



Maritime Administration (MARAD)

June 2022

1200 New Jersey Ave., SE | Washington | DC 20590
www.dot.gov

MARAD

U.S. MARITIME ADMINISTRATION



MISSION: In Peace and In War

Strengthen the U.S. maritime transportation system including infrastructure, industry and labor to meet the economic and security needs of the Nation.

STRATEGIC GOALS:

- **CARGO:** Develop domestic and international transportation opportunities to modernize and sustain a competitive commercial U.S.-flag fleet that ensures the Nation's economic and national security
- **READINESS:** Ensure the availability of a capable U.S. Merchant Marine fleet with modern U.S.-flag vessels, skilled labor and global logistics support to drive the Nation's economy and to meet national maritime transportation requirements in peacetime emergencies and armed conflicts
- **INFRASTRUCTURE:** Support the development of America's ports, shipyards and related intermodal infrastructure as key integrated components of an efficient, resilient and sustainable national transportation system and freight network
- **ADVOCACY:** Advance awareness of the necessity and importance of a strong U.S. Maritime Transportation System



■ 10 Offices –

❖ Outreach and engagement with Port Authorities, Terminal Operators, Carriers, Rail, Private Sector, local, state and federal partners, etc.

❖ Participate in Area Maritime Security Committee and Port Readiness Committee meetings held by USCG

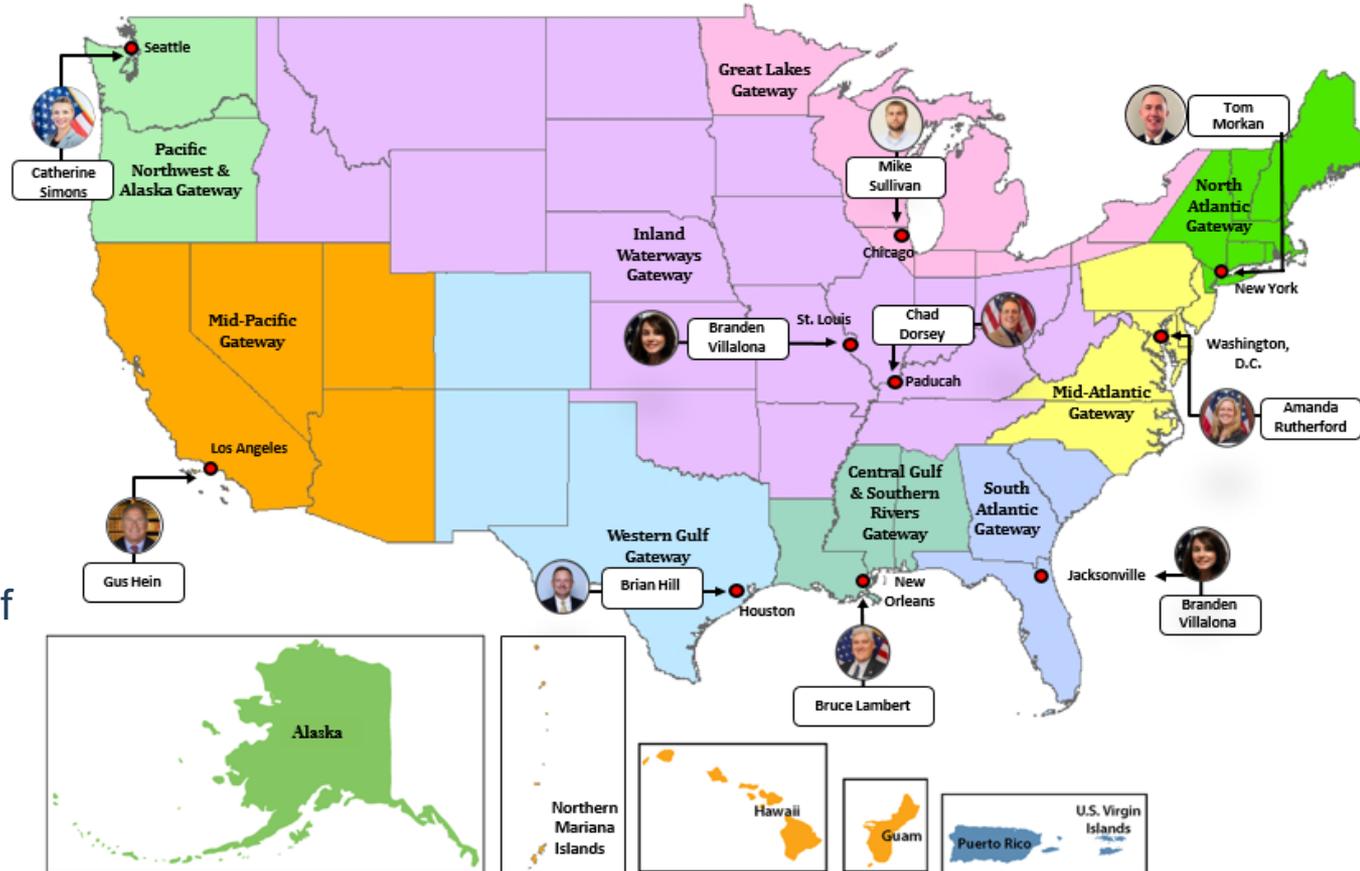
❖ Assess the readiness of our Strategic Commercial Seaports

