Join us for the IRPT 50th Anniversary Annual Conference

Inland Rivers, Ports, & Terminals (IRPT) is thrilled to unveil the grand celebration of our 50th Annual Conference! Join us in the vibrant heart of America's intermodal landscape, Memphis, TN, as we mark this significant milestone.

Immerse yourself in an unparalleled experience at our 50th Anniversary Conference, where education, exhibition, and networking converge to shape the future of logistics and transportation. This year, we're pulling out all the stops to ensure an unforgettable event.

Discover new horizons as we center the stage for dynamic presentations, expand our exhibit space to accommodate industry growth, and strategically plan off-site events and breaks to foster meaningful connections and discussions. Our meticulously curated lineup of speakers will unveil insights and strategies poised to catalyze growth and unlock opportunities for your company.

IRPT's Annual Conferences are one of the best events of the year for the inland river industry offering high quality networking, dynamic speakers and so much more.

This year's conference will include:

- Nearly 18 hours of conference content with professional development hours offered.
- Exhibition space offering high quality one-on-one interaction with attendees. Our design and layout, offers the personal experience to increase communication and visibility. Exhibition time exceeds 18 hours and will ensure your company's exposure.
- **Sponsorships are available and MUCH appreciated.**

As the nation's premier trade association for port, terminal, and waterway professionals, IRPT offers a unique platform for forging invaluable connections. Engage in face-to-face conversations, strengthen existing relationships, and explore potential collaborations that could redefine the trajectory of your business.

If you are interested in securing your exhibit space or would like to participate as a sponsor in our 2023 Annual Conference, I encourage you to contact Aimee Andres at (618) 980-6523 to reserve your exhibit space and discuss sponsorship opportunities which WILL maximize your company's exposure at the event.

Agenda At-A-Glance

Time (CST)	**Tuesday September 24th**
10:00AM	Exhibitor Move-in Begins (ends at 3:00pm)
11:00AM-3:00PM	IRPT Board Meeting
3:30PM	Welcome Reception
	Wednesday September 25th
8:00AM	Breakfast
9:00AM-5:00PM	Registration & All Day Conference
5:00PM	Annual We Work the Waterways Reception
	Thursday September 26th
8:00AM	Breakfast
9:00AM-5:00PM	All Day Conference
5:00PM	Dinner on your own
	Friday September 27th
8:00AM-12:00PM	Exhibitor Breakdown
TBD	Port Tour of Port of Memphis (optional)

Sponsorship Levels and Benefits

Reception Sponsor - $8,500 (only 1 available)

- At-reception banner and signage
- Table Signage and buffet table tents
- Bar signage
- Four Conference Admissions - $675 value each
- One Exhibit Booth - $3500 value
- Full page advertisement in Conference Program (sponsors only)
- Conference Banner and inclusion in backdrop
- Program Listing and Bio
- Pre-Session Speaking Opportunity or Video
- Pre-Conference Acknowledgement and website display
- Registration list 14-days prior\

Diamond Sponsor - $6,000 Level

- Two Conference Admissions - $675 value each
- One Exhibit Booth - $3500 value
- Full page advertisement in Conference Program (sponsors only)
- Conference Banner and inclusion in backdrop
- Program Listing and Bio
- Pre-Session Speaking Opportunity or Video
- Pre-Conference Acknowledgement and website display
- Registration list 14-days prior

Gold Sponsor - $3,500 Level

- One Conference Admission - $675 value
- Half page advertisement in Conference Program (sponsors only)
- Program Listing
- Conference Banner
- Conference Signage
- Pre-Conference Acknowledgement and website display

Silver Sponsor - $2,000 Level

- Program Listing
- Conference Signage
- Pre-Conference Acknowledgement and website display

Sponsorship Levels and Benefits

Q/A "Auction" Paddle sponsor (1) - $3,000

Hotel key sponsor (1) - $2,500

Do Not Disturb sign (for hotel sleeping rooms) - $2,250

Table Sponsor (25) - $500
Sponsor sign on table during conference

"Thank you IRPT for putting on a world class conference. If you are not aware of this organization or the value they bring to many of us, please reach out and get to know more." – *Aaron McNiel, GeoStabilization International*

Sponsor Application

Sponsor Name: _____

Attendee Name: _____

Address: _____

City, State, ZIP: _____

Email: _____

Website: _____

Phone: (_____) _____

Sponsorship Level_____$ _____

Please mail payment to: Inland Rivers, Ports and Terminals, Inc.

4625 Lindell Boulevard,
Suite 200 - #2179
St. Louis MO 63108

If you wish to pay by credit card, please call Aimee Andres at (618) 980-6523. A 3% credit card processing fee will be applied.

Hotel / Venue Details

All activities will take place at the Renasant Convention Center. Attached to the convention center is the Sheraton Memphis Downtown Hotel where a block of rooms is available for $159.00. You can book your room here: https://book.passkey.com/gt/219663562?gtid=5a3aaf7ff4c1bcd8bf6a4b3f47ef22cf

Sheraton Memphis is located at 250 N Main Street, Memphis, TN 38103.

Renasant Convention Center is located at 255 N Main Street, Memphis, TN 38103.

"Great time attending our first IRPT show in Biloxi, MS. Friendly association with engaging members. Loved the speakers at the event, very insightful." - *Don McDuffie, Vulcan Signs*

"I attended your conference in Biloxi, and wanted to say thank you and well done! These types of conferences are not always known for being that exciting, but I do have to say that Aimee's energy and excitement definitely helped that not occur." - *Michael Sheeley, Jacobs*

Exhibitor Application

Exhibitors will be provided with a standard, skirted 8x8 trade show booth, 1 covered 6' table, sign and 2 chairs. Stand-alone exhibits are welcome with prior notice. Each booth includes electric and one conference admission. Exhibit cost is $3,500.00.

Exhibit Times

Tuesday, September 24:	Set-up begins at 10:00 am, ends at 3:00 pm
Wednesday, September 25:	8:00 am – 5:00 pm
Thursday, September 26:	8:00 am – 5:00 pm (optional Exhibitor Breakdown)
Friday, September 27:	8:00 am – 12:00 pm Break-down

Company Name: _____

Attendee Name: _____

Address: _____

City, State, ZIP: _____

Email: _____ **Phone: (_____)** _____

Website: _____

Inland Rivers, Ports & Terminals (IRPT) registration for the 2024 Annual Conference being held September 24-26, Memphis, TN.

Early registration deadline is <u>September 1, 2024</u>

Company Name: _____

Name of Attendee: _____

Spouse/Guest Name for Badge (if attending): _____

Address: _____

City, State, Zip: _____

Email: _____ Phone: (_____) _____

Conference Registration (Please Choose One)	**Early**	**Late**	**Total**
Conference Attendee (members)	$675	$725	_____
Conference Attendee (non-members)	$765	$815	_____
Conference Attendee (federal government employee)	$600	$650	_____
We Work the Waterways Annual Reception (This takes place at Conference on Wednesday evening)	$50		_____
Port of Memphis Port Tour (This takes place Friday morning)	$Included	No	Yes

Additional Attendees (Optional)	**Early**	**Late**	**Total**
Spouse/Guest Fee *Includes Breakfasts, Lunches and Receptions*	$175	$200	_____

Method of Payment

- o Payment enclosed
- o Please invoice my organization
- o Credit Card (*Note: a 3% convenience fee will be added to the total amount due*). If paying by credit card, please visit www. Irpt.net for secure payment link.

Registration must be paid in full on or before <u>September 1st, 2024</u> to avoid Late Registration Fee

Please mail payment to: Inland Rivers, Ports and Terminals, Inc.
4625 Lindell Boulevard,
Suite 200 - #2179
St. Louis MO 63108

Inland Rivers, Ports and Terminals, Inc.

4625 Lindell Boulevard,
Suite 200 - #2179
St. Louis MO 63108
www.irpt.net

Rediscover the ***strength*** of America's Inland Rivers

Inland Rivers, Ports & Terminals invites you to an:

Ohio River Basin Meeting

Monday, May 20th from 1 pm to 5 pm

OKI Regional Council of Governments
720 E. Pete Rose Way
Cincinnati, OH 45202

Sponsored by ***JPM Steel Fabrication***

This meeting is free to attend for Members and non-members, but an RSVP is required.

IRPT is a trade association for the nation's inland waterway, port, and terminal professionals. Our mission is to provide a platform for inland river port and terminal professionals to improve their businesses and to inform policy makers on the needs and economic impacts of our industry.

We value our members and understand their perspective is key to the industry's healthy growth and operation of the inland river ports, terminals and intermodal centers which contribute to a more efficient national freight transportation system.
The week's itinerary is as follows:

Please find additional information attached. To RSVP, please contact Tessa Andres: tessakandres@irpt.net

Meeting Agenda

Welcome Remarks and Introductions	Meg Wood, Superior Marine
Recognition of Directors and Members Basin Election	Jim Kearns, Jones Walker
IRPT Updates, Resources and More IRPT Legislative Priorities	Tessa Andres, IRPT IRPT one-pager
Funding Opportunities Federal: State:	 See meeting packet Jeremy Edgeworth, KY Transportation Cabinet
Federal Agency Update DHS/CISA U.S. Coast Guard	
IRPT USACE and Resilience Maintenance Backlog Current Projects Future Projects Budget Request	Tessa Andres, IRPT
U.S. Army Corps, Institute of Water Resources Update	Shawn Komlos, U.S. Army Corps Mark Pointon, U.S. Army Corps
IRPT Ohio River Tonnage	Tessa Andres, IRPT
Port/Terminal Updates	
We Work the Waterways	Errin Howard, We Work the Waterways

THANK YOU TO OUR MEETING SPONSOR:

