



MARITIME ADMINISTRATION

Green Bay Port Symposium 2023

Mike Sullivan – Director, Great Lakes Gateway
April 11, 2023

USDOT Leadership & Mission



Maritime Administrator
Ann Phillips



Secretary of Transportation
Pete Buttigieg



Deputy Maritime Administrator
Lucinda Lessley

The mission of the **Agency** is 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.



U.S. Maritime Administration Missions



Port Development

National and Economic Security

Strategic Sealift & Emergency Response

Education

Environment and Innovation

Stakeholder Engagement

Office of Ports & Waterways

- 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



Office of Maritime & Intermodal Outreach – ‘Gateways’



Project Development / Grant Assistance



Intermodal Outreach



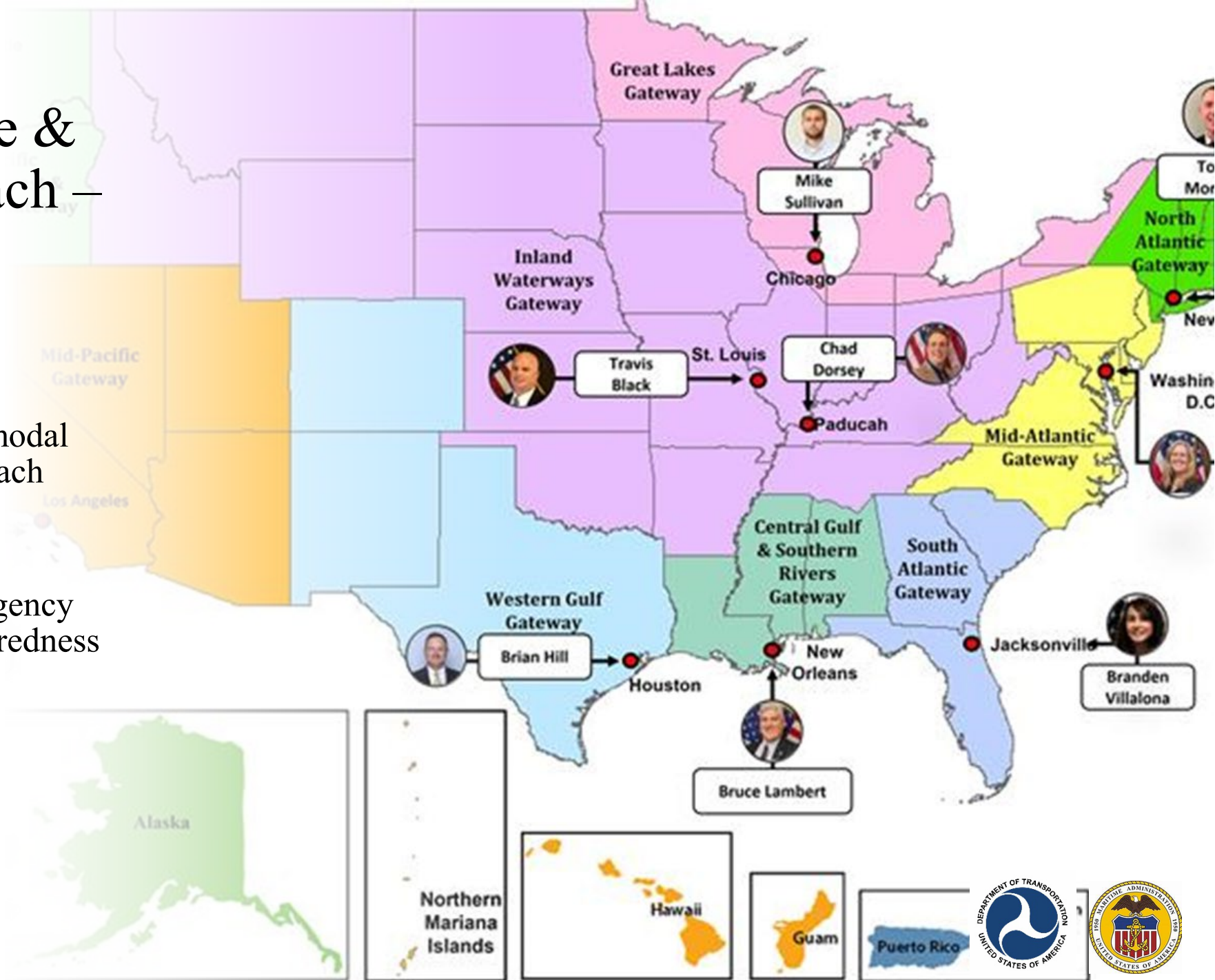
Maritime Security



Emergency Preparedness



Supply Chain Resiliency



Port Infrastructure Development Program Grants

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

To date, 99 grants have been awarded totaling more than \$1.44 billion for projects in 30 States and 3 Territories

