Port Infrastructure Development Program
FY23 Projects – Large Projects (15)

Dock Infrastructure Replacement
State of Alaska
Cold Bay, Alaska

Project Type: Capital
Location: Coastal Seaport, Rural Area
PIDP Funding: $43,376,746
Total Project Cost: $54,220,933

This project will include the design, permitting, and construction of a new dock in Cold Bay, Alaska to replace the community’s only existing dock, which is nearing the end of its useful service life. The new dock will be designed and built to accommodate commercial use, freight and fuel transportation, private vessel use, and public uses like emergency medical services and public transportation through the Alaska Marine Highway System. Safety is improved by creating a wider working area on the dock for clear operational lanes for trucks and dockworkers. The new dock will also improve the overall resilience of the port due to the use of stronger materials that will better withstand the harsh conditions common to this area.

River Valley Slackwater Harbor Project
Western Arkansas Intermodal Authority
Fort Smith, Arkansas

Project Type: Capital
Location: Inland River Port, Rural Area
PIDP Funding: $15,096,000
Total Project Cost: $18,870,000

The project will construct a slackwater harbor off the main channel of the Arkansas River. The harbor will be approximately 1000 feet long and 200 feet wide and have the capacity to moor and offload up to eight barges at a time. The harbor will have roughly 2000 feet of dock frontage with a 50-foot-wide concrete deck for mobile cranes. The grant will also fund design services and project management. The new harbor, which will be located outside of the main river current, enhances reliability of the port because it will be less susceptible to operational disruptions and damage resulting from fluctuations in the flow rate of the river. The project enhances efficiency by significantly increasing the throughput capacity of the port. The project
will also improve port resilience because the concrete deck will be constructed above the 100-year flood level to ensure year-round operation even in the face of flooding events.

The project is located in a Historically Disadvantaged Community.

**North Harbor Transportation System Improvement Project**  
**City of Long Beach, Harbor Department**  
*Long Beach, California*

**Project Type:** Capital  
**Location:** Coastal Seaport, Urban Area  
**PIDP Funding:** $52,633,331  
**Total Project Cost:** $279,370,687

The project will add a third track to the Dominguez Channel Bridge; relocate and modernize Pier B Street, on-dock roadways, and associated utilities; and realign Pico Avenue, including replacing and relocating aging utilities in the area. The rail expansion and roadway improvements will enhance cargo movements to and from the port, increase safety at key railroad crossings near the port, and increase internal road capacity to create more space for tractor trailer operations.

The project is located in a Historically Disadvantaged Community.

**Edgemoor Container Terminal -- Container Yard Project**  
**Diamond State Port Corporation**  
*Wilmington, Delaware*

**Project Type:** Capital  
**Location:** Coastal Seaport, Urban Area  
**PIDP Funding:** $50,000,000  
**Total Project Cost:** $132,309,434

The project will construct a container yard at the Port of Wilmington featuring all-electric operations, a new modern truck gate complex, and terminal buildings and ancillary features including an approximately 100,000-square-foot warehouse and inspection platform. The new truck gate will allow the facility to handle additional cargo safely, efficiently, and reliably at higher speeds and with fewer accidents.

The project is located in a Historically Disadvantaged Community.
Kawaihae Harbor Improvements
Hawaii Department of Transportation, Harbors Division
Kawaihae Harbor, Hawaii

**Project Type:** Capital  
**Location:** Coastal Seaport, Rural Area  
**PIDP Funding:** $23,460,000  
**Total Project Cost:** $33,900,000

The project will widen the highway adjacent to the port to accommodate a left turn and queueing lane for vehicles entering the port’s main gate. Additionally, the project includes roughly 10 acres of new concrete paving over existing and new yard, new 80-foot high mast lighting to replace existing lighting equipment, the installation of conduit and raised transformer pads for expanded reefer plug-ins, and the relocation of an office building and a maintenance shed. The new facilities will increase the port’s limited storage capacity by adding roughly 2.8 acres of cargo yard space and relocating the district office and maintenance shed so that the space those structures currently occupy can be utilized for cargo yard operations.

