The U.S. Maritime Administration

Presented by Gus Hein,

Gateway Director – Mid Pacific Region

November 2, 2022

Agenda

The U.S. Maritime Administration

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

U.S. Maritime Administration Missions

Port Development

National and Economic Security

Strategic Sealift & Emergency Response

Education

Environment and Innovation

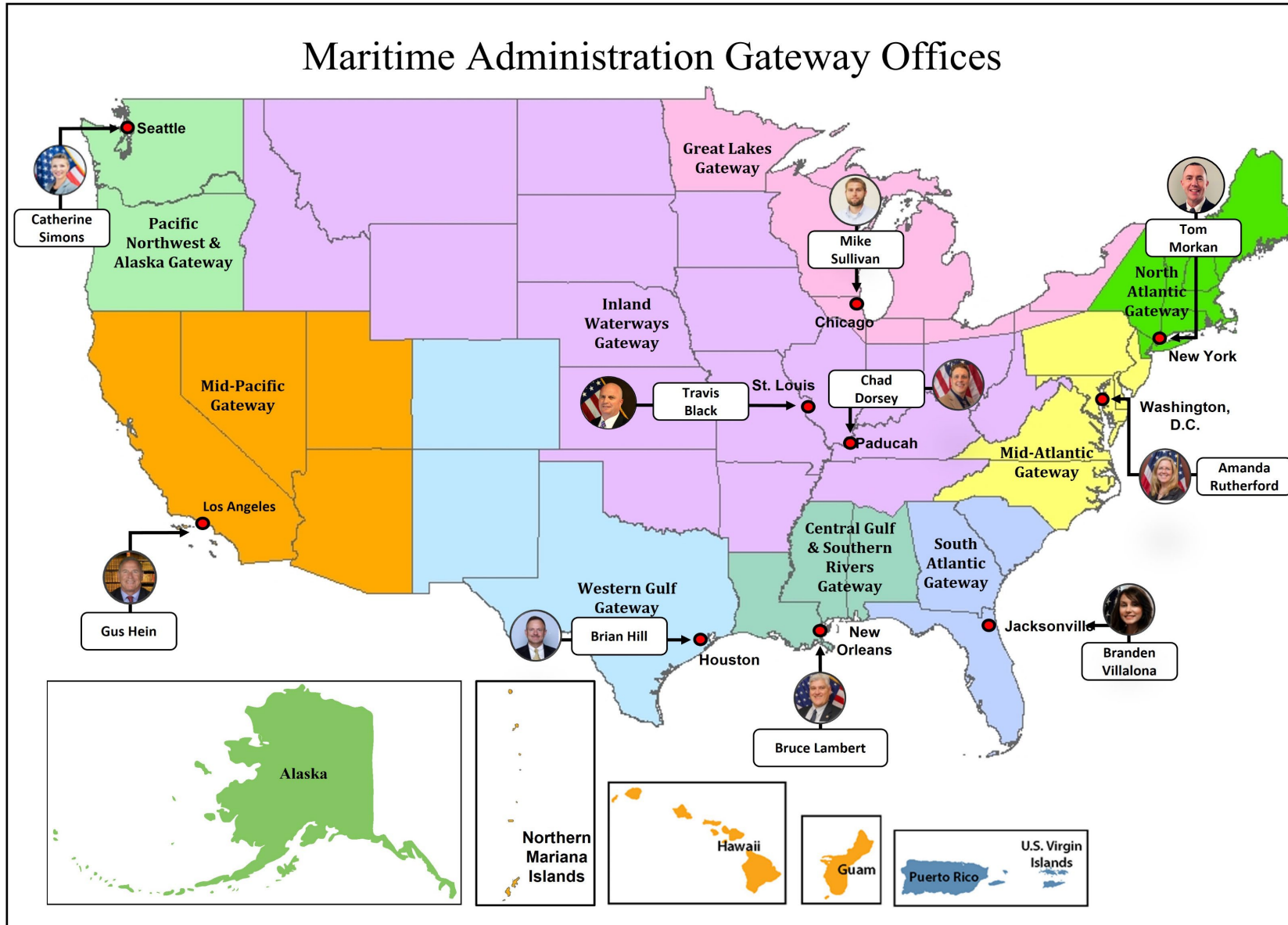Stakeholder Engagement

Leadership

Secretary Pete Buttigieg
U.S. Department of Transportation

Administrator Ann C. Phillips
U.S. Maritime Administration

Maritime Administration Gateway Offices

Gateway Director Mid-Pacific Region

- Gateway Director – Mid Pacific Region Appointed May 24, 2021

- International Business Development Consultant

- Senior Port Executive – Port of Long Beach

- Public Sector Manager – Water and Transportation Sectors

- Legislative Staff for Chairman, House Public Works and Transportation Committee