- 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 must be submitted by **11:59 p.m. E.D.T. on April 28, 2023.**



Port Infrastructure Development Program Grants

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).

Eligible Projects shall be located either within the boundary of a port, or outside the boundary of a port and directly related to port operations or to an intermodal connection to a port.

Eligible projects must improve the safety, efficiency, or reliability of:

- The loading and unloading of goods at the port; such as for marine terminal equipment;
- The 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,

PIDP Funded Project Examples

APPLICANT	PROJECT	SCOPE	AWARD AMOUNT
Port of Milwaukee	Agricultural Maritime Export Facility	Development of an under-utilized parcel into an export facility for agricultural commodities.	\$15,893,543
Brown County	Port of Green Bay Site Development Project	Redevelopment a former power plant site into a port terminal.	\$10,134,800
City of Superior	Infrastructure Improvements Project	Construction of a new sheet pile retaining wall, rail and road work, a stormwater management system, utilities, a shop and office building, and dredging.	\$8,368,000

United States Marine Highway Program

Works with manufacturers, vessel operators, ports, and public and private stakeholders to build economically competitive alternative supply chains that utilize our waterways and administers grants to address capital risks and other obstacles to service development.

Incorporates routes into the National Freight Strategic Plan and National Multimodal Freight Network for an integrated transportation system.

- Final NOFO posted in February 2023

<https://www.maritime.dot.gov/grants/marine-highways/notice-funding-opportunity-america%E2%80%99s-marine-highway-projects>

- \$12.4M for FY 2023

- Federal share - 80%

- Webinar on How to Apply is available for viewing:

