

Inland Rivers, Ports & Terminals (IRPT):

Inland Port and Terminal Grant Program Proposal



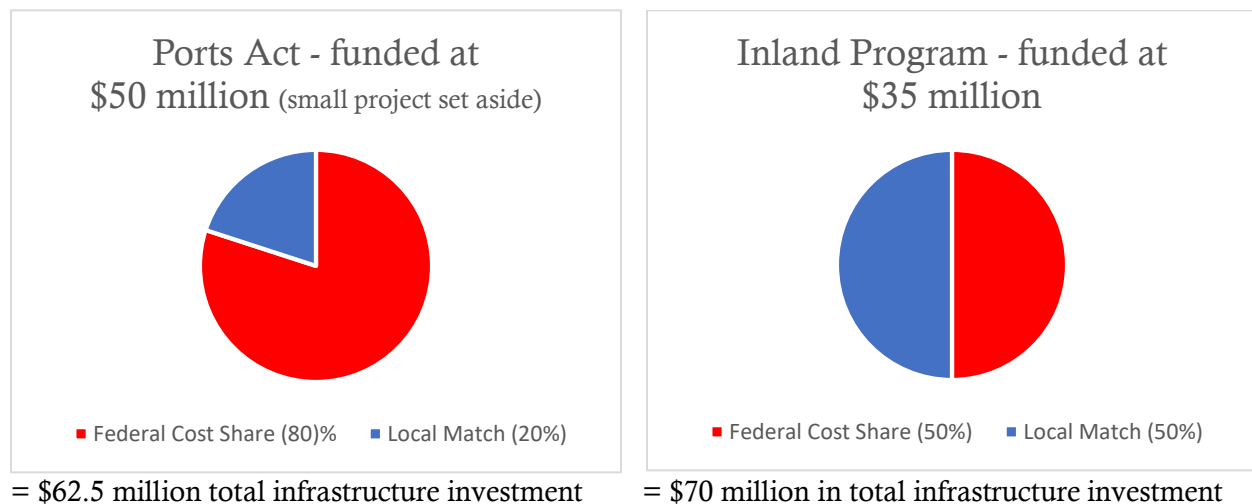
Who / What: Inland Rivers, Ports & Terminals, Inc. proposes an inland port and terminal grant program to provide assistance for landside infrastructure investments. Highlights include:

- **For public ports and private terminals;**
- **For inland and smaller coastal facilities less than 8 million tons;**
- **For landside infrastructure investments, including river, road and rail projects;**
- **50/50 cost share.**

Why: Inland facilities cannot compete for funding in INFRA, BUILD, TIGER, etc. because the project minimum is far too high. **Infrastructure projects sought by inland facilities are far less costly** than the minimum required for those programs.

- the economic advantage and the contribution to freight transportation of inland waterway ports and terminals and smaller coastal ports and terminals;
- the competitive disadvantage of inland waterway ports and terminals and smaller coastal ports and terminals; to contend for federal funding assistance;
- the higher truck weight allowances, wider axles and more that contribute to roadway improvement needs.

We just don't need much and with a 50/50 cost share, we can **increase the infrastructure investments for less federal dollars**. Example:



\$7.5 million increase in investment with a \$15 million reduction in Federal spending.

The inland port and terminal grant program will level the competitive playing field for smaller facilities that have a major impact to the nation.