JPM
STEEL FABRICATION

60 Members in Basin		
IRPT Board Member	Meg Wood	Superior Marine Ways
IRPT Ohio Member	Ben Weithman	Henderson County Riverport Authority
IRPT Ohio Member	Matt Pavloski	The Port of Pittsburgh Commission
IRPT Ohio Member	Scott James	Cincinnati Bulk Terminals
IRPT Ohio Member	Eric Thomas	CORBA
IRPT Ohio Member	Robert Harrison	Bellaire Harbor Service
IRPT Ohio Member	Miguel A. Zamora II	Louisville Riverport Authority
IRPT Ohio Member	Terah Huckabee	McGinnis, Inc.
IRPT Ohio Member	Donnie Johnson	Equipment Depot
IRPT Secretary/Treasurer	Jim Kearns	Jones Walker
IRPT Member	Matthew Gramza	Civil & Environmental Consultants
IRPT Member	Robert Brand	J.F. Brennan Company
IRPT Member	Bradley Syler	Marine Solutions
	Shawn Komlos	U.S. Army Corps of Engineers
	John Licht	Hull and Lite LLC
	Mark Pointon	U.S. Army Corps of Engineers
	Farley Wood	Empire Diversified Energy
	Bill Kinzler	Running Rivers LLC
	Jeremy Edgeworth	Kentucky Transportation Cabinet
	Mark Carr	Channel Design Group
	Sara Walfoort	Southwestern Pennsylvania Commission
	Jeff Stewart	Cincinnati Barge & Rail Terminal, OH
	Tmothy Cahill	Paducah McCracken Co. Riverport Auth.
	Mary Ann Bucci	The Port of Pittsburgh Commission
	Scott Harshman	The Port of Pittsburgh Commission
	Jason May	Ports of Indiana Mount Vernon
	George Ott	Ports of Indiana Jeffersonville
	Brian Wright	Owensboro Riverport Authority
	Kendrea Nichols	Owensboro Riverport Authority
	Robert Aldrich	Evansville Marine Services, Inc.
	J.D. Shearer	Three Rivers Marine & Rail Terminals
	Jared Kleeman	Perry County Port Authority
	Scott Turer	Three Rivers Marine & Rail Terminals
	Rudy Pennock	Price Inland Terminal
	Mike Walter	Company Wrench
	Alan Johnston	River Trading Company

	Todd Penrod	River Trading Company
	Mike Paprocki	Brooke Hancock Jefferson MPO
	Jeff Hamilton	Yager Marine Industries
	David Graves	Yager Marine Industries
	Marc Massoglia	Watco Companies, OH
	Jody Peacock	Ports of Indiana, IN
	Jenna Richardt	Ports of Indiana, IN
	Tim Murphy	Civil & Environmental Consultants, Inc.
	David Foertsch	Foertsch Contracting
	Frank Rosso	Port of West Virginia
	George Andres	Indiana Eastern Railroad & Ohio Southern Railroad
	Charles Muse III	Wellsville Terminals Company
	Jim Adams	Port of Louisville
	Justin Brown	MPR Transloading & Supply Chain Solutions
	Natalie Brown	MPR Transloading & Supply Chain Solutions
	Craig Guess	Bacon Farmer Workman Engineering and Testing
	Maegan Mansfield	Bacon Farmer Workman Engineering and Testing
	Chris Mathews	Bacon Farmer Workman Engineering and Testing
	Tim Kizer	Louisville Riverport Authority
	Casey Jackson	Consolidated Terminals & Logistics
	John Frankovitch	Port of Ohio at Pier 48
	Robert Wheeler	J.F. Brennan Company
	Bryce Custer	Ohio River Corridor
	Penny Traina	Columbiana County Port Authority
	Bob Shimko	Mantsinen/Ohio CAT
	Bob Stadvec	Mantsinen/Ohio CAT
	John Ross	Robindale Donora River Terminal
	Scott Lurkins	Regional Rail LLC.
	Pete Petree	Regional Rail LLC.
	Doug Caylor	Castlen Terminals
	Angel Travis	Eddyville Riverport & Industrial Development Authority Inc.
	Leandra Cleveland	HDR, Inc.
	Corey Pranger	Michels Construction, Inc.
	James Mercurio	HEPACO LLC
	Bryan Martin	HEPACO LLC
	Paul Lombardo	Allied Rubber & Supply

IRPT Governance

The governing body of IRPT shall be the Board of Directors, hereafter designated as BOD. The BOD shall have complete control of the affairs of IRPT between annual meetings or special meetings. The BOD is authorized and empowered to act on behalf of the membership in conducting the affairs of IRPT.

IRPT Board Member Composition

According to the Inland Rivers, Ports and Terminals, Inc. bylaws, the BOD shall be composed of:

Officers (5):

Chair of the Board (the immediate Past President), President, 1st and 2nd Vice Presidents, and Secretary/Treasurer;

Basin Directors elected by the members in designated navigable river basins;

Directors At Large; and

Directors Emeritus.

Officers may serve more than two (2) full consecutive terms in the same office with the recommendation by the Board of Directors and ratified by the majority of the membership at an annual meeting.

An Executive Committee comprised of the five (5) officers of IRPT is authorized to act for the BOD and to take timely actions on matters requiring immediate attention. Any such actions taken by the Executive Committee shall be made known to the entire BOD in a timely manner.

Basin Directors must work within the basin they represent. They serve a term of office of two (2) years, but may be reappointed by the members of that basin. Insofar as possible, the terms of office of Basin Directors within particular river basin will be on staggered terms.

2023 – 2025 Officers

Chair of the Board

Anthony Gex- Consolidated Terminals & Logistics, LA

President

Robert Maxwell- Rosedale-Bolivar County Port, MS

1st Vice President

Lucy Fletcher- AGRIServices of Brunswick, MO

2nd Vice President

Susan Taylor- St. Louis Port Authority, MO

Secretary/Treasurer

James Kearns- Jones Walker

2021 - 2023 Basin Directors

Great Lakes River Basin- # of Members in Basin

Jackie Q. Carter – Port Milwaukee

Jason Brown – Lakes & Rivers Contracting LLC

Arkansas – White – Red – Ouachita Rivers Basin- # of Members in Basin

Fred Long- Logistics Services, Inc./SSA Marine

Kimbra Scott- Arkansas-Oklahoma Port and Operators Association

Cassandra Caldwell- Arkansas Waterways Commission

Gulf and Gulf Intracoastal Waterways Basin- # of Members in Basin

Molly Bourgoyne- Louisiana DOT and Development

Sean Stibich- Port of Victoria, TX

Illinois River Basin- # of Members in Basin

Chad Cailteux- 5R Enterprises

Matthew Hogan- J.F. Brennan Company

Southeast Rivers Basin- # of Members in Basin
Grady Coble- Parker Towing Company
Dan Benken- Parker Towing Company

Upper Mississippi River Basin- # of Members in Basin
Dave Riggs- Watco Companies, LLC
Seth Lawson- Lawson Marine
Dennis Wilmsmeyer- America's Central Port

Lower Mississippi River Basin- # of Members in Basin
Timmie Lynn Hunter- New Madrid County Port Authority
Randy Richardson- Port of Memphis
Henry Phillips- Rosedale Bolivar County Port
Allen Evans- Yellow Bend Port Authority

Missouri River Basin- # of Members in Basin
Aaron Khouri- Transport360
Charles Brettell- Prosody Consulting

Ohio River Basin- # of Members in Basin
Jeff Stewart- Cincinnati Barge & Rail Terminal
Meg Wood- Superior Marine Ways

Pacific Basin- # of Members in Basin
Vacant

International and Multi-State- # of Members in Basin
Sean Anderson- Marine Solutions
Larry Kelhoffer- Ameco
J. Gregory Kelahan- Hanson Professional Services
Carl McNabb- PND Engineers

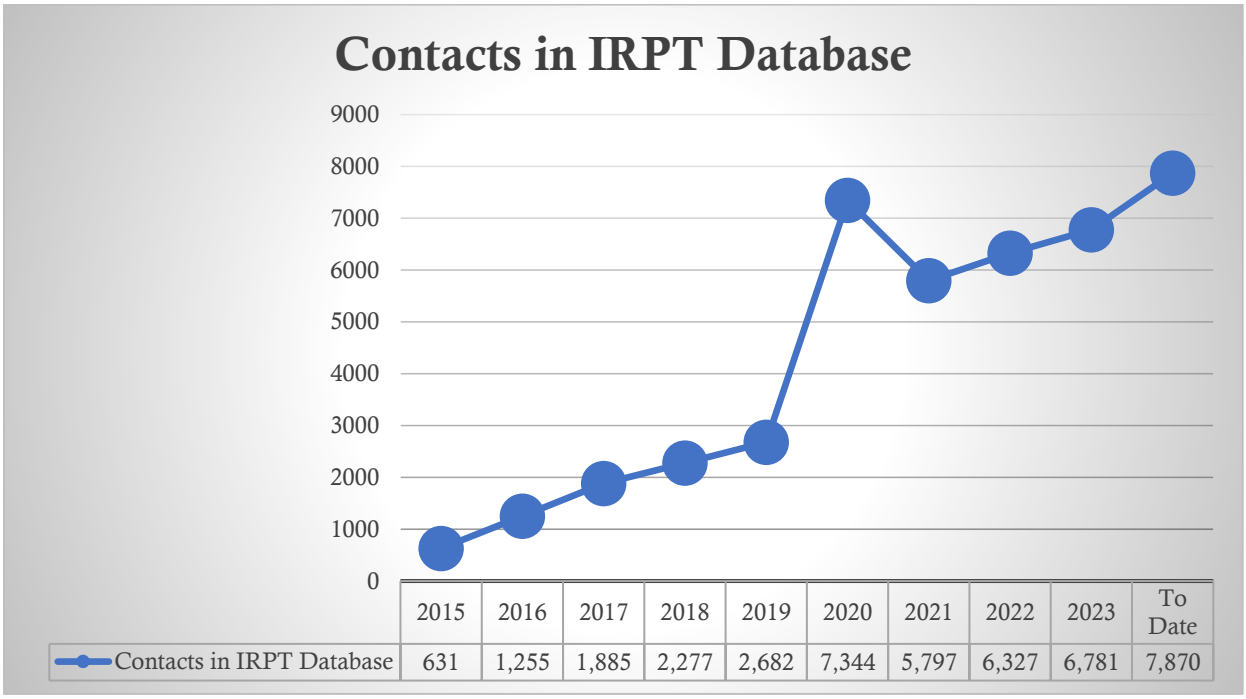
IRPT Outreach Report

Rediscover the ***strength*** of America's Inland Rivers

May 16, 2024

NEON-IRPT Industry Contacts

NEON is the communication software IRPT uses to communicate to industry stakeholders. The numbers below reflect the contacts in the database, including shippers. We are consistently adding and deleting accounts to keep it up-to-date.



	2015	2016	2017	2018	2019	2020	2021	2022	2023	To Date
Contacts in IRPT Database	631	1,255	1,885	2,277	2,682	7,344	5,797	6,327	6,781	7,870

NEON Email Campaigns

IRPT currently has **2,978 industry stakeholders** (excluding shippers) that receive weekly navigation Logs, IRPT Updates and Career Opportunities. Only IRPT Members receive funding opportunity, federal register and legislative alerts.

