Floatplane (count/percentage)	Both (count/percentage)	No Response (count/percentage)
<i>If yes, which type of aircraft does it support?</i>	5 / 29.4%	11 / 64.7%	1 / 5.9%	10 / 37.0%

Facility Amenities and Services

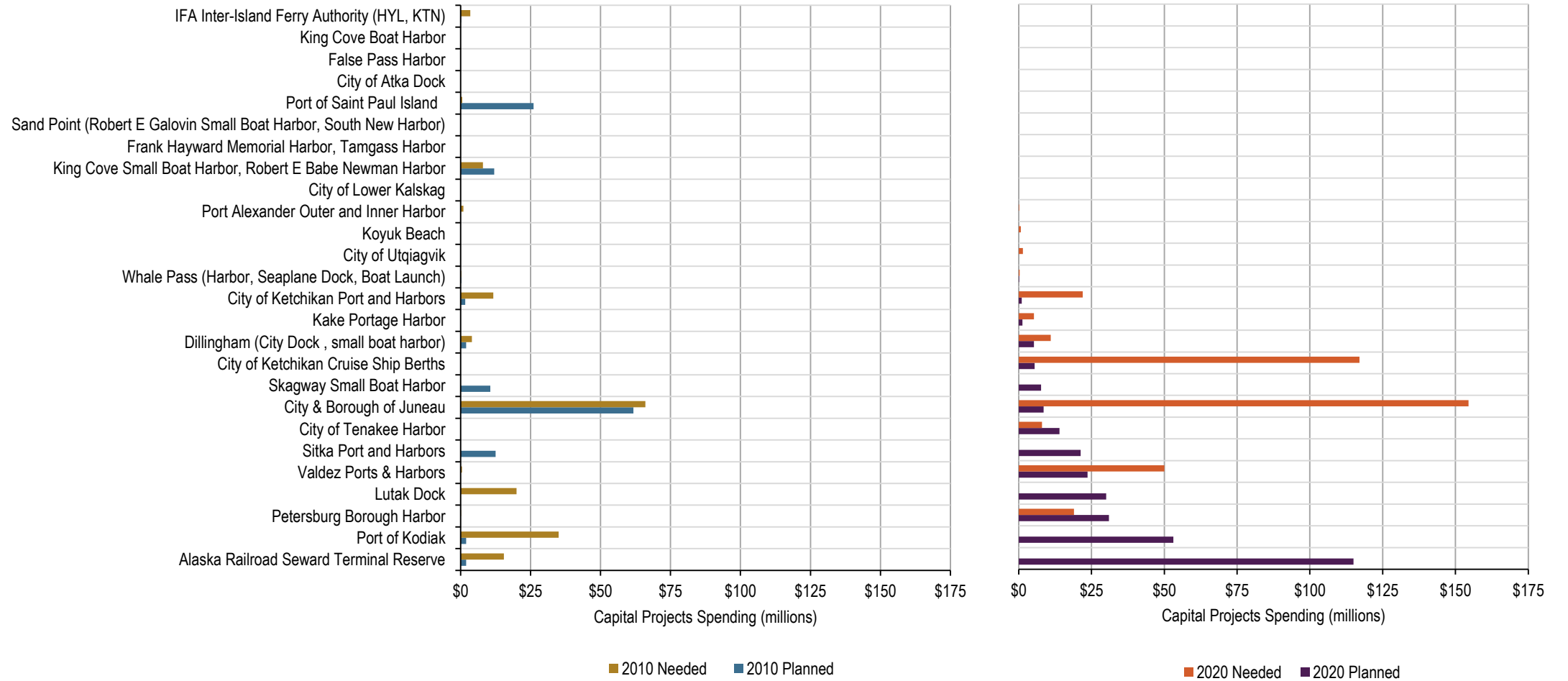


Capital Projects Costs



- The survey respondents had \$1.6 billion in planned or underway projects
 - Decreased by 0.7% since 2010 (for those respondents)
- The survey respondents had \$389 million in projects that are needed but not planned
 - Increased by 134.1% since 2010 (for those respondents)

