

Southeast Conference

U.S. Maritime Administration Overview – Federal Infrastructure Assistance

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Office of Ports & Waterways Planning
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An Overview of Maritime Administration: Federal Infrastructure Assistance

- What is Office of Ports & Waterways Planning?
- America's Marine Highway Program
- Other Grant Opportunities/Financing (loans) Opportunities
- Port Planning & Investment Toolkit
- Other Federal Programs
- Questions

Mission of MARAD: To foster and promote the U.S. Merchant Marine and the American maritime industry to strengthen the maritime transportation system — including landside infrastructure, the shipbuilding and repair industry, and labor — to meet the economic and national security needs of our Nation.

- **Reduce congestion and emissions near ports and reduce the environmental impact on neighboring communities**
- **Drive electrification and other low-carbon technologies**
- **Make U.S. ports more modern, resilient, and sustainable**
- **Promote waterways as an efficient, effective, and sustainable surface transportation option**
- **Support U.S. competitiveness and expedite the flow of commerce across supply chains**

Summary of USDOT BIL Programs for Supply Chain

<i>Funding Programs – All of USDOT Left off a few programs</i>	<i>Funding Amount in BIL (\$B over 5 years)</i>
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Authorizes, for the first time, DOT’s RAISE grant program, providing funding for small to mid-sized projects of local and regional importance.	\$15B
Bridge Investment Program Provides formula funding and establishes a new competitive grant program to assist State, local, Federal and tribal entities in rehabilitating or replacing bridges, including culverts, and eligibility for large projects and bundling of smaller bridge projects.	\$43B
Marine Highway Program Provides funding to improve utilization of the 26 "Marine Highway Routes" which provide relief to landside corridors suffering from severe traffic congestion, air emissions or other environmental challenges.	\$25M

Summary of USDOT BIL Programs for Supply Chain



<i>Funding Programs</i>	<i>Funding Amount in BIL (\$B over 5 years)</i>
Port Infrastructure Development Program (PIDP) Provides competitive grants to improve facilities, operations and intermodal connections to coastal seaports, river and Great Lakes ports.	\$2.25B
Infrastructure for Rebuilding America (INFRA) Provides increased funding to support nationally and regionally significant freight and highway projects.	\$14B
Natural Gas Pipeline Modernization Program Grants to community-owned utilities to replace outdated gas pipelines in order to reduce injuries and fatalities and prepare our infrastructure for cleaner fuels.	\$1B

<i>Funding Programs</i>	<i>Funding Amount in BIL (\$B over 5 years)</i>
<p>Megaprojects Grant Program Provides dedicated funding to support large, multimodal, multijurisdictional projects that are critical to our economy, but too large or complex for existing funding programs.</p>	\$15B
<p>Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) Grants to improve passenger and freight rail transportation systems.</p>	\$10B
<p>Reduction of Truck Emissions at Port Facilities Program Provide funding for strategies including port electrification designed to decrease emissions at port facilities.</p>	\$400M

Major USDOT Port Infrastructure Grant Programs

- **America's Marine Highway Program (AMHP)**
- **Infrastructure for Rebuilding America (INFRA)**
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**
- **Port Infrastructure Development Program (PIDP)**

- **Statutory Authorities**

The America's Marine Highway Program was established by Section 1121 of the ***Energy Independence and Security Act of 2007*** (also known as The Clean Energy Act) to reduce landside congestion through the designation of Marine Highway Routes.

