Alaska
From Jim Potdevin (jim.potdevin@alaska.gov, 907-465-8864)

Alaska DOT does not currently have a dedicated annual revenue source for funding marine transportation improvement projects. However, each year we evaluate harbor projects submitted via the Harbor Facility Grant Program (see: http://dot.alaska.gov/stwdplng/ports/index.shtml). The evaluation is done by the Project Evaluation Board (PEB) and the results submitted to the Legislature/Governor for approval.

Harbor Facility Grant Program

The State of Alaska is blessed with one of the finest public harbors systems in the country. Our magnificent coastline and bountiful marine resources make our harbors vitally important to Alaskans and our communities.

Purpose

To provide financial assistance to municipal or regional housing authority-owned harbor facilities, the Alaska Legislature passed landmark legislation in 2006 establishing a new 50/50 matching grant program called the Harbor Facility Grant Program. This grant program will go a long way towards recapitalizing local government’s harbor infrastructure and furthering the sustainability of Alaska’s public harbor system.

Details

This grant program is funded on an annual basis at the discretion of the Alaska Legislature and consists of two tiers, Tier I and II. The first tier has priority and consists of major maintenance and repair of a harbor facility that was previously owned by the state and now is locally owned. The second tier consists of all other harbor facilities and those harbor facilities which have already received a Tier I grant. A harbor facility may only receive one Tier I grant but is eligible for multiple Tier II grants.

In the charts below, you can see that in most years the Legislature/Governor approve part of the request, but in 2009 the Governor approved nothing, while in 2012 the Governor funded the entire amount.
State Waterway Funding Updates as of July 24, 2019

For FY20:
Number of applications: ??
- Tier I, (1 applicant): $ $ $ M
- Tier II, (7 applicants): $ $ $ M
- Total amount: $ $ $ M

The red box indicates the total amount requested as compared to the amount in blue box that the Legislature funded.

### FY20 (SLA 19) Unranked List

<table>
<thead>
<tr>
<th>Applicants by Tier, in alphabetical order</th>
<th>Project Name</th>
<th>Tier</th>
<th>Score</th>
<th>Amount Requested</th>
</tr>
</thead>
<tbody>
<tr>
<td>Angoon, City of</td>
<td>Small Boat Harbor</td>
<td>I</td>
<td></td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Anchorage, Municipality of</td>
<td>South Float</td>
<td>II</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Juneau, City and Borough of</td>
<td>Aurora Harbor Ph 3</td>
<td>II</td>
<td></td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Juneau, City &amp; Borough of</td>
<td>Harris Harbor</td>
<td>II</td>
<td></td>
<td>$125,000</td>
</tr>
<tr>
<td>Ketchikan, City of</td>
<td>Bar Harbor North</td>
<td>II</td>
<td></td>
<td>$627,055</td>
</tr>
<tr>
<td>Sitka, City &amp; Borough of</td>
<td>Ellason Harbor Electrical</td>
<td>II</td>
<td></td>
<td>$1,500,000</td>
</tr>
<tr>
<td>Sitka, City &amp; Borough of</td>
<td>Thomsen Harbor Pile Anodes</td>
<td>II</td>
<td></td>
<td>$203,000</td>
</tr>
<tr>
<td>Whittier, City of</td>
<td>Whittier Small Boat Harbor</td>
<td>II</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total $
Arkansas
From Deidre Smith (deidre.smith@arkansas.gov, 501-490-7705)

State of Arkansas Act 1483 created the Arkansas Port, Intermodal, and Waterway Development Grant Program that takes a portion of the ad valorem taxes collected on the value of the barges traversing the navigation systems in Arkansas to go towards port or intermodal infrastructure improvements. The grant monies can be used for equipment, buildings, roads, signage, rail, dock improvements, etc. to promote waterborne transportation in the State of Arkansas.

