

Making Connections to Build a Strong Marine Transportation System- Now and for the Future



Presented by Xochitl Castañeda

Gateway Director – Pacific Northwest and Alaska

February 2024

The U.S. Maritime Administration



The United States Maritime Administration (MARAD) is an agency of the United States Department of Transportation. Its mission is to foster, promote and develop the maritime industry of the United States to meet the nation's economic and security needs.

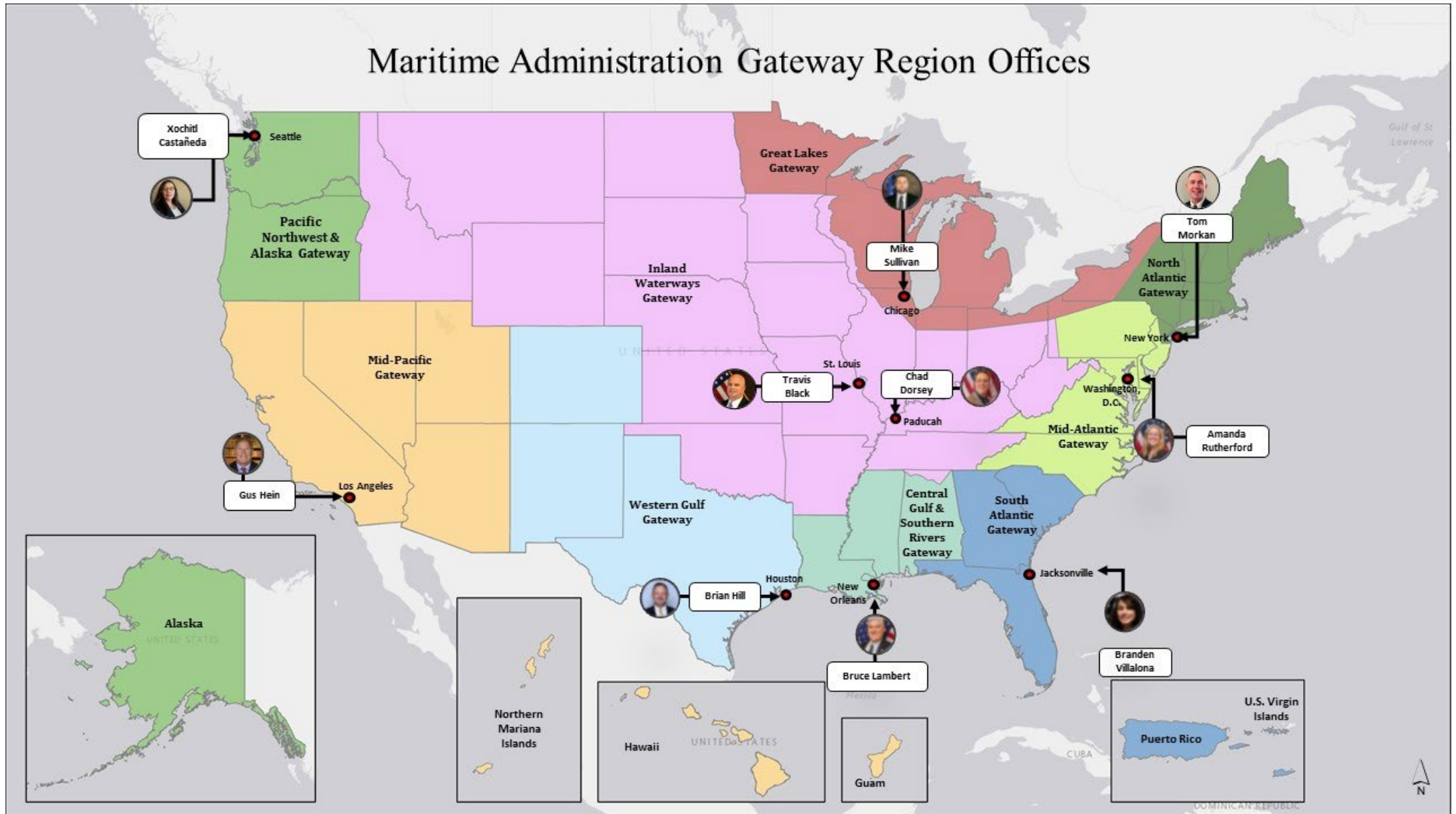


Gateway Director Pacific Northwest and Alaska

- **Gateway Director – Pacific Northwest and Alaska