The project is located in a Historically Disadvantaged Community.

Leonard's Wharf Reconstruction & Extension Project
New Bedford Harbor Development Commission
New Bedford, Massachusetts

**Project Type:** Capital  
**Location:** Coastal Seaport, Urban Area  
**PIDP Funding:** $24,404,000  
**Total Project Cost:** $44,004,000

The project will reconstruct and extend Leonard’s Wharf through the following construction activities: demolition of the existing structure; rebuilding and extending the wharf to the harbor line to achieve the longest wharf possible; surface dredging to remove contaminated sediments for disposal in a local Confined Aquatic Disposal (CAD) cell; berth dredging to accommodate deeper draft vessels and provide beneficial reuse of fill for the new wharf extension; and finishing the wharf with top surface, utilities, a modern fendering system, and other appurtenances. The project advances port resilience as it will increase the elevation of the wharf to mitigate the effects of rising sea levels. It will also bolster the domestic offshore wind industry by accommodating offshore wind installation, operations, and maintenance vessels.

The project is located in a Community Development Zone.
Baltimore County Offshore Wind Manufacturing Hub  
County of Baltimore  
*Baltimore, Maryland*

**Project Type:** Capital  
**Location:** Coastal Seaport, Urban Area  
**PIDP Funding:** $47,392,500  
**Total Project Cost:** $78,987,500

The project will fund berth and upland improvements to accommodate heavy project cargoes near the Port of Baltimore. The project includes construction of a roll-on/roll-off pad, a crane pad, ground improvements, geotechnical work, and steel structures to support components used in offshore wind projects. Work also includes site remediation and environmental mitigation activities. The project will increase safety at the facility through remediation of the site, including the removal of hazardous materials (e.g., asbestos, lead paint) and repair or replacement of access and safety features (e.g., railings, stairs, fences, doors).

Portland IMT Reefer Yard Modernization Project  
Maine Department of Transportation  
*Portland, Maine*

**Project Type:** Capital  
**Location:** Coastal Seaport, Urban Area  
**PIDP Funding:** $14,240,000  
**Total Project Cost:** $17,800,000

The project will modernize a yard at the Portland International Marine Terminal (IMT) that is used for refrigerated cargoes. Work includes the construction of racks to store containers with refrigerated cargoes, steel frames to house stairs to access containers, lighting, and the electrical infrastructure to enable the containers to be connected to shore power while they are in storage and waiting to be unloaded or transported. The project design integrates the storage facility with the Port’s recently completed railhead and cold storage warehouse, both of which are adjacent to the proposed site for the refrigerated containers. Additionally, the project complements a FY 2020 Port Infrastructure Development Program grant that funded a first phase of improvements to container storage capacity at the port.
**Wind Port at Paulsboro – Phase 2**  
*South Jersey Port Corporation*  
*Paulsboro, New Jersey*

**Project Type:** Capital  
**Location:** Coastal Seaport, Urban Area  
**PIDP Funding:** $20,494,025  
**Total Project Cost:** $34,156,708

This project will include the following site improvements at the Paulsboro Marine Terminal: construction of a main terminal sanitary pump station and offsite conveyance; installation of stormwater collection and treatment infrastructure as well as yard piping needed to provide utility connections; final grading and paving to include the removal and disposal of excess contaminated soil and the protection or relocation of existing monitoring wells; installation of 15 high-mast light poles; electrical infrastructure improvements to include a secondary main transformer, new switchgear, and completion of electrical loops; redevelopment of approximately 2 acres for employee parking; security improvements including fencing and relocation of a guard booth; and decommissioning and restoration of a groundwater treatment plant to convert it for use in port operations. The project improves port efficiency as it will increase on-port usable storage space by 47 percent, with much of this land providing storage space to support the offshore wind industry.

The project is located in a Historically Disadvantaged Community.