EMAIL NAME	OPENS	CLICKS	AUDIENCE NAME
IRPT 50th Annual Conference: September 24th-26th	1,389	67	All Contacts AA
Log of Weekly Navigation Notices from 5/6 thru 5/10/2024	509	11	All Contacts Excluding Shippers and Educators
IRPT Southeast Rivers Basin Meeting: May 29, 2024	163	1	2023-2024 Members
IRPT Career Opportunities	450	20	All Contacts Excluding Shippers and Educators
Where IRPT is This Week	411	15	All Contacts Excluding Shippers and Educators
Log of Weekly Navigation Notices from 4/29 thru 5/3/2024	295	7	All Contacts Excluding Shippers and Educators
USCG to temporarily pause boat operations	182	10	2023-2024 Members
April 30 Transportation & Infrastructure Hearing: U.S. Coast Guard	187	4	2023-2024 Members

IRPT Member Spotlight: JPM Steel Fabrication Learn More Here

IRPT Website Traffic
-as of May 16-

IRPT's website is one of the many platforms IRPT uses to announce members' news and connect our members with their customers.

Using the **Our Members** page and the mapping system, website visitors can learn about our members, the services they offer and have direct contact information.

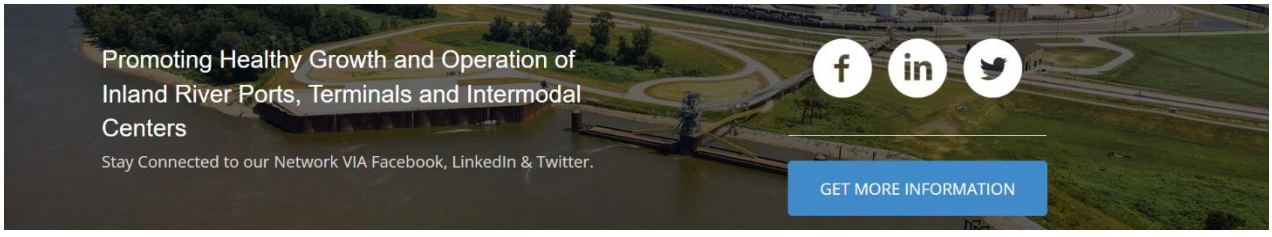
www.irpt.net

Time	Visitors	Views
Today	122	219
Yesterday	385	780
Last week	2,156	3,814
Last 7 days	1,941	3,516
Last 30 days	8,115	15,158
Last 60 days	14,911	28,626
Last 90 days	21,313	42,457
Last 12 months	76,743	150,315
This year (Jan-Today)	30,339	59,495
Last year	72,059	139,637
Total	176,235	432,443

Top 10 Website Page Visits for the Past 4 Months

Most Visited Pages ⓘ Reload

	Page Title	Views
1	Home Page: Home	4,355 »
2	Career Opportunities	1,067 »
3	Our Members	916 »
4	We Work the Waterways Donation Form	653 »
5	Conference	621 »
6	RFPs, RFQs, & Bids	616 »
7	About – WWW	602 »
8	Office	469 »
9	Sponsors – WWW	441 »
10	Oakley's Port 33	345 »



IRPT Social Media: By The Numbers

IRPT's social media presence is building. This helps our Members spread their company news, career opportunities and accomplishments to a wider audience.

	Connections	**Followers**
2021	811	726
2022	1,121	914
2023	1,532	1.2K
January 2024	1,589	1,240
February 2024	1,616	1,288
March 2024	1,627	1,307
April 2024	1,631	1,331
May 2024	1,635	1,336

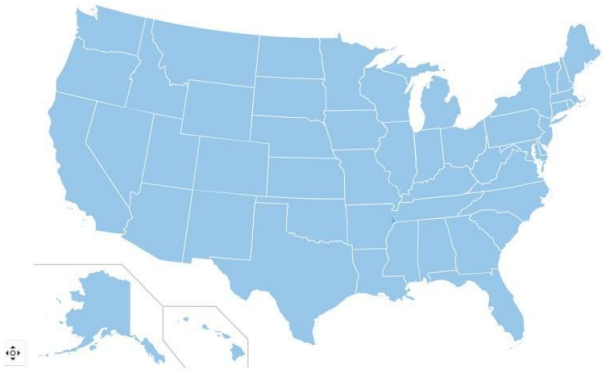
IRPT Mobile App Users

IRPT currently has 1,261 mobile app users who receive push notifications based on the preferences they choose. The mobile app is used to send out navigation notices in real time, alerting IRPT Members and industry stakeholders of important information being shared by USACE, USCG and reaction teams. Information pushed includes lock closures, dredge status, obstructions, etc.

Nov, 2023	Dec, 2023	Jan, 2024	Feb, 2024	Mar, 2024	Apr, 2024	May, 2024
1,166	1,184	1,195	1,227	1,240	1,251	1,261

Career Opportunities

On a daily basis IRPT monitors our members Career Websites and adds new job listings to our Career Opportunity Page. Once a month, we cross reference our database and our members' career websites to remove any old job postings so that we only have the most relevant information.



Current Postings:	251
Ohio	2
Kentucky	16
Indiana	6
Illinois	16
West Virginia	2
Pennsylvania	6

The IRPT Website is just one outlet for our job postings. We also post all of our postings to our social media pages:

Navigation Notices

IRPT constantly monitors the USACE, Coast Guard, and Reaction/Emergency Committee notifications for Notices to our Mariners. Every 90 days, IRPT filters these messages and removes null notices, so that we are the most reliable and relevant source.

Postings as of May, 2024	**453**
Ohio River Basin	66
Illinois River Basin	16

Indiana Harbor and Canal Obstruction Edit

By Tessa Andres | May 14, 2024

To Whom It May Concern, All navigation interests are to be advised of an obstruction within the navigation channel of the Indiana Harbor and Canal. The obstruction was identified during the hydrographic survey of the project conducted in April 2024. The obstruction ID/name, coordinates, date of survey, and shallowest depth in feet International Great Lakes...

Read More

Markland Locks and Dam River Closures Ohio River Mile 531.5 Edit

By Tessa Andres | May 9, 2024

Notice Number: 206977/2024-009 Date: 05/14/2024 10:00 thru 05/15/2024 20:00 Markland Locks and Dam (Ohio River mile 531.5): Both the Primary (1200 ft) and Auxiliary (600 ft) Chambers will be closed for ten (10) hours on 14 and 15 May 2024. Each day, the ten-hour closure will take place from 0600 until 1600 ET, resulting in...

Read More

Navigation Notice for Upcoming Hannibal Work (NTNI 20684) June 3 – November 9, 2024 Edit

By Tessa Andres | May 8, 2024

Notice Number: 206824 Date: 06/03/2024 10:00 thru 11/09/2024 05:00 1. To Whom It May Concern: Notice is given that the U.S Army Corps of Engineers Repair Fleet will be performing maintenance work on miter gates and the 110-ft x 1200-ft primary lock chamber at Hannibal L/D will be closed from 6:00 AM June 3, 2024,...

Read More

Podcast

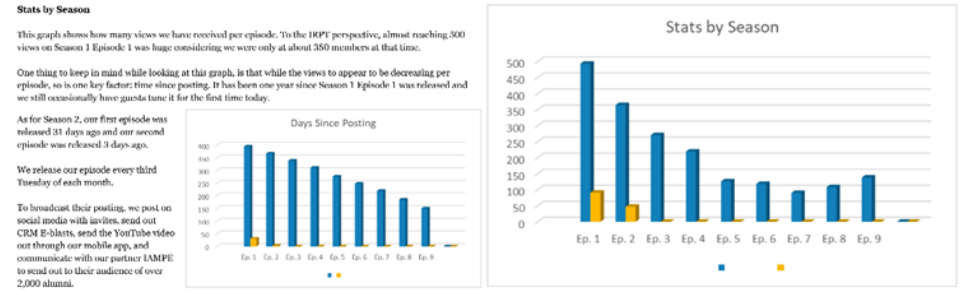
IRPT and IAMPE have partnered together to bring the Maritime Industry a new form of entertainment and education. During Season 1, we covered topics ranging from low water to the Jones Act. In Season 2, we will start off with some heavy hitting interviews and cover topics no one else is talking about.

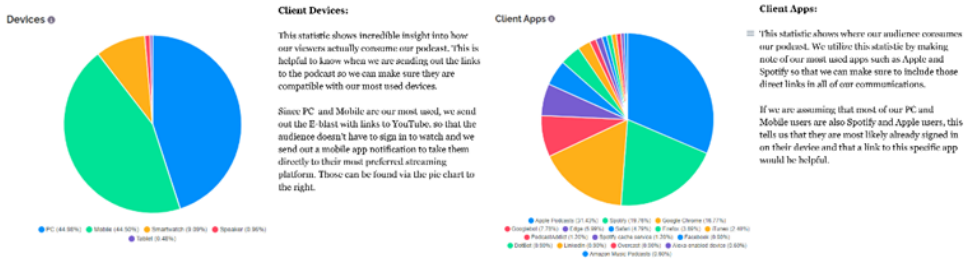
Listeners, or viewers, can tune in everywhere you listen to podcasts. Some options include Spotify, Apple Podcasts, YouTube, Amazon, and many more!

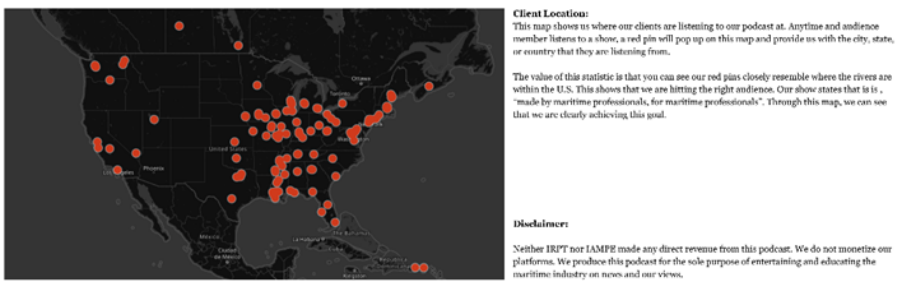
Season Two

Season 2 started with the U.S. Maritime Administrator, Ann Phillips. We were thrilled to interview the Administrator on our industries most pressing questions. To the left, you'll find a letter describing the proposed topics of discussion.

We are excited for where this next year will take this podcasting crew. Remember that you can tune in wherever you listen to podcasts.







