



# Washington Public Ports Association Trade and Transportation Committee

*Maritime Administration Update on Grants and Financing  
Opportunities for Ports*

**December 6, 2023**

**Travis Black – Director, Inland Waterways Gateway – St. Louis**

1200 New Jersey Ave., SE | Washington | DC 20590  
[www.dot.gov](http://www.dot.gov)

**INLAND**

U.S. MARITIME ADMINISTRATION



*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.*



Secretary of Transportation  
Pete Buttigieg



Maritime Administrator  
Rear Adm. Ann Phillips

Established: 1950

Total Employees: 750+

Headquarters: 272

U.S. Merchant Marine Academy: 264

Gateway Offices and Fleet Sites: 218



## 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

- **MARITIME CAPABILITIES:** 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
- **MARITIME 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. Drive innovation in the maritime industry.
- **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

## The Mission

- **MARAD provides timely and scalable sealift capabilities in times of national emergency and to meet Department of Defense (DoD) strategic sealift needs during war.**

## The Fleet

- **National Defense Reserve Fleet (NDRF) - 100 government-owned vessels providing additional domestic & international logistics support**
  - mostly dry cargo ships with a few tankers and military auxiliaries –
  - some anchored at minor port facilities, but a majority at three major anchor sites: the James River Reserve Fleet at Fort Eustis, Virginia, the Beaumont Reserve Fleet in Beaumont, Texas, and the Suisun Bay Reserve Fleet at Benicia, California.
- **The Ready Reserve Force (RRF) - Comprised of 41 vessels for "surge" shipping capability or rapid deployment of U.S. military forces to support the U.S. Transportation Command (USTRANSCOM).**