**Reconstruction of Berth PN-308 at Port Newark**  
*Port Authority of New York and New Jersey*  
*Newark, New Jersey*

**Project Type:** Capital  
**Location:** Coastal Seaport, Urban Area  
**PIDP Funding:** $32,000,000  
**Total Project Cost:** $197,278,000

The project will reconstruct Berth PN-308 at Port Newark. The new berth will have a 75-year service life, increased live load criteria from the current 500 pounds per square foot (psf) to 2,000 psf, and incorporate resiliency enhancements to the new structure such as a high-level platform and prestressed precast concrete planks. Additionally, project activities include demolition and debris removal, pile driving and capping, as well as deck installation. The new facilities will increase the port’s capacity to handle projected increases in dry bulk goods and provide an additional layer of reliability for the regional and national supply chain. The project also improves port resilience by raising the elevation of the berth to better withstand flood events.
Pier 2 West Rehabilitation Project  
**Port of Astoria**  
*Astoria, Oregon*

**Project Type:** Capital  
**Location:** Coastal Seaport, Rural  
**PIDP Funding:** $25,315,758  
**Total Project Cost:** $28,128,620

This project will rehabilitate the Port of Astoria’s Pier 2 West. Project elements include: (1) a new steel bulkhead wall that will be approximately 825 feet long by 30 feet with a design life of 75 years, and that will include a new fendering system, 50-ton double bitt bollards, and a cast-in-place concrete bullrail; (2) removal of the old timber dock; (3) backfill of material behind the bulkhead; (4) foundation work on the Pier 2 warehouse; (5) concrete slab repairs in the warehouse; (6) new concrete pavement on the pier surface; (7) construction of a stormwater drainage system; and (8) replacement of a water line and fire hydrants for fire protection at the site. The project also enhances port resilience against climate-related and human-made disruptions by installing stormwater handling infrastructure that currently does not exist at the pier, and incorporating improvements to the timber dock specifically intended to protect against the risk of damage from a fire.

Velasco Terminal Sustainable Expansion Project  
**Port Freeport**  
*Freeport, Texas*

**Project Type:** Capital  
**Location:** Coastal Seaport, Urban Area  
**PIDP Funding:** $15,958,380  
**Total Project Cost:** $21,277,838

The project includes construction of a new approximately 36,900-square-foot cross-dock warehouse, related site improvements on a roughly 10-acre site, and a new terminal access truck gate. The cross-dock facility will enable cargo to be unloaded, sorted, and loaded onto trucks without interfering with other terminal traffic, reducing congestion. The warehouse design improves safety by incorporating wider maneuvering, loading, and aisle-way space for forklifts, which will reduce hazards for forklift operators and warehouse workers. The new truck gate will reduce truck turn times to improve productivity and enhance safety by adding truck lanes off the adjacent roadway.

The project is located in a Historically Disadvantaged Community.
Norfolk Offshore Wind Logistics Port
City of Norfolk Economic Development Authority
Norfolk, Virginia

**Project Type:** Capital  
**Location:** Coastal Seaport, Urban Area  
**PIDP Funding:** $39,265,000  
**Total Project Cost:** $78,530,000

The project will convert an existing marine terminal and berth to an offshore wind logistics facility. Project elements include berth improvements to support the processing of heavy lift cargo and offshore wind submarine cables, and the construction of a floating pier to transfer personnel and light cargo. The new rail served facility will create new capacity for the side-loading of extremely heavy or oversized cargo, including offshore wind energy components, to and from ships, resulting in operational cost savings and improved efficiency for wind, undersea cable, and shipbuilding industries. The project also supports the creation of up to 1,000 jobs upon full build-out of the site. The project will improve port resilience by raising the cargo berth to minimize flooding and incorporating a floating dock component.

Reconstruction and Modernization of the Wilfred “Bomba” Allick Terminal in St. Croix
Virgin Islands Port Authority
St. Croix, U.S. Virgin Islands

**Project Type:** Capital  
**Location:** Coastal Seaport, Rural Area  
**PIDP Funding:** $22,400,000  
**Total Project Cost:** $28,000,000

The project will reconstruct and modernize the Wilfred “Bomba” Allick marine terminal in St. Croix. The project includes the replacement of pile caps, repair of concrete piles, concrete and steel deck repairs, repairs to mooring foundations, replacement of mooring bollards, and extensive pavement reconstruction in the container yard. The project will improve port efficiency by doubling the container capacity of the terminal, permitting the terminal operator to streamline the handling of containers.