State of Arkansas Act 561 created an Arkansas River Navigation Fund that utilizes ad valorem tax collections on the value of the barges traversing the McClellan-Kerr Arkansas River Navigation System to be applied to the navigation system in lieu of the public ports being able to access the Arkansas Waterways Development Grant Program.

State of Arkansas Act 705 created a fund for the regional intermodal facilities in the State of Arkansas. The funding is distributed by the Arkansas Department of Transportation in the amount of $525,000 to be divided equally between the intermodal authorities annually. The income comes from interest income from the State Highway and Transportation Department fund.

Florida
From Dan Fitz-Patrick (Daniel.FitzPatrick@dot.state.fl.us)

Florida Statutes (sections 311.07 and 311.10) provides a minimum of $60 million dollars annually for seaport infrastructure investments, which often include improvements to waterways (e.g., deepening, widening) which provide direct access to the state of Florida’s 15 seaports listed in section 311.09, Florida Statutes.

Connecticut

In 2014, the Connecticut Legislature passed legislation establishing a quasi-public port authority responsible for coordinating port development by promoting the benefits of Connecticut’s three deep water ports and focusing on attracting private investments to leverage public-private partnerships. Responsibility for port oversight and operations was transferred from CTDOT to the authority.

The Connecticut Port Authority (CPA) has the authority to pursue federal and state funds for dredging and other infrastructure improvements to increase cargo movement through Connecticut ports, market the advantages of such ports to the domestic and international shipping industry, coordinate the planning and funding of capital projects promoting the development of such ports and develop strategic entrepreneurial initiatives that may be available to the state.

Connecticut does not have a dedicated annual revenue source for funding maritime projects. However, the CTDOT 5-Year Capital Program is the most important source of support for the public component of the state’s multimodal freight system. Each year, the department publishes the details of the program, which describes the funding allocations and priorities for right-of-way acquisition, planning, design, engineering and construction activities. CTDOT supports the management and oversight of the Connecticut Port Authority (CPA) in providing funds for port improvements through the capital improvement program. The CPA relies on state bond funds, administered through the Department of
Economic and Community Development or the Department of Transportation, for port improvements, dredging and property acquisition.

**Idaho**

*From Dave Kuisti ([Dave.Kuisti@itd.idaho.gov](mailto:Dave.Kuisti@itd.idaho.gov))*

Regarding an update on “how waterways are funded” in Idaho, Idaho has a comparatively small amount of commercial water transportation. We have one inland seaport at Lewiston, Idaho which is on the Snake River, just inside the state border of Idaho. The Port of Lewiston is a Port District and they are able to tax, however the few projects they have done in the recent past (a dredging project and a dock expansion) were accomplished with grant awards. Again, I need to stress, by comparison Idaho’s commercial water transportation of freight is rather small. However, an important consideration for Idaho is maximizing this resource and accommodating the corresponding surface transportation needed to make it effective.

**Illinois**

*From BJ Murray ([BJ.Murray@Illinois.gov](mailto:BJ.Murray@Illinois.gov), 217-782-4118)*

Illinois DOT does not currently have a dedicated annual revenue source for funding marine transportation improvement projects. However, this fiscal year we have been able to obtain $25 million in funding for ports through State Planning Funds and Federal Highway Administration Freight Formula Funds (See project list herewith). In addition, our state legislature just passed a 6 Year Infrastructure Bill. Within the Infrastructure Bill 150 million has been dedicated for port related projects. Illinois Dot is also in the process of conducting an Illinois Marine Transportation System Plan and Economic Impact Analysis Study (See Information herewith).

Below is a list of marine projects provided through IDOT support and funding.