Detailed Capital Project Costs



Not shown in above figure: POA 2010 planned spending \$1.5 billion, 2020 planned spending \$1.3 billion

Facilities Scorecard

Category	GPA	Grade
<p>Capacity to Meet Current and Future Demand</p> <p>How would you rate the capacity of your existing harbor/port facility(s) to meet current and future demand? For example, (moorage, cranes, loading facilities, etc.) cannot meet even current demand, count 1 star.</p>		B-
<p>Overall Facility Condition</p> <p>What is your assessment of the overall condition (excellent=5 stars, poor=1 star and, second for your assessment of the level of current problems as exhibited by service disruptions, where the scoring would be 5 stars for zero disruptions per year, 1 star for an "unacceptable" level (by your determination). The overall rating should be an average of the two ratings described above.</p>		B-
<p>Operations</p> <p>What is the ongoing cost to growing (or unstable) cost</p>		B-
<p>Safety</p> <p>Consider the number of personnel</p>		B-
<p>Adequacy of Funding</p> <p>20 Year Investment Shortfalls, Construction Spending (Yearly have all we need, to 1 being not at all.</p>		C+
<p>Available Capacity to Meet Future</p> <p>How well does forecasted funding meet projected future needs? Is your facility(s) design and construction? Rate 1-5 stars (from never given it any thought to being foremost in every project.)</p>	2.3	C+
<p>Natural Disaster Preparedness</p> <p>How well is your facility(s) prepared for natural catastrophes? Rate 1-5 stars (from never given it any thought to being foremost in every project.)</p>	2.4	C+
<p>Sustainable Practices</p> <p>Is your facility(s) incorporating sustainable practices in design and construction? Rate 1-5 stars (from never given it any thought to being foremost in every project.)</p>	3.4	B+

Summary



C

- We've improved, maybe – if the survey sample is similar
- State funding and engagement remains minimal
- Maintenance or construction needs have increased
- Not a lot has changed in 10 years
- There remains a need for regional and statewide planning that includes or focused on port and harbor infrastructure
- Together, we can do a better job of maintaining a project or needs list

Regional Transportation Planning Organizations (RTPOs)

- Identifies local transportation needs, conducts planning, assists local governments, and supports the statewide transportation planning process in non-metropolitan regions of a State.
- States are provided the opportunity to designate RTPOs as a method for formalizing the engagement of officials in planning processes.
- In carrying out planning...with respect to non-metropolitan areas, each State shall cooperate with affected local officials with responsibility for transportation or, if applicable, through regional transportation planning organizations. 49 U.S. Code § 5304 (e)(1)
- A Regional Transportation Planning Organization (RTPO) is required to develop a regional TIP (RTIP) for consideration by the State. The State must cooperate with RTPOs, including within the STIP process to determine projects that may be of regional significance.

Regional Transportation Planning Organizations (RTPOs)

RTPOs will carry out the following planning tasks:



L RTP

Preparation of a Regional Long-Range Transportation Plan (LRTP).

- Coordination of local planning, land use, and economic development.

- Facilitation of a forum for public participation in regional and Statewide planning.



T IP

Preparation of a Regional Transportation Improvement Program (TIP).

- Provision of technical assistance to local officials.

- Participation in national, multi-State, and State policy and planning development processes.

- Coordination of plans and programs with neighboring RTPOs and Metropolitan Planning Organizations and tribal organizations.

Benefits Include:

1. Instill a systematic transportation planning process.
2. Involve local officials in Policy Committee decision-making.
3. Provide a means to establish transportation goals, objectives, and regionally unique priorities.
4. Improve the ability of prioritized projects to compete for funding.
5. Facilitate conversation and public involvement between local communities and the State DOT.

Next Steps

- There is still time for us to collect survey responses, and improve overall data collection and analysis
- This summary will be expanded to reflect the full survey's answers compared to 2010
- AML committed to continuing effort to plan for, help coordinate, and fund port and harbor infrastructure
- Annual Conference November 9-20, including a session on RTPOs on the 19th

Thank you!

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