



Maritime Administration (MARAD)
*Washington Public Ports Association
Trade & Transportation Committee*

December 7, 2022

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Director, Inland Waterways Gateway Office

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www.dot.gov

MARAD

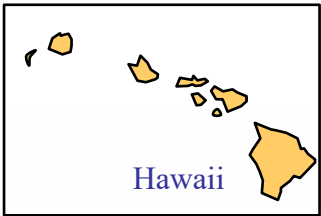
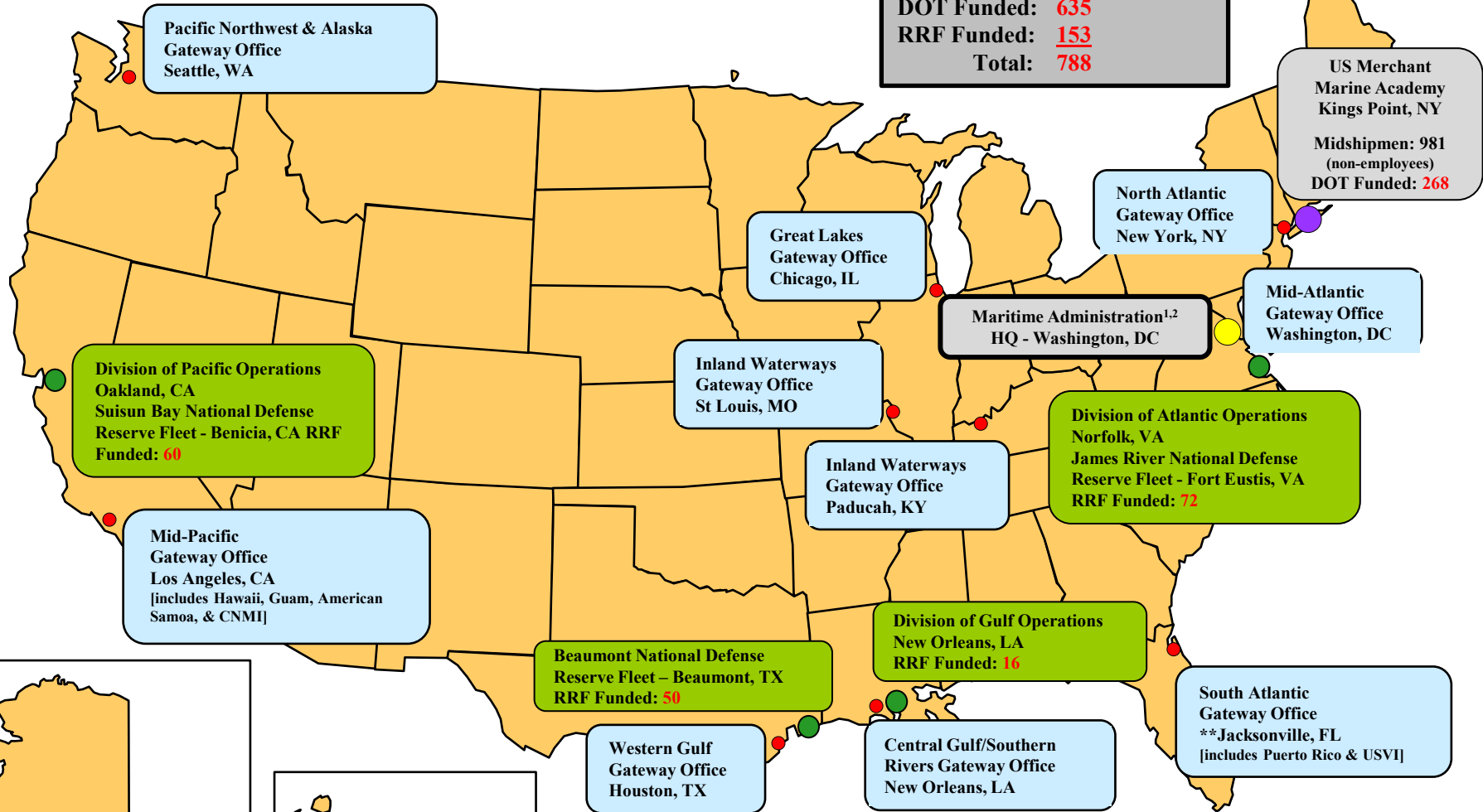
U.S. MARITIME ADMINISTRATION



- Office of Ports & Waterways (MAR-500)
 - Mission/Vision and supporting Critical and Mission Essential Tasks
 - Organization, Locations and Program Overview
 - ✓ Office of Port Infrastructure Development (MAR-510)
 - ✓ Office of Ports & Waterways Planning (MAR-520)
 - ✓ Office of Deepwater Port Licensing & Port Conveyance (MAR-530)
 - ✓ Office of Federal Assistance Education & Engagement (MAR-540)
 - ✓ Office of Maritime & Intermodal Outreach (MAR-550)
- Major Initiatives
- Challenges/Concerns
- Assistance and Support
- Q & A

MARAD Main Locations

Total Number of Positions
 DOT Funded: **635**
 RRF Funded: **153**
 Total: **788**



Key

- = Gateway Office
- = Fleet Office
- = US Merchant Marine Academy
- = Maritime Administration HQ