https://www.youtube.com/embed/hyXZVQn_fG4

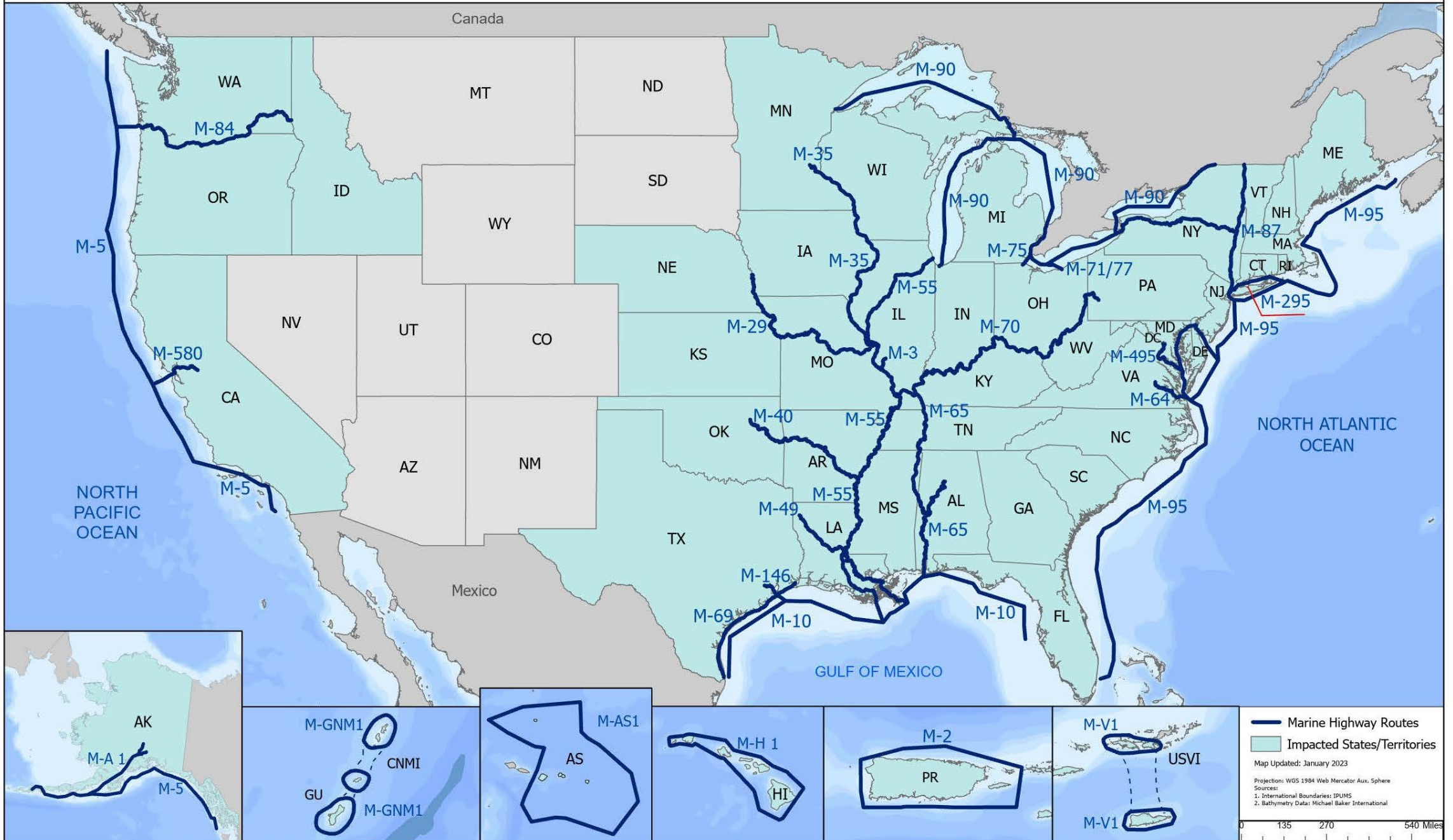
- Applications must be submitted by **11:59 p.m. E.D.T. on April 28, 2023.**



United States Marine Highway Program

- Numerous program changes under FY 2023 Natl. Defense Authorization Act
- **Project Designations are no longer required in order to be eligible for USMHP grants.**
- Marine Highway Transportation definition includes the carriage by a documented vessel of cargo (including such carriage of cargo and passengers), **bulk, liquid, or loose cargo loaded in tanks, holds, hoppers, or on deck bulk, liquid, and loose cargo.**
- Marine Highway Transportation definition includes shipments loaded at a port in the United States and unloaded either at another port in the United States or at a port in **CANADA OR MEXICO**; or loaded at a port in Canada or Mexico and unloaded at a port in the United States (*no grant funds can be used outside of the U.S.*)
- 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)

United States Marine Highway Routes





Marine Highway M-35

Sponsors: Illinois Department of Transportation, Iowa Department of Transportation, Minnesota Department of Transportation, Missouri Department of Transportation, and Wisconsin Department of Transportation
Supporters: Inland Rivers Ports and Terminals Association and Upper Mississippi River Basin Association

Landside Routes Served: Interstate-35, Interstate-94, (includes U.S. 61, Missouri State Route 27, Iowa State Route 27, and I-35)