Appointed Nov 6, 2023**
- **Retired US Coast Guard Marine Safety Officer
(26yrs)**
- **Experienced with large and small ports in
Washington, Oregon, Houston, Los Angeles and
Washington D.C.**
- **Expertise in Marine Transportation Disruptions,
Waterways Management, Port Security, Emergency
Management**
- **Tribal Outreach, Community Builder, Facilitator and
Leader in Diversity and Inclusion**



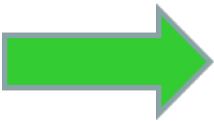
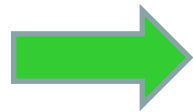
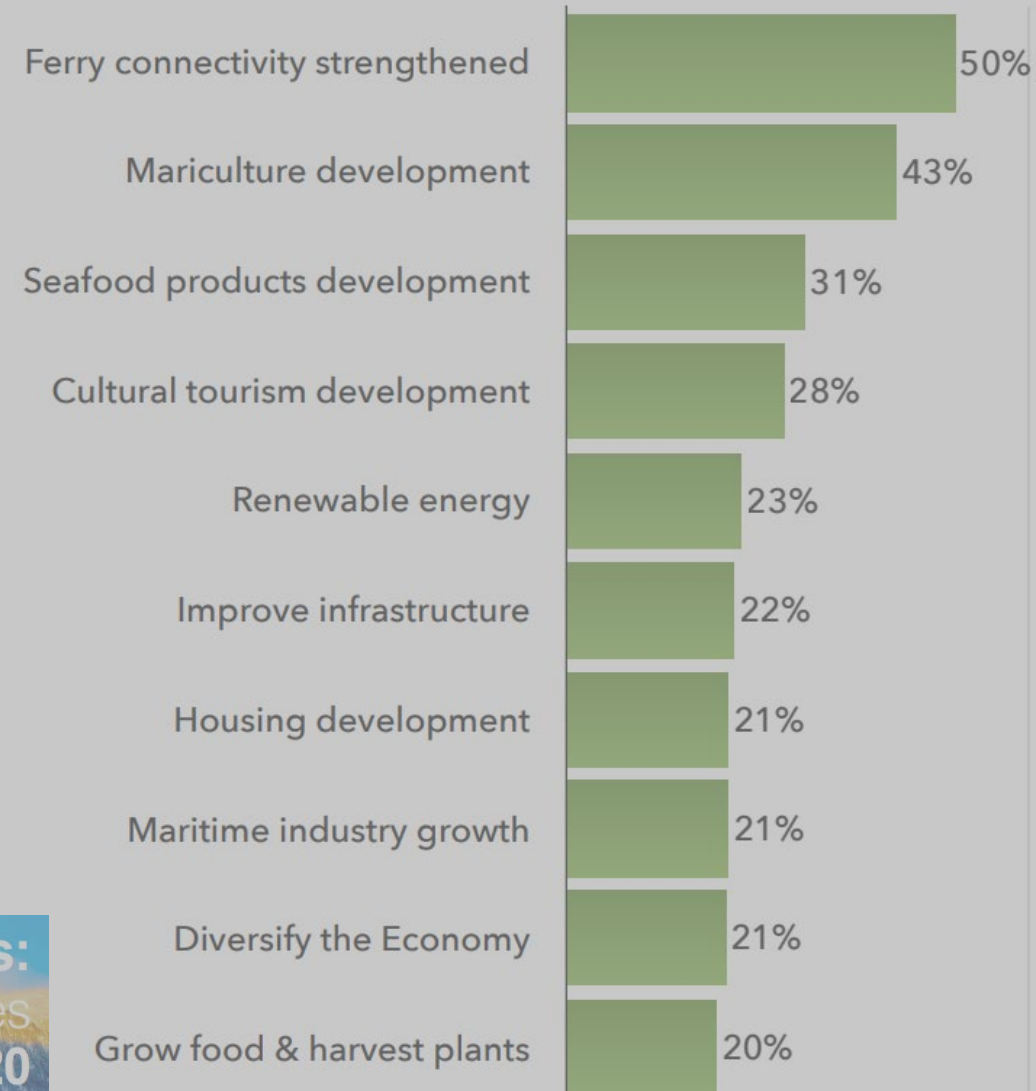
Maritime Administration Gateway Region Offices