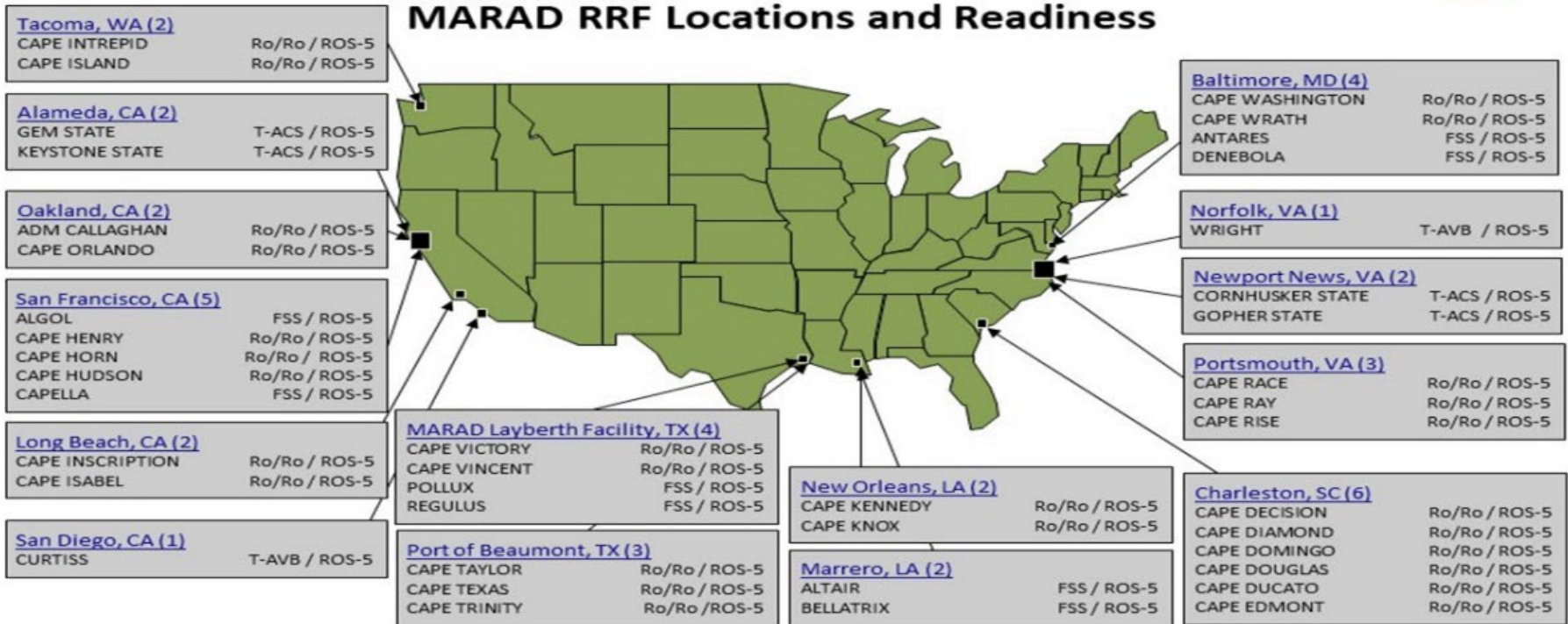




U.S. DEPARTMENT OF TRANSPORTATION  
MARITIME ADMINISTRATION

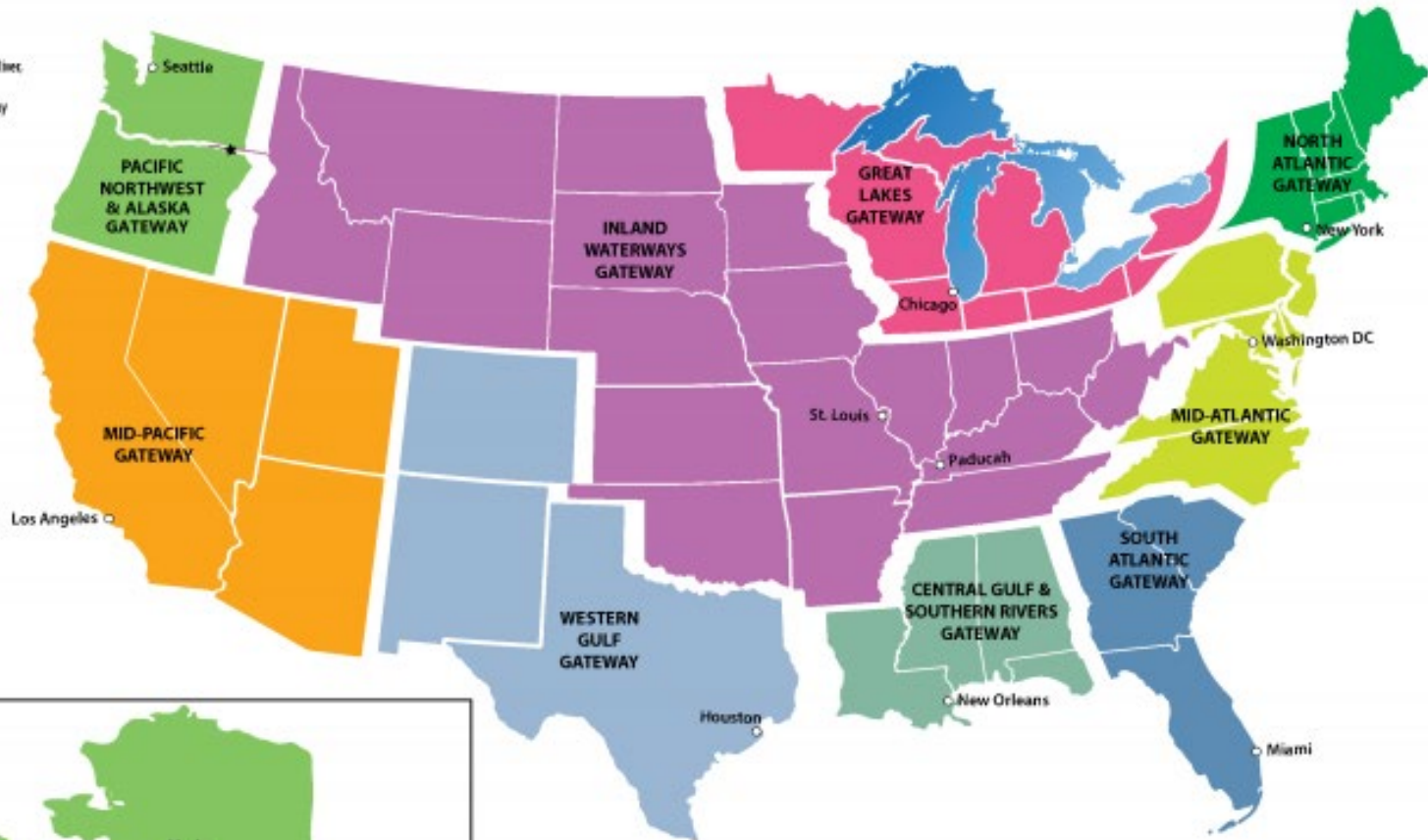


## MARAD RRF Locations and Readiness



## MARITIME ADMINISTRATION GATEWAY OFFICES

★ Portion of the Columbia-Snake River, inland from Bonneville Dam, is aligned with the Inland Waterway Gateway Region



# Director Inland Waterways Gateway – St. Louis

Travis Black was appointed Gateway Director – Inland Waterways – St. Louis on July 17, 2022

His area of responsibility includes all or a portion of fourteen states adjacent to the navigable rivers to include Washington and Oregon (specific to the Columbia - Snake River System inland from Bonneville Dam), Idaho, South Dakota, Nebraska, Iowa, Kansas, Missouri, and the navigable rivers in the States of Illinois, Minnesota, and Wisconsin. The Office also follows three states regarding their water transportation/maritime supply chain issues (Montana, Wyoming, and North Dakota).

- Travis is a native of Moscow, Idaho and has worked as a transportation planner in the states of Texas and Washington.
- Travis worked at the Federal Highway Administration as a border specialist coordinating land-port-of-entry investment before joining the Maritime Administration in 2015.
- He received a BA in International Relations from Brigham Young University and a Master of Urban & Regional Planning from Texas A&M University.



# Director Pacific Northwest & Alaska Gateway

CDR Xochitl (pronounced So-chee) Castañeda was appointed Gateway Director – Pacific Northwest & Alaska – November 4, 2023

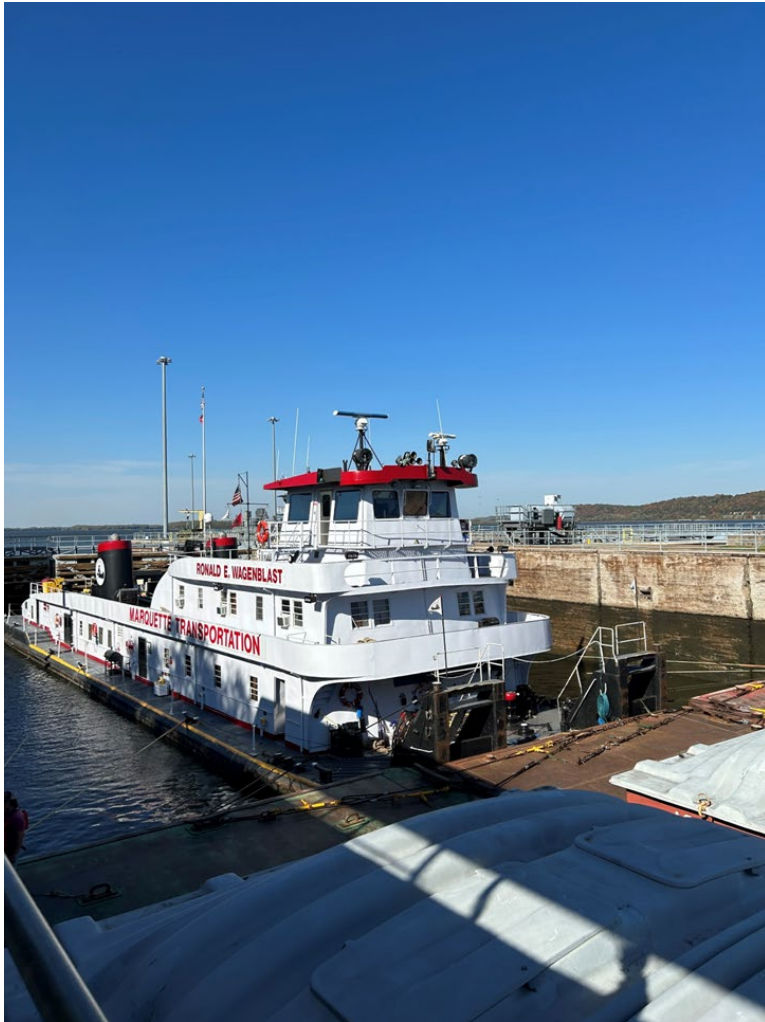
Her area of responsibility includes the State of Alaska, and Coastal ports of Oregon, and Washington (including Columbia River to Bonneville Dam) featuring over one hundred ports, the most extensive ferry system in the United States (Washington State Ferry System), and the most extended ferry system in the country (Alaska Marine Highway System), as well as the homeport for the largest fishing fleet in the Nation

- Xochitl hails from Pearblossom, CA. In 1990, she enlisted in the US Coast Guard and served as a quartermaster on the CGC MIDGETT. Following this tour, she pursued her education and returned to military service in 1995 in the US Navy Reserves and later the US Coast Guard Reserves. She was recalled to US Coast Guard active duty in 2001 and earned her commission in 2002.
- Xochitl served afloat and ashore, earning expertise in navigation, energy projects, pollution response, waterfront facilities, vessels, mariner licensing, waterways, and emergency management.
- She started her education at Antelope Valley College and then transferred to the University of California at Santa Barbara, where she earned a B.S. in Aquatic Biology. Later, she earned a Master's in Transportation and Logistics with a Maritime Engineering Concentration from American Military University.





## Primary Responsibilities of the Gateway Director



### Project Development/Grant Assistance

Develop projects in the region that promote overall economic growth, mitigate highway and port congestion, environmental compliance, and support both large and small American shipbuilding companies.

### Intermodal Outreach

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

### Maritime Security

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

### Emergency Preparedness

Engage on federal maritime emergency preparedness issues in the region.