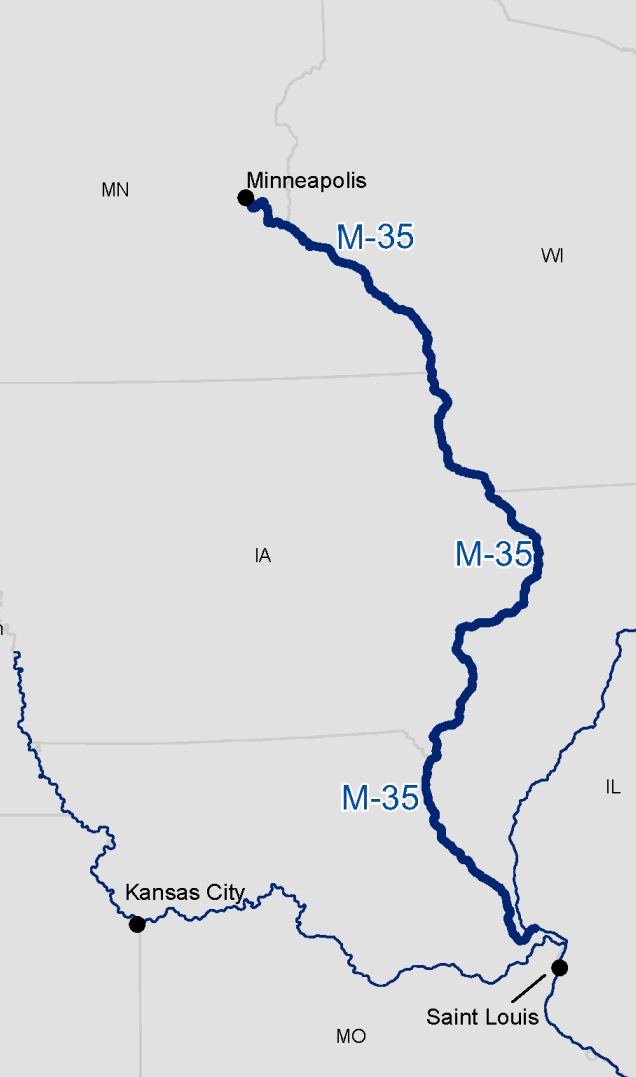
Route Description:

The M-35, which can commonly be referred to as "Waterway of the Saints" Marine Highway Route, links the Upper Mississippi River with the existing M-55 Route. The M-35 Route runs from Lock/Mile 1 on the Mississippi River in Minneapolis, MN to the confluence of the Mississippi and Illinois Rivers in Grafton, Illinois, where the M-55 Route begins. Together, the M-35 and M-55 provide an all-water route from the beginning of the Mississippi River to the Gulf of Mexico.

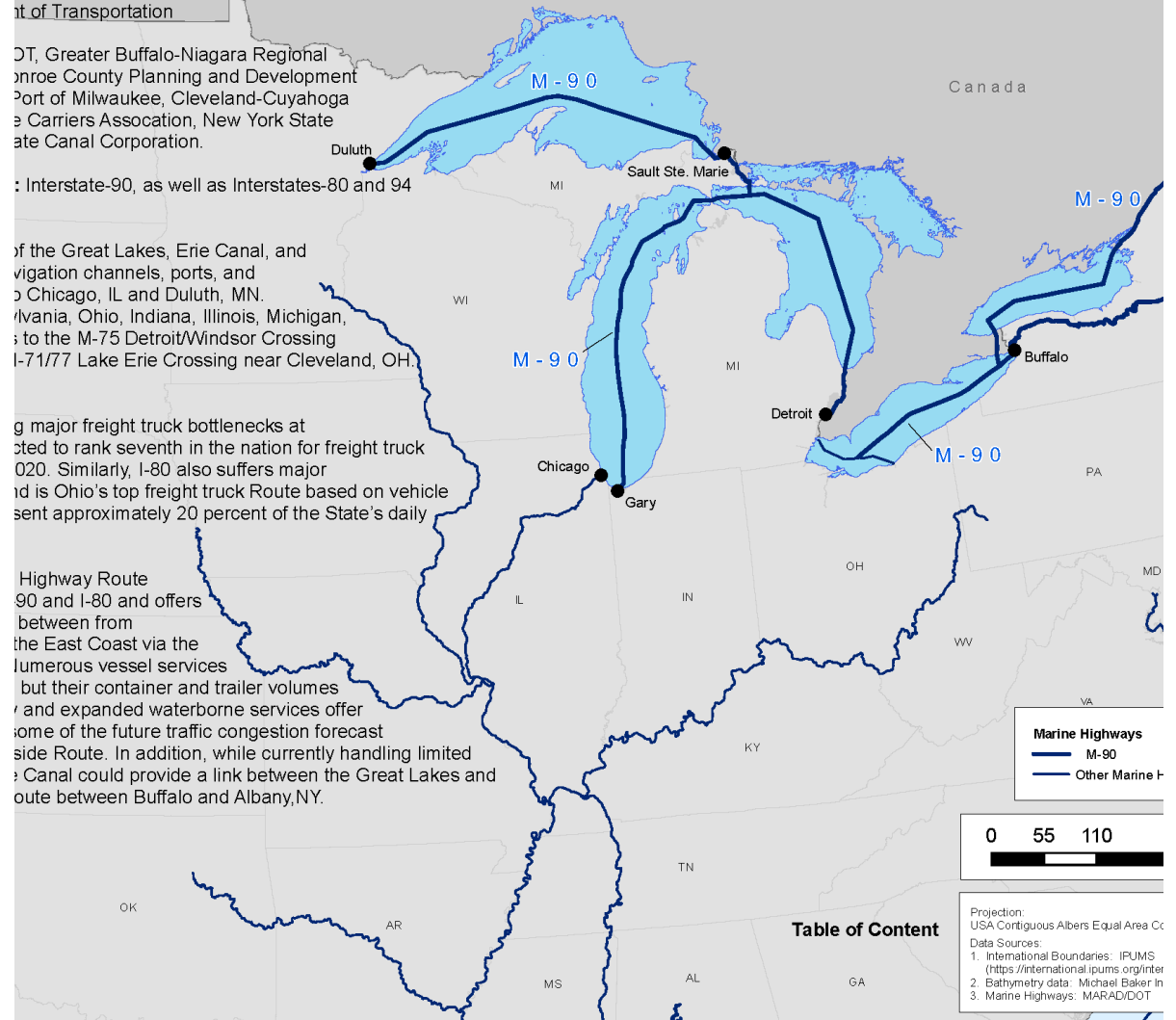
Attributes:

This M-35 is a major hub for freight tonnage transported by truck to some of the region's major metropolitan areas such as Minneapolis-St. Paul, MN, Chicago, IL, and St. Louis, MO. By 2040, the U.S. Department of Transportation predicts that several major highway segments (e.g., I-70 in Missouri, I-80 in Iowa, and I-90 and I-94 from Chicago to Minneapolis) will experience more recurring peak-period congestion and high volume truck segments on the National Highway System that carry more than 8,500 trucks per day.

Water transportation is an important part of the Upper Mississippi River region's freight network. The M-35 promotes domestic and international trade by establishing a strong link and other connections to the Gulf of Mexico. For example, in 2011, approximately 61.2 million short tons of cargo were transported on the M-35, compared to 60.7 million tons in 2010 (domestic and foreign). The states along the M-35 use the Upper Mississippi River to ship commodities to as many as 15 adjacent or nearby states.



Marine Highway M-90



Sponsors: Michigan Department of Transportation, Greater Buffalo-Niagara Regional Monroe County Planning and Development Port of Milwaukee, Cleveland-Cuyahoga Waterway Carriers Association, New York State Canal Corporation.

Landside Routes Served: Interstate-90, as well as Interstates-80 and 94

Route Description: The M-90 Marine Highway Route connects the Great Lakes, Erie Canal, and St. Lawrence Seaway. It provides a waterborne link between Chicago, IL and Duluth, MN, Cleveland, OH, Indiana, Illinois, Michigan, and Ohio, and to the M-75 Detroit/Windsor Crossing and the M-190 Lake Erie Crossing near Cleveland, OH.

Attributes: M-90 addresses some of the nation's major freight truck bottlenecks at Chicago, IL and Duluth, MN. I-80 is Ohio's top freight truck Route based on vehicle miles traveled and is estimated to rank seventh in the nation for freight truck volume. I-80 also suffers major congestion during peak periods, with approximately 20 percent of the State's daily

Benefits: The M-90 Marine Highway Route provides an alternative to I-90 and I-80 and offers a waterborne link between the East Coast via the St. Lawrence Seaway and the numerous vessel services that operate on the route. While their container and trailer volumes are limited, the M-90 and expanded waterborne services offer a viable alternative to trucking. Some of the future traffic congestion forecast on I-90 and I-80 could be alleviated by the M-90 side Route. In addition, while currently handling limited cargo, the M-90 Marine Highway Route could provide a link between the Great Lakes and the East Coast via the St. Lawrence Seaway and the Erie Canal.