- Naval Reserve Officer – Afghanistan Veteran

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

The Mid-Pacific Region

- **5** States, **3** US Territories (Guam, American Samoa, CNMI)
- Number of MPOs: **30**
- **16** port authorities (correction from previous reports)
- **25** physical seaports and harbors
- Strategic Commercial Ports: **3** (Oakland, Long Beach, San Diego)
- Strategic Commercial Port w/Special Status: **1** (Guam)
- Alt Stra Commercial Port: **3** (LA, Richmond, Pearl Harbor)
- Strategic Military Ports: **2** (Hueneme, Pearl Harbor)
- Total population (2018) in AOR: **55.16 million (16% of US)**
- Miles of Coast Line (CA+HI): **1,590 miles**
- Miles of Fed Navigable Rivers (AZ+CA+NV+UT): **1,139 miles**
- Number of USCG Sectors and AMSCs in AOR: **6**
- Number of Port Readiness Committees (PRCs) in AOR: **3**
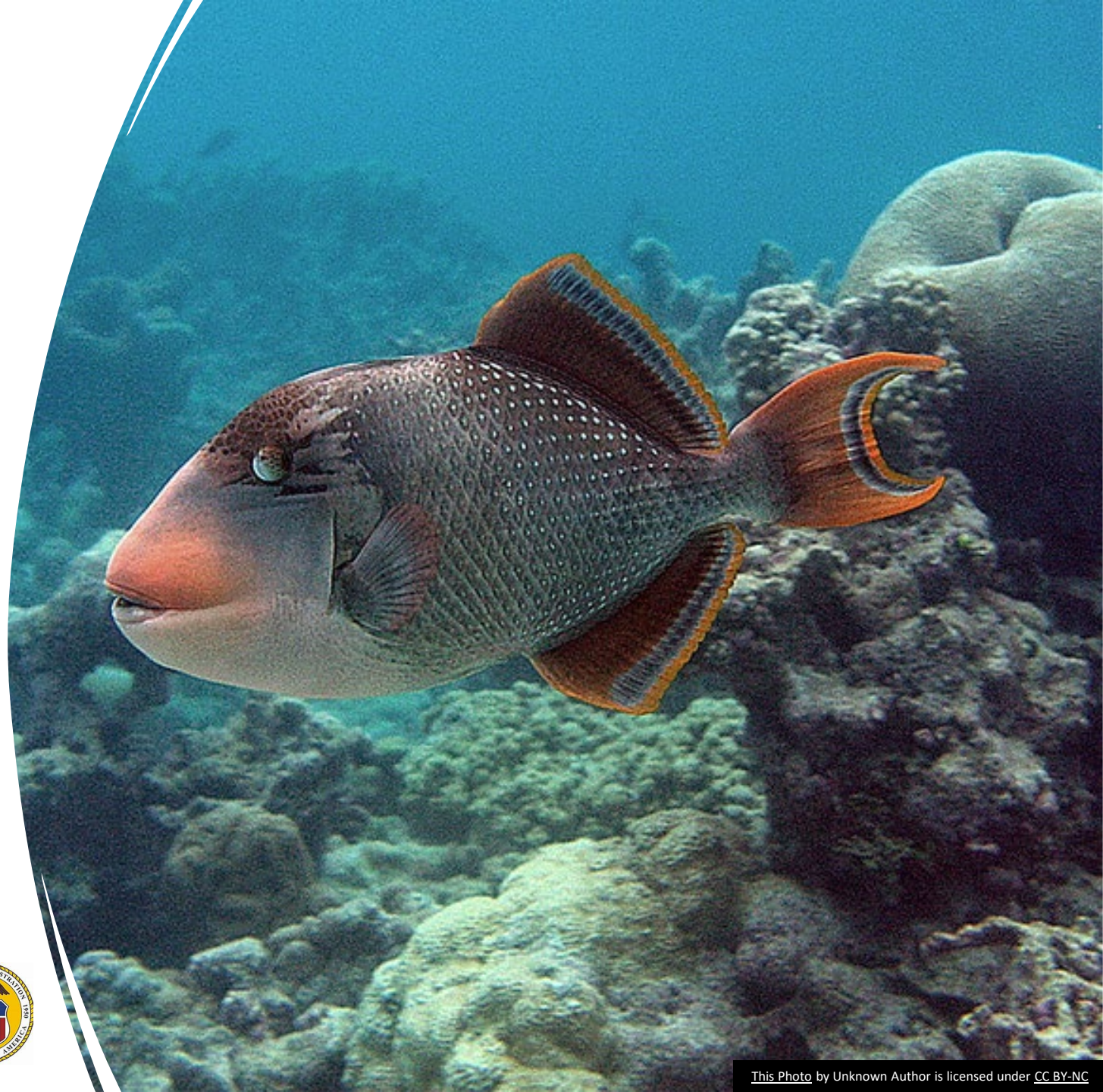
MARAD Port Infrastructure Development Program (PIDP)