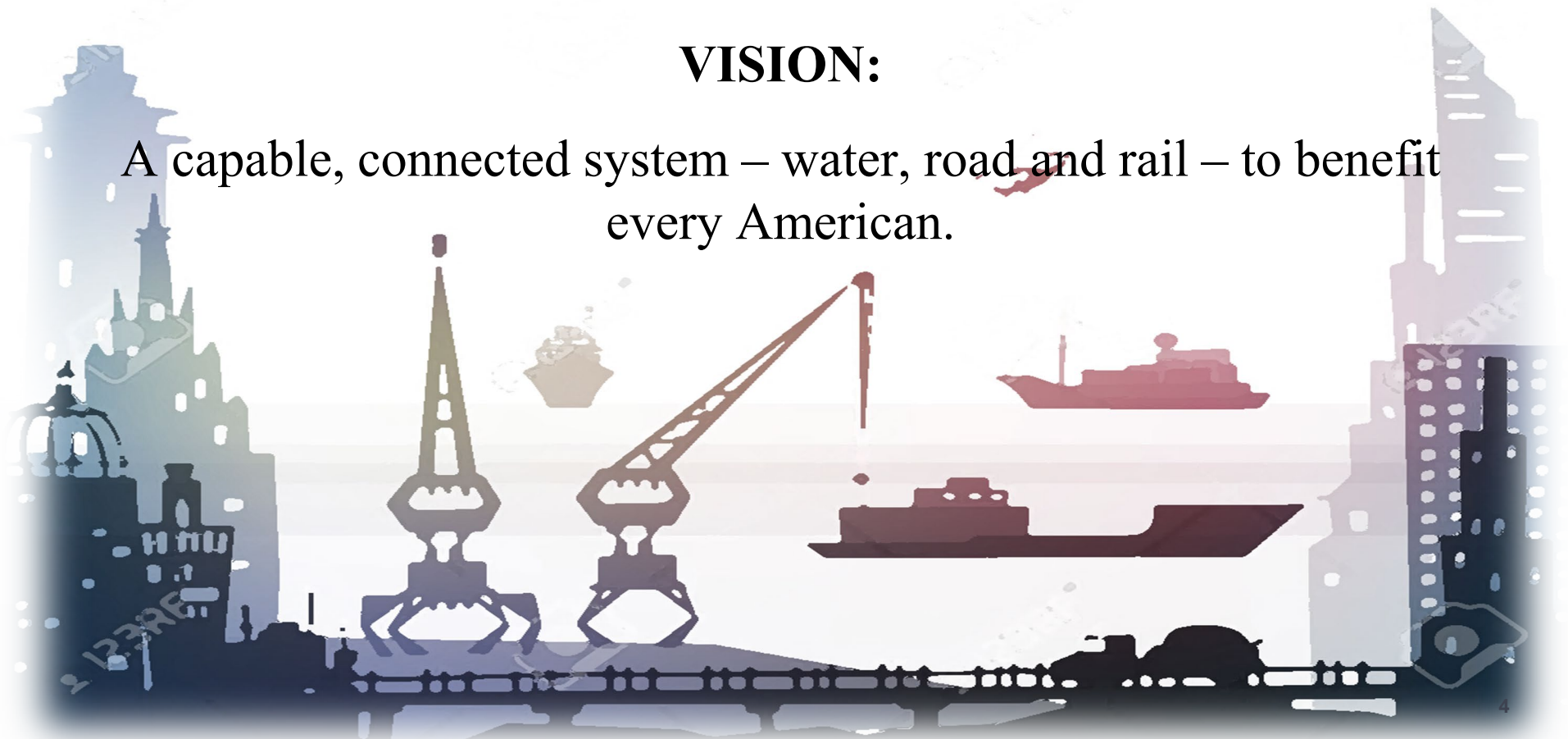
Notes:
 1. Joint Chiefs of Staff DoD LNO, Pentagon
 2. U.S. TRANSCOM LNO, Scott AFB, Illinois
 ** Office recently moved from Miami, FL

MISSION:

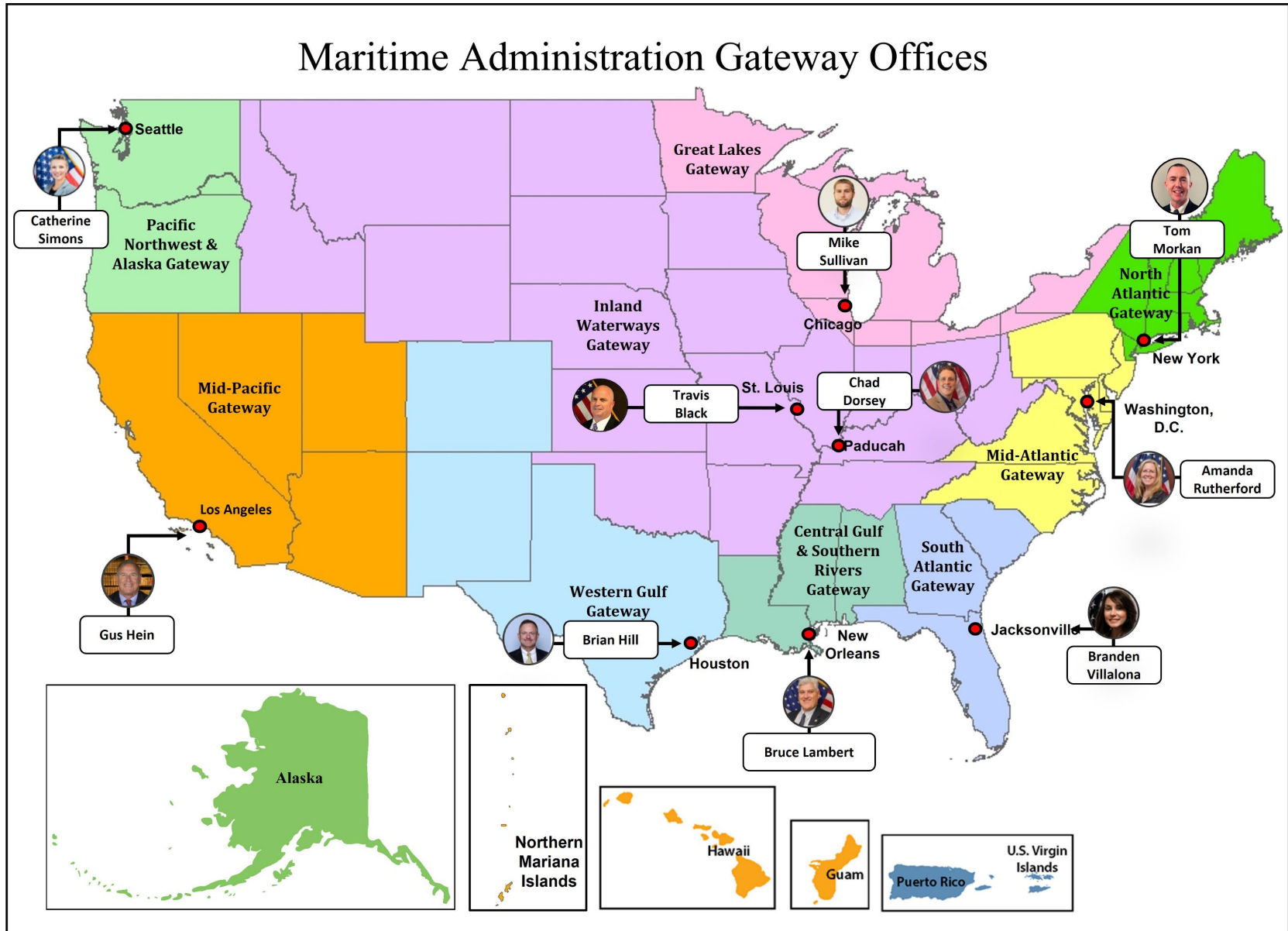
Improve the Maritime Transportation System, including Ports, Connectors and Marine Highways through Investment, Integration and Innovation to meet the current and future needs of the Nation.

