

# SURFACE TRANSPORTATION REAUTHORIZATION

FY27–31

## Port Industry Priorities

The American Association of Port Authorities (AAPA) represents the nation's public port authorities, which move the cargo and passengers that power the American economy. The U.S. port and maritime industry supports 22 million American jobs, \$2.9 trillion in economic activity, and \$1.8 trillion in wages and benefits. [According to the Federal Government](#), every dollar in maritime infrastructure investment \$2–3 of economic growth, after adjusting for inflation.

To ensure America's port infrastructure remains globally competitive for decades to come, **Congress should appropriate \$10.9 billion over five years for Port Infrastructure Development Program (PIDP)** in the next Surface Transportation Reauthorization bill. Ports have applied for \$10.9 billion worth of grants over the last five years of PIDP applications.

The Bipartisan Infrastructure Law included \$2.25 billion for the Port Infrastructure Development Program (PIDP). PIDP has funded projects to rehabilitate crumbling docks, expand container terminals, dredge harbors, and more.

### PAST PIDP PROJECT EXAMPLES

- + \$26.4 million to strengthen a dock and container yard at the Port of Beaumont, TX to allow the port to move more cargo on American barges.  
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- + \$20 million to expand a rail yard at the Norfolk International Terminal, Port of Virginia. The rail yard, which is now constructed and operating, expanded Port of Virginia's container throughput by 31% to 2 million TEUs annually. *(See pg. 1 photo)*  
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- + \$43.3 million to design and replace the sole dock in Cold Bay, Alaska, a remote port in the Aleutian Islands. *(See pg. 2 photo)*  
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*Photo Courtesy of  
The Port of Virginia*

Ports don't want government handouts. For every dollar ports apply for in competitive grants from PIDP, they match it with a dollar of state, local, or private investment, averaging a 50% non-federal cost share, unlocking significant non-federal infrastructure investment. In the six years since PIDP was created, ports have applied for \$4.51 for every \$1 that was awarded. If Congress expands PIDP, ports will unlock additional private investment and use taxpayer's dollars in projects that will bolster the American economy. Without help from Congress in the next Surface Transportation Reauthorization, American Ports will have an infrastructure investment deficit of \$10.9 billion dollars over the next 5 years

## Fiscal Years 2019–2024 PIDP Data

YEAR	NUMBER OF APPLICANTS	TOTAL FUNDING APPLIED FOR	TOTAL PROJECT COSTS	AWARDS	FUNDING AWARDED	OVERSUBSCRIPTION RATIO
FY19	58	\$1.2 billion	\$2.6 billion	6	\$287 million	4.18
FY20	63	\$968 million	\$2.5 billion	18	\$221 million	4.38
FY21	108	\$1.3 billion	\$3.5 billion	24	\$239 million	5.51
FY22	141	\$2.8 billion	\$5.5 billion	41	\$703 million	3.99
FY23	153	\$2.8 billion	\$5.5 billion	40	\$649 million	4.34
FY24	158	\$3 billion	\$4.7 billion	31	\$580 million	5.15
<b>TOTAL</b>	<b>681</b>	<b>\$12 billion</b>	<b>\$24 billion</b>	<b>169</b>	<b>\$2.7 billion</b>	<b>4.51</b>



Photo Courtesy of: Michael Livingston