❖ Report supply chain impacts and port closures in times of emergency

❖ Review State Freight Plans

❖ Can help stakeholders assess climate change vulnerabilities

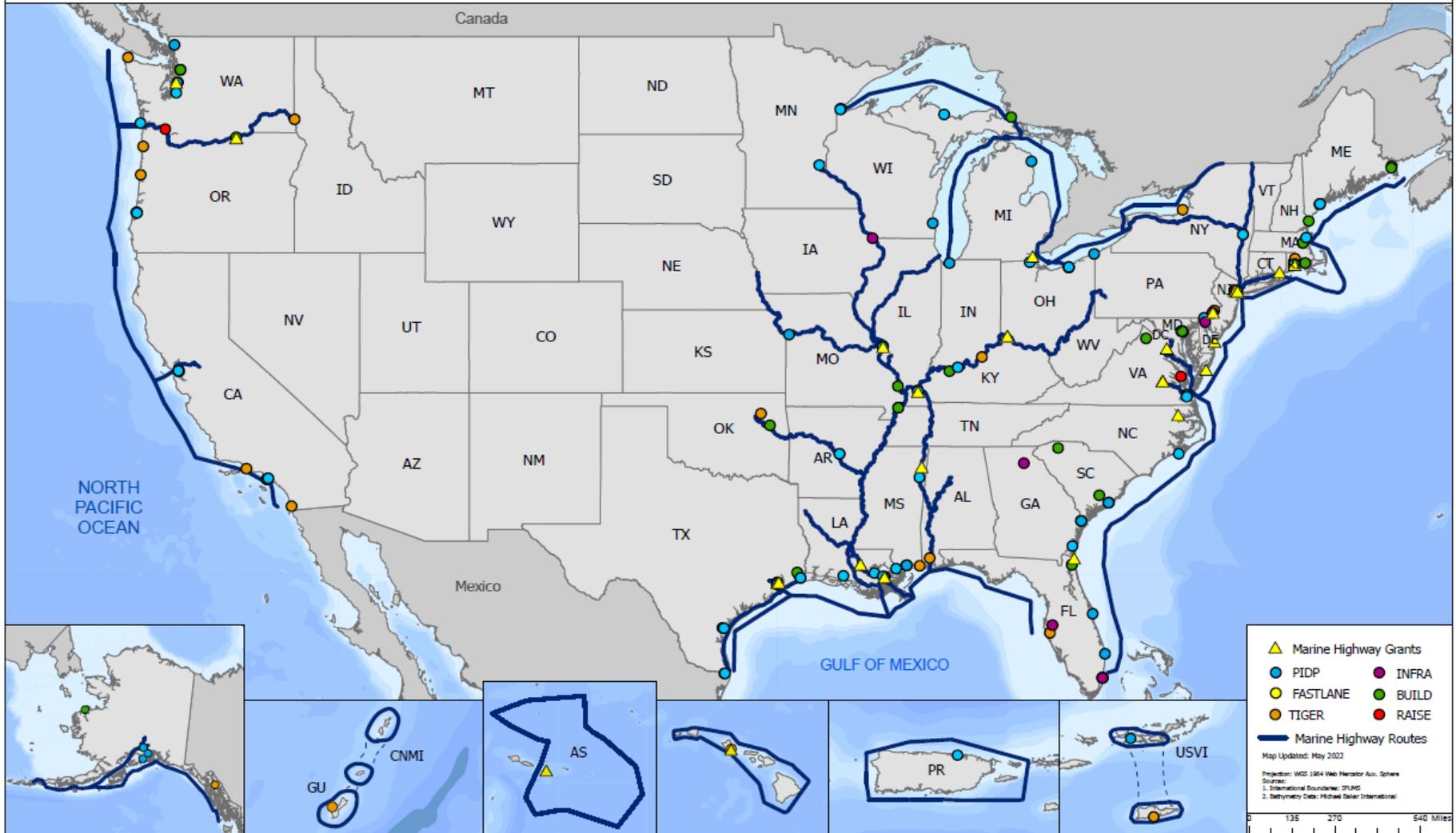
Maritime Administration Gateway Offices



Ports & Waterways Grant Recipients



U.S. DOT Grant Awards (Maritime Projects): 2009 - 2021



program	TIGER– 2013 award
grantee	Maryland Port Administration
project	Port of Baltimore Export Expansion
scope	Extending 3,400 feet of rail to provide rail access to Fairfield Marine Terminal, Seagirt access channel widening, and Fairfield wet basin redevelopment.
award	\$10,000,000
project_cost	\$42,535,796

program	BUILD – Year 2018 award
grantee	Maryland Port Administration
project	Seagirt Marine Terminal Berth 3 Modernization P3 Project
scope	Project elements include an expanded access channel and turning basin, repairing existing wharf substructure (toe wall), construction of superstructure and paving as needed, installation of concrete runways in the container yard and hardware to support large ship-to-shore cranes.
award	\$6,554,575
project_cost	\$32,772,876

program	BUILD – Year 2020 award
AMH Des.	Maryland Port Administration
description	This project will provide critical flood mitigation improvements at the Dundalk Marine Terminal, including installing 15 backflow preventers, constructing approximately 4,000 feet of box culvert with a pump for extreme rain events, and installing a perimeter barrier to prevent storm surge from overtopping the berths.
Award	\$10,000,000
Project cost	\$36,700,000

program	TIGER – Year 2018 award
AMH Des.	Baltimore County – Tradepoint Atlantic