VISION:

A capable, connected system – water, road and rail – to benefit every American.



Maritime Administration Gateway Offices



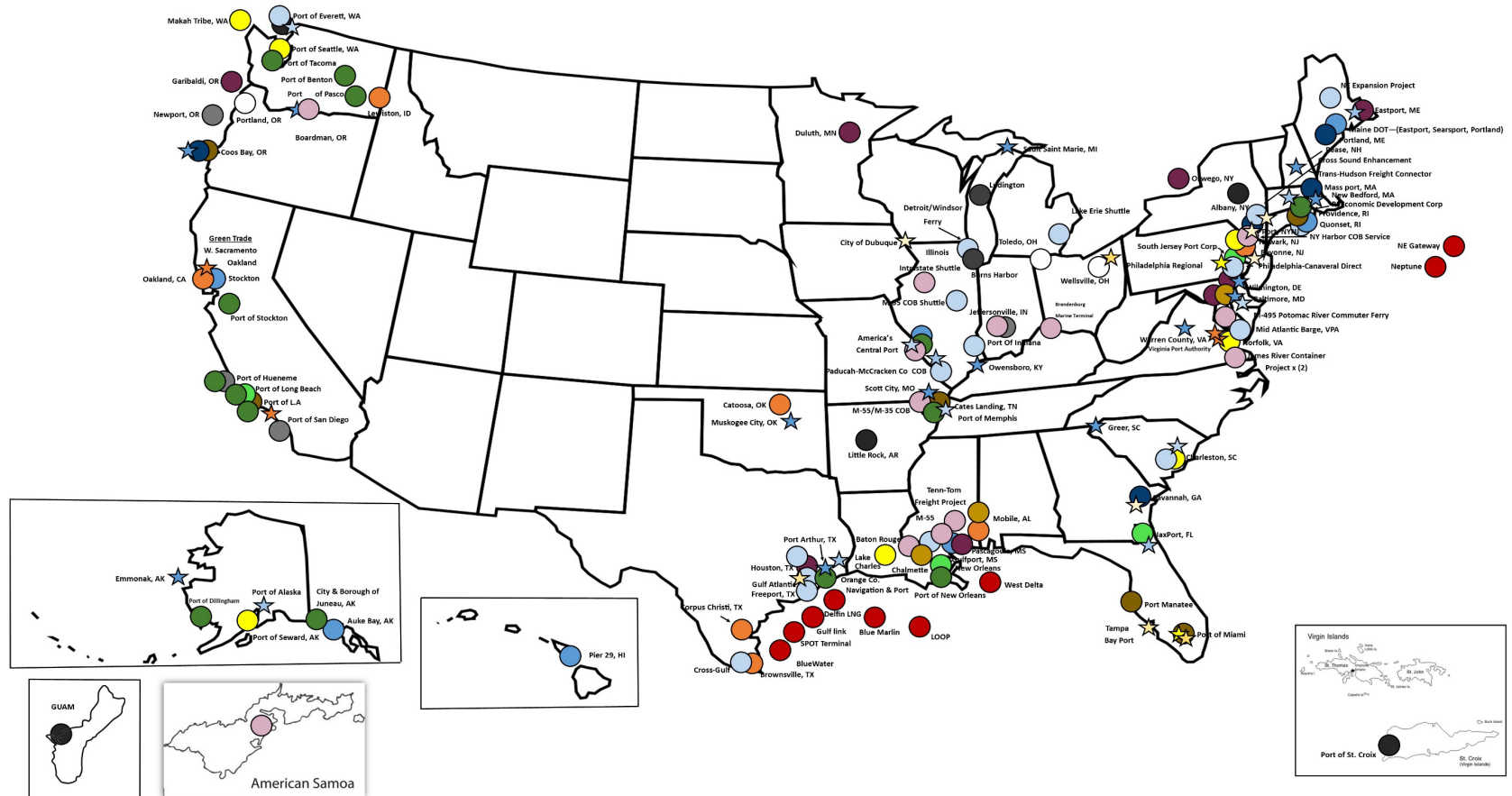
Increase national cargo capacity and improve reliability of freight moving through ports.

- **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**

- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (\$5M - \$25M, \$1M Rural) Closed April 14, 2022 (USDOT Anticipates FY 2023 NOFO November 2022).**
 - \$1.5 B for next five years. Used to be called TIGER and BUILD. Minimum Award \$5M, (\$1M Rural)
- **Infrastructure for Rebuilding America (INFRA) (\$25M - \$100M, \$5M Rural), Closed May 23, 2022**
 - \$1.5 B for next five years. Minimum Award \$25M (\$5M rural) Max \$100M
- **National Infrastructure Project Assistance (MEGA), Closed May 23, 2022 (over \$100M, 50% reserved for \$500M+)**
 - \$1 Billion program each year for 5 years
- **America's Marine Highway Program (AMHP), Closed June 17, 2022**
 - Typically \$10-12M per year
- **Port Infrastructure Development Program (PIDP), Closed May 16, 2022**
- **Rural Surface Transportation (Rural) Grant Program, Closed May 23, 2022**
 - 90 % of grant awards over \$25M, 10% less than \$25M

- **Program authorized and appropriated funds by Congress**
- **Notice of Funding Opportunity – Instructions to potential applicants**
 - **Congressional Direction**
 - **Administration Priorities**
- **Deadlines**
- **Format**
- **Application Processing (eligibility)**
- **Grant Technical Reviews – including Benefit-Cost Analysis**
- **Senior Review Team**
- **Selection by Secretary**
- **Congressional Notifications**
- **Recipient Notifications**

Discretionary Grant Awards and Selected Projects



○ ARRA Grants 2009 (3)	● TIGER V FY 2013 (8)	● FASTLANE 2016 (5)	● MH GRANTS \$12.6M (20)	★ INFRA FY 17/18 (2)	PIDP 2020 \$205M (17)
● TIGER I FY 2009 (7)	● TIGER VI FY 2014 (7)	● FASTLANE II 2017 (2)	★ BUILD 2018 (14)	★ INFRA FY 19 (2)	PIDP 2021 \$241M (25)
● TIGER II FY 2010 (6)	● TIGER VII FY 2015 (4)	● DEEP WATER PORTS (9)	★ BUILD 2019 (6)	★ INFRA FY 20 (2)	
● TIGER III FY 2011 (4)	● TIGER VIII FY 2016 (5)	● PORT CONVEYANCE (14)	★ BUILD 2020 (5)	★ INFRA FY 21 (5)	
● TIGER IV FY 2012 (7)	● TIGER VIII FY 2017 (3)	● MH PROJECTS \$51.7M (25)	★ ATCMTD 16-20 (4)	PIDP 2019 \$287M (15)	