Challenges

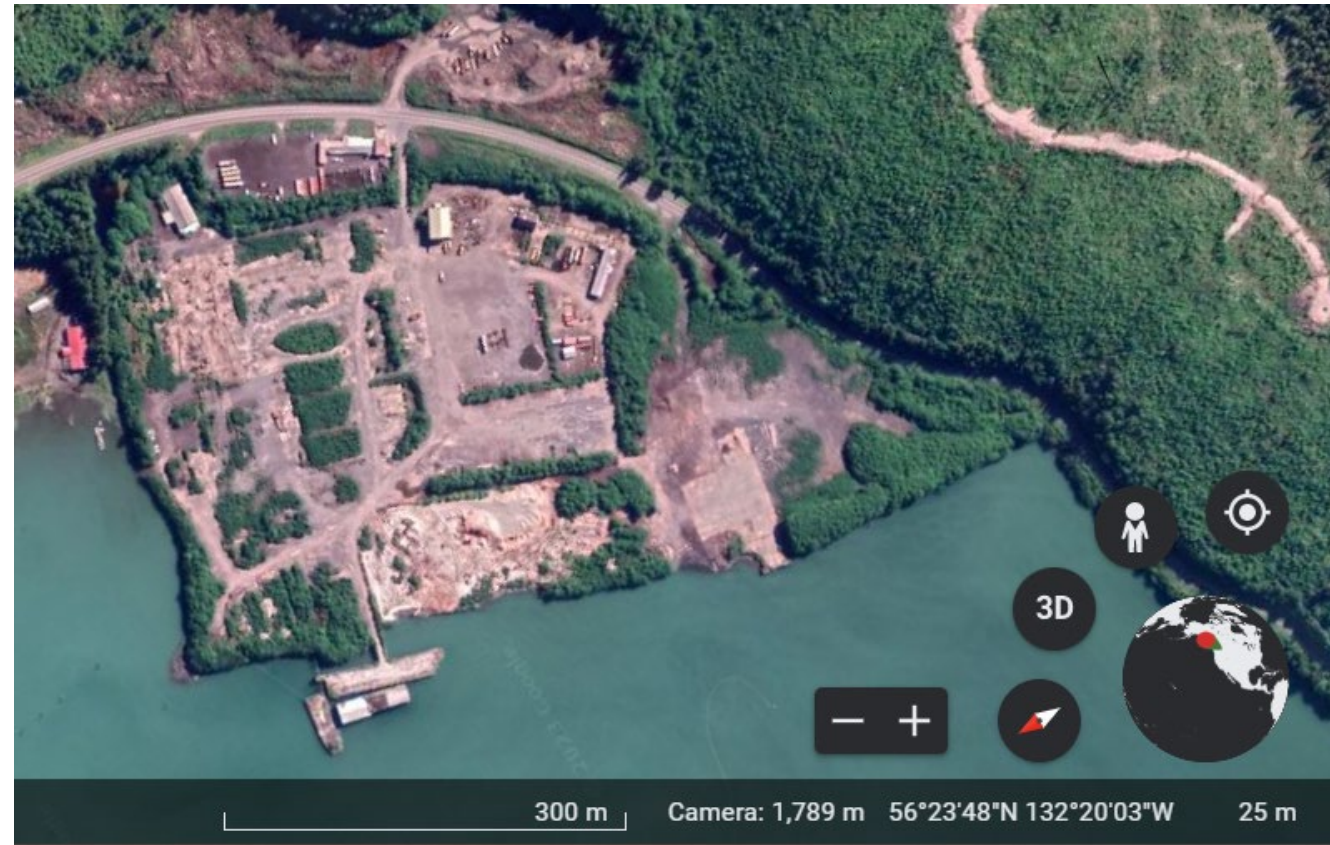
- Ferries
- Transportation
- Aging infrastructure