Marine Highways
 — M-90
 — Other Marine Highways

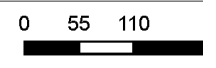


Table of Content

Projection: USA Contiguous Albers Equal Area
 Data Sources:
 1. International Boundaries: IPUMS
 (https://international.ipums.org/international)
 2. Bathymetry data: Michael Baker
 3. Marine Highways: MARAD/DOT

Examples of Funded USMH Projects

Fincatieri Marine Group, LLC

Acquisition of three types of equipment that will facilitate the safe, sustainable, and efficient transfer of project cargos from shore to vessel and back to shore.

Award Amount: \$3,303,649

Port of Monroe

Support the purchase, installation, and training associated with the use of a crawler crane.

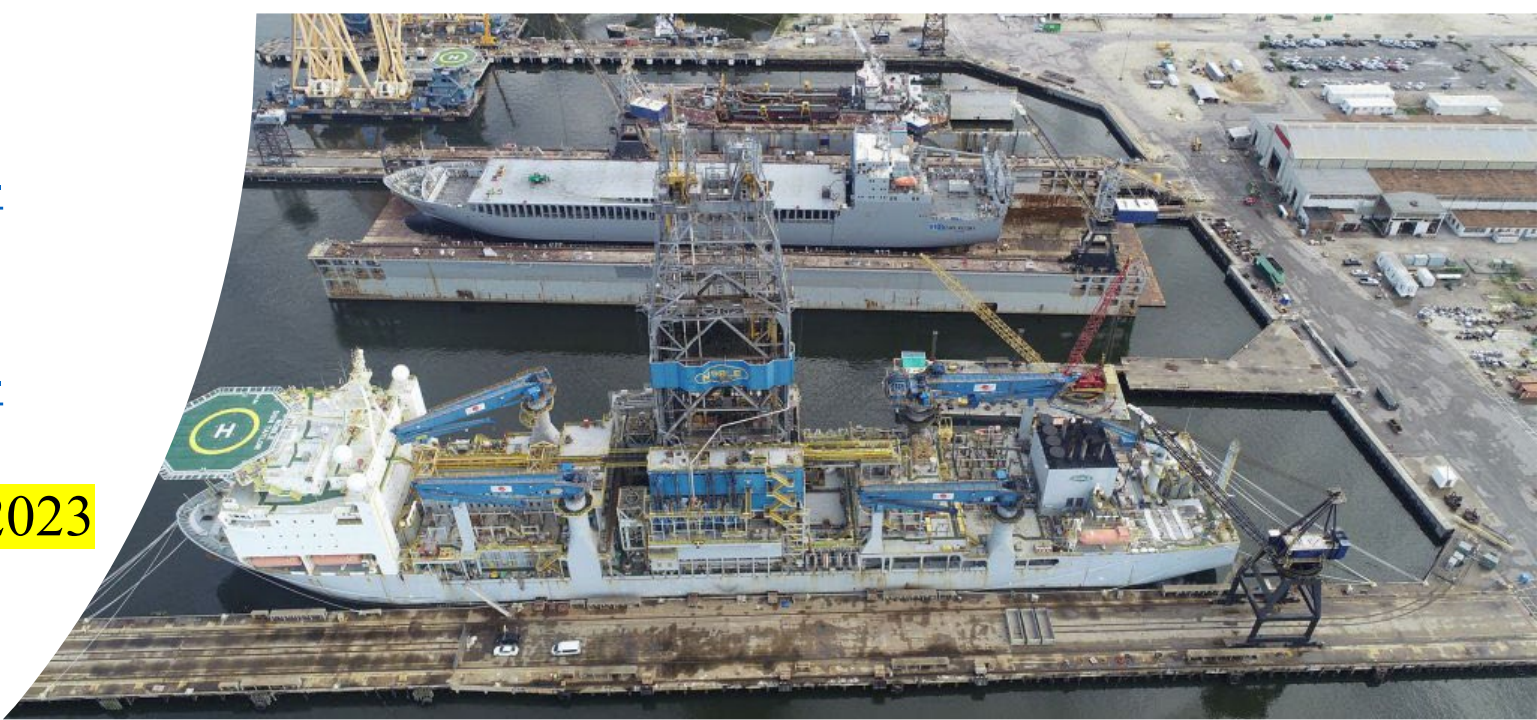
Award Amount: \$1,101,735

Shipyards

The Maritime Industrial Base

Small Shipyard Grant Program

- Modernize, increase efficiency
- Investment in maritime infrastructure & workforce
- FY 2023 - \$20.8M
- <https://www.maritime.dot.gov/grants-finance/small-shipyard-grants>
- FY23 NOFO:
<https://www.maritime.dot.gov/grants-finance/small-shipyard-grants>
- Applications were due February 27, 2023