The project is located in a Historically Disadvantaged Community.
Port of Tacoma Husky Terminal Expansion Part One
Northwest Seaport Alliance
Tacoma, Washington

**Project Type:** Capital  
**Location:** Coastal Seaport, Urban Area  
**PIDP Funding:** $54,233,330  
**Total Project Cost:** $125,900,000

The project will reconfigure the Husky terminal yard for better truck circulation, install roughly 40 refrigerated cargo racks and related power supplies, and relocate on-terminal structures. The new facilities will safely, efficiently, and reliably increase cargo throughput by tripling refrigerated cargo (“reefer”) capacity at the port. The project advances port resilience as its design accounts for sea level rise and storm surge.

The project is located in a Historically Disadvantaged Community.
Small Projects (26)

Cape Blossom Port Planning Project
City of Kotzebue
Cape Blossom, Alaska

Project Type: Planning
Location: Coastal Seaport, Rural Area
PIDP Funding: $2,455,485
Total Project Cost: $2,672,985

This project will conduct a feasibility analysis, a benefit-cost analysis, site surveys, geotechnical investigations, and other project planning activities for a potential port at Cape Blossom, Alaska. The purpose of the project is to assess the viability of developing the first U.S. deep-water port north of the Arctic Circle. The project supports economic vitality because the proposed port would make it easier and more cost-effective for vessel operators to call on Kotzebue, which raises the potential that the city could see increased vessel arrivals.

The project is located in a Historically Disadvantaged Community.

Metlakatla Port Improvements Project
Metlakatla Indian Community
Annette Island, Alaska

Project Type: Capital
Location: Coastal Seaport, Rural Area
PIDP Funding: $3,384,439
Total Project Cost: $4,230,549

The project includes the design, fabrication, delivery, and installation of a replacement fender system for the Metlakatla Indian Community’s barge ramp; completion of design and engineering, and preparation of bid documents, for the rehabilitation of two Metlakatla Breakwaters—the Frank Hayward Memorial Breakwater and the Old Breakwater; and repairs to the port’s boathouse and boat haul out system to include completion of design and repairs to the haul out mechanism. The project improves the safety, efficiency, and reliability of the movement of goods through the port by addressing aging and unsafe infrastructure and planning to increase the slip capacity of the port with the eventual rehabilitation of the breakwaters.

The project is located in a Historically Disadvantaged Community.
Arctic Deep Draft Port Utility Services  
City of Nome  
Nome, Alaska

Project Type: Capital  
Location: Coastal Seaport, Rural Area  
PIDP Funding: $11,250,000  
Total Project Cost: $27,439,025

The project will construct water and wastewater, fuel, power, and communications infrastructure necessary to serve the marine utility needs of the Deep-Draft Arctic Port, a project to expand and deepen the Port of Nome. The project demonstrates positive benefits in Supporting Economic Vitality by reducing pollution externalities from ship steaming and wastewater dumping and, when combined with the benefits from the Deep-Draft Arctic Port, by increasing efficiency of fuel barge delivery and reducing turn-around times by having dock space open in case of emergency.

The project is located in a Community Development Zone.

Jakolof Bay Dock Replacement Project  
City of Seldovia  
Seldovia, Alaska

Project Type: Capital  
Location: Coastal Seaport, Rural Area  
PIDP Funding: $2,376,646  
Total Project Cost: $2,516,646

The project will replace a floating pier that supports commercial and subsistence fishing, freight services, and the movement of people to and from a remote and rural community. The project includes design work, the demolition of the existing floating pier, and installation of the new replacement floating pier. By replacing the existing dock, the project will remove this economic disadvantage and contribute to an improvement in local freight transportation, improving the port's competitive advantage and the economic vitality of the surrounding community.