Southeast Opportunities



Areas of MARAD Alignment

- **2023 Port Infrastructure Development Grant (PIDP)**
- **\$421,000**
- **The project encompasses property surveys, environmental assessments, permitting requirements,**
- **Preliminary engineering assessment of bulkhead and utility requirements, and a feasibility study update.**



- 2023 Port Infrastructure Development Grant (PIDP)
- \$8,963,522
- New small boat harbor
- Replaces 60-yr old harbor
- Replace floating dock, stringers, steel pipe mooring piles & hardware.
- Fire suppression system, covered gangway, and relocation of seaplane float.



Chamber logo designed
by local Yakutat artist,
Alison Bremner

Photograph by *Mike Denega*

- **2023 Port Infrastructure Development Grant (PIDP)**
- **\$3,384,439**
- **Design, fabrication, delivery, and installation of a replacement fender system for the barge ramp;**
- **Design, engineering & preparation of bid documents, for rehabilitation of Frank Hayward Memorial & Old Breakwater**
- **Repairs to boathouse and boat haul out system including design and repairs to the haul out mechanism.**



- **2021 Rebuilding American Infrastructure with Sustainability & Equity (RAISE)**
- **\$20,000,000**
- **Lutak Dock Replacement**
- **Relocate boat launch ramp**
- **Create new uplands area**
- **Demolish Lutak Dock & replace with bulkhead, fenders, and mooring dolphins.**



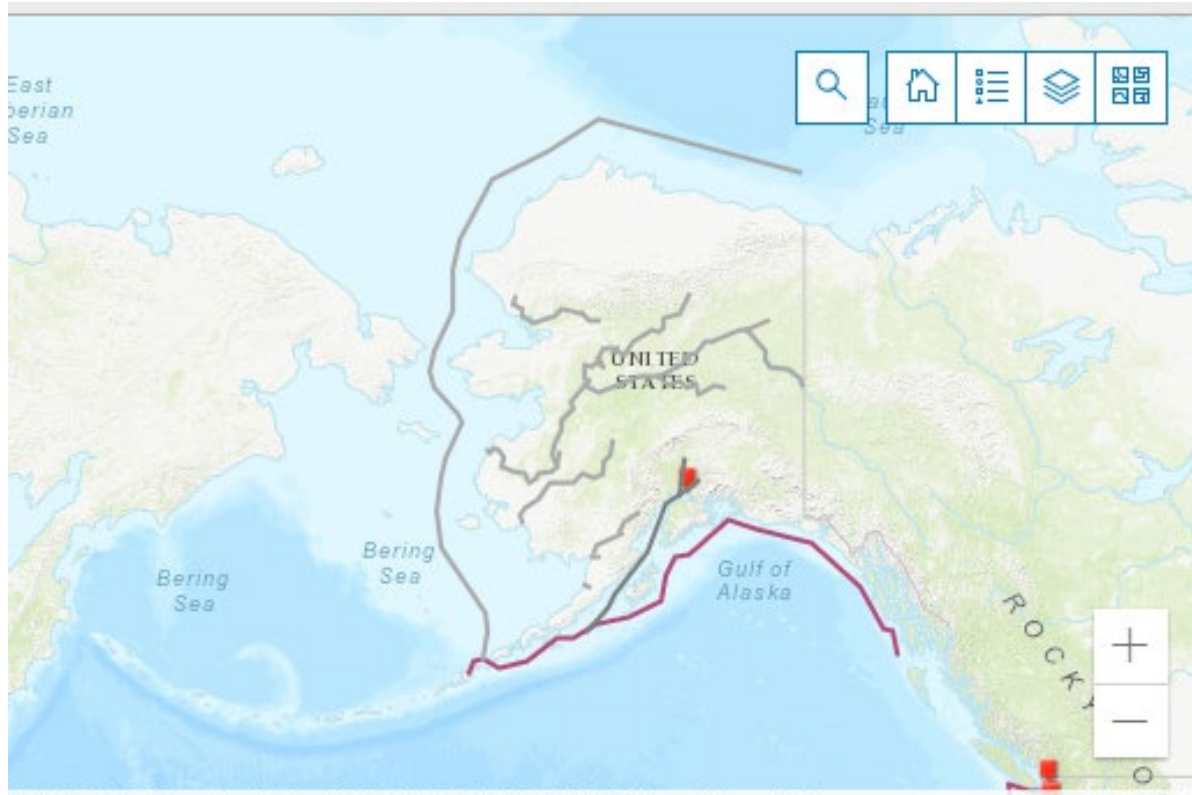
- 2022 Rebuilding American Infrastructure with Sustainability & Equity (RAISE)
- \$7,842,488.
- Marine Service Center Sheetpile Wall & Crane
- Design & construction of a bulkhead at the City's Marine Service Center & cathodic protection
- Replacement of a 2-ton cargo crane