### Strategic Seaports

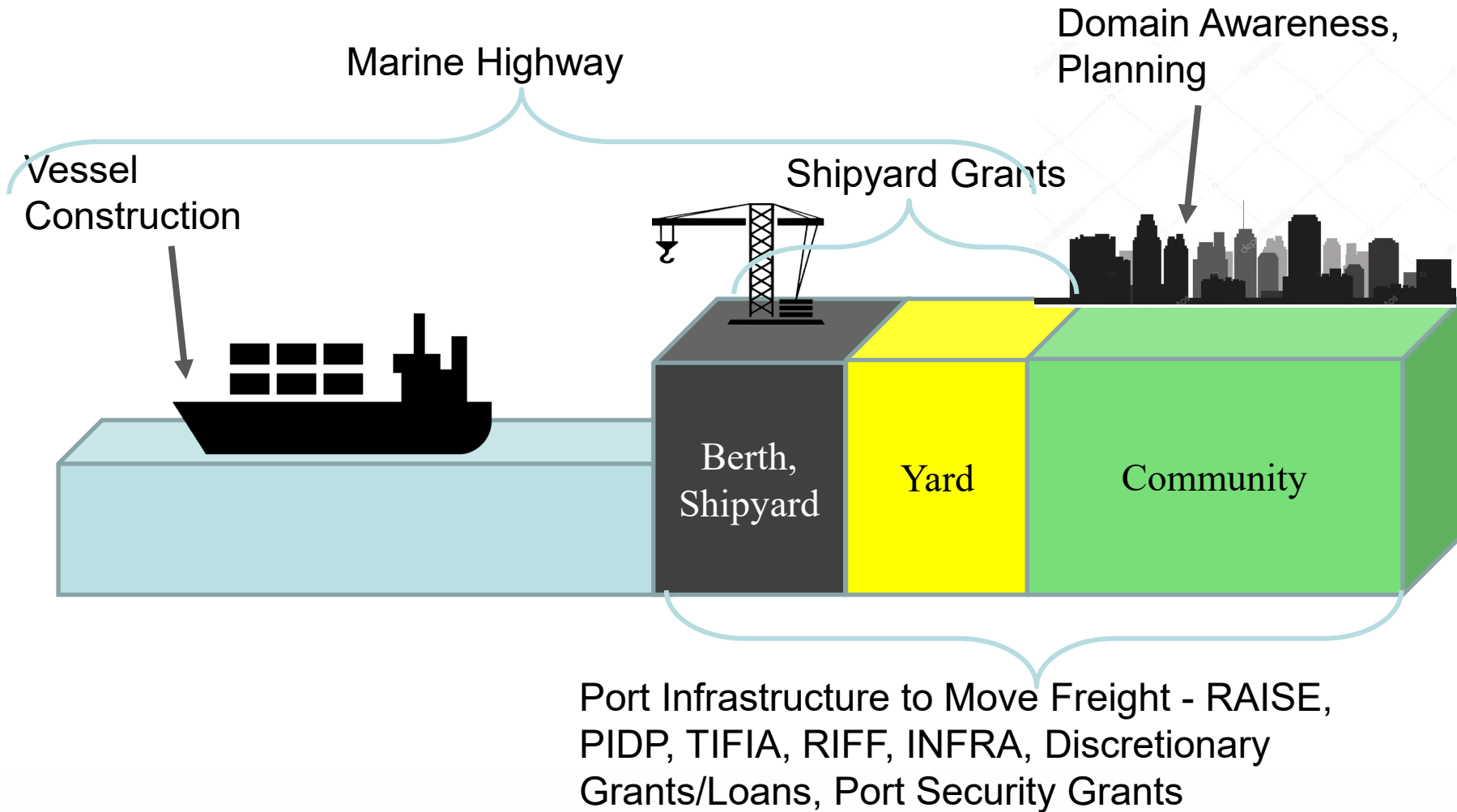
Assess the readiness of our Strategic Commercial Seaports

### Supply Chain Resiliency

Report supply chain impacts and port closures in times of emergency

# Gateway Director Role in Supporting MARAD's mission..

Environmental Stewardship, Emergency Reporting, Military and Humanitarian Missions





# ■ Federal Grants and Financial Assistance for Ports

## MARAD Port Infrastructure Development Program (PIDP)

- [PIDP Website Link.](#)
- Amount available is \$662M for FY 2023. Application deadline was April 28; award date end of September 2023

## MARAD U.S. Marine Highway Program (USMHP)

- Numerous program changes under [FY 2023 Natl. Defense Authorization Act \(Sec.3521, p. 680\)](#)
- \$12.4M available for FY 2023. Application deadline was April 28; award date – Fall 2023
- Contact [timothy.pickering@dot.gov](mailto:timothy.pickering@dot.gov) for program and funding updates

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (\$5M - \$25M, \$1M Rural) FY 2023 NOFO November 30, 2023, due February 24, 2024. **\$1.5 B for next five years. Also referred as TIGER and BUILD. Minimum Award \$5M, (\$1M Rural) at half urban half rural (200,000 pop).**
- Infrastructure for Rebuilding America (INFRA) (\$25M - \$100M, \$5M Rural), FY 2023 FY 2024 Closed August 21, 2023, **\$1.5 B for next five years. Minimum Award \$25M (\$5M rural) Max \$100M**
- National Infrastructure Project Assistance (MEGA) FY 2023 FY 2024 Closed August 21, 2023 (over \$100M, 50% reserved for \$500M+) **\$1 Billion program each year for 5 years**
- United States Marine Highway Program (USMHP), February 28, 2023, NOFO closed April 28, 2023. **\$12.4M Available**
- Port Infrastructure Development Program (PIDP), December 30, 2022, NOFO closed April 28, 2023. **\$662,203,512 Available**
- Rural Surface Transportation (Rural) Grant Program FY 2023 FY 2024 Closed August 21, 2023, **90% of grant awards over \$25M, 10% less than \$25M**

- **Federal Grants and Financial Assistance for Ports Cont.**
- **FHWA Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula and Discretionary Grant Programs**
- Funds for improvements to make they transportation system more resilient to natural hazards (eligible include port facilities). Formula funding and competitive grants.
- Formula funding is \$7.3B total for 5 years starting in FY 2022. PROTECT funds can be transferred to other FHWA programs including NHFP.
- Competitive grant funding for Fiscal Years 2022 and 2023 of \$848 million. NOFO were due August 18, 2023.
- [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/protect\\_fact\\_sheet.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/protect_fact_sheet.cfm)
- <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/promote.cfm>
- <https://www.transportation.gov/briefing-room/biden-harris-administration-opens-applications-848-million-competitive-grant-funding>

# ■ Federal Grants and Financial Assistance for Ports Cont.

## **FHWA Reduction of Truck Emissions at Port Facilities**

- \$80M per year (FY 2022-2026). New program under BIL.
- NOFO for \$160M for FY 2022 and FY 2023. Applications were due July 26, 2023.
- <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/rtep.cfm>
- **Grants funding to test, evaluate, and deploy projects that reduce port-related emissions from idling trucks, including through the advancement of port electrification and improvements in efficiency, focusing on port operations, including heavy-duty commercial vehicles, and other related projects.**

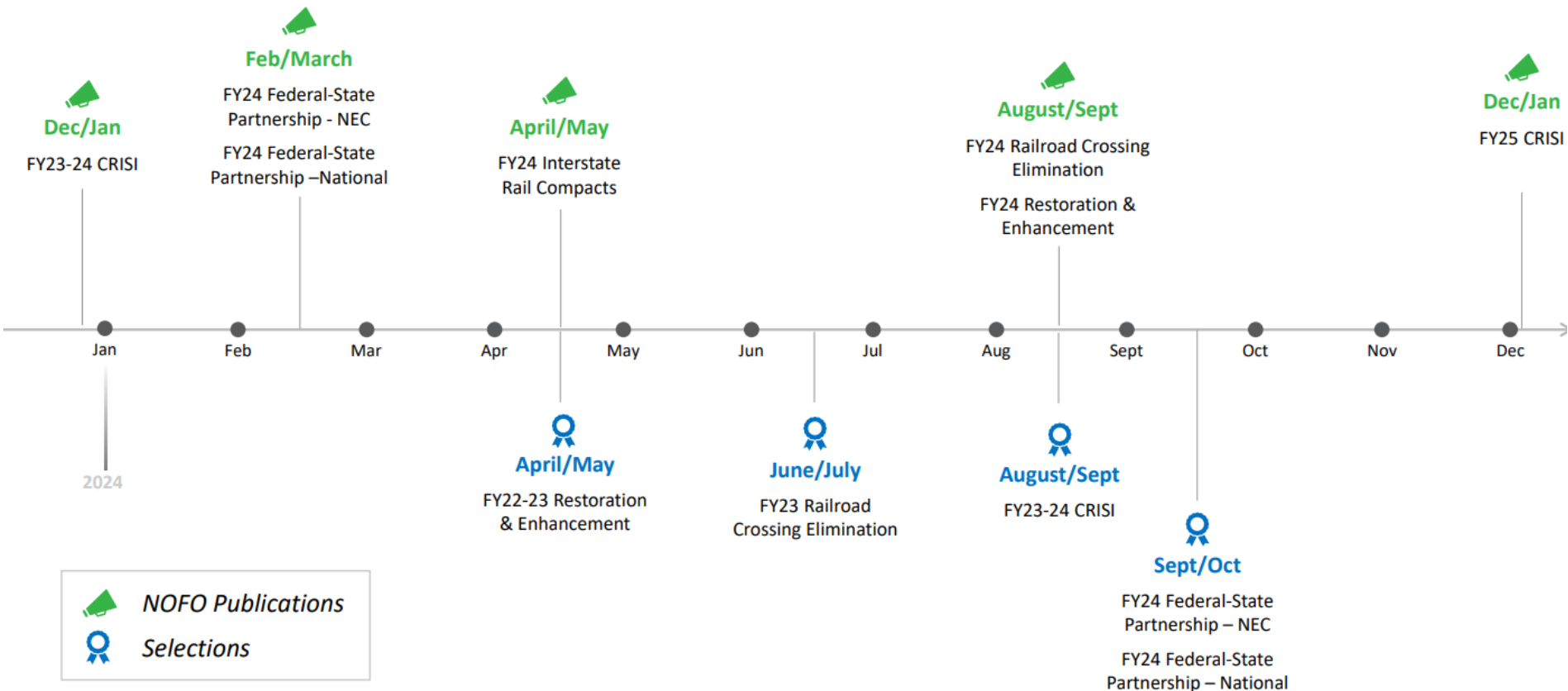
# ■ Federal Grants and Financial Assistance for Ports Cont.