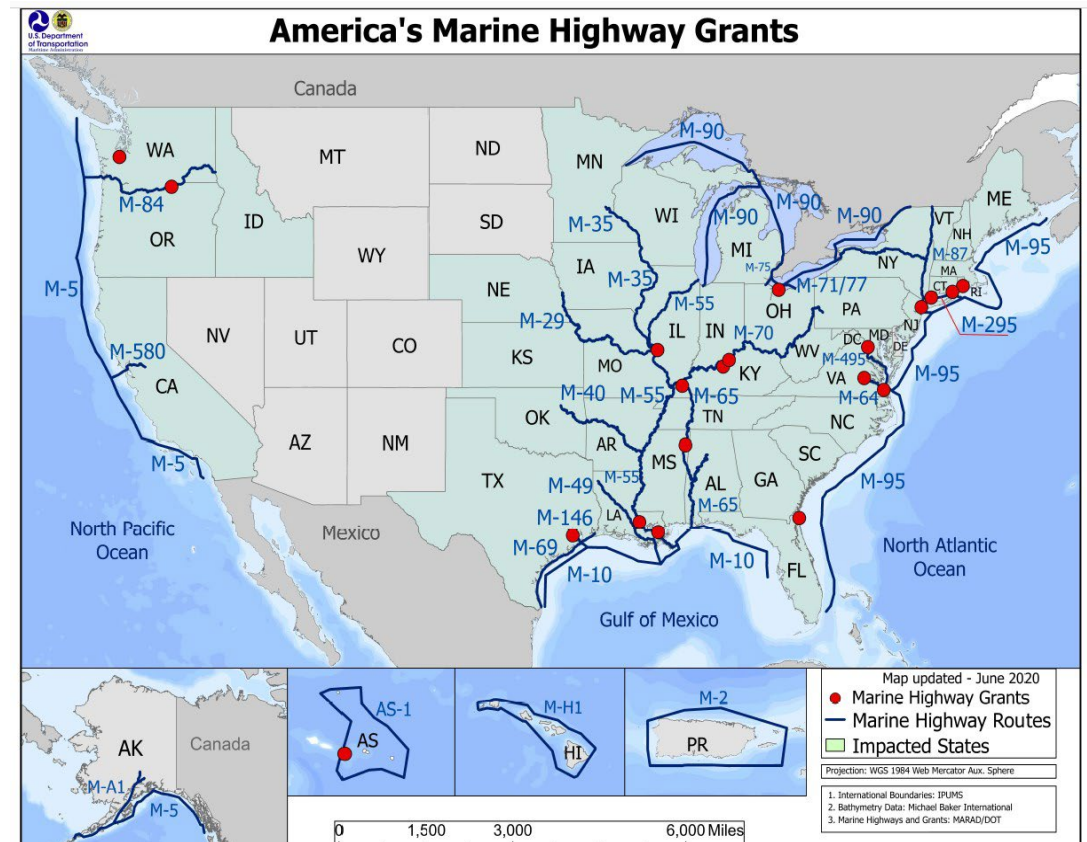- [PIDP FY 2023 NOFO (short form)](#)
- Final NOFO posted in February 2023
- $662M for FY 2023
- Application deadline April 28; award date – Fall 2023
- Webinars:

- ■ ["Preparing a Benefit-Cost Analysis for a Large Project"](#)

- ■ ["Economic Vitality: Small Projects at Small Ports" webcast](#)

- ■ [How to Apply for a FY23 PIDP Grant" webcast](#)

America's Marine Highway Program

Routes

Grants

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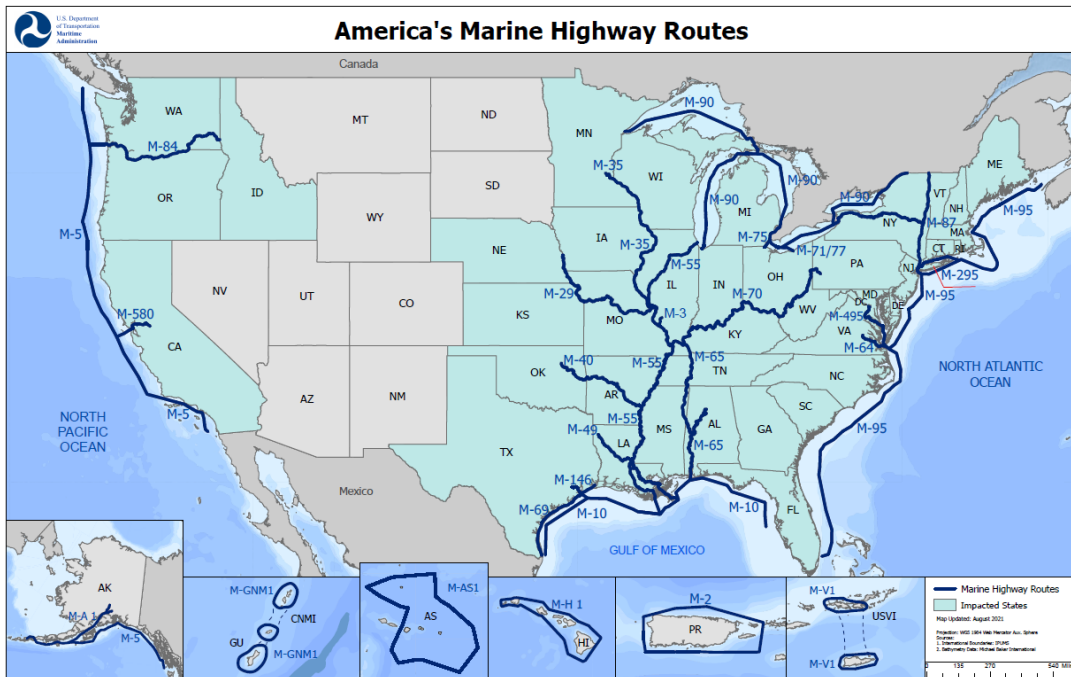
The NDAA for FY2023 made significant changes to the USMHP state at 46 U.S.C. 55601, including:

- Changed the name of "America's Marine Highway Program" to "United States Marine Highway Program".