- \$662M for FY 2023
- PIDP FY 2024 NOFO (short form released 12/27/23) Applications due: April 30, 2024
- Full NOFO expected soon
- Application deadline April 28; award date – Fall 2023
- DOT Webinars:
 - “Preparing a Benefit-Cost Analysis for a Large Project”
 - “Economic Vitality: Small Projects at Small Ports”
 - “How to Apply for a FY23 PIDP Grant”

- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**
 - (\$5M - \$25M, \$1M Rural)
- **National Infrastructure Project Assistance (MEGA)**
 - (over \$100M, 50% reserved for \$500M+)
- **Infrastructure for Rebuilding America (INFRA)**
 - (\$25M - \$100M, \$5M Rural)
- **Reconnecting Communities Pilot Program**
- **Rural Opportunities to Use Transportation for Economic Success (ROUTES)**
- **Build America Bureau for Innovative Project Financing**
- **Federal Railroad Administration (FRA) Grants and Loans**
- **Federal Transit Administration (FTA) Grant Programs**
- **Federal Highway Administration (FHWA) Ferry Boat Program**

America's Marine Highway Program



The NDAA for FY2023 made significant changes to the USMHP statute at 46 U.S.C. 55601, including:

- **Changed the name of “America’s Marine Highway Program” to “United States Marine Highway Program”.**
- **Expanded the definition of marine highway transportation to include:**
 - bulk, liquid, and loose cargo.
 - include shipments to/from ports in Canada and Mexico.
 - *Please note that funds cannot be used outside of the United States.*
- **Project Designations are no longer required in order to be eligible for USMHP grants.**
- **Rural projects and Tribal governments can request an increase in the federal share of the project, up to 100 percent.**

- ATCMTD is being funded,
 - renamed as the “Advanced Transportation Technologies and Innovative Mobility Deployment” (**\$100 million**)
- Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program has a new formula
 - help States improve transportation infrastructure resiliency
 - Formula Funding: **\$7.3 B** (FY 22-26)
 - Discretionary Grant Program: **\$1.4 B** (FY 22-26)
- Reduction of Truck Emissions at Port Facilities Program (discretionary);
 - Study and competitive grants to reduce truck idling and emissions at ports, including through port electrification
 - **\$400 M** (FY 22-26)