## FRA Consolidated Rail Infrastructure and Safety Improvement (CRISI) Discretionary Grant Program

- Funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail
- \$1.4 billion was available for FY 2022
- <https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/consolidated-rail-infrastructure-and-safety-2>



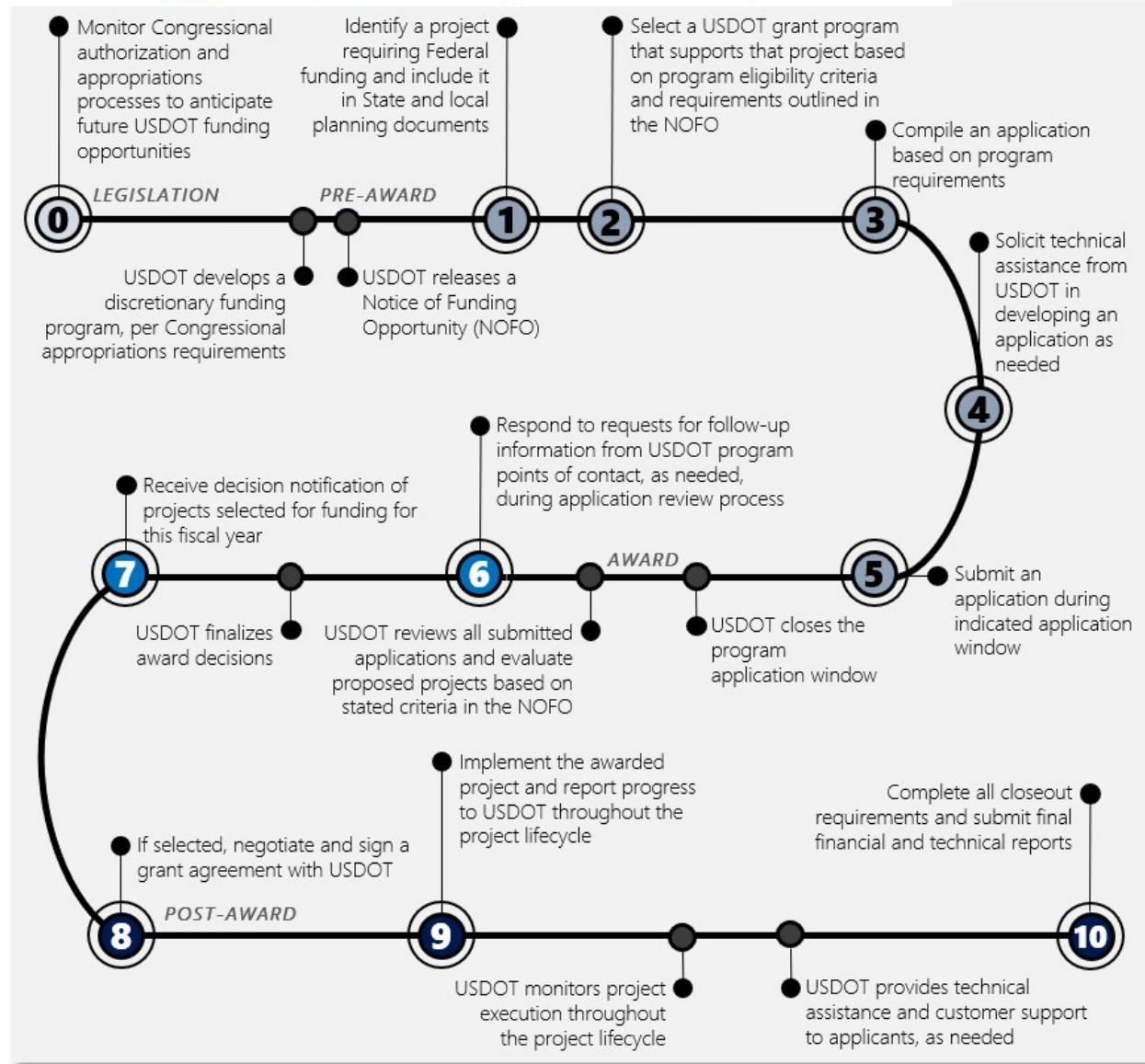
## Calendar of Upcoming FRA Publications / CY 2024



- **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**
- **Grant Agreement (6 mos. to 2+years)**

## APPLICANT ROADMAP KEY

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



- **NOFO structure is standardized. Contact the program point of contact about specific requirements. The sections of a NOFO are:**
- **Section A. Program Description**
- **Section B. Federal Award Information: Includes total funding amount, anticipated number and size of awards, and period of performance.**
- **Section C. Eligibility Information: Includes eligible applicants and any cost-sharing requirements.**
- **Section D. Application and Submission Information: Includes application format requirements, submission deadlines, and any funding restrictions.**
- **Section E. Application Review Information: Includes evaluation criteria, selection process, and anticipated award announcement date.**
- **Section F. Federal Award Administration Information: Includes award notice and reporting requirements.**
- **Section G: Federal Awarding Agency Contacts**
- **Section H: Other Information**

**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.

- The PIDP, now in its fourth 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 \$1.44 billion for projects in 30 States and 3 Territories
- PIDP grants can be awarded to coastal seaports, inland river ports, or Great Lakes ports
- Grants are awarded based on a project's alignment with statutory criteria (movement of goods, leverage, economic vitality and port resilience), policy-based criteria (climate change and environmental justice, equity, workforce considerations) and geographic diversity (urban/rural).

Port Infrastructure Development Program (PIDP) grants to improve facilities within, or outside of and directly related to operations of coastal seaports, inland river ports, and Great Lakes ports.

- Final NOFO posted in February 2023

<https://www.maritime.dot.gov/office-port-infrastructure-development/port-and-terminal-infrastructure-development/2019-port-1>

- \$662M for FY 2023

- Federal share - 80%

- Webinars on How to Apply and Benefit Cost Analysis (BCA) preparation available to view:

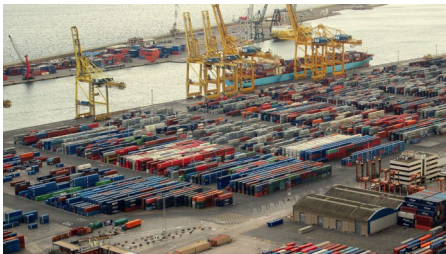
<https://www.maritime.dot.gov/office-port-infrastructure-development/port-and-terminal-infrastructure-development/2020-port>

- Applications were due **on April 28, 2023.**

## Eligible Applicants

- 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).