40-Acre Deep Water Port Development  
City and Borough of Wrangell  
Wrangell, Alaska

Project Type: Planning  
Location: Coastal Seaport, Rural Area  
PIDP Funding: $421,000
Total Project Cost: $421,000

The project will fund planning activities for the development of a 40-acre deep water port site. The project encompasses property surveys, environmental assessments, permitting requirements, a preliminary engineering assessment of bulkhead and utility requirements, and a feasibility study update. The existing barge terminal is nearing the end of its useful life and is physically constrained. Relocation of the barge terminal will permit more frequent barge visits and remove the current limitation of servicing only one barge at a time. The project will support improvements to the economic advantage of the port, contribute to freight transportation, and enhance the city’s competitive advantage.

The project is located in a Community Development Zone.

Construction of a New Small Boat Harbor
City and Borough of Yakutat
Yakutat, Alaska

Project Type: Capital
Location: Coastal Seaport, Rural Area
PIDP Funding: $8,963,522
Total Project Cost: $12,630,824

The project will replace the existing 60-year-old harbor. Work includes replacement of the floating dock, stringers, steel pipe mooring piles, and associated hardware. It also includes installation of a fire suppression system, covered gangway, and relocation of an existing seaplane float. The new facilities, which will increase the capacity of the harbor by 30%, will be constructed to safely, efficiently, and reliably fit approximately 120 vessels and add over 300 feet of additional moorage. The project supports economic vitality as it will double marine traffic at port, significantly increasing the current scale of the port's operations.

Redwood Marine Terminal and Baywide Master Plan Project
Humboldt Bay Harbor Recreation and Conservation District
Eureka, California

Project Type: Planning
Location: Coastal Seaport, Rural Area
PIDP Funding: $8,672,986
Total Project Cost: $10,926,060

This project includes studies, site design and engineering, site investigations, and permitting activities for a heavy-lift facility at the Redwood Marine Terminal to support offshore wind farm development. The project also includes creation of the Baywide Master Plan, project management, and grant administration. The eventual redevelopment of Redwood Marine
Terminal would add needed capacity along the Northern California coast to support wind farm development, and, without the significant infrastructure upgrades that this project will plan for, the port would not be able to address that need.

The project is located in a Community Development Zone.
Port of Hueneme Parking Structure Planning Project  
**Oxnard Harbor District**  
*Oxnard, California*

**Project Type:** Planning  
**Location:** Coastal Seaport, Urban Area  
**PIDP Funding:** $2,000,000  
**Total Project Cost:** $10,000,000

This is a planning project for the design of a three-level parking structure at the Port of Hueneme. The structure will be designed to serve as a first-point-of-rest for vehicles being transferred between ocean-going vessels and the vehicle processing centers used to prepare vehicles for their eventual transport from the port to their final destination. The project will plan for a parking structure that will increase safety and ensure more efficient cargo movements at the port by removing obsolete infrastructure, incorporating better traffic patterns and flows, installing advanced lighting, and incorporating paving that will eliminate potholes and road hazards.

The project is located in a Community Development Zone.

National City Marine Terminal Berth Rehabilitation & Electrification Project  
**San Diego Unified Port District**  
*San Diego, California*

**Project Type:** Capital  
**Location:** Coastal Seaport, Urban Area  
**PIDP Funding:** $11,250,000  
**Total Project Cost:** $37,200,000

The project will upgrade two berths at National City Marine Terminal (NCMT) by rehabilitating degraded infrastructure, installing electrical infrastructure and equipment that will allow ocean-going vessels to connect to grid-based electricity while alongside the terminal berth, and installing terminal and warehouse lighting upgrades and associated infrastructure. The berth reconstruction and lighting improvements will result in safer and more reliable working conditions on the dock and make the berths more resistant to weather related deterioration.

The project is located in a Historically Disadvantaged Community.
New London Ferry/Cargo Terminal Dolphin Replacement Project
Fishers Island Ferry District
New London, Connecticut

Project Type: Capital
Location: Coastal Seaport, Rural Area
PIDP Funding: $1,600,000
Total Project Cost: $2,000,000

The project will replace dolphins at the Ferry District’s New London, Connecticut terminal. The project consists of replacing six 7-pile dolphins and seven 13-pile dolphins that are used to assist the ferry when preparing to moor at the terminal. The dolphins and related infrastructure are also an integral part of the system for securing ferries to the pier so that cargo and passengers can be safely transferred on and off the vessels. The project will improve safety conditions when there are strong winds and cargo, vehicles, and passengers are boarding or leaving the ferries.