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Location(s)</th>
<th>Project</th>
<th>Estimated Cost</th>
<th>IDOT District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chicago International Port District</td>
<td>Chicago, IL</td>
<td>Port Master Plan</td>
<td>$350,000</td>
<td>1</td>
</tr>
<tr>
<td>Chicago International Port District</td>
<td>Chicago, IL</td>
<td>Butler Drive Butler Drive/Stony Island Avenue Reconstruction project</td>
<td>$13,600,000</td>
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<tr>
<td>Kaskaskia Regional Port District</td>
<td>St. Clair; Monroe; Randolph - Counties, IL</td>
<td>Port Master Plan</td>
<td>$120,000</td>
<td>8</td>
</tr>
</tbody>
</table>
### State Waterway Funding Updates as of July 24, 2019

<table>
<thead>
<tr>
<th></th>
<th>Location</th>
<th>Project Description</th>
<th>Amount</th>
<th>Funding Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>America’s Central Port (Granite City)</td>
<td>Granite City, IL</td>
<td>Industrial District Roadway Improvement Project</td>
<td>$2,000,000</td>
<td>8</td>
</tr>
<tr>
<td>America’s Central Port (Granite City)</td>
<td>Granite City, IL</td>
<td>Harbor Dock Improvement Project</td>
<td>$1,350,000</td>
<td>8</td>
</tr>
<tr>
<td>City of Pekin</td>
<td>Pekin, IL</td>
<td>Pekin Front Street Reconstruction</td>
<td>$5,800,000</td>
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<tr>
<td>East Central Intergovernmental Association</td>
<td>East Dubuque – Jo Daviess County, IL</td>
<td>Port Expansion Study</td>
<td>$150,000</td>
<td>2</td>
</tr>
<tr>
<td>IDOT</td>
<td>Statewide</td>
<td>Maritime Freight Data Collection System &amp; Database to Support Performance Measures &amp; Market Analyses</td>
<td>$375,000</td>
<td>ALL</td>
</tr>
<tr>
<td>IDOT</td>
<td>Statewide</td>
<td>Beneficial Use of Dredge Material</td>
<td>$150,000</td>
<td>ALL</td>
</tr>
<tr>
<td>IDOT</td>
<td>Statewide</td>
<td>Illinois Marine Transportation System Plan and Economic Impact Analysis Study</td>
<td>$550,000</td>
<td>ALL</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td></td>
<td></td>
<td><strong>$24,445,000.00</strong></td>
<td></td>
</tr>
</tbody>
</table>
State Waterway Funding Updates as of July 24, 2019

Illinois Marine Transportation System Plan
and Economic Impact Analysis Study

Illinois Department of Transportation (IDOT) is leading a coordinated and integrated plan for developing and managing the Illinois Marine Transportation System (IMTS). The IMTS is comprised of ports, navigable waterways, the great lakes, and intermodal landside infrastructure that allows transportation to, from, and on water within the National Marine Transportation System. Through this study IDOT will examine statewide port and terminal facilities, users, operators and carriers, as well as waterborne commodity flows, volumes, utilization and capacity. IDOT will also assess the economic impact of ports on the state and the economic contributions of major industries that rely on the IMTS. A port, terminal, waterway and system-level identification of needs will be completed, along with programmatic recommendations for action.

IMTS infrastructure and services are critical components of the Illinois multimodal freight transportation system and provide Illinois industries with transportation options to connect customers to markets cost effectively. The role of IDOT in supporting State maritime assets is evolving and requires understanding and coordination not only within IDOT, but also with economic developers, private stakeholders, industry partners, and other agencies.

To accomplish IMTS plan objectives, and to facilitate necessary data collection, the IMTS Plan will require an outreach effort with a variety of stakeholders, partners and agencies that include, but are not limited to:

- Port Districts and Port Authorities
- Metropolitan Planning Organizations and Rural Planning Agencies
- Federal agencies and committees (USACE, MARAD, USCG, CMTS)
- State agencies (IDNR, IEPA, DCEO, IDOA)
- Private terminals and operators
- Farmers and agricultural representatives
- Shippers and carriers
- Industry groups
- The public

Overall, the IMTS Plan and Economic Impact Analysis will assist all stakeholders, including IDOT, in understanding their role with respect to the developing and maintaining an efficient and effective marine transportation system. The intent is to help bolster regional competitiveness and economic development, identify and address requirements and needs of shippers and receivers, and to ultimately secure funding available through private industry and federal, state, and local sources. The plan will also develop recommendations on how to expedite construction projects through alternative project delivery mechanisms and arrangements.
Indiana
From Donna Luley (DLuley@indot.IN.gov, 317-233-3519)

Indiana Ports is a quasi-governmental agency that does not receive any state funding. It operates off of user fees and does get federal grants to accomplish upgrades.