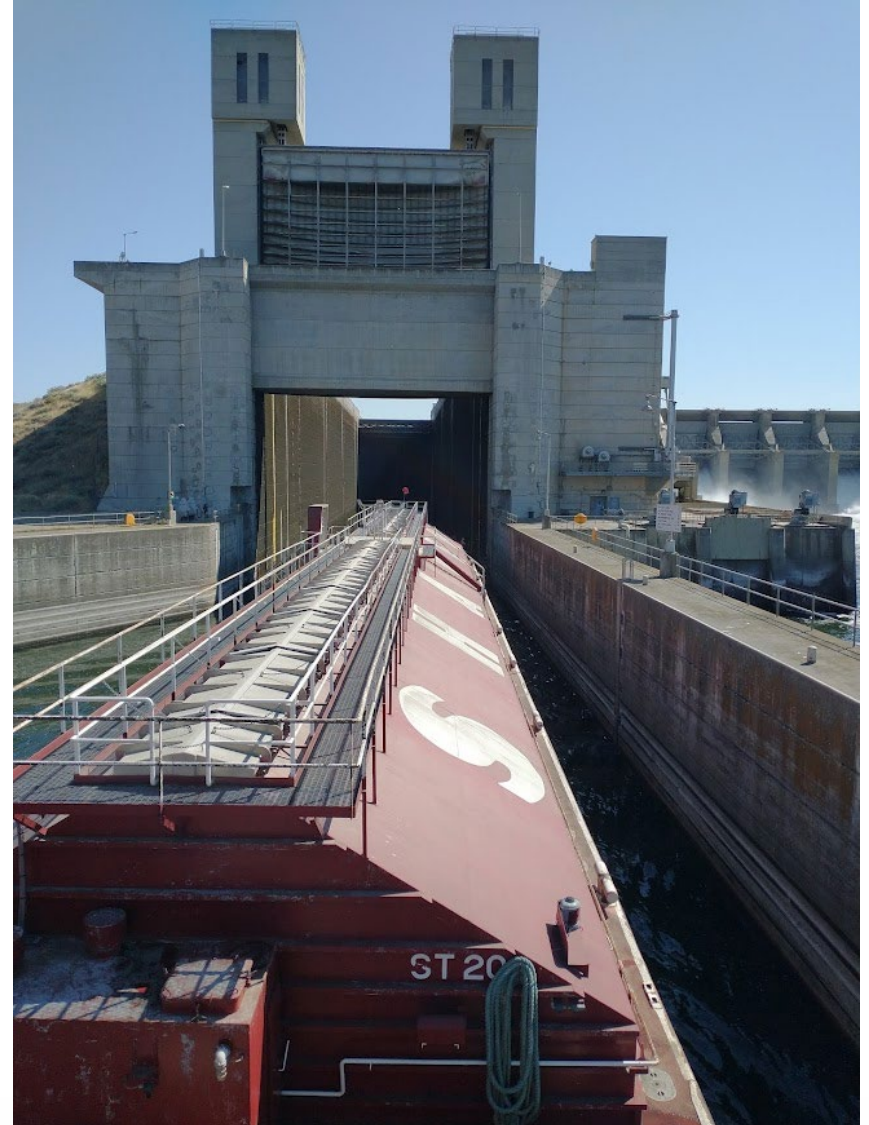


# Additional Grant Evaluation Factors

Effect on the Movement of Goods	Economic Vitality	Resiliency	Climate Change
Technical Capacity	Equity and Justice 40	Workforce Development	Job Quality and Wealth Creation
Leveraging Federal Funds	Geographic Diversity	Buy America/Build America Compliance	Project Readiness

## Small Projects at Small Ports

- A coastal seaport, Great Lakes, or inland river port to and from which the average annual tonnage of cargo during the 3 calendar years immediately preceding the time of application is less than 8,000,000 short tons as determined by U.S. Army Corps of Engineers data for the statistical area in which the project is located. MARAD may accept an independent certification of tonnage statistics only in those cases where U.S. Army Corps of Engineers statistical data is not available. For joint applications, MARAD will use the status of the lead (eligible) applicant when determining whether the project is for a small port.
- A project at small port requesting less than or equal to \$11.25 million in Federal funding assistance through the FY 2023 PIDP.
- 80% Federal share & Benefit Cost Analysis for small projects may be waived with approval of Secretary of Transportation
- Cost-effectiveness determinations (Benefit-Cost Ratio greater than 1) generally do not apply to Small Projects at Small Ports or to projects in non-contiguous States or territories. BUT, if Small Port proposes a project utilizing \$11.25 million or more in Federal assistance, that project will be considered Large Projects, and the cost-effectiveness determination will apply (in contiguous states only)



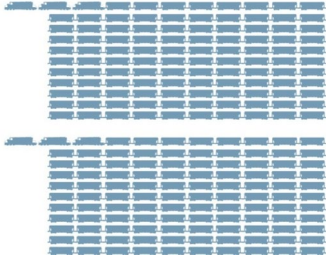
- Works with manufacturers, vessel operators, ports, and public and private stakeholders to build economically competitive alternative supply chains that utilize our waterways.
- Incorporates routes into the National Freight Strategic Plan and National Multimodal Freight Network for an integrated transportation system.
- Administers grants to address capital risks and other obstacles to service development.