Major USDOT Port Infrastructure Grant Programs

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (\$5M - \$25M, \$1M Rural) FY 2023 NOFO November 30, 2022, due February 28, 2023.
 - \$1.5 B for next five years. Also referred as TIGER and BUILD. Minimum Award \$5M, (\$1M Rural)
- Infrastructure for Rebuilding America (INFRA) (\$25M - \$100M, \$5M Rural), FY 2022 Closed May 23, 2022
 - \$1.5 B for next five years. Minimum Award \$25M (\$5M rural) Max \$100M
- National Infrastructure Project Assistance (MEGA) FY 2022 Closed May 23, 2022 (over \$100M, 50% reserved for \$500M+)
 - \$1 Billion program each year for 5 years
- Rural Surface Transportation (Rural) Grant Program Closed May 23, 2022
 - 90 % of grant awards over \$25M, 10% less than \$25M
- Build America Bureau for Innovative Project Financing
- Federal Railroad Administration (FRA) Grants and Loans
- Federal Transit Administration (FTA) Grant Programs
- Federal Highway Administration (FHWA) State Formula / Vehicle Emissions Programs (CMAQ, Rural STBP, PROTECT)

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.

***Public-Private Partnerships are encouraged*
- **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% non-federal 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

FEMA Port Security Grant Program

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 is **5:00PM Eastern on May 18, 2023**.

Cost share requirements:

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

FEMA will be conducting a final outreach call on Tuesday, April 18, 2023 at 2:00 PM EST via Adobe Connect.

<https://fema.connectsolutions.com/psgp-outreach/>

DIAL 1-800-320-4330 ---- PIN 211363

Examples of Funded PSGP Projects

- Cybersecurity projects (maritime security only):
 - Networks, switches, software, training, penetration testing/vulnerability assessments;
 - Does not include non-systemwide equipment, e.g., a secured radio or laptop; fencing; cameras; physical access control; or other items not included as part of the NIST framework.
- Rapid Response Boats:
 - High speed, 24/7 patrol boats critical for quick response to waterways or other maritime infrastructure
- Equipment:
 - Life safety operations including fire suppression, evacuations, rescue of victims, dewatering, mass decontamination, swift transport of first responders to a waterborne or waterfront incident, and removal of victims from a vessel in distress
- Training and Exercises (maritime security only):
 - Training courses noted in the PGM
 - Live situational exercises involving various threat and disaster scenarios, tabletop exercises, and the debriefing of the exercises to continually improve utilization of plans and equipment procured with grant funding
- Installation, expansion and hardening of TWIC compliant access control and other physical security enhancements to MTSA regulated facilities

WHAT DO YOU WANT TO DO?



