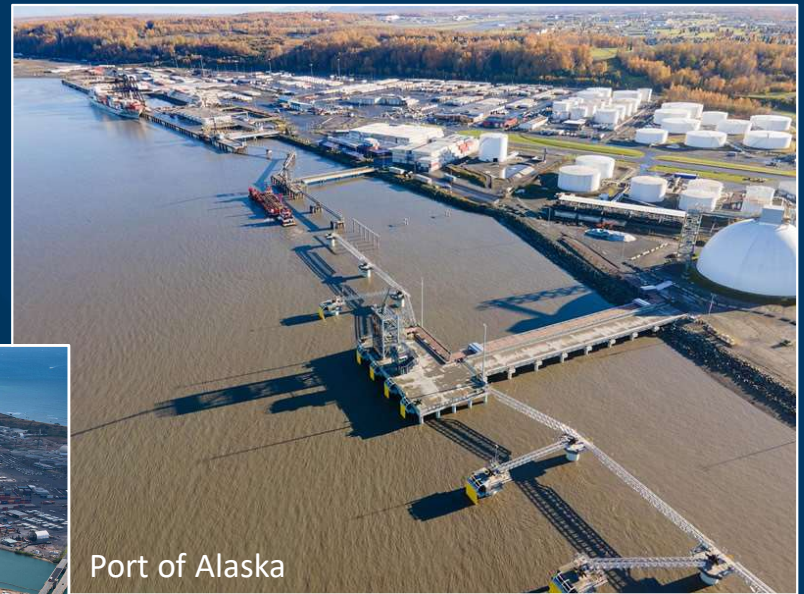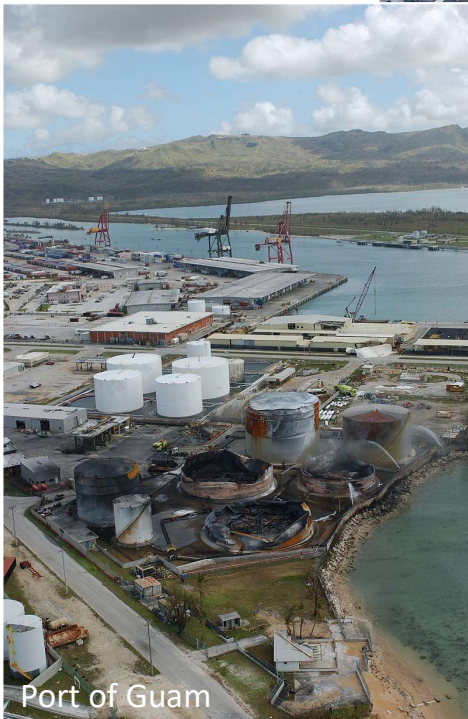ASSOCIATION OF
PACIFIC PORTS

Port of Alaska

Port of Honolulu

Port of Guam

Port Infrastructure Development Process
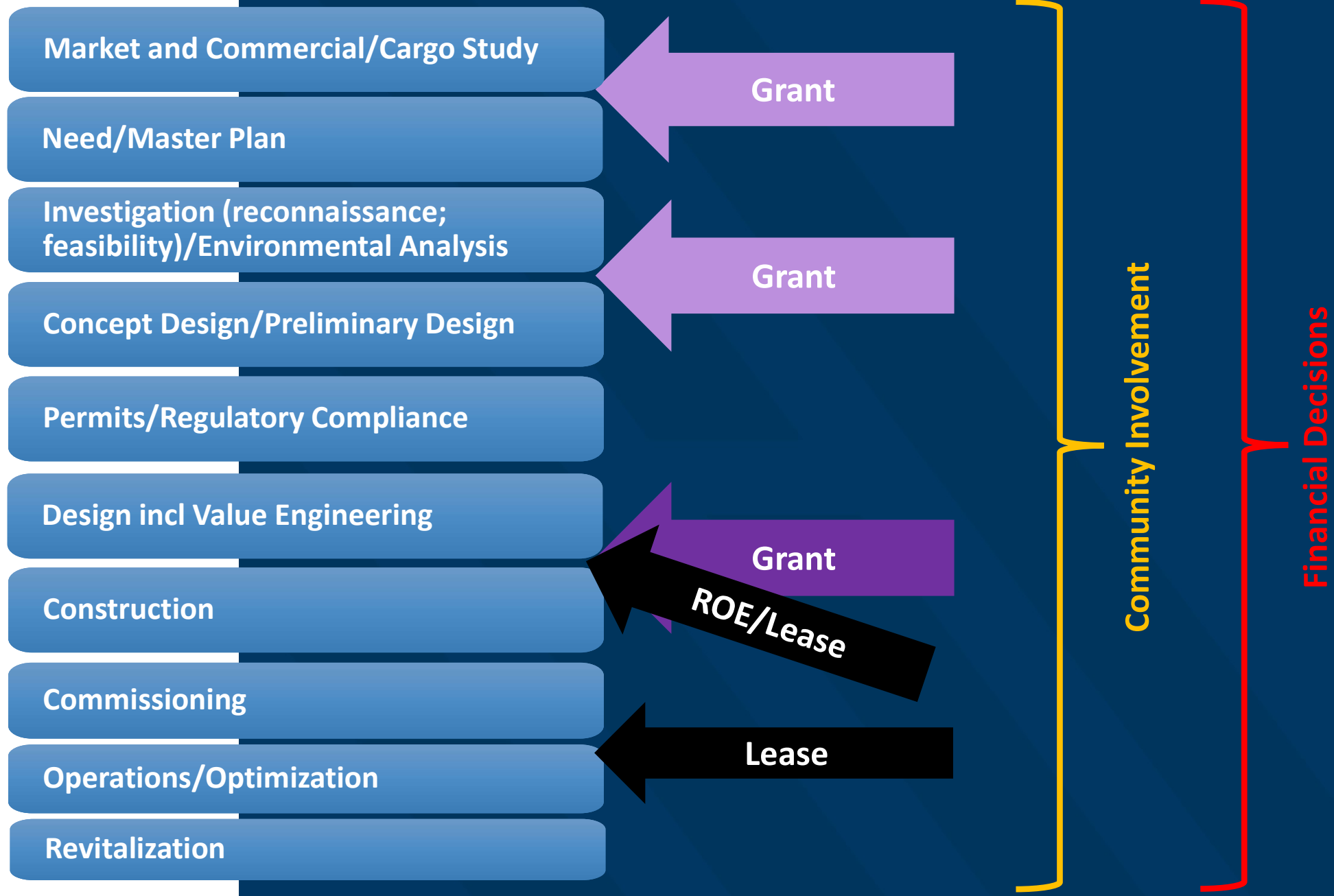
APP 2024 Winter Conference, Turtle Bay, Hawaii