# What is Divertible?

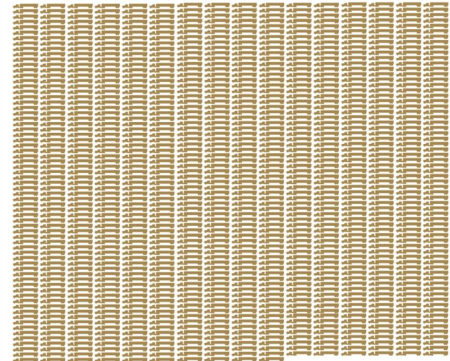
One 15-Barge Tow



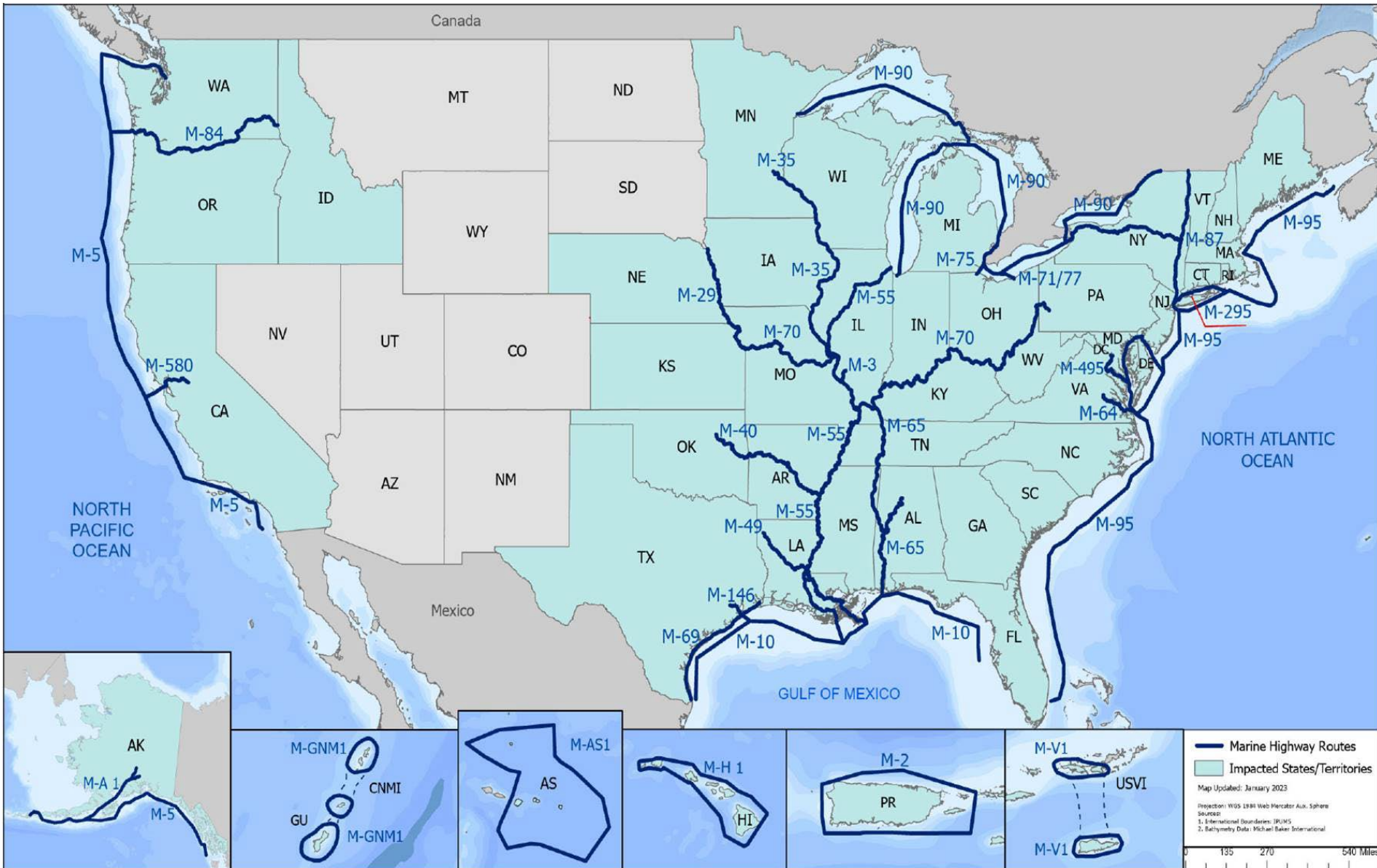
240 Rail Cars + 6 Locomotives



1,050 Large Semi Tractor-Trailers



# United States Marine Highway Program



- 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)

- Final NOFO posted in February 2023

[2023 Notice of Funding Opportunity for the U.S. Marine Highway Program | MARAD \(dot.gov\)](#)

- \$12.4M for FY 2023

- Federal share - 80%

- Webinar on How to Apply will be held on March 16:

<https://www.maritime.dot.gov/office-port-infrastructure-development/port-and-terminal-infrastructure-development/2020-port>

- Applications were due **on April 28, 2023.**

- **Federal Ship Financing Program (Title XI)**

- <https://www.maritime.dot.gov/grants/title-xi/federal-ship-financing-program-title-xi>

- **Construction Reserve Fund**

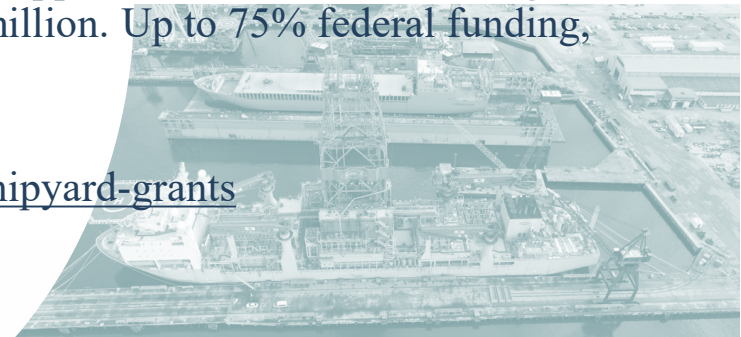
- <https://www.maritime.dot.gov/grants/construction-reserve-fund>

- **Capital Construction Fund**

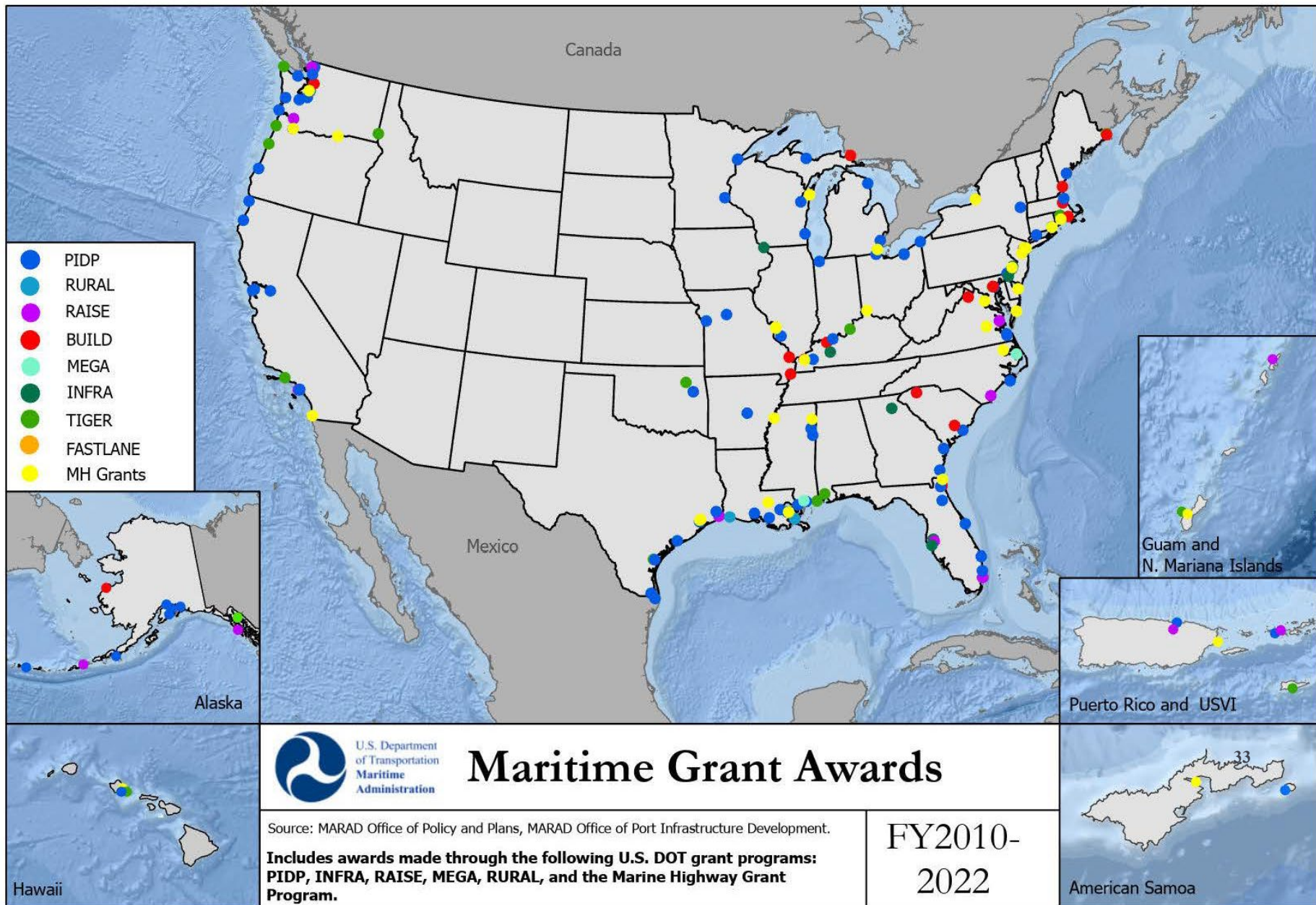
- <https://www.maritime.dot.gov/grants/capital-construction-fund>