description	Pay for infrastructure upgrades to make the site compatible to "21st century cargo," county officials said in October when the grant application was submitted.
Award	\$20,000,000
Project cost	\$32,500,000

program	PIDP – Year 2020 award
AMH Des.	Baltimore County – Tradepoint Atlantic
description	Sparrows Point Bulk Expansion Rail Modernization and Berth Rehabilitation Mid-Atlantic Multi-Modal Transportation Hub. This grant will add additional waterside access, create a bulk import and export terminal, install a modern gate complex, and upgrade the heavy-duty road network. Furthermore, the project will upgrade rail connectivity and repair all degraded utilities.
Award	\$9,880,000
Project cost	\$35,500,000

Port Infrastructure Development Program Grants (PIDP) – due on May 16, 2022

\$450 million in newly available grant funding for port-related projects through the Port Infrastructure Development Program (PIDP)—by far the largest investment in the program ever. These grants can help ports expand capacity and improve the movement of goods through our supply chains.

[Webinars about PIDP](#)

[Notice of Funding Opportunity for PIDP](#)

Marine Highway Program Grants – due on June 17, 2022

\$40 million in funding for the America’s Marine Highway Program (AMHP), which supports the development and expanded use of America’s navigable waterways and will help improve our nation’s supply chains and the movement of goods throughout the country. Friendly reminder that this is a multi-step process to apply for these grants, and you need to be on a [designated route](#), and have an approved [project designation](#) to be eligible to apply for these grants.