Georgia
From Trey Daniell (rdaniell@dot.ga.gov, 478-357-7651)

Generally GDOT funds its waterways projects by bond sales. However, for the next project (Area 12A dike raising) we will be using funds that resulted from the sale of property that GDOT once owned. These funds ($7M) have been in an escrow account and we will use until depleted. We will then go back to bond sales for funding.

Louisiana
From Chris Collins (Christopher.Collins@LA.GOV, 111-225-3793)

I wish I could say we have a comprehensive program to fund waterways and address the current issues, but we don’t. Our major waterways, the Mississippi River, Red River, Atchafalaya River, Calcasieu River, Ouachita/Black Rivers, and the Gulf Intracoastal Waterway are federally maintained. About 2 years ago our state legislature passed a bill creating the Dredging Priority Program to address what one state senator deemed to be a lack of dredging funds available to local ports and municipalities. My section was tasked with setting up the program and a scoring system to determine the best use of funds. To date, funds for the program have not been appropriated by the legislature, nor has a funding mechanism been created.

The Red River Waterway District – created in 1965 and run by the Red River Waterway Commission, is funded by an ad valorem tax of 2.34 mills, which is reinvested into the 7 parishes along the Red River, to create growth and development along the river. The property tax revenues are dedicated by statute to the construction, operation, and maintenance of the Red River Waterway Project.

In last year’s legislative session a bill was passed to set up a similar taxing district as the Red River Waterway District for the Calcasieu River. Billions of dollars have and will be invested on Liquid Natural Gas facilities on the Calcasieu River.

Non-Federal funding obligations for the state of Louisiana on all federal navigation waterway projects are requested by my office and appropriated by the state legislature through the annual capital outlay appropriations bill (bond money for construction projects). Currently we have a request for capital outlay funding for the Mississippi River construction deepening, Houma Navigational Canal construction deepening, Baptiste Collette construction deepening, Red River deepening study, Ouachita/Black deepening study, and pipeline relocations in advance of deepening for Acadiana Gulf of Mexico Access Channel.

Unfortunately we rely mainly on state dollars appropriated through bond process. We are exploring ways to create additional revenue for waterway needs as this is not a sustainable model.
Michigan
From Larry Karnes (KarnesL@michigan.gov, 517-335-4604)

The Michigan Department of Transportation provides limited funding for specific marine projects and organizations. This funding is in three categories: 1) $468,000 are provided annually as operating subsidy for the Detroit/Wayne County Port Authority, 2) a variable amount of $500,000-$1,000,000 is provided annually as operating and capital subsidies to three local agencies that operate ferry services on five separate routes, and 3) $30,000 is provided annually to the Conference of Great Lakes and St. Lawrence Governors and Premiers to support their Maritime Initiative. In addition to the above expenditures, state and federal funds are used to pay MDOT staff engaged in marine transportation planning and administrative activities.

1. The State of Michigan continues to work with the U.S. Army Corps of Engineers to construct a second large lock at Sault Ste. Marie (Soo Locks). Congress re-authorized the project last October at full federal expense. In December, the State of Michigan contributed $52 million to the Corps to advance the project. As a result, construction is scheduled to begin this year and it’s estimated that the state’s contribution will decrease the total time needed for construction by one year. The Michigan DOT is responsible for working with the Corps and approving work plans for use of the state funds.

2. The Michigan DOT continues to develop its State Long Range Transportation Plan – “Michigan Mobility 2045.” The plan is unique in that it will combine the traditional long range transportation plan with the State Freight Plan and the State Rail Plan. The plan will include marine transportation and is scheduled for completion by the end of 2020.