- **Marine Highway Program**

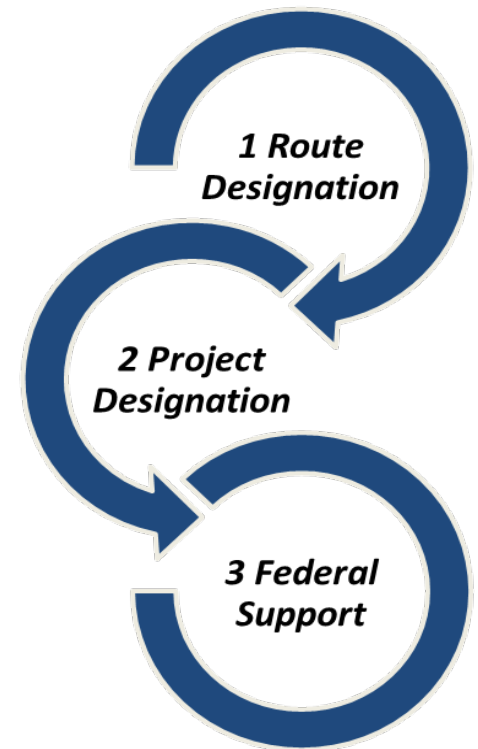
- ✓ Approve, direct and administer the Maritime Administration's Marine Highway Program Designation Process and Grant pre-award activities
- ✓ Encourage the use of available capacity in our nation's waterways to supplement congested landside routes for the transport of freight

- **Port Development & Intermodal Planning Program**

- ✓ Promote the development and improved utilization of ports and port facilities including intermodal connections, terminals and distribution networks for the reduction of traffic congestion
- ✓ Support development in advances of technologies, innovations, and applications for increasing waterborne transportation throughput, port readiness and resiliency etc.
- ✓ Conduct outreach, providing materials, training, technical information and advice to internal and external maritime stakeholders

- 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...*



- Project Designations

- Deadline January 31st, May 31st, and September 30th

A "Call for Projects"

- The [Marine Highway Open Season "Call for Projects"](#) was published in July 2022 and is currently open. The Office of Marine Highways will review applications on a rolling basis, three times per year, until September 30, 2025.
- Projects must represent concepts for new services or the expansion of existing Marine Highway services that have the potential to offer public benefits and long-term sustainability without long-term Federal support. These projects receive preferential treatment for any future federal assistance from the Department of Transportation and MARAD. Greenlit projects will help start new businesses or expand existing ones to move more freight or passengers along America's coastlines and waterways.
- To date 58 total projects have been designated.

- Washington Project Designations
 - EVERETT PORT PUGET SOUND CONTAINER ON BARGE SERVICE (Port of Everett)
 - M-5 COASTAL CONNECTOR (Port of Bellingham, Port of San Diego and California Department of Transportation)
 - MORROW PORT BARGE SERVICE EXTENSION (Port of Morrow – Vancouver, Washington to Morrow, Oregon)
 - SEATTLE-BAINBRIDGE ISLAND FERRY SERVICE (Washington State Ferries and Washington State Department of Transportation)

- Notice of Funding Opportunity (NOFO) Published 3 March 2022 for BIL funding (\$25 M)
 - Original deadline 29 April 2022
- NOFO amended 26 April 2022, adding Appropriations funding (\$14,819,000)
 - Revised deadline of 17 June 2022
 - Total NOFO amount is \$39,819,000
 - Total funding available for awards under this NOFO is \$38,624,430 (minus grant administration and oversight)

Eligible applicants include:

– Original Project Applicants; or

– A substitute applicant that has been referred to the Program Office by the original Project Applicant in a written letter of support.

- The substitute applicant must have operational or administrative areas of responsibility that are adjacent to or near the relevant designated Project.
- The letter of support must be included as part of the grant application.
- Substitute applicants can be public or private sector entities.

– Multiple eligible applicants can submit a joint application; however, the application must:

- Identify a lead applicant as the primary point of contact and recipient of the Federal funds;
- Include a description of the roles and responsibilities of each applicant; and
- Include a signed letter of support from each Eligible Applicant as an attachment.
- All public and private entities are required by law to comply with all Federal requirements.

Eligible projects or components of projects must support the development and expansion of vessels documented under 46 U.S.C. Chapter 121 or port and landside infrastructure. This includes projects for:

- port and terminal infrastructure
- cargo and/or vessel handling equipment
- new or used vessel purchase, lease, or modification
- demonstration projects of a limited duration
- planning, preparation, and design efforts in support of designated Marine Highway Projects. However, operating subsidies and market-related studies are ineligible.

- **Applicants must:**
 - demonstrate the extent to which the project is financially viable;
 - demonstrate that the funds received will be spent efficiently and effectively;
 - demonstrate that a market exists for the services of the proposed project as evidenced by contracts or written statements of intent from potential customers;
 - describe the public benefits anticipated by the proposed grant project, as outlined in 46 CFR 393.3(c)(8) based on the following six categories:
 - (1) Emissions benefits;
 - (2) Energy savings;
 - (3) Landside transportation infrastructure maintenance savings;
 - (4) Economic competitiveness;
 - (5) Safety improvements; and
 - (6) System resiliency and redundancy.

- **Applicants must Cont’:**
 - describe how the project supports Departmental priorities related to climate change, and
 - describe credible planning activities and actions to resolve potential inequities and barriers to equal opportunity in the project.
- **Award size** – No minimum or maximum award size.
- **Cost share requirements** – An Eligible Applicant must provide at least 20 percent of grant project costs from non-Federal sources.
- **Statutory restrictions on funding** – none

- **March 1, 2022 - Notice of Funding Opportunity published**
- **March 22, 2022 - Webinars on How to Apply**
- **April 21, 2022 – NOFO Amended (Changes Webinar May 24th)**
- **June 17, 2022 – Applications Due**
- **October 6, 2022 – Grant Awards Announced**

2022

- **Washington & Oregon Tidewater M-84 Barge Service Expansion \$4,168,759** Tidewater Barge Lines, Inc. The grant will support an electric dock crane at the Port of Vancouver, WA. This equipment will help meet the demand for additional shipments of municipal solid waste and other waste through the Columbia River Marine Highway M-84.

2020

- **Tidewater Barge Lines, Inc, Port of Morrow M-84 Barge Service Expansion \$3,200,000** Sponsored by the Port of Morrow, the grant was awarded to support the procurement of a container on barge service to expand from the Port of Morrow in Boardman, OR, to Vancouver, WA.