- **Subsequent legislation in 2012, 2016 and 2021:**

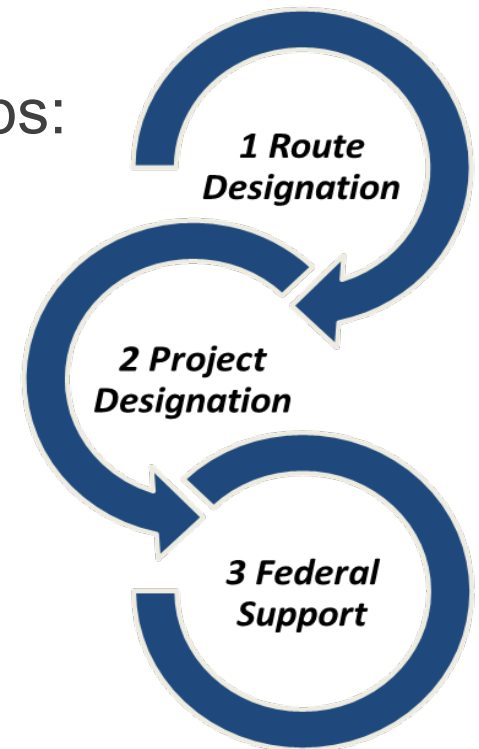
- Expanded the scope of the program to efforts that generate public benefits by increasing the utilization or efficiency of domestic freight or passenger transportation on Marine Highway Routes between US ports.
- Added eligible freight to include cargo that is handled individually, palletized or unitized for purposes of transportation; or freight vehicles carried aboard commuter ferry boats, and
- Changed the legislated Program name from “Short Sea Shipping” to “Marine Highways”

Step 1: America's Marine Highway Program Routes



- The Marine Highway System consists of the **vast majority of the Nation's navigable waterways**
- Includes inland waterways, coastlines, U.S. territories, and the Great Lakes/St Lawrence Seaway System
- The Marine Highway Program has three steps:
 1. Designating Marine Highway Routes
 2. Designating Marine Highway Projects
 3. Awarding Marine Highway Grants*

* *Grants can be used to alleviate the upfront capital risk associated with starting new services...*

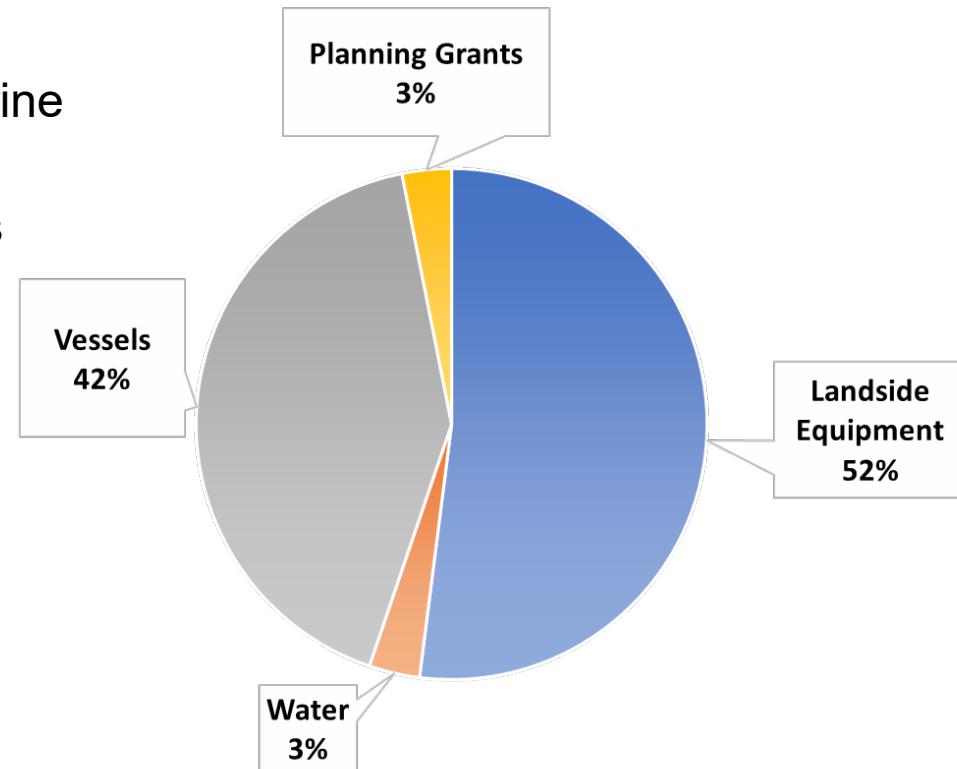


**America's
Marine Highways**

U.S. Department of Transportation

Elements the Marine Highway Program are authorized to support**

- **Landside equipment** is assorted Marine Handling Equipment (MHE),
- **Water** includes in-water items such as dredging of non-federal navigation channels,
- **Vessels** includes purchase, lease, construction or modification of documented vessels, and
- **Planning Grants** includes planning efforts to support the three categories above, but it excludes market related studies.