- **Small Shipyard Grants**

- make capital and related improvements to qualified shipyard facilities that will be effective in fostering efficiency; competitive operations; and quality ship construction, repair, and reconfiguration; and
- provide training for workers in shipbuilding, ship repair, and associated industries.
- Historically, the program has selected roughly 15 to 30 applications to receive funding and the average grant amount has been approximately \$1 million. Up to 75% federal funding, 25% match required.
- American Shipyards = 400,000 jobs/\$37B GDP
- <https://www.maritime.dot.gov/grants-finances/small-shipyard-grants>







## **2022 USMH**

▪ **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 USMH**

**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 USMH**

**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.

## **2023 USMH**

**The Kaskaskia Regional Port District was awarded \$1,008,750 for the acquisition of eight shuttle cars which will handle 2.25 million tons of new coiled steel and move existing coiled steel located at the terminal to a new laydown yard.**

## **2022 USMH**

**SCF Lewis and Clark Terminals M-55/M-35 \$3.4M project to purchase four modern, fuel efficient, and environmentally friendly Hyster forklifts, a Manitowoc Cable Crane to load/unload unitized cargo onto barges, and a barge winch system to load/unload unitized cargo onto barges.**

## **2020 USMH**

**America's Central Port M-55/M-35 \$1.6 M (\$1.3 M grant) purchase a used 275-ton crane, 18 cameras and a container tilter.**

## **2023 USMH**

**SeaTac Marine Services, LLC M-5 \$1M project Washington/Alaska Cargo Operations Emissions Reduction project to purchase a Tier 4 forklift for Alaska bound cargo from the recipient's Duwamish River terminal in Seattle.**

## **2023 USMH**

**Port of Bellingham The project will fund a portable barge ramp for the Bellingham Shipping Terminal (BST) to support the movement of cargo between the Port of Bellingham and Port of San Diego as part of the West Coast M-5 Coastal Connector Barge Service. \$1M Grant for \$1.7M cost.**

## **2023 PIDP**

**Port of Tacoma Husky Terminal Expansion Part One (\$54,233,330) project will reconfigure the Husky terminal yard for better truck circulation, install roughly 40 reefer racks and related power supplies and relocate on-terminal structures.**

### **2019 PIDP**

**Port of Alaska construction of a new petroleum and cement marine terminal at the Port of Alaska. The new terminal will support the transfer of refined petroleum and cement from bulk carriers to onshore pipelines and storage facilities. The project will fund construction of docking facilities, including mooring and breasting dolphins, catwalks, fenders, and power, lighting, and communication lines. \$96M project \$20M Grant**

### **2020 PIDP**

**The Northwest Seaport Alliance project funds the final phase of a \$458M, multi-year program to modernize and rehabilitate the Port of Seattle's Terminal 5, one of two key container facilities in the Pacific Northwest. The project includes surfacing, paving, and reinforcement work; the final phases of a terminal-wide storm water treatment system; upgrading the facility's electric refrigerated plug capacity; and on-terminal rail infrastructure improvements. \$35M Project \$10.6M grant**

### 2020 PIDP

**Alaska Railroad Corporation project will lengthen the existing dock by approximately 375 feet. The project's Corridor Improvement Component will create a roadway connection between the freight dock and the existing Airport Road, allowing greater separation and safety margins between onshore freight movements and pedestrian activity in the area. \$25M Project, \$19.7M Grant.**

### 2020 PIDP

**Port of Bellingham project will fund repairs of, and upgrades to, the pier at the Bellingham Shipping Terminal. Will allow handling of heavy and oversized cargoes and use of mobile cranes. Includes removal of rock outcroppings adjacent to the pier that limit the navigational draft at the facility to 26 feet. \$10M Project, \$6.8M grant.**

### 2022

**Port of Grays Harbor construction of approximately 50,000 feet of additional 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. \$46M Project, \$25.5M Grant**

### **2022 PIDP**

**Port of Olympia 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. \$12.3M Project \$9.2M Grant**

### **2022 PIDP**

**Swinomish Indian Tribal Community 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. \$11,073,627.00 Project Cost and Grant**

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### **2021 PIDP**

**Port of Tacoma project improves 24.5 acres of land adjacent to the Husky, West Sitcum, and Washington United terminals. Provide added space to store empty containers and chassis. New gates, guard shelter, security fencing, energy-efficient lighting fixtures, stormwater system improvements, and refurbishment of a railroad crossing adjacent to the site. \$41.5M Project, \$15.7M grant.**

### **2021 PIDP**

**Alaska Railroad Corporation for the development of a comprehensive master plan of the Whittier Terminal. The plan will identify areas for rehabilitation of marine, terminal, and upland infrastructure, as well as operations that support the terminal. \$1.4M Project, \$1.2M grant.**

### **2021**

**Port of Ilwaco project includes reconstruction and rebuilding of a decades-old wooden bulkhead and related utilities. Work includes acquisition and installation of sheet piling, jet grouting to stabilize and strengthen the ground behind the new bulkhead, and site utility work. \$3.5M Project, \$2.4M Grant.**

### 2022

**PIDP America's Central Port District Granite City Harbor Extension Project \$4.5M (\$4.1 M grant) extends the length of the harbor's wharf by nearly 30% and creates a half-acre of additional working space to support cargo dock operations.**

**PIDP Saint Paul Port Authority Barge Terminal Dock Wall Rehabilitation \$12.5 M (\$4.1M grant) replaces the dock wall with a new tie-back system.**

### 2012

**TIGER Port of Lewiston, Dock Extension \$2.7 M (\$1.3 M grant) 150 ft dock extension, mooring dolphin and fender system to existing container dock**

### 2021

**INFRA City of Dubuque Port and Rail Improvements \$11.5 M (\$5 M grant) renovate an existing fertilizer storage shed, replace and relocate rail track, new rail equipment (main line switch, loadout system and shed and rail-to-barge direct transfer system).**

### 2022

**PIDP Kaskaskia Regional Port District Phase 2 Rail Yard and Rail Corridor Improvements \$10 M (\$8 M grant) to install rail tracks create a rail yard near port terminal (6,000 ft of storage tracks) and upgrades to 5.3 miles of track to support bulk cargo.**

**PIDP Green Hills Regional Planning Commission Port Improvement and Expansion Project (for AGRIServices of Brunswick) \$10.9 M (\$8.8 M grant) to create new container dock and related mooring structures, add a new rail spur with loading pit, construct a new 360' x 140' bulk agriculture supply building with conveyors between the rail and barge dock.**

### 2018 BUILD

**Oregon International Port of Coos Bay Coos Bay Rail Line Bridge Rehabilitation Project \$25M (\$20M Grant) construct improvements or replacements of approximately 15 bridges along the Coos Bay Rail Line to enhance capacity, meet FRA-mandated Bridge Safety Standard requirements, and extend the useful life of the structures.**





# Port Conveyance Program

- 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.
- MARAD receives, evaluates, and approves applications from prospective grantees to make recommendation for assignments of surplus property to be used for the development or operation of a port facility.
- 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>

# USDOT Transportation Infrastructure Finance and Innovation Act (TIFIA)

Financing assistance for surface transportation projects

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

- Credit assistance limited to 33 percent of reasonably anticipated eligible project costs (unless the sponsor provides a compelling justification for up to 49 percent)
- Minimum Anticipated Project Costs
  - \$10 million for Transit-Oriented Development, Local, and Rural Projects
  - \$15 million for Intelligent Transportation System Projects
  - \$50 million for all other eligible Surface Transportation Projects

# USDOT Railroad Rehabilitation & Improvement Financing (RRIF)

Financing assistance for railroad infrastructure

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

- Loan – up to 100%
- Total Funding: Up to \$35 Billion, \$7 Billion is reserved for non-Class I freight railroads

The PSGP provides funding to state, local and private-sector partners to help protect critical port infrastructure from terrorism, enhance maritime domain awareness, improve port-wide maritime security risk management, and maintain or reestablish maritime security mitigation protocols that support port recovery and resiliency capabilities through the implementation of Area Maritime Security (AMSP), Facility Security (FSP), and Vessel Security Plans (VSP).