Missouri
From Cheryl Ball (Cheryl.Ball@modot.mo.gov, 573-526-5578)

Capital Improvement Program. MoDOT requests an annual appropriation of General Revenue through the legislative budget process to fund capital improvements at public port facilities. A project listing is developed through a cooperative process with the executive directors of all ports and MoDOT staff at the summer Missouri Port Authority Association meeting. This draft list of projects is shared with the legislature throughout the budget process. The projects require a minimum 20% match from the port. The money is only available for one fiscal year on a reimbursement basis. Any funds not expended are returned to the legislature.

Port administrative funding. MoDOT requests an annual $400,000 appropriation of State Transportation Funds through the legislative budget process to fund administrative costs of public port authorities. A formula developed by MoDOT and approved by the Missouri Port Authority Association is used to distribute the funds based on the development of the port with more funds appropriated when a port is at early development and decreased as it grows with more tenants and freight movement. The funds do not require a local match, as per statute.

Port Preliminary Engineering funding. MoDOT requests an annual $200,000 appropriation of State Transportation Funds through the legislative budget process to fund preliminary engineering for capital improvement projects (CIP) in the subsequent year. These funds are distributed based on the CIP prioritization. A 20% match is required for these projects.
Freight Enhancement Funding. MoDOT requests and annual $1 million appropriation of State Transportation Funds through the legislative budget process to fund non-highway projects with high impact and lower cost to improve freight efficiency. Applications are accepted each year from public, private, and not for profit entities. No project can receive more than $500,000 in any year. A minimum 20% match is required.

Oklahoma
From Thaddaeus Babb (tbabb@odot.org, 918-270-5804)

ODOT and the Arkansas Waterways Commission jointly worked on a Regional Economic Impact Study that was conducted by the University of Arkansas Little Rock, Oklahoma State University and the University of Arkansas Mack-Blackwell Rural Transportation Center in Fayetteville. The study illustrates the estimated economic impact of the MKARNS to not only Oklahoma’s and Arkansas’ economies, but also the nation.

Due to the commitment of the Department to support the ports and the freight and shipping opportunities that are provided for the state, numerous transportation system improvement projects have been completed and are scheduled in their vicinities. Since 2000, the Department has awarded 186 contracts, including right-of-way and utility relocation efforts, totaling in excess of $621.4 million within a 10 mile radius of the Port of Catoosa and Oakley’s Port 33. Further, within that same area an additional 40 projects totaling nearly $266 million are scheduled for award in FFY 2019 through 2026, of which $240.3 million are included in the 8 Year Construction Work Plan.

Similarly, since 2000, the Department has awarded 53 contracts, including right-of-way and utility relocation efforts, totaling almost $100.7 million within a 10 mile radius of the Port of Muskogee. An additional 22 projects totaling over $147.3 million are scheduled for award in FFY 2019 through 2026, of which $125.1 million are included in the 8 Year Construction Work Plan for that same area.

Tennessee
From Dan Pallme (Daniel.Pallme@tn.gov, 615-741-4031)

We do have a water transportation equity fund tax. Very limited money that is coming in and really use it for the membership fees of the Tennessee Tombigbee Development Council with KY, TN, MS and AL.

We participate in various memberships with relating to the waterway system: TRVA, IRPT and potentially re-joining the NWC.

We are planning on developing a research program centered around understanding the shift in petro volumes from pipeline to barge within the next year. More on this later.

A very interesting program that is unique to TN and wanted to mention that ties into the waterway system. Background is it is there was a tax on the railroads on per revenue ton mile fee from a few years ago. The class I railroad filed a lawsuit and it has been tied up in litigation for 6 years. The court system ruled that the state should prevail in November so the Governor and Commissioner of Transportation released $10.3 million in a rail competitive connectivity program. The three criteria was to:

1. Economic development opportunities or increase business or expansion of current businesses.
2. Site specific land marketability for diversion to rail
3. Shift from highway traffic to other modes.