**46 US Code § 55601(b1)(b3) – Marine highways transportation program (program elements)

Recent AMH Program Funding



FY 2019	Fernandina Express Container on Barge M-95 Florida to SC	\$1,291,800
	Paducah - McCracken Container on Barge	\$ 480,000
	Baton Rouge - New Orleans Shuttle of the M-55	\$1,040,000
\$7.5 Million	Lake Erie Shuttle – Michigan	\$1,101,735
Nine Recipients	Port of Morrow, Oregon, M-84 Barge Service Expansion	\$1,623,200
	Houston Gateway and Gulf Container on Barge Central Node	\$ 180,000
	James River Expansion Project - Port of Virginia M-64	\$ 189,840
	Wallops Island, Virginia, M-95 Intermodal Barge Service	\$ 96,425
	Seattle – Bainbridge Island Ferry Service	\$1,500,000
FY 2020	Port Landside Infrastructure Improvements - American Samoa	\$ 943,000
	America's Central Port Container Handling & Securing Project	\$1,268,000
	Tidewater M-84 Expansion Project – Morrow Oregon	\$3,200,000
\$9.775 Million	Nucor Steel Brandenburg Marine Terminal	\$2,363,800
Eight Recipients	Port of Indiana- Jeffersonville Nucor Barge Shuttle Storage Facility	\$ 545,136
	Capacity & Efficiency Container Barge Service – SEACOR AMH	\$ 778,350
	NY Harbor Container & Barge Cargo Handling Efficiency – M-95	\$ 148,664
	USCS Kearny Point - Newtown Creek Barge Service – M-95	\$ 308,000

Infrastructure For Rebuilding America (INFRA) Grant Program (FY21)

- Provides Federal grant funding assistance to support highway and freight projects of regional or national significance.
- \$889 million for FY21 (BIL - \$14B over 5 years).
- Highway, bridge, rail, intermodal, and port projects are eligible for assistance.
- Notice of Funding Opportunity published in the Federal Register.
- Minimum award is \$25M (\$5M rural) w/ ~\$100M max.

Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) Grant Program (FY21)

- Provides Federal grant funding assistance to support the construction, or reconstruction, of infrastructure. Significant local or regional impact.
- \$1 billion for FY21 (BIL - \$15B over 5 years).
- Highway, transit, railroad, intermodal, and port projects are all eligible for assistance.
- Notice of Funding Opportunity published in the Federal Register.
- Minimum grant award is \$5M (\$1M rural) w/ max of \$25M.

RAISE Grants (formerly TIGER and BUILD)

■ Eligible Applicants

- State and/or local governments;
- Transit agencies;
- Port authorities; or
- A collaboration of such entities.

■ Eligible Projects

- Highway or bridge projects under Title 23 U.S.C.;
- Public transportation projects under Ch. 53, Title 49 U.S.C.;
- Passenger and freight rail transportation projects; or
- Port infrastructure investments.

The Port Infrastructure Development Grant Program (FY21)

- Provides Federal grant funding assistance to support port and port related projects.
- \$230 million for FY21 (BIL – \$2.25B over 5 years).
- Generally, grants may fund up to 80% of eligible project costs (20% local match required).
 - Except in rural areas *and for some projects*, the Secretary may increase the Federal share above 80%.
- Notice of Funding Opportunity published in the Federal Register.
- Minimum grant award is \$1M w/ max \$57.5M.