PORT OF **GUAM**

STATE OF HAWAII 1959

PORT of **ALASKA** in ANCHORAGE

BURNS McDONNELL.

Project Lifecycle

Studies – What

Planning – How

Design – prelim and detailed design

Construction – incl procurement

Commissioning/Testing

Operations

Maintenance and Repair

Closeout/Redevelopment

- Market and Commercial/Cargo Study
- Need/Master Plan
- Investigation (reconnaissance; feasibility)/Environmental Analysis
- Concept Design/Preliminary Design
- Permits/Regulatory Compliance
- Design – Port of Guam
  Port of Alaska
- Value Engineering
- Construction – Port of Honolulu
- Commissioning
- Utilization
- Optimization
- Revitalization

Community Involvement

Financial Decisions

Typical Process

ASSOCIATION OF PACIFIC PORTS

- Market and Commercial/Cargo Study
- Need/Master Plan
- Investigation (reconnaissance; feasibility)/Environmental Analysis
- Concept Design/Preliminary Design
- Permits/Regulatory Compliance
- Design incl Value Engineering
- Construction
- Commissioning
- Operations/Optimization
- Revitalization

Grant

Grant

Grant

ROE/Lease

Lease

Community Involvement

Financial Decisions

Life-Cycle Explanation

➢ Market and Commercial/Cargo Study – provides insights as to how the port may need to expand.

➢ Need/Master Plan – provides a rigorous method of establishing specific port uses, projects, features, and tenants.

➢ Investigation/Environmental Analysis – evaluates the feasibility of various plans, permit needs, impacts to the environment, identifies public perspectives of changes in the port, and parametric costs/budgets.

➢ Concept Design/Preliminary Design – formulation of project features and refines budget.

➢ Permits/Regulatory Compliance – initiates engagements with regulatory agencies and organizations; preparation of environmental impact documentation.

➢ Design – completes engineering and design of project features; establishes construction timeline and phasing; further refines project costs; conduct VE.

➢ Construction – installs the physical aspects of the project; finalizes remaining permits required during the construction period.

➢ Commissioning – verifies all aspects of the project is functioning as intended.

➢ Operations/Optimization – ongoing utilization of the project; initiates M&R.

➢ Revitalization – extend asset service.

Federal Grants Awareness

➢ Infrastructure Development Grant Applications – Infrastructure grants have recently been increased or made available especially to the ports and maritime industry.

➢ Resiliency and Security Grants – grants are being made available by a variety of agencies such as USDOT, USEPA, and FEMA for resiliency, security, and environmental protection (decarbonization, electrification, renewable energy/fuels).

➢ Benefit To Cost Analysis (BCA) – typically grant awards are made based on greatest economic benefits, although, there are some set-asides for emerging ports and harbor of refuges.

➢ Federal Laws – federal funding requires compliance with all federal laws, statutes, regulations and policies, e.g., NEPA; Buy American Act; DEI; underserved communities; small business set asides; competitive solicitations; audits.

➢ Grant Agency Staff – Grants such as IIJA and IRA have provided historic increases in grants for infrastructure development. The greater $ and expansion to ports/maritime means greater number of grant applications. Federal agencies have not staffed up to meet these grant application and administration demands, therefore, expect long lead times for grants.

➢ Regulatory Requirements – Historic grant funding availability has not reduced or streamlined regulatory requirements and still must be maintained.

➢ Cost Share – federal grants typically require a local cost share.

Grants – Lessons Learned

➢ Early Preparations – Infrastructure grants have recently been increased or made available especially to the ports and maritime industry. Some federal agencies may not be familiar with administering grants for ports and maritime.

➢ Thorough and Complete Applications and BCAs – grants are being made by a variety of agencies such as USDOT, USEPA, and FEMA for resiliency, security, and environmental protection (carbon emission reduction, electrification, renewable energy/fuels). Some of these areas are relatively new and require the applicant to help the agency understand why federal grants are important tools for achieving these goals.

➢ Prioritize Projects – shovel ready projects will generally be considered more favorably, although, some grants can be used for studies, plans, and design.

➢ Engage Granting Agency Regularly – understand and be familiar with the agency grant process. Communicate with the agency grant manager regularly; stay on them as they are busy.

➢ Local Agency Sponsorship – many granting agencies require that a local government agency sponsor the grant. This means that local agency requirements must also be complied with in the use of the grants (e.g., SEPA, small business goals, additional community involvement (burial council)).

➢ National Security – national security, especially related to threats from China, North Korea, and terrorists, may help to justify obtaining federal grant assistance.

Mahalo!

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