2019

- **Washington State Department of Transportation, Seattle-Bainbridge Island Ferry Service \$1,500,000** The grant was awarded to convert from diesel to hybrid one of the two ferries used in the Seattle-Bainbridge Island Ferry Service, resulting in a significant reduction in emissions.
- **Port of Morrow, Port of Morrow M-84 Barge Service Expansion \$1,623,200** The grant was awarded for the expansion of barge services from Portland, Oregon, to Vancouver, Washington, and to enhance the Port of Morrow barge capacity.

- The PIDP, now in its fifth year, was established in FY2019 under 46 U.S.C. Section 50302
- The program works to improve the safety, efficiency or reliability of the movement of goods through ports and intermodal connections to ports
- To date, **99 grants** have been awarded totaling more than **\$1.416 billion** for projects in **30 States and 3 Territories**.
- PIDP grants can be awarded to coastal seaports, inland river ports, or Great Lakes ports
- Consistent with the R.O.U.T.E.S. Initiative, the Department may consider how projects will address the challenges faced by rural areas under the PIDP

2022

- **Terminal 5 Export, Expansion, and Emissions Reduction Project (\$17,035,900) Seattle** The Project will fund improvements to Terminal 5 at the Port of Seattle. The Project consists of two major components: 1) construction of a new truck gate complex by relocating the existing gate lanes and expanding the number of lanes equipped with truck scales and 2) the construction of a cargo container storage yard by demolishing an unused warehouse and repurposing the land for container sorting and storage.
- **Grays Harbor Terminal 4 Expansion & Redevelopment Project (\$25,500,000) Aberdeen** The Project includes the construction of an additional 50,000 feet of rail to accommodate unit trains; railcar storage; the repurposing of a 50-acre brownfield site into a breakbulk cargo handling and laydown area; access and roadway improvements; replacement of marine terminal fendering systems; and related site improvements.

- **Intermodal Handling and Transfer Facility Improvements Project (\$8,608,000) Port Angeles** The Project consists of structural repairs and improvements to an existing 112-year-old dock and pavement improvements to increase the surface elevation and load capacity for approximately 10 acres of an existing 30-acre cargo yard.
- **Master Plan, Pier Design, and Boat Ramp Construction Project (\$11,073,627) La Conner** The Project consists of four components: 1) development of a port master plan that evaluates the existing infrastructure, assesses the community's needs for port facilities and services, identifies a range of proposed infrastructure solutions to meet those needs, and conducts preliminary engineering and design work for priority projects; 2) design and construction of a boat ramp; 3) completion of design and engineering for upgrades to a commercial pier; and 4) replacement of a mooring float. The boat ramp and mooring float will be constructed on Tribal lands.
- **Seaport Throughput Improvement Project (\$9,270,918) Olympia** The Project consists of repairing and/or replacing pavement in approximately 21 acres of cargo handling area, constructing a new maintenance facility, and making structural repairs to Cargo Berth One to support increased use of an existing mobile harbor crane. The Project also includes an updated facility condition assessment and final design and engineering work.

2021

- **Tacoma, Washington Off-Dock Container Support Facility (awarded \$15,730,000)** The project will fund construction of an Off-Dock Container Support Facility. The project is part of the port's capital improvement program to modernize and optimize the use of its container terminals and support facilities. The project improves 24.5 acres of land adjacent to the Husky, West Sitcum, and Washington United terminals. The site will provide space to store empty containers and chassis, freeing up dock-side space at the terminals for cargo operations. Work includes new gates, a guard shelter, perimeter security fencing, energy-efficient lighting fixtures, stormwater system improvements, and refurbishment of a railroad crossing adjacent to the site.
- **Ilwaco, Washington East Bulkhead Resilience Project (awarded \$2,444,138)** The project includes reconstruction and rebuilding of a decades-old wooden bulkhead and related utilities to support transportation operations at the Port of Ilwaco. Work includes acquisition and installation of sheet piling, jet grouting to stabilize and strengthen the ground behind the new bulkhead, and site utility work.

2020

- **Bellingham Shipping Terminal Rehabilitation Project (awarded \$6,854,770) Bellingham, Washington** This grant will support construction of a larger, more robust heavy load area and the removal of rock outcrops in front of Berth 1 that limit the draft of ships docking at the facility. The project is in an Opportunity Zone.
- **Terminal 5 Uplands Modernization and Rehabilitation Project: Final Phase (awarded \$10,687,333) Seattle, Washington** This grant will support infrastructure improvements including surfacing, paving, and reinforcement of a terminal-wide storm water treatment system. Additionally, the project will focus on upsizing electric refrigerated plug capacity and on-terminal rail infrastructure improvements.

The Port Infrastructure Development Grant Program

- Provides Federal grant funding assistance to support port and port related projects.
- \$450 million authorized for FY22. An additional \$234 million was FY2022 Consolidated Appropriations Act, and reallocated funds from the FY 2021 PIDP program resulted in a total of \$703,123,800
- Generally, grants may fund up to 80% of eligible project costs (20% local match required)
 - Except in rural areas and for small projects at small ports where the Secretary may increase the Federal share above 80%.
- Closed: **May 16, 2022**

The Port Infrastructure Development Grant Program, cont.

- No minimum or maximum award size, except:
 - A max of \$112.5 million for projects in any one State
 - A max of \$33.75 million for large projects may be awarded for development phase activities that do NOT result in construction
- Of the \$450 million available, 25% (\$112.5M) is reserved for Small Projects at Small Ports
 - No single small project may be more than 10% (\$11.25M of this reserved amount
 - Of the reserved amount, no more than 10% (\$11.25M) may be used for development phase activities.
- Closed: May 16, 2022

Application questions should be emailed to:

PIDPGRANTS@DOT.GOV

Bipartisan Infrastructure Law – Eligible Applicants

- An eligible applicant for an FY 2022 PIDP discretionary grant is a port authority, a commission or its subdivision or agent under existing authority, a State or political subdivision of a State or local government, an Indian Tribe, a public agency or publicly chartered authority established by one or more States, a special purpose district with a transportation function, a multistate or multijurisdictional group of entities, or a lead entity described above jointly with a private entity or group of private entities (including the owners or operators of a facility, or collection of facilities, at a port).
- Federal agencies are not eligible applicants for the FY 2022 PIDP.

Eligible Activities

Eligible projects are those located within the boundary of a seaport, or outside the boundary of a seaport and directly related to port operations or to an intermodal connection to a port, that improve the safety, efficiency, or reliability of:

- 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 (see next slide).

Eligible Activities, cont.