- **Transportation Infrastructure Finance and Innovation Act (TIFIA)**
<https://www.transportation.gov/buildamerica/financing/tifia>
- **Railroad Rehabilitation & Improvement Financing (RRIF)**
<https://www.transportation.gov/buildamerica/financing/rrif/railroad-rehabilitation-improvement-financing-rrif>
- **Private Activity Bonds (PABs)**
<https://www.transportation.gov/buildamerica/financing/private-activity-bonds-pabs/private-activity-bonds>
- **Port Conveyance Program**
<https://www.maritime.dot.gov/ports/port-conveyance/port-conveyance>
- **Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD)**
<https://www.fhwa.dot.gov/fastact/factsheets/advtranscongmgmtfs.cfm>

The “Bureau” offers several programs to provide project finance assistance to State, local, and private project sponsors. These are **customizable credit instruments** that reduce project costs and increase flexibility.

With these **credit programs**, State and local project sponsors have the ability to accelerate delivery of needed infrastructure projects, often in partnership with private sector investors.

www.transportation.gov/buildamerica/financing

Ports

The Build America Bureau has worked with many port authorities, rail operators, and other project sponsors to deliver new infrastructure and improve port-related facilities across the country. Whether you're thinking about technical assistance or financing instruments, if you've got a port project in mind, reach out to us today!

And, if your port project involves a Class II or III Short Line or Regional Railroad, you'll want to learn more about our RRIF Express program, featuring an expedited path forward and waiver of the Credit Risk Premium and fees associated with the application process.

Eligible Project Sponsors:

- Ports and Port Authorities
- Private railroads and other firms
- State Infrastructure Banks
- State, county, and local DOTs
- Economic Development Agencies
- Transportation Improvement Districts

Eligible Projects:

- New construction
- Rail upgrades and rolling stock
- Intermodal transfer facilities
- Roadways and bridges

Credit Products for Port Projects

TIFA:

- Can finance up to 33% of eligible project costs
- Requires dedicated revenue stream
- Flexible amortization, up to 35 years
- Repayment can be deferred for 5 years
- No pre-payment penalty

RRIF:

- Can finance up to 80% of eligible rail project costs
- Requires borrower to pay Credit Risk Premium
- Requires dedicated revenue stream
- Flexible amortization, up to 35 years
- Repayment can be deferred for 5 years
- No pre-payment penalty

USDOT Infrastructure Finance Programs

TIFIA – Transportation Infrastructure Finance & Innovation Act

Intended to leverage limited Federal resources and stimulate capital market investment in transportation infrastructure by providing credit assistance in the form of direct loans, loan guarantees, and standby lines of credit (rather than grants) to projects of national or regional significance.

- **TIFIA loans offer:**

- Flexible repayment terms including a maximum term of 35 years from substantial project completion
- Repayments starting up to five years after substantial project completion
- Interest rates equivalent to Treasury rates
- No pre-payment penalty
- Finance up to 33% of eligible project costs
- Draw funds as needed; only pay interest on drawn funds

- **Eligibility and application information is provided on the TIFIA website**

<https://www.transportation.gov/buildamerica/financing/tifia>

USDOT Infrastructure Finance Programs

RRIF - Railroad Rehabilitation & Improvement Financing (RRIF)

The RRIF program provides direct loans and loan guarantees to finance development of railroad infrastructure. Rail projects within the boundaries of a port are eligible to apply for assistance. The Federal Railroad Administration can provide direct loans or loan guarantees to state or local governments, railroads, government sponsored companies, or railroad joint ventures.

- **RRIF is very similar to TIFIA**

- Long-term, fixed interest, flexible amortization, no pre-payment penalty, etc.
- Can finance up to 100% of eligible project cost
- The credit risk premium is offset using upfront payment by the borrower, collateral, or an adjustment to the interest rate

- **Additional information is provided on the RRIF website:**

<https://www.transportation.gov/buildamerica/financing/rrif/railroad-rehabilitation-improvement-financing-rrif>

Why our Ports care about this program?

- ✓ The National Highway Freight Program provides ports with an opportunity to seek federal funds for critical infrastructure projects.
- ✓ These projects include work to improve the road and rail infrastructure that connect the ports with the broader transportation system.
- ✓ Up to ~~ten~~ **thirty** percent of the funding allotted to each State can be used for eligible port projects within the port gates.