Webinar will be scheduled soon for 2022. [Webinar for 2021 link.](#)

[Notice of Funding Opportunity \(see IJA NOFO on this page\)](#)

RAISE Program Grants – due on April 14, 2022 (a.k.a TIGER, BUILD)

\$1.5 billion in grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. The popular program helps communities around the country carry out projects with significant local or regional impact.

[Webinars already recorded](#)

[Notice of Funding Opportunity for RAISE](#)

<https://www.transportation.gov/grants/mpdg-announcement>

- **Mega Grants:** known statutorily as the National Infrastructure Project Assistance program (49 U.S.C. 6701)
- **INFRA Grants:** known statutorily as the Nationally Significant Multimodal Freight and Highway Projects program (23 U.S.C. 117)
- **Rural Surface Transportation Grant:** (23 U.S.C. 173)
 - **Funding amount:** \$7,250,000,000 (total available FY22-FY26)
 - **Applications Due:** May 23



Tempo – like waves, so look 2-3 years out in your capital investment needs

- For fiscal year 2023, the **DRAFT** bill provides a total of \$105.4 billion in budgetary resources for DOT – an increase of \$2.4 billion above the fiscal year 2022 enacted level and \$942 million above the President’s 2023 budget request.
- The legislation includes rail, roads, air—here is a highlight of the maritime portion of the bill :
 - \$775 million for National Infrastructure Investments (RAISE/TIGER/BUILD), equal to fiscal year 2022, including \$30 million for grants to assist areas of persistent poverty, \$10 million above fiscal year 2022. An additional \$100 million is included for a program created last year to spur Thriving Communities nationwide.
 - Robust funding for Research and Technology to expand research on ways to create more equitable access to transportation systems, combat climate change, and reduce greenhouse gas emissions.
 - • \$987 million for the Maritime Administration, \$147 million above the President’s budget request, including \$318 million for the Maritime Security Program, \$60 million for the Tanker Security Program, and \$300 million for the Port Infrastructure Development Program, an increase of \$66 million above the fiscal year 2022 enacted level.

<https://appropriations.house.gov/news/press-releases/appropriations-committee-releases-fiscal-year-2023-transportation-and-housing>

■ 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.

***America's Marine Highway Program Grants – Private sector can receive grants, with a public sponsor!*

■ Eligible Projects

- Infrastructure inside & outside of the terminal gates that improve efficiency of freight
- Loading an 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

■ Buy America/Buy American – Required for all grants

Designing Multimodal Working Waterfronts

Middle Peninsula Planning District Commission

Essex, Gloucester, King & Queen, King William, Mathews, and Middlesex Counties, Virginia

Grant Funding: \$2,018,476

Estimated Total Project Costs: \$2,018,476

Description:

This project will conduct a region-wide planning project to address the needs of commercial seafood and marine industries at publicly-owned, rural working waterfronts in Virginia's Middle Peninsula region. The project includes a condition assessment at each of the 60 public wharves, landings, and harbors in the region; a needs assessment for the current and future needs of the commercial seafoods and marine industries, and the development of implementation strategies to address identified infrastructure needs.

Benefits:

The project generates state of good repair benefits by conducting a needs assessment to identify unsafe and neglected facilities at public wharves, landings, and harbors in the Middle Peninsula region to identify needed improvements. The project would develop plans to revitalize infrastructure needed to connect marine resources to inland markets with the intention of growing local and regional maritime-based economies.

Portsmouth Marine Terminal Offshore Wind Development (awarded: \$20,000,000)

The project will fund improvements to the Portsmouth Marine Terminal to enable it to serve as a staging area in support of offshore wind projects. The grant will fund construction of wind turbine generator staging area in the uplands adjacent to one of the terminal's wharves and a second area where monopiles and other project components will be stored.



James River Container Expansion Project (awarded \$3,048,363 in 2021)

Sponsored by the Virginia Port Authority, the grant will be used to improve lighting within the perimeter of the Richmond Marine Terminal (RMT) through the installation of high mast light poles with Light Emitting Diode (LED) fixtures and the retrofitting of existing light poles and LED fixtures.

Expanding the operational capacity at the terminal with improved lighting within the facility will allow for barge operations beyond daylight hours.