The project is located in a Community Development Zone.

Port Panama City East Terminal Phase Two Expansion Project
Panama City Port Authority
Panama City, Florida

Project Type: Capital
Location: Coastal Seaport, Urban Area
PIDP Funding: $11,250,000
Total Project Cost: $28,718,075

The project includes final design and construction of a 200,000 square foot (SF) warehouse, along with an associated rail spur extension and terminal roadway improvements to serve the warehouse. The new warehouse and associated rail spur connection will improve efficiency by significantly increasing the storage and throughput capacity of the port, and improve reliability by adding 200,000 SF of additional storage space which will reduce delays and congestion in other areas of the port that have reached maximum storage capacity.
Port of Blencoe Infrastructure Development Project
County of Monona
Blencoe, Iowa

**Project Type:** Capital  
**Location:** Inland River Port, Rural Area  
**PIDP Funding:** $10,262,240  
**Total Project Cost:** $12,827,800

The project will establish a new port at a site along the Missouri River. The project will consist of constructing a new commodity handling facility, storage for liquid commodities, receiving and handling equipment, conveyors, elevating legs, and additional infrastructure development such as internal road construction and site leveling to accommodate use of the southern side of the property for heavy industrial use. The project improvements will eliminate double handling of cargoes by streamlining transfers directly from barge to vessel and generate resulting improvements in safety, efficiency, and reliability. The project will benefit grain shippers by reducing transport costs by increasing competitiveness and the volume of grain that can be handled. The new facility will also decrease the travel time required for shippers to move their grain to market.

Shawneetown Regional Port Revitalization Project
Shawneetown Regional Port District
Shawneetown, Illinois

**Project Type:** Capital  
**Location:** Inland River Port, Rural Area  
**PIDP Funding:** $10,120,000  
**Total Project Cost:** $10,120,000

This project includes the design and construction of a roughly 1.25-mile New Port Access Road and the development of a Master Plan to comprehensively prepare for future port expansions and operations. The new access road will improve efficiency and reliability by increasing the port’s truck staging capacity from 10 trucks to 105 trucks at any given time, resulting in an increase in throughput capacity at the port as well as a reduction in bottlenecks and congestion resulting from trucks having to stage throughout the local street network surrounding the port.

The project is located in a Historically Disadvantaged Community.
Conveyor Upgrade and Replacement Project
Hickman Fulton County Riverport
Hickman, Kentucky

**Project Type:** Capital  
**Location:** Inland River Port, Rural Area  
**PIDP Funding:** $3,295,879  
**Total Project Cost:** $4,128,849

The project will replace a conveyor system at the inland river port and make high priority repairs to an existing mooring cell. Project elements include a new roughly 1,200-foot-long conveyor system, foundations for the conveyor, electrical infrastructure, and control mechanisms. The project also includes environmental, engineering, construction administration, testing and inspection, and procurement services. The new conveyor system will better withstand operational challenges experienced during flooding events and will be more adaptable and scalable to make it more responsive to changing market conditions.

The project is located in a Historically Disadvantaged Community.

Bulkhead Rehabilitation and Grain Barge Mooring Replacement Project
City of Red Wing
Red Wing, Minnesota

**Project Type:** Capital  
**Location:** Inland River Port, Rural Area  
**PIDP Funding:** $1,989,246  
**Total Project Cost:** $2,486,558

The project includes a bulkhead replacement and replacement of four existing dolphin clusters used for grain barge mooring at the Port of Red Wing’s barge fleeting offload–onload barge terminal. The project results in safer conditions for mooring by installing navigation lights, laminated rubber fenders, safety ladders, and mooring rings onto the new dolphin clusters, and by eliminating trip and fall hazards present on the existing concrete deck. The installation of new mooring cells also results in a doubling of the on-site grain barge storage for transport down river.