Eligible Uses

- Any surface transportation project to improve the flow of freight into and out of an eligible intermodal freight facility.
- Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.
- Efforts to reduce the environmental impact of freight movement.
- Geometric improvements to interchanges and ramps.
- Railway-highway grade separation.
- Truck-only lanes.
- Adding or widening of shoulders.
- Truck parking facilities.



MARAD Office of Ports and Waterways is and will be reaching out through FHWA regional offices to talk about State Freight Plans and talking through how states can include maritime related components. Typically covering three topics:

1. Many states have separate maritime plans that include other infrastructure (intermodal yards, inland ports), etc. Want to make sure SFPs are including these activities as well.
2. Inclusion of more relevant relationships of intermodal facilities/port/connectors – put it all together in a way that outlines how the system works and ties together. Not just in text of the plan, but in investment plans.
3. Maritime stakeholders on SFACs. Most State have good representation in most states, but general encouragement to include maritime stakeholders on freight interests.

On January 27, 2021, President Biden signed Executive Order (EO) 14008, “Tackling the Climate Crisis at Home and Abroad” which created a government-wide “Justice40 Initiative” that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities.

Through the implementation of this Administration priority, the Department will develop a methodology to identify disadvantaged communities and benefits for Justice40-covered programs, consistent with guidance from the Office of Management and Budget (OMB) and relevant statutory authorities.

The Justice40 Initiative is also aligned with the goals of EO 13985, “Advancing Racial Equity and Support for Underserved Communities Through the Federal Government,” and will be implemented as part of the Department’s broader equity agenda.

Equity Task Force will host two virtual, interactive public meetings related to the Justice40 Initiative, on November 9 and November 16, and published a [Justice40 landing page](#).

Note: both sessions will be open to the public, but content will differ based on the expected prior knowledge of participants. Please see the session descriptions on the [Justice40 page](#) for more information and send any questions to equity@dot.gov. Thanks in advance for your assistance!

There's More:

- \$17 billion for the US Corp of Engineers (see below)
- \$308 million for U.S. Coast Guard infrastructure
- \$250 million for the program to Reduce Truck Emissions at Ports
- \$912 million for ferry boat and terminal construction

¹IJA Funding of USACE Accounts and Selected Designated Uses of IJA Funds

<p>Construction - (\$11,615M) Harbors and Navigation Channels - \$1,500M Inland Waterways - \$2,500M Coastal Storm Risk Management - \$2,550M Inland Flood Risk Management - \$2,500M Aquatic Ecosystem Restoration - \$1,900M Continuing Authorities Programs - \$465M Environmental Infrastructure - \$200M</p>	<p>Operation and Maintenance - (\$4,000M) FY2022 - \$2,000M FY2023 - \$1,000M FY2024 - \$1,000M</p>	<p>Flood Control and Coastal Emergencies - \$251M Regulatory Program - \$160M Investigations - \$150M WIFIA - \$75M Expenses - \$40M</p>
	<p>Mississippi River and Tributaries - (\$808M) Studies, Construction, Operation, and Maintenance - \$550M Actions to Address Emergency Situations - \$258M</p>	<p>USACE IJA Total \$17,099M</p>

Changes to Surface Transportation Block Grant Program (STBG)

Topics	Changes
Eligible projects	<ul style="list-style-type: none"> Adds several new types of eligible projects, including: <ul style="list-style-type: none"> • EV charging infrastructure • protective features to enhance resilience • wildlife crossing projects
Off-system bridges	<ul style="list-style-type: none"> • Increases off-system bridge set-aside • Adds eligibility to include replacing a low water crossing with a bridge
Sub-allocation	<ul style="list-style-type: none"> • Population categories for sub-allocation split into smaller ranges: <ul style="list-style-type: none"> ○ < 5,000 ○ [NEW] 5,000 – 49,999 ○ [NEW] 50,000 – 200,000 ○ >200,000 • Requires States to consult with RTPOs and MPOs for urbanized areas with 50,000-200,000 pop. before using certain suballocated funding
Rural areas	<ul style="list-style-type: none"> • Permits States to use up to 15% of funds for eligible projects or maintenance on non-Federal aid highways in rural areas, and up to 5% for certain barge landing, dock and waterfront infrastructure projects