Environmental and Emissions Mitigation

Environmental and emissions mitigation measures include:

- (a) port electrification or electrification master planning;
- (b) harbor craft or equipment replacements or retrofits;
- (c) development of port or terminal microgrids;
- (d) provision of idling reduction infrastructure;
- (e) purchase of cargo handling equipment and related infrastructure;
- (f) worker training to support electrification technology;
- (g) installation of port bunkering facilities from ocean-going vessels for fuels;
- (h) electric vehicle charging or hydrogen refueling infrastructure for drayage and medium or heavy-duty trucks and locomotives that service the port and related grid upgrades; or
- (i) other related port activities, including charging infrastructure, electric rubber-tired gantry cranes, and anti-idling technologies.

For FY 2022, the Secretary may also make grants for emission mitigation measures that provide for the use of shore power for vessels to which sections 3507 and 3508 of title 46 apply, if such grants meet the other requirements set out in this notice.

Eligible Activities, cont.

Development Phase Activities

Development phase activities may be permitted with the following stipulations:

Limited to 10% of the funds available for award

- \$33.75M (total available) for projects in the large ports/large projects category; and
- \$11.25M (total available) for projects in the small projects at small ports category.

Development phase activities include planning, feasibility analysis, revenue forecasting, environmental review, permitting, and preliminary engineering and design work.

Application questions should be emailed to:

PIDPGRANTS@DOT.GOV

- **PIDP grants are subject to six statutory determinations**
 - Project improves the safety, efficiency or reliability of the movement of goods
 - Project is cost effective (not applicable to a small project at a small port)
 - Applicant has the authority to carry out the project
 - Applicant has sufficient funding to meet matching requirements
 - Project can be completed without unreasonable delay
 - Project cannot be easily and efficiently completed without Federal funding
- **Award size** – No Minimum (BIL, \$1M Appropriations Act). Maximum is based on amount of funding and statutory restrictions on funding.
- **Cost share requirements** – Grants generally can't exceed 80 percent of the project costs.

- **Statutory restrictions on funding**
 - No more than 25% of available funds can be used for projects in any one State.
 - 25% of funding is reserved for assistance for small projects at small ports.
- **Assistance for Small Projects at Small Ports**
 - Applies to projects that meet two conditions: project is for a port that annually moves less than 8 million short tons and (for FY 2022) application seeks no more than \$11.25 million
 - Projects must satisfy all eligibility and selection criteria
 - No need to submit a benefit-cost analysis but project is subject to an economic vitality analysis
 - Additional provisions for flexibility related to pre-award expenses and cost share

Evaluation Criteria

- Safety, efficiency, or reliability improvements;
- Supports economic vitality;
- Leverages Federal funding;
- Addresses climate change and environmental justice impacts; and
- Advances equity and opportunity for all.

Detailed information on the evaluation merit criteria were made available at the PIDP “How to Apply” webinar on March 9, 2022. Webinar information can be found on the MARAD PIDP website at: <https://www.maritime.dot.gov/PIDPgrants>

Amended NOFO, MAY 9th, 2022 (new money added):
<https://www.maritime.dot.gov/sites/marad.dot.gov/files/2022-05/PIDP%20NOFO%20Amendment%201.pdf>

Application questions should be emailed to:
PIDPGRANTS@DOT.GOV

Programs	Purpose	Funds Available in FY22	Upcoming Key Milestones
Consolidated Rail Infrastructure and Safety Improvements (CRISI) (Freight Competitive)	To fund projects that improve the safety, efficiency, or reliability of intercity passenger and freight rail	\$1.425 billion	Notice of Funding Opportunity (NOFO) expected August/Sept 2022
Railroad Crossing Elimination (New)	To promote highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods	\$573 million	NOFO announced July 6, applications due Oct 4
Federal-State Partnership for Intercity Passenger Rail (Significantly Changed)	To fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service if an eligible applicant is involved	\$7.2 billion	National Fed-State NOFO expected in October 2022 Northeast Corridor Fed-State NOFO expected in expected in December 2022
Restoration & Enhancement	To provide operating assistance to initiate, restore, or enhance intercity passenger rail service	Up to \$100 million	NOFO expected later this year
Interstate Rail Compacts (New)	This program will provide funding for interstate rail compacts' administrative costs and to conduct railroad systems planning, promotion of intercity passenger rail operations, and the preparation of grant applications	\$15 million (\$3 million annually)	NOFO expected later this year

[ADVANCE APPROPRIATIONS]

From FY22-FY26

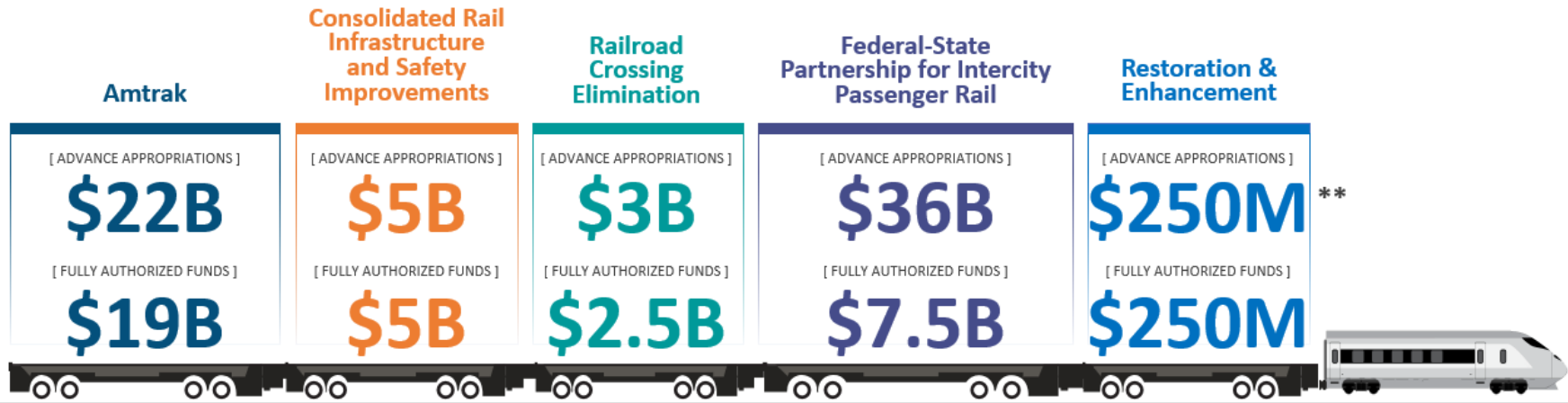
\$66B in total funding

[FULLY AUTHORIZED FUNDS]

From FY22-FY26

\$36B* in total funding

+



* Authorized funds represent an up to amount that require annual appropriations to set funding levels for each fiscal year.