The project is located in a Community Development Zone.
Wabasha Barge Terminal Project
City of Wabasha
Wabasha, Minnesota

Project Type: Capital
Location: Inland River Port, Rural Area
PIDP Funding: $2,545,297
Total Project Cost: $4,626,892

This project will construct a new inland river barge terminal at Upper Mississippi River Mile Marker 760 and develop the necessary access road and utilities to support its operation. The project will improve flood and supply chain resilience by creating a new terminal on the Mississippi River that will be constructed to be more resistant to flood related closure. The new terminal will also provide additional capacity for the movement of agricultural commodities and other cargo on the river.

La Grange Multimodal Port Enhancement Project
Lewis County Regional Port Authority
La Grange, Missouri

Project Type: Capital
Location: Inland River Port, Rural Area
PIDP Funding: $11,091,844
Total Project Cost: $13,864,805

The project will construct a new dry bulk cargo handling facility along the Mississippi River in Lewis County, Missouri. The project includes construction of a new roughly 200-foot cargo dock and approximately 1.62 miles of access road; the purchase and installation of a roughly 400-linear-foot conveyer system; and related cargo handling equipment. The project supports economic vitality by providing ample mooring and storage space for both existing and new tenants, with the added potential to provide for rail connectivity, which will support growth that is currently impossible.
Port of Rosedale Multi-Modal Expansion Project Phase I
Rosedale-Bolivar County Port Commission
Rosedale, Mississippi

**Project Type:** Capital  
**Location:** Inland River Port, Rural Area  
**PIDP Funding:** $8,742,816  
**Total Project Cost:** $10,928,520

The project will relocate and reconstruct a conveyor assembly dedicated to handling inbound cargoes and rehabilitate one of the conveyors the port uses to handle outbound cargoes. It will also construct a new structure so that the port’s outbound conveyors can be relocated from a deteriorating spud barge and established in a location so that inbound and outbound cargo operations can take place simultaneously. The project will also include the purchase of a new spud barge and cargo handling equipment. The new facilities will improve worker safety at the port as the project will modernize, upgrade, reconstruct, and relocate conveyor belts and a spud barge which are all reaching the end of their useful life, creating various safety hazards.

Port of Ogdensburg Terminal Expansion Project
Ogdensburg Bridge and Port Authority
Ogdensburg, New York

**Project Type:** Capital  
**Location:** Great Lakes Port, Rural Area  
**PIDP Funding:** $5,107,649  
**Total Project Cost:** $18,807,649

The project includes an approximately 435-linear-foot expansion of the Port of Ogdensburg’s main dock terminal along with installation of a mooring dolphin system and associated dredging necessary to establish a new roughly 100-foot-wide by 500-foot-long berthing area immediately adjacent to the new terminal dock wall structure. The project improves efficiency and reliability by deepening and extending the port’s primary cargo berth to increase the size and number of vessels that can be docked simultaneously. The berth extension will also lead to more efficient operations by reducing choke points and alleviating staging and cargo transfer capacity shortfalls.
North Gate Relocation and Access Optimization
North Carolina State Ports Authority
Wilmington, North Carolina

**Project Type:** Capital  
**Location:** Coastal Seaport, Urban Area  
**PIDP Funding:** $10,950,805  
**Total Project Cost:** $28,472,092

The project will construct approximately 4,000 feet of elevated roadway access to the general cargo terminal, relocate the North Gate security checkpoint, install a new gate operating system, improve existing at-grade railroad crossings, construct buildings for badging, guardhouse, and cargo control, construct a truck queuing area, and install EV charging infrastructure and solar panels. The new facilities will improve the safety, efficiency, and reliability of the port by increasing railroad capacity, reducing truck delays resulting from railroad operations, and increasing supply chain reliability for U.S. exporters. The project also improves the resilience of this strategic seaport by implementing new security technology and cyber prevention tools to ensure operational resilience.

The project is located in a Historically Disadvantaged Community.