Apply for DOT Grants



Find Technical Assistance Resources



Learn About the Bipartisan Infrastructure Law

USDOT 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/dot-navigator/>

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

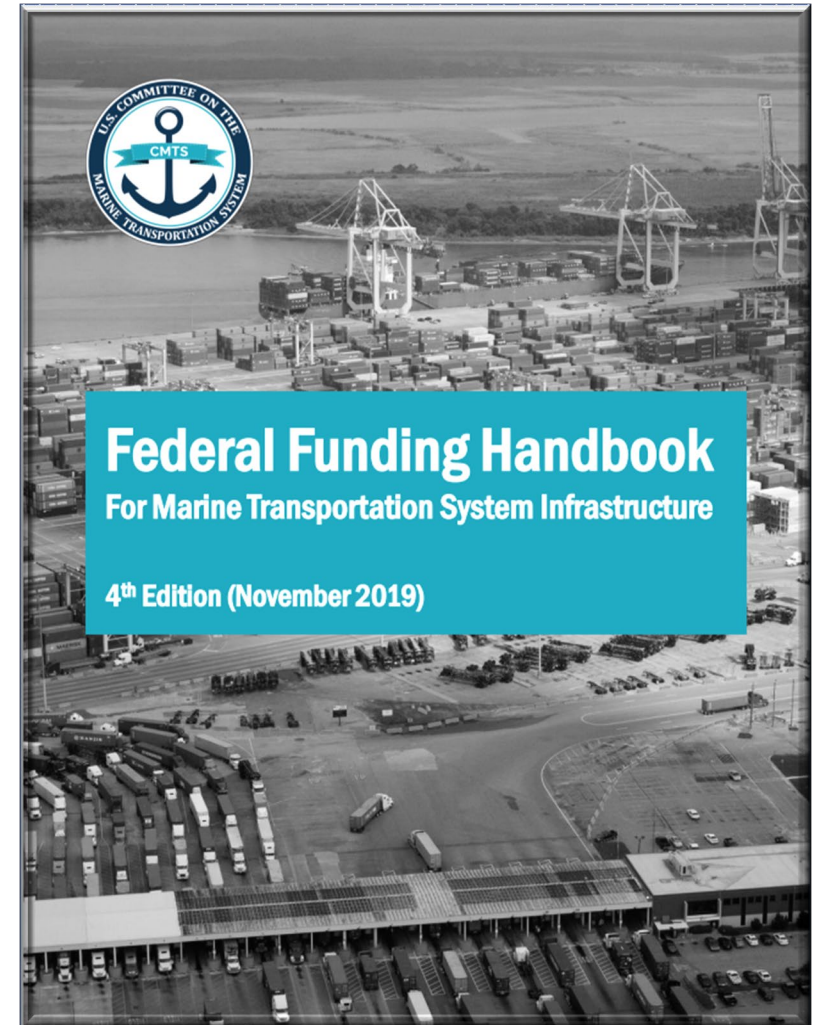
A collage of six images related to port operations: 1) A large stack of colorful shipping containers in a yard. 2) A yellow gantry crane at a port. 3) A view from the deck of a ship looking out at the sea. 4) A large cargo ship docked at a pier. 5) A wide view of a port facility with several piers and buildings in the background. 6) A close-up of a worker in a hard hat and safety vest talking on a mobile phone while a crane lifts a container.

U.S. Department of Transportation
Maritime Administration

AAPA
American Association
of Port Authorities

The CMTS Federal Funding Handbook

- 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



R.O.U.T.E.S.

**RURAL OPPORTUNITIES TO USE
TRANSPORTATION FOR ECONOMIC S'**

**APPLICANT TOOLKIT FOR
COMPETITIVE FUNDING
PROGRAMS AT USDOT**

- **VIEW THE TOOLKIT:**
www.transportation.gov/rural/toolkit
- **EMAIL US:**
rural@dot.gov
- **SUBSCRIBE TO THE ROUTES
NEWSLETTER AND EVENT
NOTIFICATIONS**

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.



Resources

- USDOT Funding Opportunities
 - <https://www.transportation.gov/rural/funding-opportunities>
- Upcoming Notice of Funding Opportunity Announcements
 - <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>
- EPA Funding Opportunities for Ports & Near-Port Communities
 - <https://www.epa.gov/ports-initiative/funding-opportunities-ports-and-near-port-communities>
- Federal Grant Reporting Requirements
 - <https://www.maritime.dot.gov/grants/federal-grant-assistance/federal-grant-assistance>
- 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 Grants
 - <https://www.maritime.dot.gov/PIDPgrants>
- Bipartisan Infrastructure Law: Maritime Administration
 - <https://www.maritime.dot.gov/about-us/bipartisan-infrastructure-law-maritime-administration>
- United States Marine Highway Program
 - <https://www.maritime.dot.gov/grants/marine-highways/marine-highway>



Contact

Robert ‘Mike’ Sullivan

Director, Great Lakes Gateway

U.S. Maritime Administration (MARAD) | U.S. Department of Transportation

230 South Dearborn Street – Room 1582, Chicago, IL

(202) 366-8574 (Office) | (312) 833-7888 (Mobile)

Robert.M.Sullivan@dot.gov