All entities subject to an Area Maritime Security Plan may apply for PSGP funding. Eligible applicants include, but are not limited to, port authorities, facility operators, and state, territorial, and local government agencies.

Available funding available nationally is \$100,000,000.

The deadline for applications was **May 18, 2023**.



## National Priority Areas:

- 1) Enhancing cybersecurity (20% score increase)
- 2) Enhancing the protection of soft targets/crowded places (20% score increase)

## Enduring Needs:

- 3) Effective planning
- 4) Training and awareness campaigns
- 5) Equipment and capital projects
- 6) Exercises

## Cost share requirements:

- Public sector entity applicants require a 25% cost share, 75% federal share.
- Private for-profit entity applicants require a 50% cost share; however, projects that provide a port-wide benefit will only require a 25% non-federal cost share

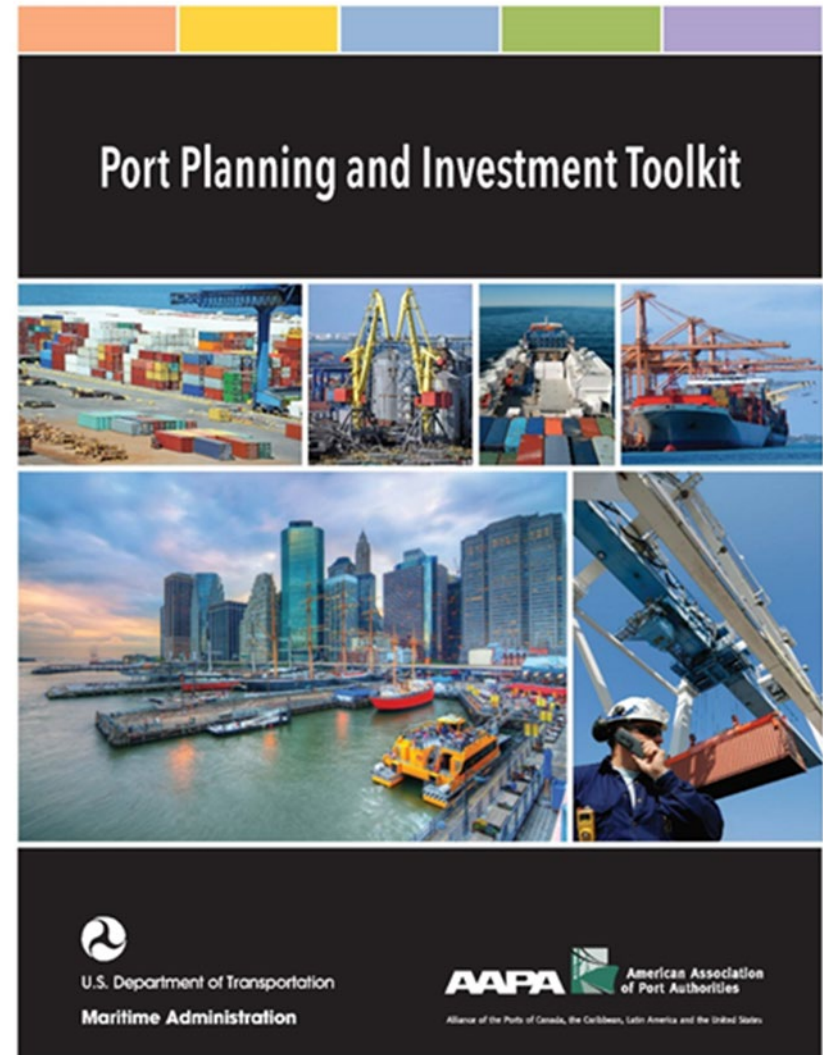
## The toolkit can help ports:

- Identify opportunities
- Evaluate solutions
- Prepare plans
- Communicate needs
- Engage partners
- Access funding
- Complete projects

## Modules include:

- Planning
- Feasibility
- Financing

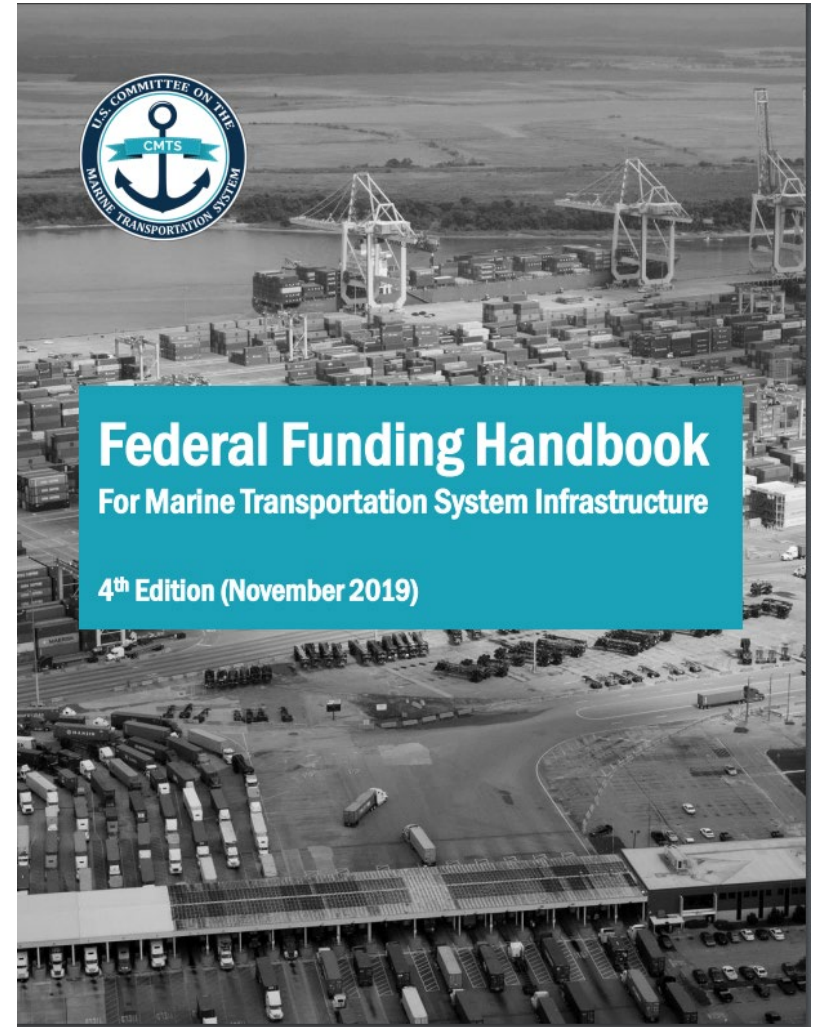
Toolkit helps **ports obtain funding.**



<https://www.maritime.dot.gov/ports/office-port-infrastructure-development/office-port-infrastructure-development>

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.



[https://www.cmts.gov/assets/uploads/documents/Federal\\_Funding\\_Handbook\\_2019\\_FINAL\\_Jan2020\\_corrected.pdf](https://www.cmts.gov/assets/uploads/documents/Federal_Funding_Handbook_2019_FINAL_Jan2020_corrected.pdf)

## 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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