

## **Biden Administration Outlines Initiatives To Accelerate Investments In The Transportation Supply Chain**

On November 9, 2021, the Biden Administration outlined [several initiatives](#) aimed at addressing immediate supply-chain challenges and other disruptions affecting global commerce. These actions are intended to strengthen supply chain resiliency through near-term assistance measures and longer-term investments. On November 10, President Biden visited the Port of Baltimore and [explained](#) that the administration will take steps over the next three months to “invest in our ports and to relieve bottlenecks,” building upon progress made through [efficiency deals](#) reached with the Ports of Los Angeles and Long Beach. These actions also follow the passage of the bipartisan [Infrastructure Investment and Jobs Act](#), which includes \$17 billion for infrastructure improvements at coastal and inland ports, waterways, and ports of entry along the U.S. border.

The immediate and near-term actions that have been identified to date include the following:

- Allowing more flexibility in port grants to help solve current supply chain disruptions.
- Alleviating congestion at the Port of Savannah by funding the Georgia Port Authority pop-up container yards project.
- Modernizing ports and marine highways through \$240 million in grant funding within the next 45 days.
- Providing a roadmap within the next 60 days for \$4 billion to fund U.S. Army Corps of Engineers projects at coastal ports and inland waterways.
- Prioritizing key ports of entry for modernization and expansion within the next 90 days by identifying \$3.4 billion in investments to upgrade obsolete inspection facilities.
- Opening competition within 90 days for the first round of port and marine-highway infrastructure grants (\$475 million) that will be funded through the bipartisan infrastructure deal.

Additional measures to help states and other grantees direct federal resources to transportation supply chain needs include the nationwide roll-out to states of a U.S. Department of Transportation (“DOT”) “comprehensive freight movement playbook” to support goods movement and help alleviate freight bottlenecks. DOT also intends to incorporate the “best” worldwide freight planning practices into state freight plans to include supply chain cargo flows, an inventory of commercial ports, the impacts of e-commerce on freight infrastructure, and an assessment of truck parking facilities.