WE WORK THE WATERWAYS

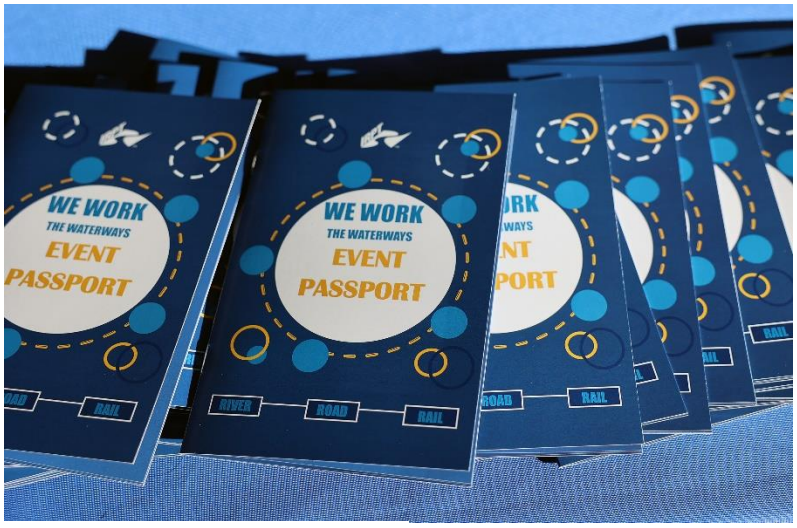
WWW Social Media: By The Numbers

	Connections	Followers	Instagram	TikTok
May 2024	**966**	**5,409**	**206**	**388**

We Work the Waterways Industry Interaction Days

We Work the Waterway fosters enduring connections between the maritime industry and the communities we serve. Through our initiatives, we champion the diverse range of quality career opportunities within our industry, spotlight environmental stewardship endeavors, advocate for infrastructure enhancements, and bolster morale across our workforce by highlighting individual achievements at all levels of the industry. Our ability to carry out this essential work relies on your support. Join us as a donor today and help secure the future of our industry, safeguard our waterways, and provide the resources needed to support our community.

Interaction Days in 2024: 28
Students Reached in 2024: 6500



PROPEL

Inland Rivers, Ports and Terminals, Inc.

4625 Lindell Boulevard,
Suite 200 - #2179
St. Louis MO 63108
www.irpt.net

Rediscover the ***strength*** of America's Inland Rivers

Inland River Transportation and the 118th U.S. Congress

U.S. Coast Guard (USCG)

- **Issue #1 - 10% Workforce Deficit: Forced Realignment Implemented**

"The Coast Guard cannot maintain the same level of operations with our current shortfall – we cannot do the same with less…" Adm. Linda Fagan

- **Issue #2 - Backlog of Maintenance of the USCG Cutter Fleet**

Heavier demand on aging cutters will result in longer response times which will contribute to more vessel allisions.

How Congress can Help

- **Direct defense spending to U.S. Coast Guard Recruitment/Retention Programs.**
- **Reconsider laws that will allow U.S. Coast Guard to do the same with less. An example of this can include the use of herbicides in dayboard maintenance.**
- **Increase and direct defense spending to U.S. Coast Guard for rehabilitation of existing assets, i.e. cutter fleet.**

Maritime Administration (MARAD)

- **Issue #1 - Maritime Administration Shipper Education Program**

The mission of Maritime Administration is to promote the use of waterborne transportation and its seamless integration with other segments of the transportation system, and the viability of the U.S. merchant marine. Yet none of the activities MARAD is engaged in appear to be shipper driven.

- **Issue #2 - Extend Capital Construction Fund Program of the Maritime Administration**

H.R. 4993 bill will extend the CCF program to incentivize the use of private capital for the purchase of near-zero or zero emission cargo handling equipment by United States private marine terminal operators for use at U.S. ports.

How Congress can Help

- **Amend Maritime Administration Reauthorization Bill to direct MARAD activities to include a shipper education program and report to Congress annually on the steps taken.**
- **Support the passage of H.R. 4993 in the HASC FY 2025 NDAA.**

Inland River Transportation and the 118th U.S. Congress

U.S. Army Corps of Engineers (USACE)

- **Issue #1 - Antiquated Data Collection System: Failure is Eminent**

The Institute of Water Resources is using a 1990's-era MS DOS computer system, which has not been modernized and is subject to significant down time. The result is that the tonnage data published by IWR is currently three years old. Trillions of infrastructure dollars are being invested in our country's marine transportation system using out-of-date information.

- **Issue #2 - Comprehensive Backlog and Operation and Maintenance Report**

For too many years, the Army Corps of Engineers has been grossly underfunded causing a backlog of unfunded maintenance projects. Our industry and congressional leaders need to know what is needed in order to achieve a resilient and sustainable river transportation system. WRDA 2018 directed the Army Corps report of this backlog for FY 2020 that was called for in WRDA 2018 is now three years late.

- **Issue #3 - Middle Mississippi River Harbor Dredging**

A river's channel is only as useful as the harbor that serves it, much like an interstate's entrance and exit ramp access. Funding constraints limit the Corps' ability to fully dredge the 13 ports' harbors, which can affect freight movement. The Corps should inform Congress whether it can adapt its existing tools to address harbor dredging. Congress included a provision in statute for GAO to review this matter.

- **Issue #4 - Cohesive River Management Between Divisions and Districts**

A cohesive river management system is crucial to our nation's supply chain and necessary to ensure safety on our nation's waterways. This should include

⇒ A standard of communication between all Army Corps Divisions and Districts with all stakeholders (example NTNI);

⇒ A consistent network of water level monitoring and data for historical reference for use of resilience and disaster planning and response.

How Congress can Help

- **Adequately fund the Institute of Water Resources in order to achieve modernization.**
- **Implement Section 1154(a) of the WRDA 2018.**
- **Review the GAO recommendations for inclusion in WRDA 2026.**
- **Direct the U.S. Army Corps of Engineers to implement a cohesive river management system and standard of communication.**

IRPT™ INLAND RIVERS PORTS & TERMINALS, INC.
AN ASSOCIATION

Federal Funding Opportunities for Infrastructure:

As the new year begins, so does a new round of funding opportunities. We encourage you to give thought to your strategic master plan and identify infrastructure projects that may fall within the above categories so when they become available, you are ready to submit your application.

Inland Rivers, Ports and Terminals monitors available funding opportunities via several methods, including federal agencies, federal register and grants.gov. IRPT alerts our Members through email when funding is available. We also post the funding opportunity to the IRPT website's funding opportunity page, found here: https://www.irpt.net/funding-opportunities/

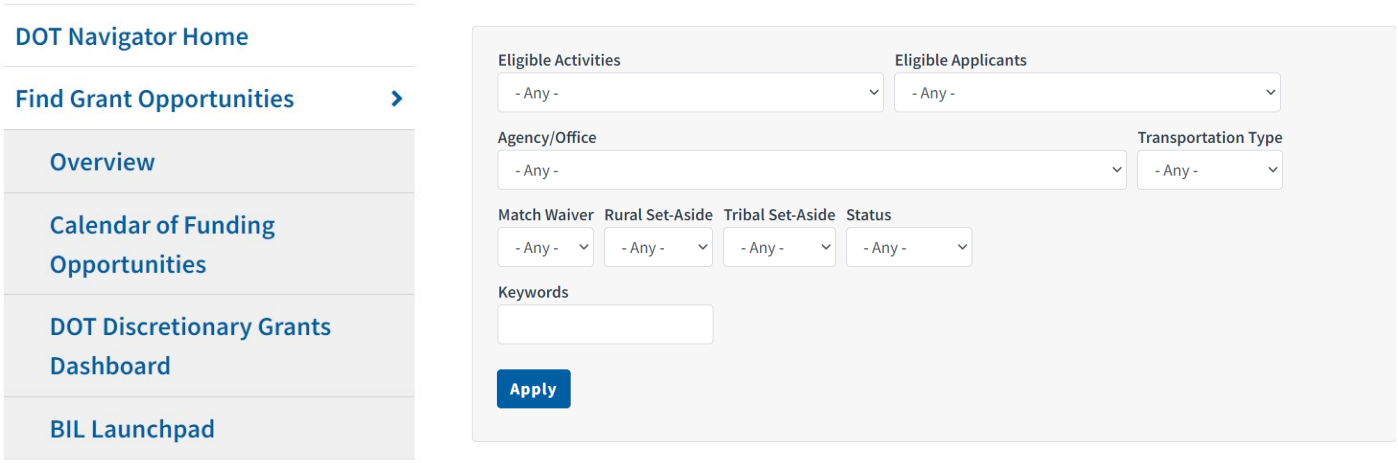
Often times, funding is available to public entities and private entities with a public sponsor.

Public Ports: If you do not have infrastructure improvement projects to apply for, IRPT strongly encourages you to consider being a public sponsor for a tenant/private terminal that may increase your tonnage throughput.

The U.S. Department of Transportation offers The DOT Navigator, a new resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.

The DOT Navigator's pages provide general information to develop grant applications and understand frequently required documents, contacts to DOT regional and field offices, and a searchable menu of technical assistance resources available to help new and repeat grantees to realize their communities' vision for moving goods and people safely, efficiently, sustainable, and equitably.

Access the DOT Navigator here: https://www.transportation.gov/grants/dashboard



Some of the highlighted grants and timeframes to watch for are:

1. Port Infrastructure Development Program Discretionary Grants (PIDP):

	NOFO Announced	Amount Available	Application Due
FY 2026		$450 million	
FY 2025		$450 million	
FY 2024	March 10, 2024	$500 million	5-10-24
FY 2023	February 2023	$662 million	4-28-23
FY 2022	February 2022	$684 million	5-16-22
FY 2021	April 2021	$230 million	7-30-21
FY 2020	February 2020	$225 million	5-18-20
FY 2019	June 2019	$292 million	9-16-19

- $112.5 million each year for the next 5 years is set aside for small projects (under $11.25 million), or at small ports (> 8 million tons).

Eligible applicants:

- Port, State, Special purpose transportation district, and owners or operators together with one of the above.

- For projects that will improve the safety, efficiency or reliability of the movement of goods into, out of, around or within a port.
- Funds can be used for making capital improvements, including to piers, wharves, docks, terminals, and similar structures used principally for the movement of goods, acquiring, improving, repairing, or maintaining transportation or physical infrastructure, buildings, or equipment.

2. State Manufacturing Leadership Program

$50 million in funding from President Biden's Bipartisan Infrastructure Law for states to ensure that smart manufacturing technologies and high-performance computing are more accessible by domestic manufacturing firms. The State Manufacturing Leadership Program aims to remove existing barriers that prevent innovative, data-driven tools and technologies from being used by small- and medium-sized manufacturers (SMMs). These critical tools will allow SMMs to increase production efficiency and play key roles in bolstering the domestic manufacturing base.

