Port Authority of Guam

Honorable Lou Leon Guerrero, Governor of Guam
Honorable Josh Tenorio, Lt. Governor of Guam

Funding Pathways for Pacific Ports – PAG Strategic Planning Division

Joe G. Javellana III, Chief Planner

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Strategic Planning Division

Mission

To strengthen the Port's infrastructure, resilience, and operational readiness by identifying division-level needs, developing high-impact capital projects, and securing competitive federal funding.

Core Functions

- **Needs Assessment:** Work with all Port divisions to identify operational gaps, aging assets, and future capacity requirements.
- **Project Development:** Convert needs into scoped, costed, and defensible capital projects.
- **Federal Grants Acquisition:** Align Port priorities with federal programs supporting resilience, modernization, sustainability, and national defense.

Federal Funding Success

Over $200 Million in cumulative funding secured across multiple federal agency programs:

- **USDOT / MARAD** – GCPI, PIDP, RAISE, BUILD, Marine Highway
- **DOD / OLDCC** – Defense Community Infrastructure Program
- **EDA / EPA / DOI-OIA / USDA** – Infrastructure, equipment, environmental compliance
- **USDHS / FEMA** – Port Security Grant Program

Strategic Impact

- Modernized container yard and equipment
- Strengthened maritime security and emergency readiness
- Enhanced fuel redundancy and mission
- Advanced resilience and service life extension of critical wharves
- Improved supply chain continuity
- Expanded capacity for military and commercial surge operations
- Aligned modernization with USDOT/MARAD and national defense
- Strengthened environmental compliance and sustainability

Role of the Owner Agent Engineer (OAE)

The OAE is instrumental in enabling successful federal funding

- **Technical Documentation** — Engineering assessments, condition reports, cost estimates, and feasibility studies.
- **Validation of Need** — Independent verification of infrastructure deficiencies and operational risks.
- **Grant Support** — Provides required technical attachments, environmental compliance support, and project justification.
- **Master Planning Integration** — Ensures projects align with long-range modernization and resilience/sustainability priorities.

Case Studies: Successful Funding Pathways

FY2021 USDOT/MARAD RAISE - $22.4M

- Enabled F2–F6 wharves service life extension/modernization.
- Supported by OAE condition assessments and service life analysis.

FY2025 USDOT/MARAD PIDP - $74.6M

- OAE technical inputs validated STS gantry cranes modernization needs and equipment lifecycle gaps.

FY2026 USDOT/BUILD - $12.8M

•Multi-division coordination supported by OAE engineering and compliance documentation provided justification for Fuel Pipeline Connectivity Construction Project.

OLDCC DCIP – $6.9M

- OAE professional and technical support strengthened resiliency justification for F1 Pier near-term repairs.

How Projects Are Developed

1. Division Engagement
- Meet with engineering, operations, maintenance, finance, and security divisions.
- Identify shortfalls, aging assets, operational bottlenecks, and compliance gaps.

2. Technical Validation (OAE)
- Conduct assessments, inspections, and engineering analysis.
- Produce defensible supporting documentation required by federal agencies.

3. Grant Alignment
- Match project needs with federal programs supporting resilience, modernization, and national defense.

4. Competitive Submission
- Develop narratives, cost models, risk-of-non-funding statements, and compliance to program guidance and conditions.

Key Takeaways for Pacific Ports

- Build a strong planning function that integrates needs assessment, project development, and grant strategy.
- Utilize an Owner Agent Engineer to provide technical credibility and federal-grade documentation.
- Align projects with national defense, resilience, and supply chain priorities.
- Maintain consistent engagement and relationships with federal agency partners - USDOT, MARAD, DOD, USDHS/FEMA, EDA, EPA, USDA, DOI-OIA, and USDA.
- Treat federal funding as a long-term strategic partnership, not a one-time transaction.

Conclusion

The Port Authority of Guam's Strategic Planning Division has built a proven, repeatable, and federally aligned pathway for advancing major infrastructure and resilience projects. By pairing division-level assessments with engineering-validated documentation from the Port's Engineering Division and Owner Agent Engineer, the Port has produced competitive, defensible submissions that met federal agency partners' requirements and priorities. This model ensures that the Port continues to strengthen resilience, modernize critical infrastructure, and advance Guam's role as the United States' Western Pacific strategic seaport.