- Expanded the definition of marine highway transportation to include:
  - bulk, liquid, and loose cargo.
  - include shipments to/from ports in Canada and Mexico.
    - *Please note that funds cannot be used outside of the United States.*

- Project Designations are no longer required in order to be eligible for USMHP grants.

- Rural projects and Tribal governments can request an increase in the federal share of the project, up to 100 percent.

Major USDOT Infrastructure Grant Programs

- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE**)
  - ($5M - $25M, $1M Rural)
  - Closed April 14, 2022
- **National Infrastructure Project Assistance (MEGA)**
  - (over $100M, 50% reserved for $500M+)
  - Closed May 23, 2022
- **Infrastructure for Rebuilding America (INFRA)**
  - ($25M - $100M, $5M Rural)
  - Closed May 23, 2022
- **Reconnecting Communities Pilot Program**
- **Rural Opportunities to Use Transportation for Economic Success (ROUTES)**
- **Build America Bureau for Innovative Project Financing**
- **Federal Railroad Administration (FRA) Grants and Loans**
- **Federal Transit Administration (FTA) Grant Programs**
- **Federal Highway Administration (FHWA) Ferry Boat Program**

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.

  o Formula Funding: $7.3 B (FY 22-26) in Contract Authority from the HTF
  o 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
  o $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

Shipyards
The Maritime Industrial Base

Small Shipyard Grant Program

- Modernize, increase efficiency

- Investment in maritime infrastructure & workforce

- American shipyards = 400,000 jobs /$37 billion GDP

- FY 2021 - $19.6M / 31 grants (in 15 states)

- **Port Security Grants**
  - https://www.fema.gov/grants/preparedness/port-security
  - The PSGP provides funds to state, local, and private sector maritime partners to support increased port-wide risk management and protect critical surface transportation infrastructure from acts of terrorism, major disasters, and other emergencies.
  - Key Areas
  - National Priorities
    - Enhancing Cybersecurity
    - Enhancing Protection of Soft Targets and Crowded Places
  - Enduring Priorities
  - Planning, Training and Awareness, Equipment and Capital Projects, Exercises

  Closes on 5/18/2023 at 5 p.m. ET

APPLICANT ROADMAP KEY

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

Monitor Congressional authorization and appropriations processes to anticipate future USDOT funding opportunities

Identify a project requiring Federal funding and include it in State and local planning documents

Select a USDOT grant program that supports that project based on program eligibility criteria and requirements outlined in the NOFO

Compile an application based on program requirements

LEGISLATION   PRE-AWARD

USDOT develops a discretionary funding program, per Congressional appropriations requirements

USDOT releases a Notice of Funding Opportunity (NOFO)

Solicit technical assistance from USDOT in developing an application as needed

Respond to requests for follow-up information from USDOT program points of contact, as needed, during application review process

Receive decision notification of projects selected for funding for this fiscal year

AWARD

USDOT finalizes award decisions

USDOT reviews all submitted applications and evaluate proposed projects based on stated criteria in the NOFO

USDOT closes the program application window

Submit an application during indicated application window

Implement the awarded project and report progress to USDOT throughout the project lifecycle

Complete all closeout requirements and submit final financial and technical reports

If selected, negotiate and sign a grant agreement with USDOT

POST-AWARD

USDOT monitors project execution throughout the project lifecycle

USDOT provides technical assistance and customer support to applicants, as needed

- **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)**

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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.

