

Alaska Regional Ports Policy Recommendations

Presentation to

Alaska Regional Ports Conference

Patrick Burden

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Roles of Ports and Harbors

■ Transportation

- Intermodal Nodes
- Regional and Subregional Hubs

■ Economic and Community Development

- Waterfront Development
- Industrial Opportunities



Impediments and Recommendations

- Planning
- Project Ranking and Prioritization
- Funding or Financing
- Stakeholder Policies
- Stakeholder Coordination
- Legislation



Planning

■ Impediments

- Marine infrastructure, with exclusion of AMHS, is not included in multi-year transportation program plans.
- Existing programs can lead to suboptimal solutions.

■ Proposed Changes

- Develop a state-funded multi-year transportation program that includes marine infrastructure and incorporate it into the Long-Range Transportation Plan and regional planning studies.
- Goal should be development of the most cost-effective solution, which may not include marine infrastructure or agency participation.

Project Ranking and Prioritization

■ Impediments

- Conflicts between agency objectives and ranking criteria for participation in same project
- Extensive application process for grant funding can result in larger projects than needed

■ Proposed Changes

- Review existing programs and criteria to determine if modifications can be made
- Establish less extensive grant application process for projects with a lower threshold of cost

Funding or Financing

■ Impediments

- Limited funding for marine infrastructure at present and less in the future
- Benefit-cost ratio analysis used by USACE is not favorable to areas with small populations

■ Proposed Changes

- Expand partnership with private sector through formal public-private partnerships where appropriate or informally
- Cost-effectiveness analysis which would identify the least cost approach to meeting the goal
- Require replacement fund for sustaining marine infrastructure

Stakeholder Policies

■ Impediments

- Conflicting policies, processes, and procedures of various stakeholders.
- Focus on state-owned marine infrastructure results in less than optimal transportation plans.

■ Proposed Changes

- Establish limited term, high level interagency task force to address issues of conflicting policies.
- Expand scope of regional plans to include a baseline assessment of all marine infrastructure.
- Provide greater weight to projects that have undergone a regional prioritization process.

Legislation

■ Impediments

- State statutes for port authorities or regional resource development authorities do not permit these entities to levy taxes, even in the unorganized boroughs.
- ADOT&PF does not have authority to enter into PPP arrangements that are transacted in other states.

■ Proposed Changes

- Modify statutes to enable port authorities to levy taxes and purchase marine infrastructure assets from local governments.
- Pass legislation authorizing ADOT&PF to enter into PPPs for transportation-related projects; model could be KABATA and other West Coast states.

Thank You

■ Questions?



880 H Street, Suite 210

Anchorage, Alaska 99501

Phone: (907) 274-5600

Fax: (907) 274-5601

Email: mail@norecon.com