Small Shipyard Grant Program

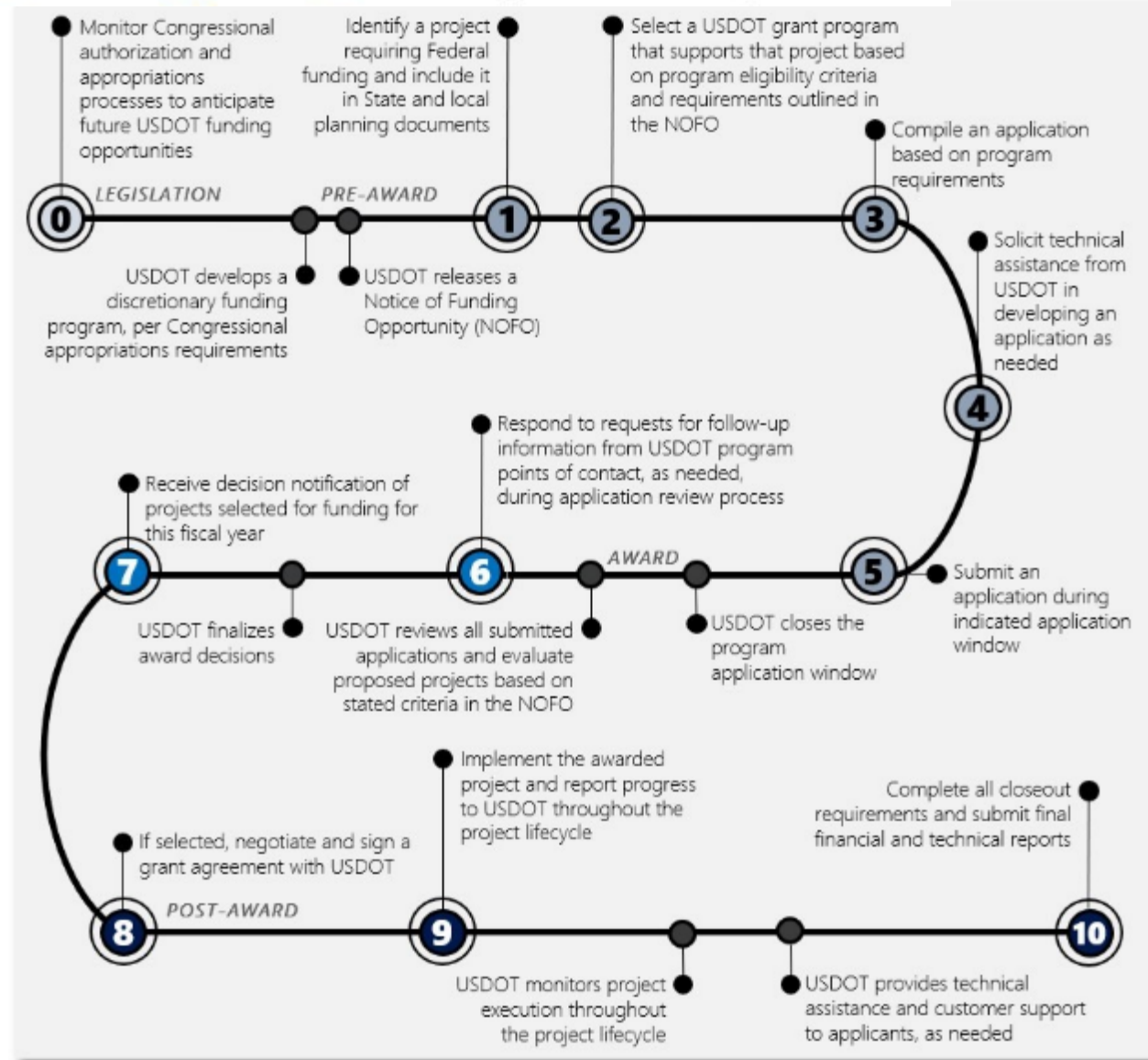
- Modernize, increase efficiency
- Investment in maritime infrastructure & workforce
- American shipyards = 400,000 jobs /\$37 billion GDP
- FY 2021 - \$19.6M / 31 grants (in 15 states)