Led by DOE's **Office of Manufacturing and Energy Supply Chains (MESC)**, this program includes financial assistance in the form of cooperative agreements to States, including, but not limited to, State energy or economic development offices.

3. Rebuilding American Infrastructure with Sustainability and Equity (RAISE), formerly BUILD, formerly TIGER:

	NOFO Announced	Amount Available	Application Due
FY 2026		$1.5 billion	1-13-26
FY 2025		$1.5 billion	1-13-25
FY 2024		$1.5 billion	2-28-24
FY 2023	January 2023	$2.2 billion	2-28-23
FY 2022	February 2022	$1.5 billion	4-14-22
FY 2021	April 2021	$1 billion	7-12-21
Build FY 2020	February 2020	$1 billion	5-18-20
Build FY 2019	April 2019	$900 million	7-15-19
Build FY 2018	April 2018	$1.5 billion	7-18-18

RAISE grants are for planning and capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. RAISE funding can support roads, bridges, transit, rail, ports or intermodal transportation.

The Department seeks to fund projects under the RAISE Program that reduce greenhouse gas emissions and are designed with specific elements to address climate change impacts. Specifically, the Department is looking to award projects that align with the President's greenhouse gas reduction goals, promote energy efficiency, support fiscally responsible land use and transportation efficient design, increase use of lower-carbon travel modes such as transit and active transportation, incorporate electrification or zero emission vehicle infrastructure, increase climate resilience, support domestic manufacturing, incorporate lower-carbon pavement and construction materials, reduce pollution, and recycle or redevelop brownfield sites.

Seventy percent of the grants are going to projects in regions defined as an Area of Persistent Poverty or a Historically Disadvantaged Community.

4. The National Infrastructure Project Assistance (MEGA) program

The National Infrastructure Project Assistance (Mega) program was created in the Bipartisan Infrastructure Law to fund major projects that are too large or complex for traditional funding programs. It is a highly competitive program. The Bipartisan Infrastructure Law provides $5 billion for Mega over 5 years, of which approximately $1.7 billion remains and will be made available through this NOFO. Half of the funds available in each fiscal year is reserved for projects greater than $500 million in cost, and half is reserved for projects greater than $100 million but less than $500 million in cost.

$1.7 billion is available for 2024. Applications are due May 6, 2024.

5. The Rural Surface Transportation Grant Program (RURAL)

The Rural Surface Transportation Grant Program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

Eligible projects for Rural grants include highway, bridge, and tunnel projects that help improve freight, safety, and provide or increase access to an agricultural, commercial, energy, or transportation facilities that support the economy of a rural area.

10% of funding, or $30 million is set aside for small projects (defined as under $25 million).

	NOFO Announced	**Amount Available**	**Application Due**
FY 2024	March 25, 2024	$780 million	5-6-24

6. Port Security Grants:

	NOFO Announced	**Amount Available**	**Application Due**
FY 2024	April 19, 2024	$90 million	6-24-24
FY 2023	February 2023	$100 million	5-18-23
FY 2022	May 2022	$100 million	6-13-22
FY 2021	February 2023	$100 million	5-14-21

The Port Security Grant Program (PSGP) is one of four grant programs that constitute the DHS/Federal Emergency Management Agency's (FEMA's) focus on transportation infrastructure security activities. These grant programs are part of a comprehensive set of measures authorized by Congress and implemented by DHS to help strengthen the Nation's critical infrastructure against potential terrorist attacks. The PSGP provides funds to state, territory, local, and private sector partners to support increased port-wide risk management and protect critical surface transportation infrastructure from acts of terrorism.

Eligible applicants include, but are not limited to, port authorities, facility operators, and state and local government agencies. A facility operator owns, leases or operates any structure or facility of any kind located in, on, under or adjacent to any waters subject to the jurisdiction of the United States. Examples of facility operators include, but are not limited to, terminal operators, ferry systems, bar/harbor pilots and merchant's exchanges.

Eligible activities include: Construction; Operations and Maintenance; Technology Demonstrations and Deployment; Technical Assistance, Workforce Development, and Training/Education; Security.

7. Small Shipyard Grants

	NOFO Announced	Amount Available	Application Due
FY 2024	March 25, 2024	$8.75 million	5-8-24
FY 2023	January 2023	$20 million	2-27-23
FY 2022	April 2022	$19 million	5-16-23
FY 2021	January 2021	$19 million	2-25-21
FY 2020	January 2020	$19 million	2-18-20
FY 2019	March 2019	$19 million	4-16-19

Under the Small Shipyard Grant Program, there are grants available for capital and related improvements to qualified shipyard facilities that will be effective in fostering efficiency, competitive operations, and quality ship construction, repair, and reconfiguration.

Eligible Applicants: The shipyard facility for which a grant is sought must be in a single geographic location and may not have more than 1,200 production employees. The applicant must be the operating company of the shipyard facility. The shipyard facility must construct, repair, or reconfigure vessels 40 feet in length or greater for commercial or government use, or construct, repair, or reconfigure vessels 100 feet in length or greater for non-commercial vessels.

Eligible Projects: Eligible projects include: (1) capital and related improvement projects in small shipyards that will be effective in fostering efficiency, competitive operations, and quality ship construction, repair, and reconfiguration; and (2) training projects that will be effective in fostering employee skills and enhanced productivity related to shipbuilding, ship repair, and associated industries. For capital improvement projects, all items proposed for funding must be new and must be owned by the successful grant applicant.

8. Grade Crossing Elimination Program

This program provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.

The Grade Crossing Elimination Program was created by the Bipartisan Infrastructure Law (BIL) last year, and $600 million will be available for FY22. The program, which over the course of five years will provide $5.5 billion for crossing projects, is intended for state and local applicants including local governments, metropolitan planning organizations, public port authorities, political subdivisions of a state, or federally recognized Indian Tribes.

Eligible projects—which are not, as the grant title suggests, limited to just crossing eliminations—include grade separation, track relocation, improvement or installation of protective devices, or other means to improve safety.

9. U.S. Marine Highway Program (USMHP):

	NOFO Announced	Available	Application Due
FY 2024	May 8, 2024	$4.5 million	7-12-24
FY 2023	March 2023	$12 million	4-28-23
FY 2022	March 2022	$38 million	6-17-22
FY 2021	May 2021	$12 million	6-25-21
FY 2020	March 2020	$9 million	4-10-20
FY 2019		$6 million	6-19-19

Eligible applicants:

- State Departments of Transportation
- A political subdivision of a State or a local government
- Metropolitan or Regional Planning Organization
- Port authority
- Tribal governments and
- United States private sector operators of marine highway projects
- private sector owners of facilities

- Funding for projects that support the development and expanded use of America's navigable waterways and will help improve our nation's supply chains and the movement of goods throughout the country.
- Funds can be used for port and landside infrastructure, cargo handling equipment, new or used vessel purchase, operational planning design.

10. Federal Ship Financing Program (Title XI)

The Federal Ship Financing Program (commonly referred to as "Title XI" based on the part of the Merchant Marine Act of 1936 that established the program) provides for a full faith and credit guarantee by the United States Government to promote the growth and modernization of the U.S. merchant marine and U.S. shipyards. Through long-term debt repayment guarantees, the Program encourages U.S. shipowners to obtain new vessels from U. S. shipyards cost effectively. It also assists U.S. shipyards with modernizing their facilities for building and repairing vessels. The repayment term allowed under the program generally is much longer, and the interest rates are lower, than those available from the commercial lending market because of the obligations guaranteed by the U.S. Government.

11. EDA Public Works and Economic Adjustment Assistance Programs

EDA solicits applications from applicants in order to provide investments that support construction, non construction, planning, technical assistance, and revolving loan fund projects under EDA's Public Works program (below) and EAA program (below) (which includes Assistance to Coal Communities, Nuclear Closure Communities, and Biomass Closure Communities).

Designed to leverage existing regional assets and support the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities, including those negatively impacted by changes to the coal economy and nuclear power plant closures.

$30 million available. There are no application submission deadlines and applications will be accepted on an ongoing basis.

EDA's Public Works: program helps distressed communities revitalize, expand, and upgrade their physical infrastructure. This program enables communities to attract new industry, encourage business expansion, diversify local economies, generate local investment, and create or retain long-term jobs through land acquisition, development, and infrastructure improvement projects that establish or expand industrial or commercial enterprises.

Economic Adjustment Assistance: The program is EDA's most flexible program; it provides a wide range of technical, planning, and public works and infrastructure assistance in regions experiencing adverse economic changes that may occur suddenly or over time. These adverse economic impacts may result from a steep decline in manufacturing employment following a plant closure, changing trade patterns, catastrophic natural disaster, a military base closure, or environmental changes and regulations. The EAA program can assist state and local entities in responding to a wide range of economic challenges through: (1) Strategy Grants to support the development, updating or refinement of a Comprehensive Economic Development Strategy (CEDS) and (2) Implementation Grants to support the execution of activities identified in a CEDS (or equivalent), such as infrastructure improvements, including site acquisition, site preparation, construction, rehabilitation and equipping of facilities. Specific activities may be funded as separate investments or as multiple elements of a single investment.

12. 48C Tax Credit

The Qualifying Advanced Energy Project Credit (48C)—established by the 2009 Recovery Act and expanded with a $10 billion investment under the Inflation Reduction Act—aims to strengthen U.S. industrial competitiveness and clean energy supply chains. As the nation builds a net-zero economy, the 48C tax credit aims to play a critical role to create high-quality jobs, reduce industrial emissions, and increase domestic production of critical clean energy products and materials. In particular, the 48C program provides a carve-out for projects in communities with closed coal plants and mines, where the existing infrastructure and workforce are well-suited to the demands of new clean energy manufacturing.

Approximately $1.6 billion of this allocation will be set aside for projects in designated energy communities. The program will provide an investment tax credit of up to 30% of qualified investments for certified projects that meet prevailing wage and apprenticeship requirements.

One of the following project types must be met:

- Clean energy manufacturing or recycling
- Industrial decarbonization (GHG emissions reduction), or
- Critical materials processing, refining, and recycling

13. Infrastructure for Rebuilding America program (INFRA):

The National Infrastructure Project Assistance (Mega) program was created in the Bipartisan Infrastructure Law to fund major projects that are too large or complex for traditional funding programs. It is a highly competitive program. The Bipartisan Infrastructure Law provides $5 billion for Mega over 5 years, of which approximately $1.7 billion remains and will be made available through this NOFO. Half of the funds available in each fiscal year is reserved for projects greater than $500 million in cost, and half is reserved for projects greater than $100 million but less than $500 million in cost.