****Ever since the Marine Highway Program was initiated, the James River Barge has been awarded 7 AMH grants totaling \$7,093,044.****

Delaware and New Jersey; Cape May – Lewes Ferry (awarded \$600,000)

Project sponsor Delaware River and Bay Authority.

This grant will support a comprehensive ferry master plan to develop a new, modern, efficient, and cleaner ferryboat design.

The master plan will serve as a comprehensive analysis of operations and service needs, and help determine the types, sizes, and number of ferries that are needed in the future.

With a nationwide push towards a low carbon economy transition, the ferry system is capable of incorporating technologies within the vessels that can benefit customers as well as the environment, including electric vehicle charging stations.

Starting with the money...

Before the applicant can submit an application to USDOT requesting funding, they must submit a business case for the project (real or conceptual) and the supporting benefit/cost analysis.

In order for S1 to designate the project, it must be also qualified by being located on a Designated Marine Highway.

If it's a private entity applying, they must have a public sponsor, like a tribe, Metropolitan Planning Organization, Rural Planning Organization, city, county, etc.

FY 2016 - \$5 Million - Six Recipients

FY 2017 - \$5 Million - Six Recipients

FY 2018 - \$7 Million - Three Recipients

FY 2019 - \$7 Million - Nine Recipients

FY 2020 - \$9.775 Million - Eight Recipients

FY 2021 – \$13 Million – Nine Recipients

FY 2022 - \$40 Million – June 17 closed



**America's
Marine Highways**

U.S. Department of Transportation

Eligible under the Marine Highway Program:

- U.S. documented vessels that includes
 - Contained in intermodal cargo containers and loaded by crane on the vessel;
 - Loaded on the vessel by means of wheeled technology;
 - Shipped in discrete units or packages that are handled individually, palletized, or unitized
 - Freight vehicles carried aboard commuter ferry boats



- **Remember the three steps:**

1. Must be on a designated route, or request a route be designated
(Delaware Bay and its tributaries are already a Designated Route!)
2. Must submit a Project Designation Request – business case study
3. Grants applications can be submitted only if steps 1 and 2 are approved

- **Eligible applicants include:**

- Applicants of Designated Projects, or
- Private entities with the approval of the Designated Project Applicant

- **What can Marine Highway Grant funds be used for?:**

- Port and landside infrastructure
- Cargo handling equipment
- New or used vessel purchase, lease, or modification
- Planning, preparation and design efforts in support of marine highway projects (cannot be used for market related studies)



**America's
Marine Highways**

U.S. Department of Transportation

Descriptions of Approved Marine Highway Routes Already Designated

<https://cms.marad.dot.gov/sites/marad.dot.gov/files/2021-04/Route%20Designation%20one-pagers%20Apr%202021.pdf>



Click here for the Nation's route descriptions

Examples of Marine Highway Grants

Texas - Houston Gateway and Gulf Container on Barge Central Node

Operational Plan Development for a business case to support shipping container movements

Virginia - Wallops Island M-95 Intermodal Barge Service

Design a new trestle and combination dock/ramp to support loading/unloading of barges and research vessels at the Mid-Atlantic Regional Spaceport (MARS)

Washington - Seattle-Bainbridge Island Ferry Service

Support the conversion of a ferry from diesel to hybrid

Michigan - Lake Erie Shuttle

Purchase and installation of a crawler crane and train operators

New York Harbor and Container and Trailer on Barge Service

Infrastructure to improve barge operations and the creation of a crane operator training center to boost safety and container throughput

- The Port Conveyance Program is designed to temporarily transfer the use and management of excess Federal property to States and local governments for the purposes of port development, port expansion, and operation of port facilities.
- Transfers surplus Federal real property to states and local governments **at no cost** for the development and enhancement of port facilities and intermodal terminals.
- The program is designed to create jobs and revitalize communities impacted by military base closures or other Federal actions, support the provision of port capacity and U.S. port infrastructure, improve goods movement, and meet future national defense needs.
- Uses of transferred properties include development of intermodal transfer and warehousing stations to expedite intermodal cargo transfers at U.S. ports, enhancement of commercial boating and recreational facilities, and expansion of administrative office space.