** \$34.5 billion for grant programs; additional \$1.5 billion is authorized for FRA operations and R&D – not included in this graphic. Grants for Restoration & Enhancement (advance appropriations portion) are funded through “takedowns” from Amtrak NN account; not included in totals to avoid double-counting.

Consolidated Rail Infrastructure and Safety Improvements Notice of Funding Opportunity (NOFO)

- Purpose: To fund projects that improve the safety, efficiency, and/or reliability of intercity passenger and freight rail systems
- Published in the Federal Register on September 2, 2022
- Over \$1.42 billion available. Applications due by **5 p.m. EST** on December 1, 2022
- All CRISI grant applications are required to have a BCA to determine the public good the project would provide juxtaposed with the project's costs. [*See DOT.gov for further guidance.*](#)
- CRISI applications are assessed by factors and the degree to which projects align with DOT strategic goals. Supporting Supply Chain Resiliency is a new addition to the evaluation criteria.
- Projects will be assessed by their ability to promote the efficiency and resilience of supply chains by increasing freight rail capacity, reducing congestions, alleviating bottlenecks, and increasing multimodal connections.
- Applicants are encouraged to quantify their BCA analysis of supply chain related impacts.

Consolidated Rail Infrastructure and Safety Improvements Notice of Funding Opportunity (NOFO)

Eligible Applicants

- A State (including the District of Columbia) or group of States
- An Interstate Compact
- Public agencies or publicly chartered authorities established by one or more States
- A political subdivision of a State
- Amtrak or other intercity passenger rail carrier
- Class II or III railroads and associations that represent a Class II or III railroad
- Any rail carrier or equipment manufacturer in partnership with at least one state entity, public agency, and/or local government
- Federally recognized Indian Tribe
- The Transportation Research Board (TRB) together with any entity with which it contracts in the development of rail-related research, including cooperative research programs
- A university transportation center engaged in rail-related research
- A non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors

FRA Buy America

FRA Buy America includes **new** requirements enacted by the **Build America, Buy America (BABA) Act**

U.S. Department of Transportation
Federal Railroad Administration

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Buy America Sample Component List (List for illustration purposes only)

Document Series: Policy and Guidance
Author: Federal Railroad Administration Chief Counsel
Subject: Buy America
Keywords: Buy America, Components

[FRA Buy America Sample Component List.pdf](#)

System/Group	Components
Steel used in manufacture of locomotive deck, floor, shell and underframe elements	Side frame structure End structure Floor structure Roof structure Integral end structure Carbody steel (outer frame) Carbody steel (interior skin) Deck
Main transformers	Tapchokes Overvoltage Loadbreaks Reclosers Breakers Filter reactors



For FRA-funded Projects – the steel, iron, construction materials, and manufactured goods used in the project must be produced in the United States



FRA Buy America applies to materials purchased with FRA funds and with non-Federal funds



Consider FRA Buy America requirements in project planning, design, and budget



Include FRA Buy America requirements in all procurement documents and obtain any necessary certifications to document compliance



Waivers are granted only in limited circumstances and can result in significant delay

Buy America: <https://railroads.dot.gov/legislation-regulations/buy-america/buy-america>

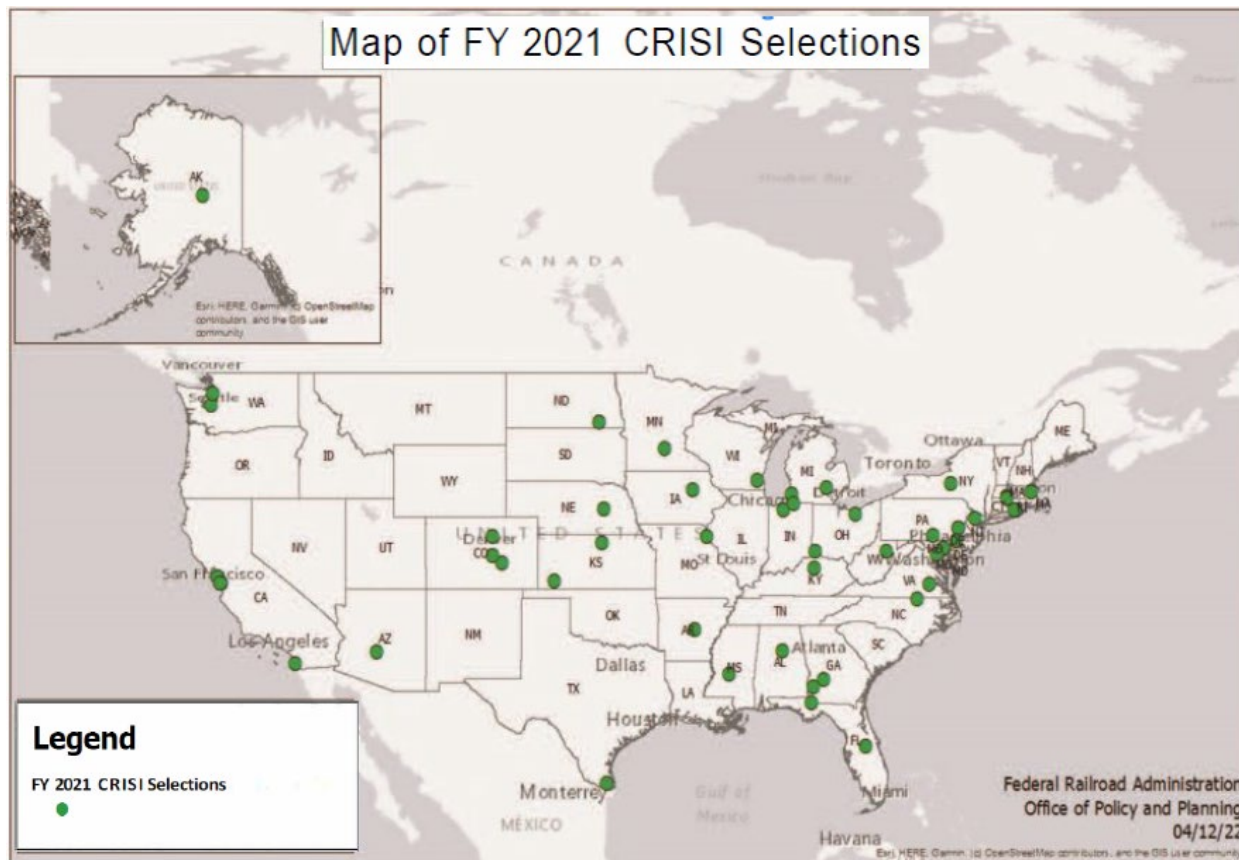
Component List: <https://railroads.dot.gov/elibrary/buy-america-sample-component-list-list-illustration-purposes-only>