General Grant Rules of Thumb

- **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
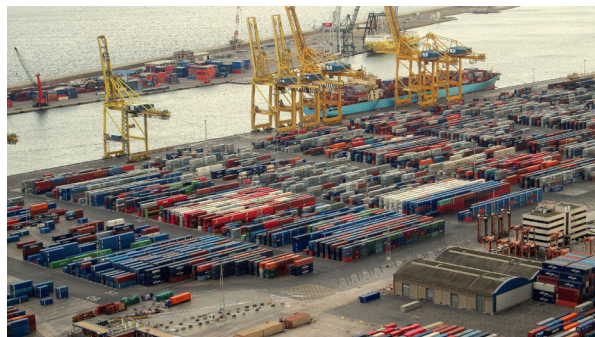
Additional Grant Rules of Thumb
Evaluating Applications

Effect on the Movement of Goods	Climate Change and Environmental Justice	Racial Equity and Reducing Barriers to Opportunity

Environmental Review	Technical Capacity

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What are some common application mistakes to avoid?

- Proof-read your application before it is submitted. Double check your work in Grants.Gov. Ensure that you include all the files you need to submit, especially any files or attachments referenced in your application narrative, with your final application.

- Submit your application before the April 28, 2023, 11:59PM E.D.T application deadline. Applications submitted after the deadline will not be considered, unless an applicant is able to provide verification that a technological issue error prevented their application from being correctly submitted.

- Please submit one application in Grants.Gov. If a duplicate application is submitted, MARAD will accept the last application received.

- Pay close attention to the content and format of your BCA. Among other things, ensure the BCA is clear and reproducible and free of technical errors or miscalculations. Remember to include any spreadsheet files (in their original format, such as Excel) and provide any technical memos describing the analysis (including, as appropriate, the source of values used that are different from the values suggested in the USDOT BCA guidance document.
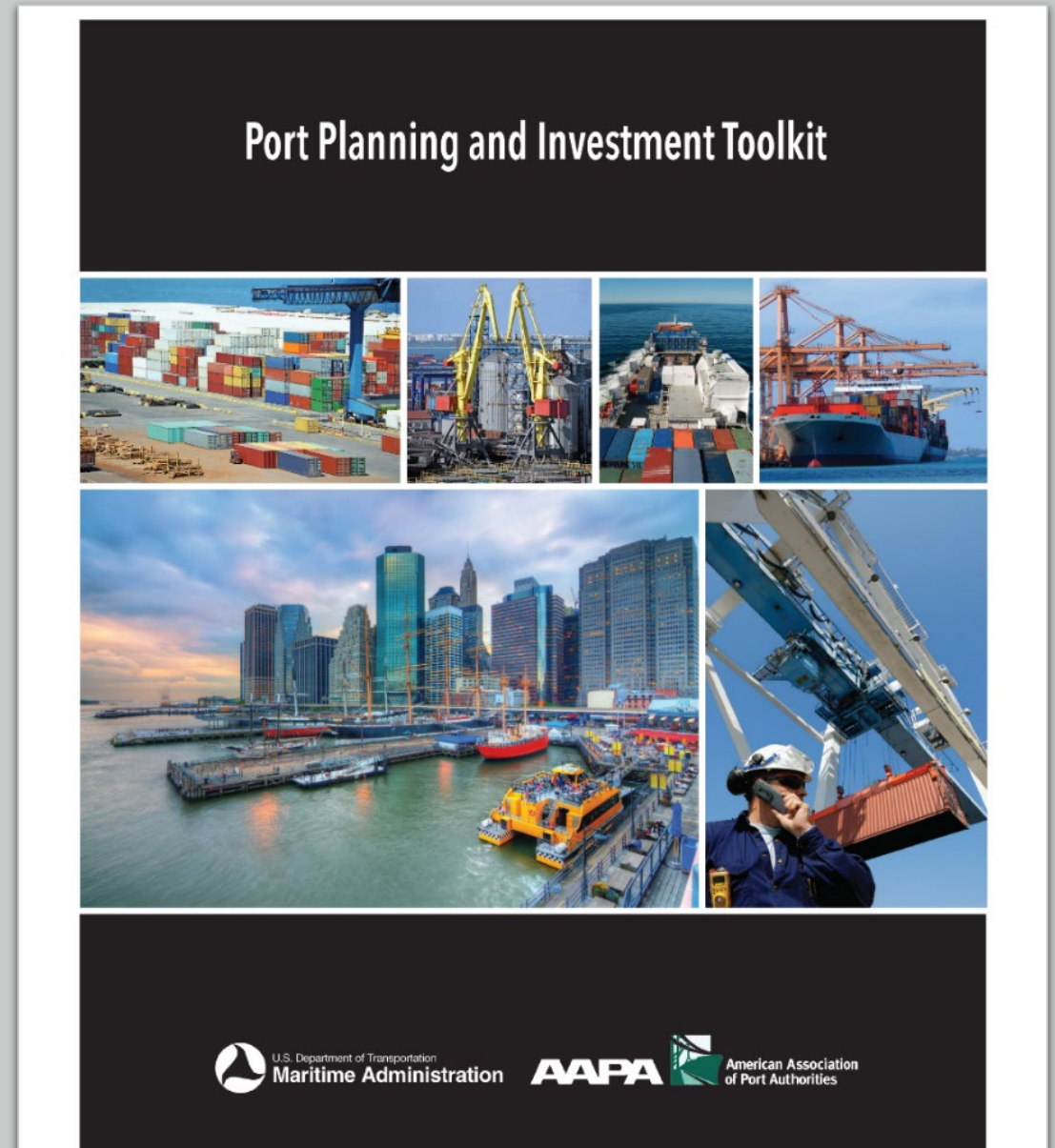
Port Planning & Investment Toolkit