Applicant Roadmap

APPLICANT ROADMAP KEY

■ Legislation
 ■ Pre-Award
 ■ Award
 ■ Post-Award
 ① Applicant Activities
 ● USDOT Activities



- **USDOT TIP: The key to an “attractive” application is crafting an effective, compelling, and comprehensive story that demonstrates funding need, commitment, and impact.**
- **Writing A Compelling Story**
- **Some programs may require an applicant to articulate the expected outcomes or impact the project would have on the community. This could also include examples of community support or desire for the project. Consider showing alignment to stated priorities of the program, agency, and/or Department.**
- **Communicating Impact**
- **Some programs may require an applicant to articulate the potential impact of the proposed project. Consider quantifying statements as much as possible or providing data points specific to the community**

- **For most USDOT Funding Opportunities, these are Eligible Applicants**
 - State and/or local governments (cities/counties)
 - MPOs/Planning Councils
 - Port authorities;
 - Tribes
 - A collaboration of such entities.
- ****Private sector can receive certain grants, with a public sponsor!**
- **Eligible Projects**
 - Infrastructure inside & outside of the terminal gates that improve efficiency of freight
 - Loading and unloading of goods; Movement of goods into, out of, around, or within a port, such as for highway or rail infrastructure, intermodal facilities, freight intelligent transportation systems, and digital infrastructure systems; Operational improvements, including projects to improve port resilience; or Environmental and emissions mitigation measures

- **Match/Federal Share - Most grants require a 20% match from the applicant (80% federal share) – consider putting in more \$ if you can**
- **NEPA – Must be complete before the Grant Agreement is signed**
- **Build America/Buy American – Required for all grants**