PUBLIC-PRIVATE PARTNERSHIPS (P3 OR PPP)

Public-private partnerships are long-term contractual agreements between a public agency and a private sector entity that allow for greater private sector participation in the delivery and financing of transportation projects.

The use of P3s marks a shift away from traditional ways of procuring and financing transportation projects. Unlike traditional procurement processes, in a P3, a private partner may participate in some combination of design, construction, financing, operations and maintenance, including collection of user fees.

P3s may be delivered more quickly than traditional procurement approaches, reduce the burden on public funding, and provide budget certainty for the public agency. They can also provide opportunities to optimize lifecycle costs and encourage innovation to achieve better quality of service. The Build America Bureau can connect project sponsors and private partners with in-house technical expertise to help explore if a P3 might be worth considering and to identify and share best practices in P3s nationwide.

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT PROGRAM (TIFIA)

TIFIA provides direct loans, loan guarantees, and standby lines of credit to projects of national or regional significance.

Eligible Applicants: • State and local governments • Transit Agencies • Railroad Companies • Special Authorities • Special Districts • Private Entities
Eligible Projects: • Public or private highways and bridges • Intelligent Transportation System Projects • Intermodal Connectors • Transit Vehicles and Facilities • Intercity Buses and Facilities • Freight Transfer Facilities • Pedestrian and Bicycle Infrastructure Networks • Transit-Oriented Development • Rural Infrastructure Projects • Passenger Rail Vehicles and Facilities • Surface Transportation Elements of Port Projects

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM (RRIF)

RRIF provides direct loans and loan guarantees to finance the development of railroad infrastructure.

Eligible Applicants: • State and local governments • Interstate compacts consented to by Congress under section 410(a) of the Amtrak Reform and Accountability Act of 1997 (49 U.S.C. 24101 note) • Government sponsored authorities & corporations • Railroads • Limited option freight shippers (solely for the purpose of constructing a rail connection between a plant or facility and a railroad) • Joint ventures that include at least one of the above

PRIVATE ACTIVITY BONDS (PAB)

Private Activity Bonds provide private-sector developers of certain types of projects with access to tax-exempt financing, reducing the cost of capital and enhancing the investment prospects. The Department is responsible for allocating up to \$15 billion in PAB authority for surface transportation projects that meet the eligibility criteria below:

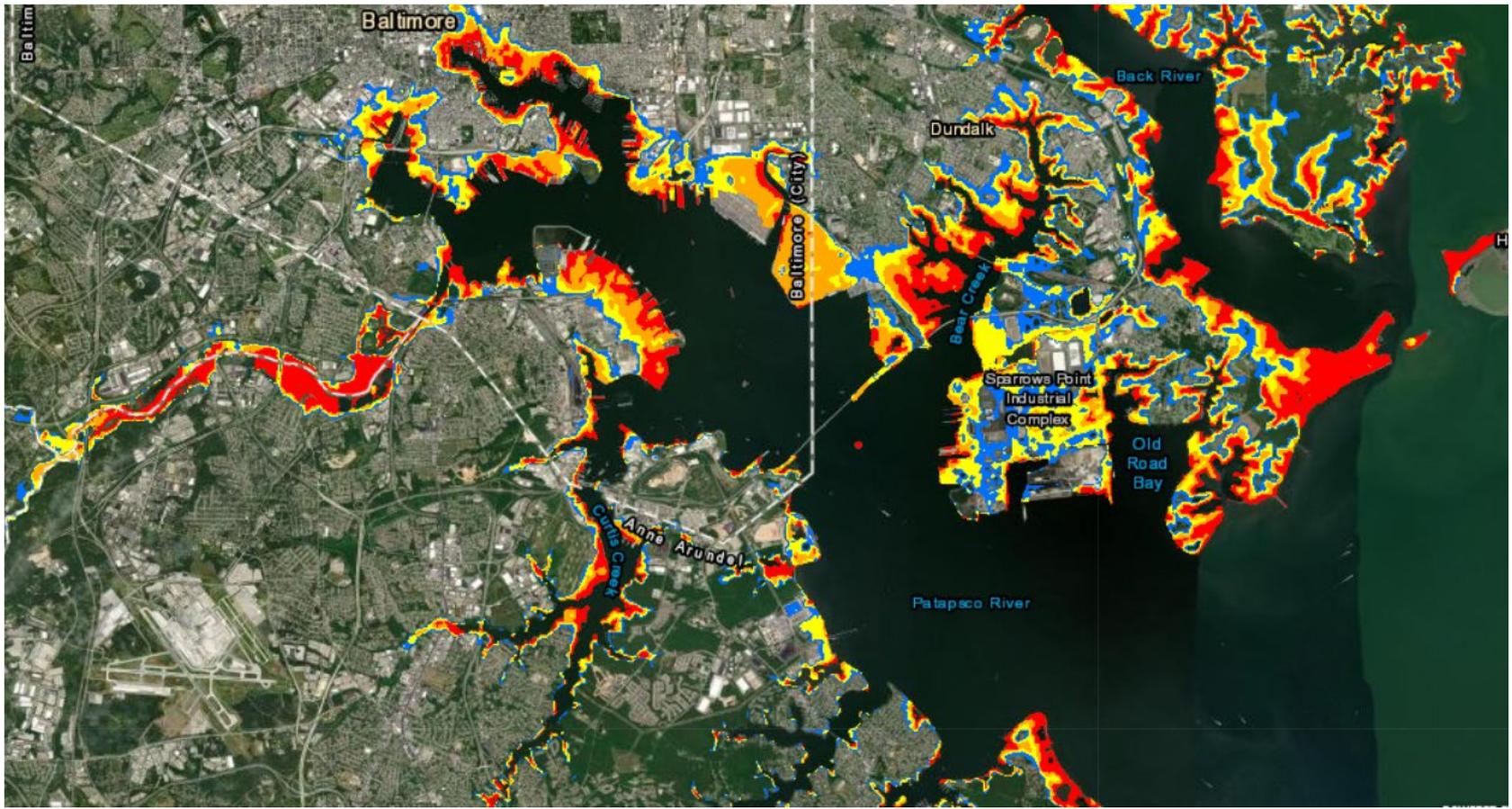
Eligible Projects: • Any surface transportation project that receives Federal assistance under Title 23, United States Code • Any project for an international bridge or tunnel that an international entity authorized under Federal or State law, is responsible and receives Federal assistance under Title 23, United States Code • Any facility used for the transfer of freight from truck to rail or rail to truck (including any temporary storage facilities directly related to such transfers) which receives Federal assistance under Title 23 or Title 49

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/bil_overview_20211122.pdf

- ATCMTD is still being funded, but it has been renamed as the “Advanced Transportation Technologies and Innovative Mobility Deployment” program. The Infrastructure Bill includes \$100 million in funding for the program.
- The Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program is a new formula and competitive grant program to help States improve the resiliency of transportation infrastructure.
 - Formula Funding: \$7.3 B (FY 22-26) in Contract Authority from the HTF
 - Discretionary Grant Program: \$1.4 B (FY 22-26) in Contract Authority from the HTF
- Reduction of Truck Emissions at Port Facilities Program (discretionary); Study and competitive grants to reduce truck idling and emissions at ports, including through the advancement of port electrification
 - \$400 M (FY 22-26), including—
 - \$250 M (FY 22-26) in Contract Authority from the HTF; and
 - \$150 M (FY 22-26) in advance appropriations from the GF