§ 11114

Changes to National Highway Freight Program (NHFP)

Topic	Changes
Freight intermodal/ freight rail projects	<ul style="list-style-type: none"> • State may use ≤30% (vs. 10% under current law) of NHFP funding on freight intermodal or freight rail projects, subject to certain restrictions
Locks, dams, marine highways	<ul style="list-style-type: none"> • Adds eligibility for modernization/rehab of a lock and dam or a marine highway corridor, connector, or crossing (including an inland waterway corridor, connector, or crossing) that are: <ul style="list-style-type: none"> ○ functionally connected to the National Highway Freight Network; and ○ likely to reduce on-road mobile source emissions
Critical freight corridors	<ul style="list-style-type: none"> • Allows the designation of more miles as critical rural freight corridors and critical urban freight corridors

§ 21201

[NEW] National Infrastructure Project Assistance Program (“Mega-projects”) (discretionary)

Purpose	Provide funding through single-year or multiyear grant agreements for eligible surface transportation projects
Funding	\$5 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • State • MPO • Local government • Special purpose district or public authority with transportation function • Tribal governments • Partnership between Amtrak and one or more other eligible entities
Eligible projects	<ul style="list-style-type: none"> • Highway/bridge projects on National Multimodal Freight Network, NHFN, or NHS • Freight intermodal or freight rail projects that provide a public benefit • Railway-highway grade separation or elimination projects • Intercity passenger rail projects • Certain public transportation projects
Other key provisions	<ul style="list-style-type: none"> • Sets aside 50% of grant funding for projects costing more than \$100 M but less than \$500 M, and 50% for projects costing \$500 M or more

§ 21202

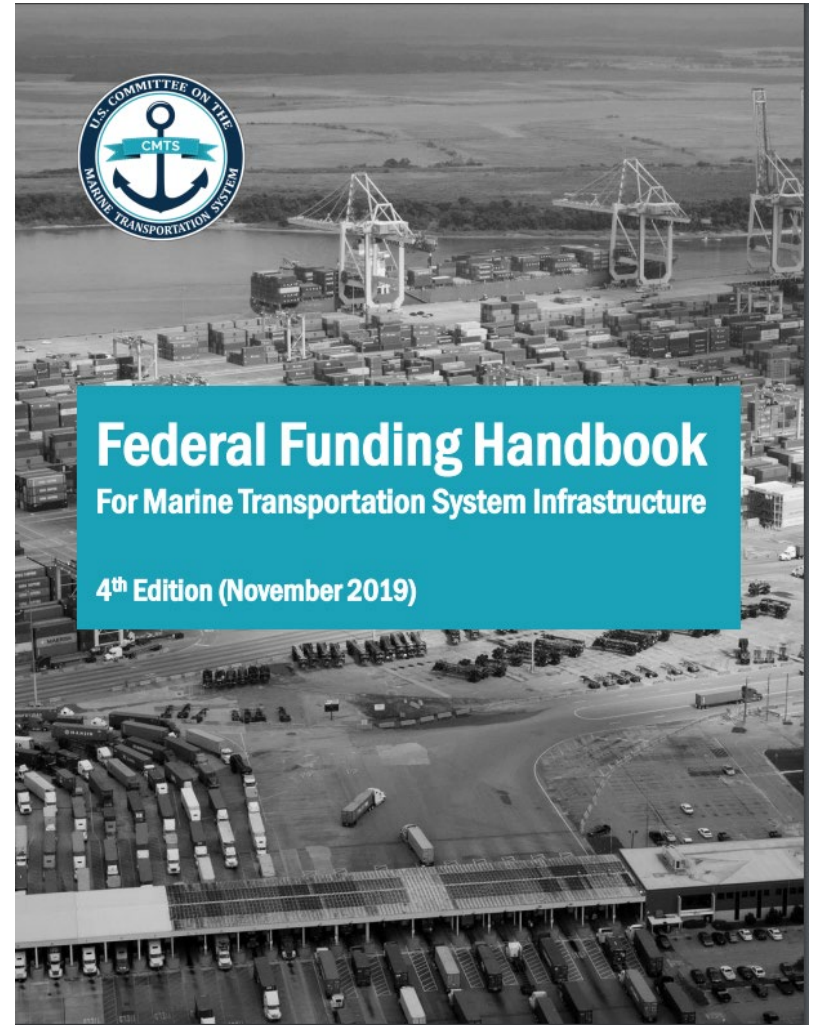
[NEW] Local and Regional Project Assistance Program*
 (discretionary)