Effect on the
Movement of
Goods

Climate Change
and Environmental
Justice

Racial Equity and
Reducing Barriers
to Opportunity

Environmental
Review

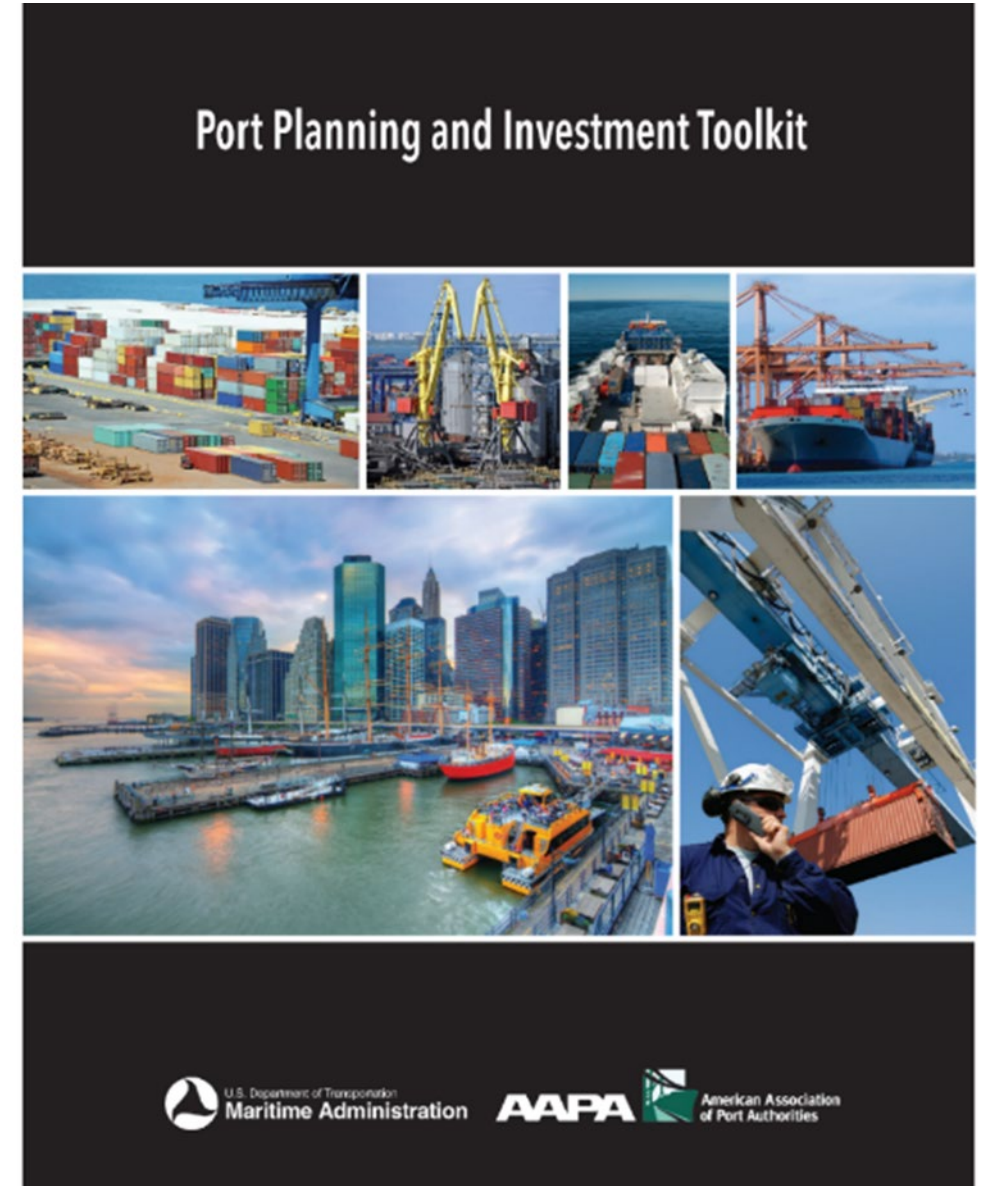
Technical Capacity

- **The Toolkit Modules Can Be Used to 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



- Sources for funding, financing, and technical assistance programs for infrastructure in the marine transportation system.
- Serves as a value-added tool for local and non-Federal level practitioners as well as Federal stakeholders to identify Federal resources.

Federal Funding Handbook
for the Marine Transportation System



Fifth Edition
March 2022

- Temporarily transfers excess Federal property to States and local governments for port development, expansion, & operation of port facilities
- MARAD receives, evaluates, and approves applications from prospective grantees to make recommendation for assignments of surplus property for port development or operation
- Conveyance involves no monetary consideration, provided the property is used and maintained in perpetuity as a port facility.
- <https://www.maritime.dot.gov/ports/port-conveyance/port-conveyance>



- **Federal Grant Reporting Requirements**
 - <https://www.maritime.dot.gov/grants/federal-grant-assistance/federal-grant-assistance>
- **America's Marine Highway Program**
 - <https://www.maritime.dot.gov/grants/marine-highways/marine-highway>
- **Small Shipyard Grants**
 - <https://www.maritime.dot.gov/grants-finances/small-shipyard-grants>
- **Federal Ship Financing Program (Title XI)**
 - <https://www.maritime.dot.gov/grants/title-xi/federal-ship-financing-program-title-xi>
- **Construction Reserve Fund**
 - <https://www.maritime.dot.gov/grants/construction-reserve-fund>
- **Capital Construction Fund**
 - <https://www.maritime.dot.gov/grants/capital-construction-fund>
- **Port Infrastructure Development Grants**
 - <https://www.maritime.dot.gov/PIDPgrants>

About the DOT Navigator

- The DOT Navigator is 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. Whether it's the first time you're applying for a DOT grant or you're looking for more technical details and guidance, the DOT Navigator can help get you started.

<https://www.transportation.gov/grants/dot-navigator/about-dot-navigator>

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