Eligible applicants (in part):

1. State or a group of States.
2. A metropolitan planning organization that serves an urbanized area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals.
3. A unit of local government or a group of local governments.
4. A political subdivision of a State or local government.
5. A special purpose district or public authority with a transportation function, including a **port authority**.
6. A multistate corridor organization.
7. A multistate or multijurisdictional group of entities described in this paragraph.

- For projects will improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate supply chain bottlenecks and improve critical freight movements.

NOFO announced March 25 with applications May 6, 2024.

14. Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program

formerly, the FAST Act, $250 million for each 2022 and 2023, and $300 million for each 2024, 2025, and 2026 are available through a new program that IIJA directs the Secretary of Transportation to establish is the **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program.**

Eligible projects include the use of natural infrastructure or construction or modification of storm surge, flood protection, or aquatic ecosystem restoration elements related to highway projects, public transportation facilities, intercity rail facilities or service, or port facilities.

15. Funding Program: Reduction in Truck Emissions at Port Facilities Program

Department: U.S. Department of Transportation Federal Highway Administration
Funding Information: The next notice of funding opportunity of $80 million is expected to open in the second quarter of 2024.

Project Eligibility: Projects and studies to reduce idling at port facilities, including through the electrification of port operations.

Description: The Reduction of Truck Emissions at Port Facilities Program will provide funding to reduce truck idling and emissions at ports, including through the advancement of port electrification and operations efficiency improvements. Projects that test, evaluate, and deploy technologies that reduce port-related emissions from idling trucks are eligible for funding. The program also includes a study to address how ports and intermodal port transfer facilities would benefit from increased opportunities to reduce emissions at ports, and how emerging technologies and strategies can contribute to reduced emissions from idling trucks. DOT's Federal Highway Administration (FHWA) administers the program.

16. Strengthening Mobility and Revolutionizing Transportation (SMART)

The purpose of this notice is to solicit applications for Strengthening Mobility and Revolutionizing Transportation (SMART) grants. Funds for the fiscal year (FY) 2022 SMART Grants Program are to be awarded on a competitive basis to conduct demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.

Priorities of the program:

- *Safety and reliability:* Improve the safety of systems for pedestrians, bicyclists, and the broader traveling public. Improve emergency response.
- *Resiliency:* Increase the reliability and resiliency of the transportation system, including cybersecurity and resiliency to climate change effects.
- *Equity and access:* Connect or expand access for underserved or disadvantaged populations. Improve access to jobs, education, and essential services.
- *Climate:* Reduce congestion and/or air pollution, including greenhouse gases. Improve energy efficiency.
- *Partnerships:* Contribute to economic competitiveness and incentivize private sector investments or partnerships, including technical and financial commitments on the proposed solution. Demonstrate committed leadership and capacity from the applicant, partners, and community.
- *Integration:* Improve integration of systems and promote connectivity of infrastructure, connected vehicles, pedestrians, bicyclists, and the broader traveling public.

Applications must be submitted by 5:00 p.m. EST on Friday, November 18, 2022.

17. Diesel Emissions Reduction Act (DERA) Program

The U.S. Environmental Protection Agency established the DERA Program to reduce pollution emitted from diesel engines through the implementation of varied control strategies and the involvement of national, state, and local partners. DERA includes programs for existing diesel fleets, regulations for clean diesel engines and fuels, and regional collaborations and partnerships.

- Program funds grants and rebates that protect human health and improve air quality by reducing harmful emissions from diesel engines.
- Consider: replacement of short haul trucks, terminal equipment, marine vessel engines, diesel trucks

Eligible Applicants: Profit, nonprofit, and public entities that own or operate diesel fleets and equipment (American Lung Association).

18. The Advanced Transportation Technologies and Innovative Mobility Deployment Program (ATTIMD)

The Advanced Transportation Technology and Innovation (ATTAIN) Program directs FHWA to award grants to eligible entities to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. FHWA intends for these model technology deployments to help demonstrate how emerging transportation technologies, data, and their applications can be effectively deployed and integrated with existing systems to provide access to essential services and other destinations. This also includes efforts to increase connectivity to employment, education, services, and other opportunities; support workforce development; or contribute to increased mobility, particularly for persons with visible and hidden disabilities and elderly individuals.

$60 million was available in 2022. Applications were due November 18, 2022.

19. Thriving Communities Program (Capacity Building Program)

Funded with $25 million through the Consolidated Appropriations Act of 2022, the U.S. Department of Transportation's (DOT) new Thriving Communities Program (TCP) aims to ensure that disadvantaged communities adversely or disproportionately affected by environmental, climate, and human health policy outcomes have the technical tools and organizational capacity to compete for federal aid and deliver quality infrastructure projects that enable their communities and neighborhoods to thrive. TCP facilitates the planning and development of transportation and community revitalization activities and provides tools to ensure that under-resourced communities can access the historic funding provided in the Bipartisan Infrastructure Law (BIL). DOT plans to select at least 30 communities to receive direct, individualized support during the first year of the program. For selected communities, the Thriving Communities Program will provide two years of deep-dive assistance to help them plan and develop a pipeline of comprehensive transportation, housing, and community revitalization activities.

2022 Applications were due December 6, 2022.

20. Funding Program: Consolidated Rail Infrastructure Safety and Improvements Program (CRISI)

Department: Department of Transportation, Federal Railroad Administration

The total funding available for awards under this NOFO is up to $2,478,391,050.

Project Eligibility: Projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail including projects that mitigate congestion rail bottlenecks; enhance multi-modal connections; and lead to new or substantially improved intercity passenger rail corridors.

Funding Program Website: Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program | FRA (dot.gov)

Description: DOT's Federal Railroad Administration (FRA) administers the CRISI Program, which funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. This program provides funding for a wide range of railroad improvement projects, including those that mitigate congestion at intercity passenger and freight bottlenecks, enhance multi-modal connections, and lead to new or substantially improved intercity passenger rail corridors. While not a leading source of GHG emissions at ports, rail, especially switcher locomotives at near-port railyards, release GHG emissions and conventional air pollutants harmful to environmental and human health. States, port authorities, and Class 2 and 3 railroads are eligible recipients for CRISI grants. In support of FRA's Locomotive Replacement Initiative, FRA recently selected several projects for the replacement of locomotives with battery electric switchers, which will reduce criteria pollutants, GHGs, and noise and vibration. In addition, projects for rail extensions and rail infrastructure in ports may be eligible under the CRISI Program and can facilitate greater use of rail, which is generally more efficient than trucks.

Applications are due May 28, 2024.

21. EPA Climate Pollution Reduction Grant

The Climate Pollution Reduction Grants (CPRG) program provides $5 billion in grants to states, local governments, tribes, and territories to develop and implement ambitious plans for reducing greenhouse gas emissions and other harmful air pollution. Authorized under Section 60114 of the Inflation Reduction Act, this two-phase program provides $250 million for noncompetitive planning grants, and approximately $4.6 billion for competitive implementation grants.

22. EPA Clean Ports Program

Project Eligibility: EPA is currently designing the program but anticipates funding for planning (related to climate and air quality), infrastructure (including shore power for ocean-going vessels), vehicles and equipment (including cargo-handling equipment, dray trucks, locomotives, and harbor craft).

Through the **Clean Ports Program** grant competitions, $3 billion in funding is available from the Inflation Reduction Act to fund zero-emission port equipment and infrastructure, as well as climate and air quality planning at U.S. ports.

1. The *Zero-Emission Technology Deployment Competition* will fund zero-emission port **equipment and infrastructure** to reduce mobile source emissions (criteria pollutants, air toxics, and greenhouse gases) at U.S. ports, delivering cleaner air for communities across the country.
2. The *Climate and Air Quality Planning Competition* will fund climate and air quality **planning activities** at U.S. ports; including emissions inventories, strategy analysis, community engagement, and resiliency measure identification, all of which will build the capacity of port stakeholders to continue to reduce pollution and transition to zero-emissions (ZE) operations over time.

A private entity can include for-profit businesses and nonprofit organizations, as long as they meet the requirements described in Section III.A.4.a-b. For example, a private marine terminal operator could be an eligible private entity.

Applications are due May 29, 2024.

23. Innovative Finance and Asset Concession Grant Program

The Bipartisan Infrastructure Law authorized this new program totaling $100 million over five years to fund state and local government technical, financial, and legal advisory service costs for alternative project delivery. The Bureau is administering the program through its technical assistance team. The grants will enable recipients to facilitate and evaluate public-private partnerships in which the private sector partner could assume a greater role in project planning, development, financing, construction, maintenance, and operation, including by assisting eligible entities in entering into asset concessions.

Eligible applicants are public entities that own, control, or maintain assets that could be enhanced through projects eligible for Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance. Grants can support a variety of asset development tasks, such as: identification of appropriate assets; planning and design; soliciting and negotiating contracts or concession agreements; cost/benefit or value for money analyses; lifecycle cost analysis; securing financial expertise or legal service; or other pre-construction or pre-development activities.

Two types of grants will be available: Technical Assistance Grants will be awarded to build organizational capacity to develop, review, or enter into asset concessions to advance TIFIA-eligible projects. Expert Services Grants will be awarded for project development of

identified assets, including hiring professional services to explore opportunities for leverage. Applicants can seek either type of grant but must choose one for this round of funding.

Submissions are due by 11:59 p.m. EST on May 10th, 2024.

Security Assessment for Ports and Terminals

Inland Rivers, Ports & Terminals recommends each transload facility (private and public) perform security risk assessments to strengthen your port/terminal physical and cyber security to determine:

- Cascading effects of port closures,
- Regional resilience assessments,
- Dependency/inter-dependency analysis,
- Emergency support functions
- And much more.

The Department of Homeland Security and Critical Infrastructure (CISA) team of Protective Security Advisors (PSA) offers a free security assessment upon request. The assessment includes 16 critical infrastructure sectors and corresponding sector-specific agencies.

The final report of recommendations is protected information between the advisor and the stakeholder and is NOT subject to Freedom of Information Act, State and local sunshine laws, civil litigation proceedings or regulatory usage.

To have a free U.S. Department of Homeland Security Assessment performed, please contact your CISA regional office.