The Toolkit Modules Can Be Used to Help Ports:

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

Modules include:

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

Toolkit helps ports obtain funding

Port Planning and Investment Toolkit

U.S. Department of Transportation
Maritime Administration   AAPA   American Association of Port Authorities

The CMTS Federal Funding Handbook

- <u>The CMTS Federal Funding Handbook</u> 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.

Federal Funding Handbook
for the Marine Transportation System

Fifth Edition
March 2022

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

Strategic Sealift

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

- 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).

Environment & Innovation

- **Maritime Environmental and Technical Assistance (META) Program**
  - The META program promotes the research, demonstration, and development of emerging technologies, practices, and processes that improve maritime industrial environmental sustainability

- **Environmental Projects**
  - Through the META Program, MARAD partners with Federal, state, and local agencies, the maritime industry and academia, to develop and carry out projects that provide all stakeholders with useful information and insight on maritime environmental issues.

Education

- Maritime Academies
- K-12
- Centers of Excellence
- Sea Year Training Program

Stakeholder Engagement

- Covid-19 Response
- Supply Chain Resiliency
- Emergency Response
- Port Readiness

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- **Federal Grant Reporting Requirements**
  - https://www.maritime.dot.gov/grants/federal-grant-assistance/federal-grant-assistance

- **America's Marine Highway Program**
  - https://www.maritime.dot.gov/grants/marine-highways/marine-highway

- **Small Shipyard Grants**
  - https://www.maritime.dot.gov/grants-finances/small-shipyard-grants

- **Federal Ship Financing Program (Title XI)**
  - https://www.maritime.dot.gov/grants/title-xi/federal-ship-financing-program-title-xi

- **Construction Reserve Fund**
  - https://www.maritime.dot.gov/grants/construction-reserve-fund

- **Capital Construction Fund**
  - https://www.maritime.dot.gov/grants/capital-construction-fund

- **Port Infrastructure Development Grants**
  - https://www.maritime.dot.gov/PIDPgrants

About the DOT Navigator

- **The DOT Navigator is a new resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services. Whether it's the first time you're applying for a DOT grant or you're looking for more technical details and guidance, the DOT Navigator can help get you started.**

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

Contact Information

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