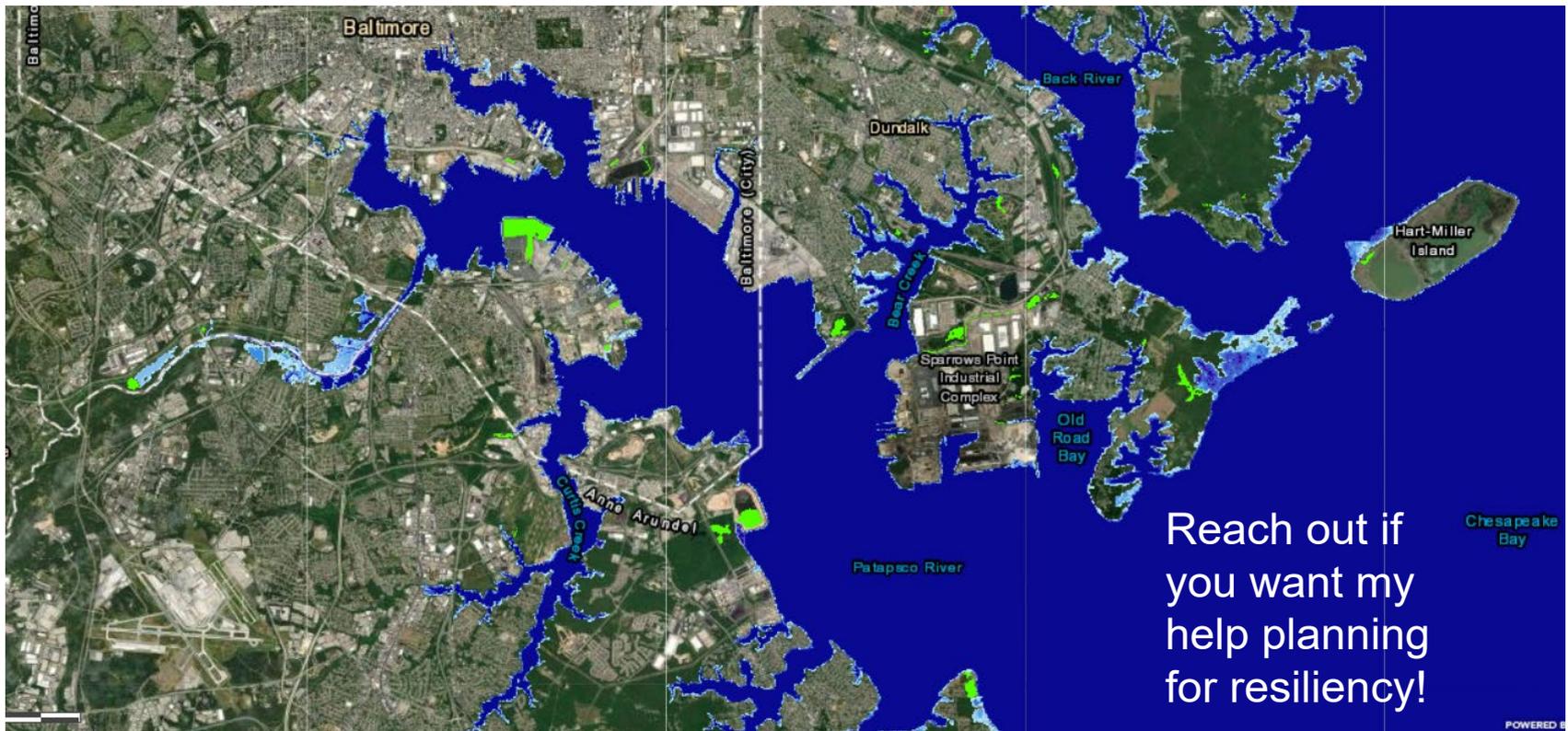
NOAA SLOSH model

Category 4 Hurricane



Sea Level Rise - Source

Scientists have forecasted an increase of as much as 2.1 feet in the Chesapeake Bay by 2050. And by the end of this century, that number could be 3.7 feet or higher.



Map is showing a 3' sea level rise

- **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>
- **America's Marine Highway (AMH)**
 - <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/advtranscongmgmtfs.cfm>
- **Port Conveyance Program**
 - <https://www.maritime.dot.gov/ports/port-conveyance/port-conveyance>
- **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>
- **Meta Program**
 - <https://www.maritime.dot.gov/innovation/meta/maritime-environmental-and-technical-assistance-meta-program>
- **Transportation Infrastructure Finance and Innovation Act (TIFIA)**
 - <https://www.transportation.gov/buildamerica/programs-services/tifia>
- **Railroad Rehabilitation & Improvement Financing (RRIF)**
 - <https://www.transportation.gov/buildamerica/programs-services/rrif>
- **Private Activity Bonds (PABs)**
 - <https://www.transportation.gov/buildamerica/programs-services/pab>

Amanda Rutherford
Gateway Director Mid-Atlantic
Amanda.Rutherford@dot.gov
202-595-4657