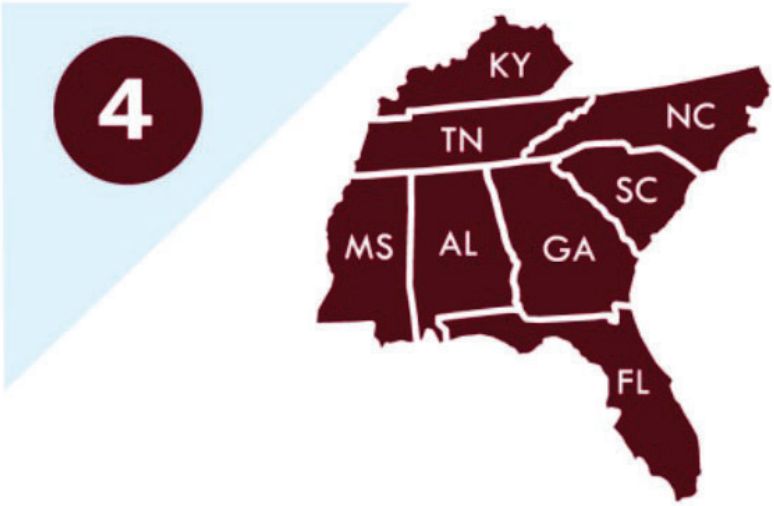
Natural risks such as flooding, snow and ice storms, and hurricanes pose significant threats to critical infrastructure and the surrounding communities. Adverse human-caused events, such as cyber and physical security attacks, chemical hazards, and shooting and bombing incidents also have lasting and dramatic effects. Regardless of the nature or cause of an incident, CISA Region 3 staff is ready to help partners build resilience and readiness to mitigate risk and to provide response support in the event of an incident.

As of the date of this document, your PSA officer is:

(Pittsburgh) Robert Winters:
Robert.E.Winters@hq.dhs.gov

(West Virginia) James Finney:
James.Finney@hq.dhs.gov

Region 4 contains 17 nuclear power facilities (with applications for nine new sites pending). These facilities supply 29 percent of the nation's electrical power output.



As of the date of this document, your PSA officer is:

(Nashville) Mark Coffey: Mark.A.Coffey@hq.dhs.gov

(Memphis) Greg Innis: Greg.Innis@hq.dhs.gov

(Jackson) Max Fenn: Max.Fenn@hq.dhs.gov

(Mobile) Kirk Toth: Kirk.Toth@hq.dhs.gov

(Birmingham) Gregory Carden: Gregory.Carden@hq.dhs.gov

Region 5 is extremely diverse in terms of infrastructure and overall contribution to the nation. Characterized by both its rural and urban centers, the region comprises 16 percent of the nation's population.

Bound by the Ohio and Mississippi Rivers, these rivers are vital for the critical barge traffic that carry agricultural products, coal, and chemicals, and four of the five Great Lakes serve as vital inland shipping routes for iron ore, aggregates, grain, and salt. These lakes and connecting rivers also serve as part of the international border with Canada, with the busiest international rail crossings in the country and nearly one third of all crude oil imports enter the country through Region 5.

As of the date of this document, your PSA officer is:

(Minneapolis) Glenn Sanders: Glenn.Sanders@hq.dhs.gov

(Springfield) Steven Lyddon: Steven.Lyddon@cisa.dhs.gov

(Chicago) Charles DuShane: Charles.DuShane@hq.dhs.gov

(Chicago) Megan Drohan: Megan.Drohan@hq.hds.gov

(Indianapolis) Steven Broniarczyk: Steven.Broniarczyk@cisa.dhs.gov

(Columbus) Patrick Shaw: Patrick.Shaw@hq.dhs.gov

(Cincinnati) Gregory Howard: Gregory.Howard@hqdhs.gov

Region 6 is a geographically, culturally, and economically diverse region and prone to a wide variety of natural, technological and human induced threats. The region's terrain includes mountains and deserts in New Mexico, forests in Oklahoma and Arkansas, rivers across the region flowing to the Gulf coast of Texas and through the bayous of Louisiana. The region experiences a wide range of natural risks from tornadoes, ice storms, and flooding, to droughts, earthquakes, hurricanes and wildfires. Region 6 also faces several technological and human induced hazards to critical infrastructure as it contains multiple nuclear facilities, major hazardous material routes, major entertainment venues, and major airports.

As of the date of this document, your PSA officer is:

(Oklahoma City) Glenn Moore: Glenn.Moore@cisa.dhs.gov

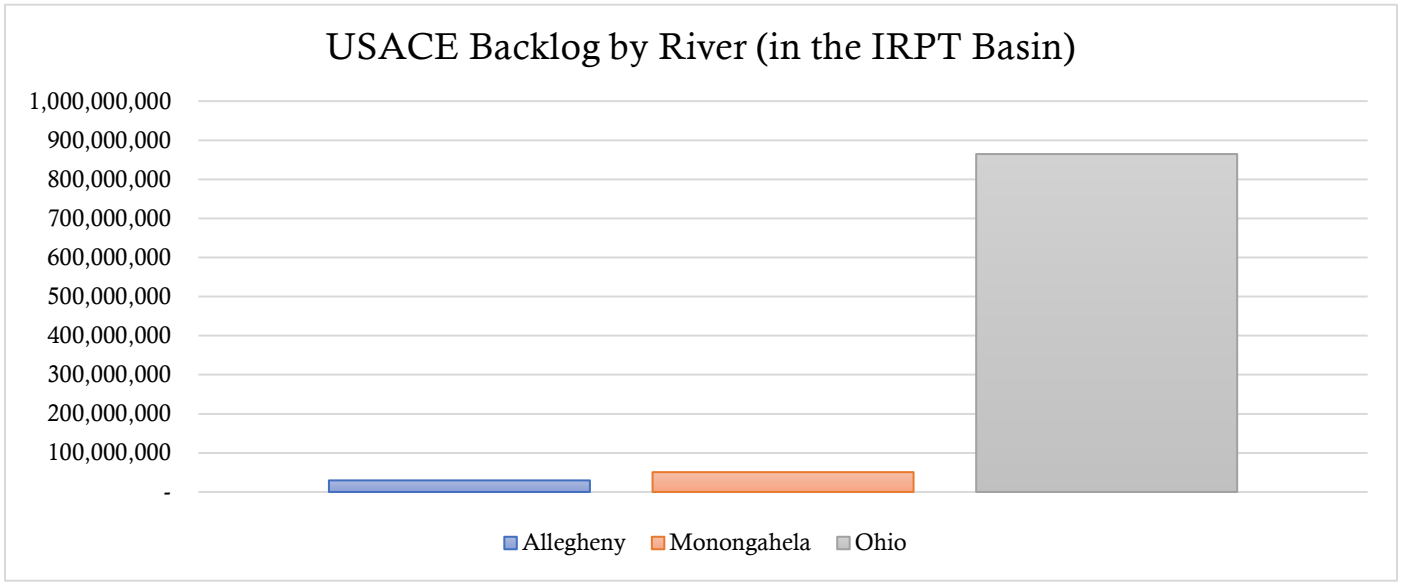
(Little Rock) Chad Johnston: Chad.Johnston@cisa.dhs.gov

(Baton Rouge) Jeff McKee: Jeffery.McKee@cisa.dhs.gov

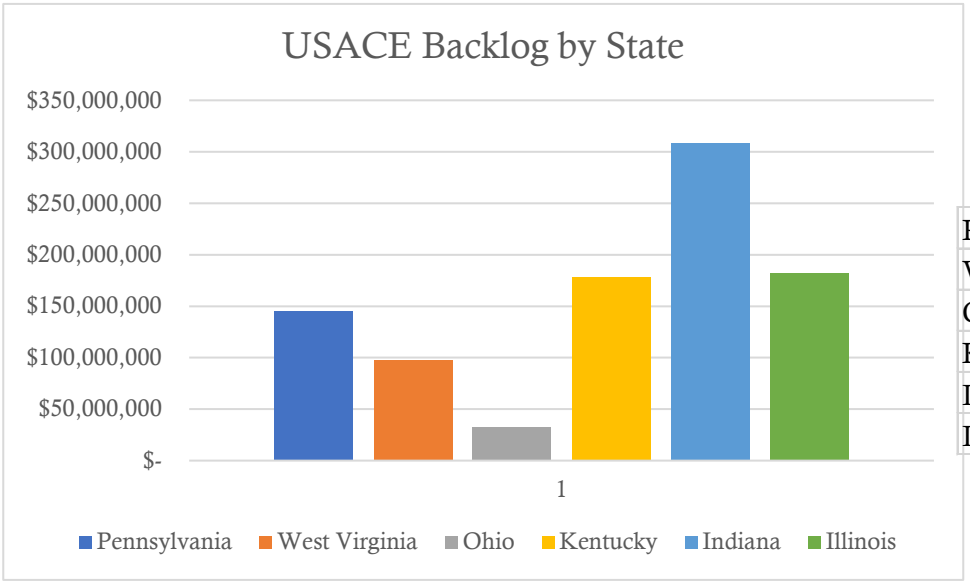
(New Orleans) Phil Constantin: Phillip.Constantin@cisa.dhs.gov

(Houston) Rick Cary: Richard.Cary@cisa.dhs.gov

U.S. Army Corps of Engineers Maintenance Backlog
IRPT Ohio River Basin
May, 2024



	River			
District		Pittsburgh	Louisville	Huntington
	Allegheny	$ 29,600,000.00		
	Monongahela	$ 50,700,000.00		
	Ohio	$ 64,995,000.00	$ 669,235,878.00	Unknown
	Kanawha			Unknown
	Big Sandy			Unknown