Ko’Kwel Wharf Improvements Project
Coquille Indian Tribe  
North Bend, Oregon

**Project Type:** Capital  
**Location:** Coastal Seaport, Rural Area  
**PIDP Funding:** $7,729,650  
**Total Project Cost:** $7,729,650

The project will fund repairs to the dock face along Lot 2 of the Ko’Kwel Wharf, will bring 800-amp service and a shore power outlet box to the wharf to reduce or eliminate the need for idling diesel engines, and includes development phase activities leading to the future extension of the Ko’Kwel Wharf dock. The dock repairs, which will renovate and upgrade dangerous and dilapidated conditions, will increase load capacity by 85% and contribute to more efficient goods movement. Additionally, the installation of shore power enhances safety by decreasing diesel fumes, which adversely impact communities adjacent to the Wharf.

The project is located in a Historically Disadvantaged Community.
Operational Capacity Improvements at the Port of Newport

Port of Newport
Newport, Oregon

Project Type: Capital
Location: Coastal Seaport, Rural Area
PIDP Funding: $3,444,100
Total Project Cost: $4,305,125

This project will grade roughly 9 acres of land adjacent to the port’s existing Newport International Terminal to create additional laydown and storage space and fence approximately three acres of land for increased security. Additionally, the project will include the purchase of two loaders for the processing and movement of breakbulk cargo. The project will produce efficiency benefits as the grading portion of the project will increase the laydown area of the port by 9 acres, almost tripling the laydown capacity of the facility, which will provide additional space to conduct log transportation operations at the port.

Stern Off-Load Ramp Construction Project
Quonset Development Corporation
North Kingstown, Rhode Island

Project Type: Capital
Location: Coastal Seaport, Urban Area
PIDP Funding: $3,880,000
Total Project Cost: $4,860,000

This project will fund the construction of a stern off-load ramp on the south face of Pier 1 at the Port of Davisville. The ramp will expand the capabilities and functionalities of the Port by adding the ability to accommodate stern off-load roll-on-roll-off (RO/RO) vessels. The ramp will also mitigate existing safety concerns for workers by providing more vertical distance from the waterline, lowering the risk of harm from waves during offloading operations.

Cedar Port Infrastructure Development Project
Cedar Port Navigation and Improvement District
Baytown, Texas

Project Type: Capital
Location: Coastal Seaport, Rural Area
PIDP Funding: $10,893,901
Total Project Cost: $20,425,083
The project will fund the expansion and upgrade of the existing barge dock to include dredging the channel adjacent to the construction site and adding bulkheads to create an additional 800 feet of mooring space, resulting in 6 additional 8-hour barge slots. The project also includes construction of a heavy haul road connecting the barge dock to the Cedar Port Industrial Park tenant area. The project will reduce shipping costs for local shippers, provide increased market access for both the Cedar Port Industrial Park and the Port of Houston, and promote the development of large regional distribution facilities for major retailers or shippers.

West Basin Bulkhead Project  
**Port of Bay City Authority**  
*Bay City, Texas*

**Project Type:** Capital  
**Location:** Coastal Seaport, Rural Area  
**PIDP Funding:** $9,922,475  
**Total Project Cost:** $10,420,675

The project will construct an approximately 400-foot-long bulkhead and an associated paved cargo dock and loop road for truck access. The project will also stabilize the earth behind the bulkhead. The project improves efficiency by allowing the port to handle more than one barge at a time and allowing for the handling of heavier cargo, thus expanding the amount and type of cargo that moves through the port. The project also improves reliability of cargo operations at the port because the new bulkhead will be constructed at a higher elevation than the existing dock and will therefore be less prone to operational disruptions from flooding.

The project is located in a Historically Disadvantaged Community.

Agricultural Maritime Export Facility – Phase 2  
**City of Milwaukee**  
*Milwaukee, Wisconsin*

**Project Type:** Capital  
**Location:** Great Lakes Port, Urban Area  
**PIDP Funding:** $9,276,352  
**Total Project Cost:** $15,793,920

The project will construct two grain storage silos, make electrical service upgrades, and fund purchase of additional grain and cargo handling equipment to expand the capacity of the port to handle the movement of grain commodities. The project will improve efficiency by expanding grain storage capacity for staging inbound and outbound grains by over 1.3 million bushels. The
grain handling equipment will also expedite the movement of grains and the new facility will allow the port to handle two commodities simultaneously.