In January, we awarded 8 projects at a maximum of $2 million per application. Most were rail specific BUT 3 (maximum award amounts) were multimodal in nature with rail, water and highway access for diversion opportunities.

We have an additional roughly $40 million in escrow and the plan is to use half of the money for this program and the other half for a rail rehabilitation program. Going forward (once the Supreme Court rules on the case or provides a legal opinion) the fund should be about $7.5 million per year. The plan would be to use every other year for the program (maybe even tweak the program) and go back from rail rehabilitation to rail competitive on subsequent years.

Texas
From Dan Harmon (Dan.Harmon@txdot.gov, 512-486-5134)

At present, the State of Texas provides a limited amount of funding to support waterway needs. Each biennium the state commits approximately $1.8 million to support the Texas portion of the Gulf Intracoastal Waterway (GIWW-T). These funds may be used to fulfill the state’s duties as the non-federal sponsor of the GIWW-T, which include acquiring land for the placement of dredged material, sustaining existing placement areas, and leveraging opportunities to beneficially use dredged materials.

Since 2015, the State has also committed funding toward port access improvement projects. The 84th Texas Legislature authorized the Texas Department of Transportation (TxDOT) to use up to $20 million during the 2016-2017 biennium for port capital improvement projects. Under direction of the Governor, TxDOT required that all projects selected for funding had to be located on public roadways and had to enhance connectivity to Texas ports. This marked the first time that funding for port projects in the state budget.

In 2017, the 85th Texas Legislature again authorized funding for certain port access improvement projects. This authorization doubled the amount of available funding, committing $20 million each year in 2018 and 2019. In 2019, the 86th Texas Legislature included identical language in the state budget, authorizing an additional $20 million in both 2020 and 2021.

Virginia
From Andrew Sinclair (asinclair@PortofVirginia.com, 757-683-2129)

The Commonwealth of Virginia designates 4.2% of its Transportation Trust Fund as the Commonwealth Port Fund which can be used for port equipment and infrastructure; this totals approximately $40 million annually. $1 million from the Commonwealth Port Fund is administered as a competitive grant to localities through our Aid to Local Ports program to foster and stimulate the flow of commerce through the ports of Virginia. In addition the Commonwealth in recent years has approved separate $350 million public building bond authorizations supported by general fund revenues to finance significant terminal expansions and navigation channel deepening and widening. More recently, the General Assembly created the Waterway Maintenance Fund to be administered by the port as a competitive grant to localities to support dredging projects; the Waterway Maintenance Fund is currently supported by $1.35 million in annual general fund appropriations. The port has also had success in securing support from regional MPOs through Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding. Finally, VDOT administers a
State Waterway Funding Updates as of July 24, 2019

Transportation Partnership Opportunity Fund which can be used by the Governor to provide funds to address the transportation aspects of economic development opportunities; awards can be made as grants, revolving loans, or other financing tools and equity contributions to an agency or political subdivision of the Commonwealth; the maximum amount for a grant is $5 million, and the maximum loan value is $30 million.

**Washington**

*From Ron Pate ([PateRD@wsdot.wa.gov](mailto:PateRD@wsdot.wa.gov), 360-705-6903)*

- We supported ports with the full 10% multimodal for freight formula funding, and we are working with them on project and program items. There have been some challenges with differences between the federal programs of FHWA and MARAD.
- We are hearing from many stakeholders on the Columbia River System EIS that is currently underway that could affect transportation.
- There are efforts underway to review opportunities for an “Inland Seaport” that would be an intermodal hub in eastern Washington. Understanding the shifts in modes and their impacts or benefits is a challenge.
- We are updating our State Rail Plan that will include connections to our seaports and functionality.
- We are also part of Washington States efforts on Connected Autonomous Transportation (CAT) policy efforts. Freight and the marine mode are part of the conversation.