Funding Level

- **\$368.5 M**
- **24 projects with \geq 50 percent matching share**

Geographic Highlights

- National Coverage:
46 projects in over 32 states
- Rural: **21 projects (\$183.9 M)**
- New Intercity Passenger Rail service: **4 projects (\$87.6 M)**
- Trespassing: **3 projects (\$25.7 M)**



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

TIFIA:

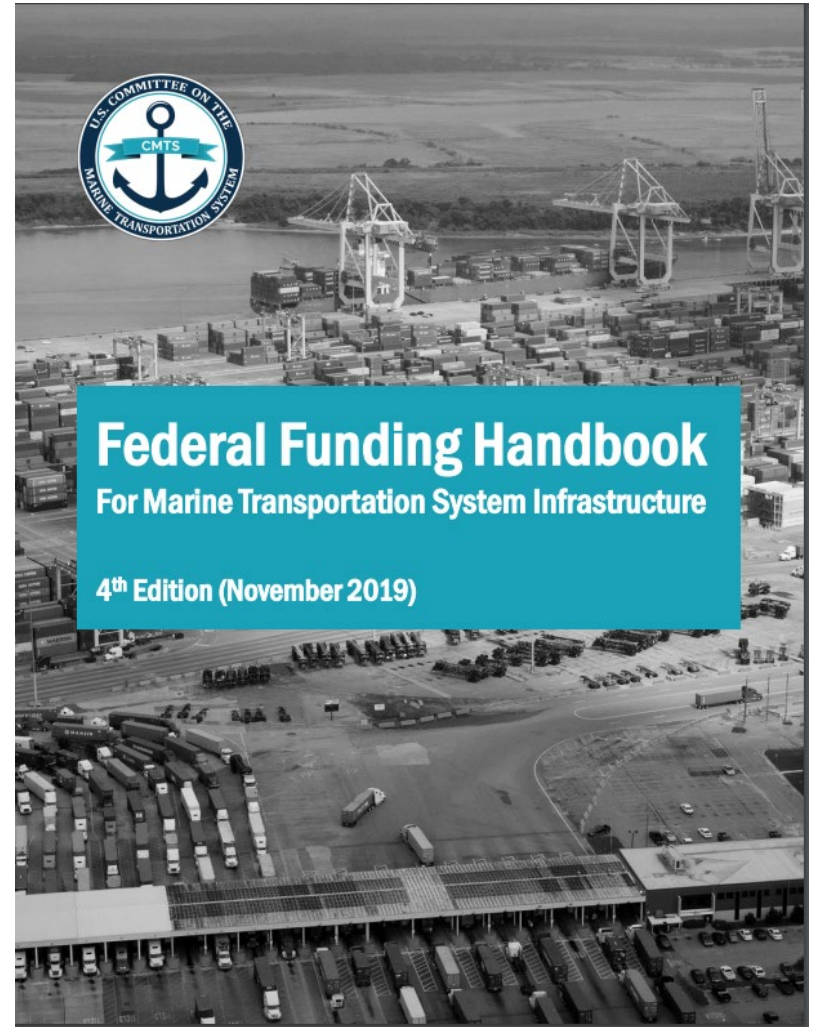
- Can finance up to 33% of eligible project costs
- Requires dedicated revenue stream
- Flexible amortization, up to 35 years
- Repayment can be deferred for 5 years
- No pre-payment penalty

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

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.



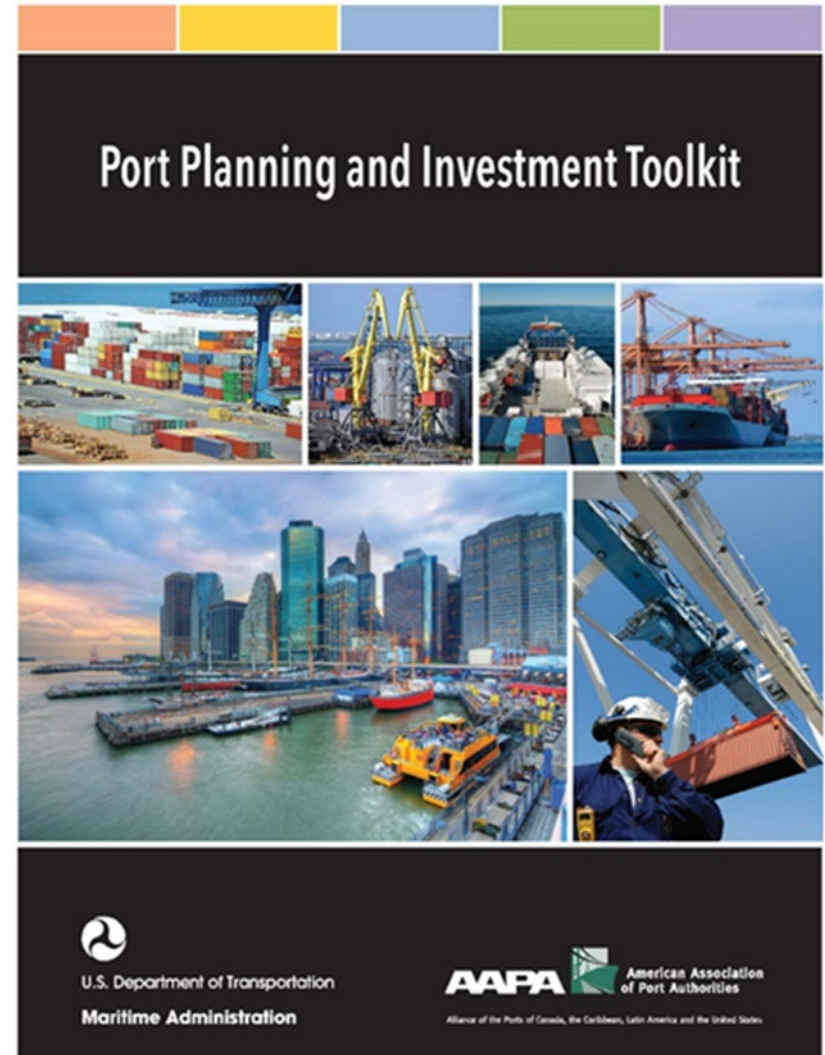
The toolkit can help ports:

- 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.**



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/advtranscongmgmtfs.cfm>

Questions?

Ideas?



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