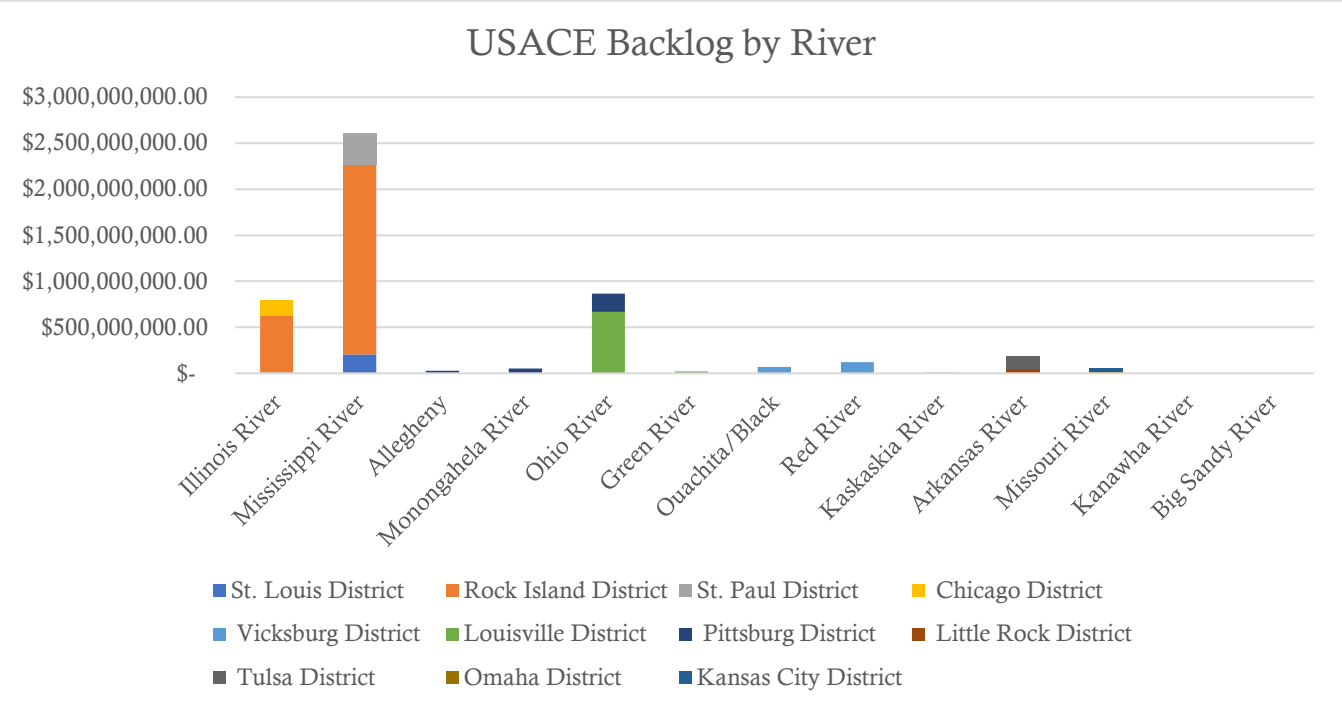


Backlog by State:

Pennsylvania	$	145,295,000
West Virginia	$	97,755,000
Ohio	$	32,660,000
Kentucky	$	178,271,505
Indiana	$	308,800,862
Illinois	$	182,163,511

Backlog excludes Huntington District

U.S. Army Corps of Engineers Maintenance Backlog
IRPT Ohio River Basin
May, 2024

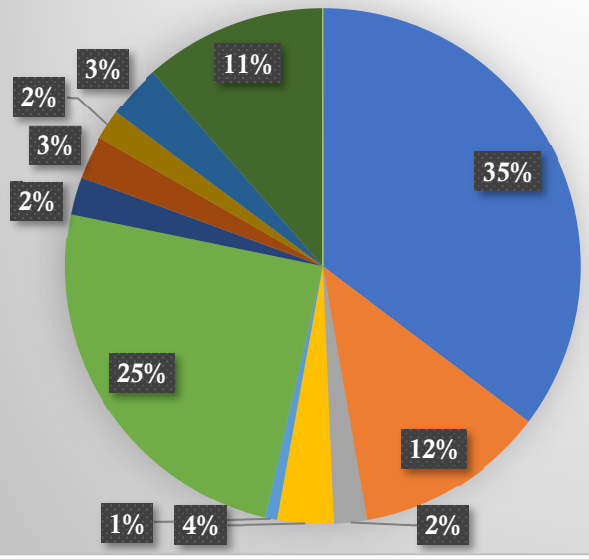


Illinois River			**Arkansas River**		$ 179,825,000.00
	St. Louis District	$ 6,500,000.00		**Tulsa District**	$ 136,275,000.00
	Rock Island District	$ 618,600,000.00		**Little Rock District**	$ 43,550,000.00
Mississippi River			**Ohio River**		$ 894,714,542.00
	St. Louis District	$ 203,517,000.00		**Pittsburgh District**	$ 195,410,000.00
	Rock Island District	$ 2,062,320,000.00		**Huntington District**	UNKNOWN
	St. Paul District	$ 341,426,745.00		**Louisville District**	$ 618,734,542.00
	Memphis District	UNKNOWN	**Allegheny River**		
	Vicksburg District	UNKNOWN		**Pittsburgh District**	$ 29,600,000.00
	New Orleans District	UNKNOWN	**Monongahela River**		
Kaskaskia River				**Pittsburgh District**	$ 50,700,000.00
	St. Louis District	$ 7,692,000.00	**Green River**		
Missouri River				**Louisville District**	$ 22,329,320.00
	Omaha District	$ 18,076,000.00	**Kanawha River**		
	Kansas City District	$ 34,410,000.00		**Huntington District**	UNKNOWN
Red River		$ 122,875,000.00	**Big Sandy River**		
	Vicksburg District	$ 122,875,000.00		**Huntington District**	UNKNOWN
Ouachita/Black					
	Vicksburg District	$ 70,985,000.00			

IRPT Ohio River Cargo Traffic Report for the 2024 Ohio River Basin Meeting

Ohio River

Ohio River Cargo Traffic Report CY 2022

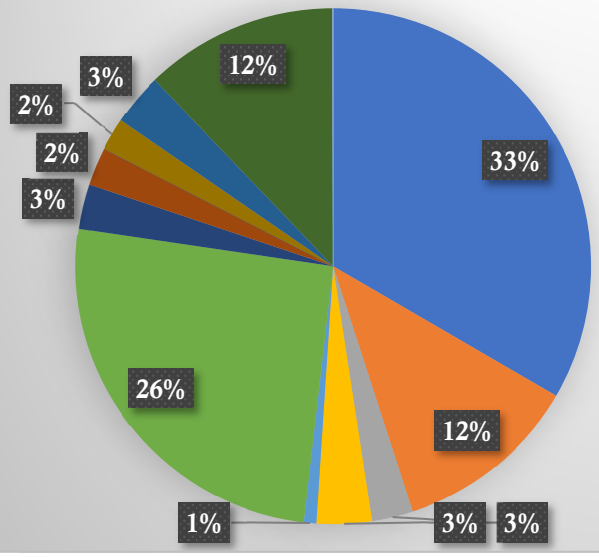


Coal Products	55,037,203
Petro Products	18,619,690
Fertilizers	3,228,104
Chemicals	5,512,119
Wood Products	1,155,714
Sand & Rock	38,407,835
Scrap and Ores	3,708,662
Salt & Steel by Products	4,193,793
Paper	0
Concrete & Glass	2,968,859
Irons and Metals	5,206,640
Grains	17,791,681
Fruits & Sugars	30,084
Alcoholic Beverages	23,459
Food/Farm Products	1,632
Machinery/Auto	10,400
Textiles/Rubber Products	6,755
Waste/Scrap NEC	701
Total	**155,903,331**

Prepared by Aimee Andres, Inland Rivers, Ports & Terminals
Data Source: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center
https://www.iwr.usace.army.mil/About/Technical-Centers/WCSC-Waterborne-Commerce-Statistics-Center-2/

~ Equivalent to 6,929,037 semi-trucks

Ohio River Cargo Traffic Report CY 2021



Coal Products	53,112,177
Petro Products	18,486,791
Fertilizers	4,114,511
Chemicals	5,499,979
Wood Products	1,237,529
Sand & Rock	40,573,136
Scrap and Ores	4,487,927
Salt & Steel by Products	3,804,904
Paper	687
Concrete & Glass	3,266,055
Irons and Metals	5,160,892
Grains	19,243,795
Fruits & Sugars	69,037
Alcoholic Beverages	22,916
Food/Farm Products	0
Machinery/Auto	19,106
Textiles/Rubber Products	1,636
Waste/Scrap NEC	0
Total	**159,101.078**

Prepared by Aimee Andres, Inland Rivers, Ports & Terminals
Data Source: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center
https://www.iwr.usace.army.mil/About/Technical-Centers/WCSC-Waterborne-Commerce-Statistics-Center-2/

~ Equivalent to 7,071,160 semi-trucks

SUPPORTING

WE WORK THE WATERWAYS

We Work the Waterway fosters enduring connections between the maritime industry and the communities we serve. Through our initiatives, we champion the diverse range of quality career opportunities within our industry, spotlight environmental stewardship endeavors, advocate for infrastructure enhancements, and bolster morale across our workforce by highlighting individual achievements at all levels of the industry.

Our ability to carry out this essential work relies on your support. Join us as a donor today and help secure the future of our industry, safeguard our waterways, and provide the resources needed to support our community.

$500 - $999	• Open positions listed on Careers page with link • Logo and website link on Sponsors page • Recognition in WWW ad twice a year in the Waterways Journal
$1,000 - $1,999	• Benefits listed above • Recognition as new supporter in email update
$2,000 - $2,999	• Benefits listed above • Sponsor spotlight on social media
$3,000 - $4,999	• Benefits listed above • Logo Complimentary on one WWW Event T-Shirt
$5,000 - $7,499	• Benefits listed above • Sponsor Spotlight on website with email and mobile app notification • Logo Complimentary on 3 WWW Event T-Shirts
$7,500 - $9,999	• Benefits listed above • Share one social media post from donor pages annually Requires tag or sponsor request • Ability to Place a Digital Ad on WWW Career Page • Complimentary Logo on 5 WWW Event T-shirts

$10,000 - $14,999	• Benefits listed above • Seat on Advisory Committee • Complimentary logo on unlimited WWW event t-shirts
$15,000 - $19,999	• Benefits listed above • One Affiliate IRPT membership (Primary membership required) • Share two total social media posts from donor pages annually Requires tag or sponsor request • Distribution of sponsor materials at industry conferences
$20,000 - Above	• Benefits listed above • Share unlimited social media posts from donor pages Requires tag or sponsor request • Logo on Marketing Material for annual WWW Reception • One Primary IRPT membership

ADDITIONAL SPONSORSHIP OPPORTUNITIES:

T-Shirt SPONSOR $300	• Logo on t-shirt at one We Work the Waterways Event
LUNCH SPONSOR $1,200	• Recognition in program schedule and Signage at lunch table

IN KIND SPONSORS: IN EXCHANGE FOR MUTUAL BENEFITS AS OUTLINED IN MOU

- Logo and website link on Sponsors page
- Recognition in WWW Ad twice a year in Waterways Journal

Thank you for considering sponsorship for We Work the Waterways! Your support plays a crucial role in our mission to propel the strategic importance of our waterways and their ecosystems.
To learn more about sponsorship opportunities and how you can contribute, please visit the following link: support.weworkthewaterways.org.
Alternatively, you can scan the QR code below to access the sponsor form directly.

Your generosity helps us continue our vital work in safeguarding our waterways for generations to come. Thank you for being a part of our journey!