Purpose	Projects with a significant local or regional impact that improve transportation infrastructure
Funding	\$7.5 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • State (and DC) • Territory • Local government • Public agency or publicly chartered authorities established by one or more States • Special purpose district or public authority with transportation function • Federally-recognized Indian Tribe • Transit agency
Eligible projects	<ul style="list-style-type: none"> • Highway/bridge projects eligible under title 23 • Public transportation projects • Passenger or freight rail projects • Port infrastructure investments • Surface transportation components of an airport • Projects for investment in surface transportation facilities on Tribal land • Projects to replace or rehabilitate a culvert or certain projects to prevent stormwater runoff • Any other surface transportation projects considered necessary to advance program goals

* Codifies the existing Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program previously established through appropriations acts (and formerly known as TIGER and BUILD).

The CMTS Federal Funding Handbook contains references to funding, financing, and technical assistance programs for infrastructure in the marine transportation system.

The purpose of the Handbook is to serve as a value-added tool for local and non-Federal level practitioners as well as Federal stakeholders to identify Federal resources.



The toolkit can help ports:

- Evaluate conditions
- Define problems
- Prepare plans
- Communicate needs
- Engage partners
- Access funding
- Complete projects

Modules include:

- Planning
- Feasibility
- Financing
- ITS
- Marine Highway Program

Toolkit helps **ports obtain funding.**



www.transportation.gov/rural



U.S. DEPARTMENT OF
TRANSPORTATION

R.O.U.T.E.S.
RURAL OPPORTUNITIES TO USE
TRANSPORTATION FOR ECONOMIC SUCCESS

APPLICANT TOOLKIT FOR
COMPETITIVE FUNDING
PROGRAMS AT USDOT

VIEW THE TOOLKIT:

www.transportation.gov/rural/toolkit

EMAIL US:

rural@dot.gov

SUBSCRIBE TO THE ROUTES NEWSLETTER AND EVENT
NOTIFICATIONS

Applicant Toolkit for Competitive Funding Programs at USDOT

The Toolkit is designed for all levels of grant applicant experience, aiming to enhance access to USDOT resources for rural transportation projects. Specifically, this Toolkit illustrates key applicant activities when participating in the USDOT discretionary grants process, catalogues USDOT discretionary grant programs by applicant type and eligible project activities in a USDOT Discretionary Grant Funding Matrix, and provides resources for applicants to maximize the potential for award success.

TRAINING MODULES

USDOT Discretionary Grant Process & Applicant Roadmap:

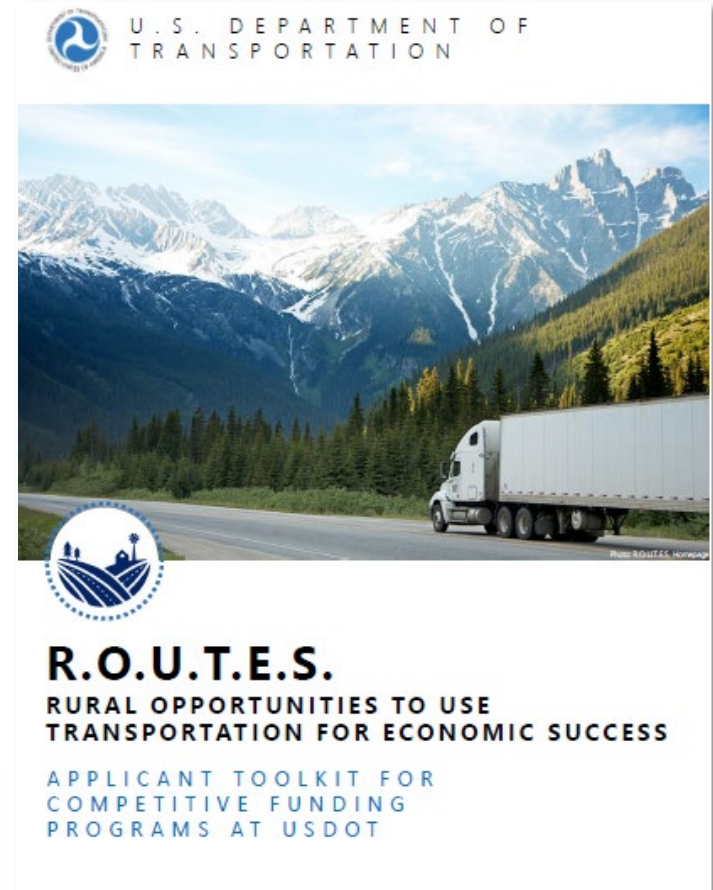
Illustrates applicant and USDOT activities during each stage of the funding lifecycle (p.14)

USDOT Discretionary Grant Funding Matrix:

Organizes grant programs by eligible applicant and project type for easy reference (p.17)

Maximizing Award Success:

Outlines how to navigate program Notices of Funding Opportunity and key application components such as a benefit-cost analysis (p.73)



The ROUTES initiative works to provide rural project sponsors with pertinent and easy-to-use information about USDOT infrastructure programs, to help overcome resource challenges that can be an impediment to competitive applications.

RESOURCES

- Initiative Homepage: <https://www.transportation.gov/rural>
- Active Funding Opportunities: <https://www.transportation.gov/rural/funding-opportunities>
- Initiative Fact Sheet: <https://www.transportation.gov/sites/dot.gov/files/2020-10/ROUTES%20Fact%20Sheet.pdf>
- Resource Toolkit: https://www.transportation.gov/sites/dot.gov/files/2021-02/R.O.U.T.E.S.%20Applicant%20Toolkit_FINAL%20508%20-%204.pdf
- Funding Matrix: <https://www.transportation.gov/rural/routes/usdot-discretionary-grant-funding-matrix-0>
- ROUTES News and Updates Subscription:
- https://service.govdelivery.com/accounts/USDOT/subscriber/new?topic_id=USDOT_143

Summary of Major USDOT Programs for Ports

- **Infrastructure For Rebuilding America (INFRA)**
<https://www.transportation.gov/buildamerica/infragrants>
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**
<https://www.transportation.gov/RAISEgrants>
- **Port Infrastructure Development Program (PIDP)**
<https://www.maritime.dot.gov/PIDPgrants>
- **Transportation Infrastructure Finance and Innovation Act (TIFIA)**
<https://www.transportation.gov/buildamerica/financing/tifia>
- **Railroad Rehabilitation & Improvement Financing (RRIF)**
<https://www.transportation.gov/buildamerica/financing/rrif/railroad-rehabilitation-improvement-financing-rrif>
- **Private Activity Bonds (PABs)**
<https://www.transportation.gov/buildamerica/financing/private-activity-bonds-pabs/private-activity-bonds>
- **Port Conveyance Program**
<https://www.maritime.dot.gov/ports/port-conveyance/port-conveyance>
- **America's Marine Highway Program (AMHP)**
<https://www.maritime.dot.gov/grants/marine-highways/marine-highway>
- **Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD)**
<https://www.fhwa.dot.gov/fastact/factsheets/advtranscongmgtmfs.cfm>

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