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MMARAD

U.S. MARITIME ADMINISTRATION





StrongPorts

U.S. Department of Transportation

are

Workshop Title:

**Vibrant Ports,
Healthy Ports**



US Department of Transportation
Secretary Elaine L. Chao



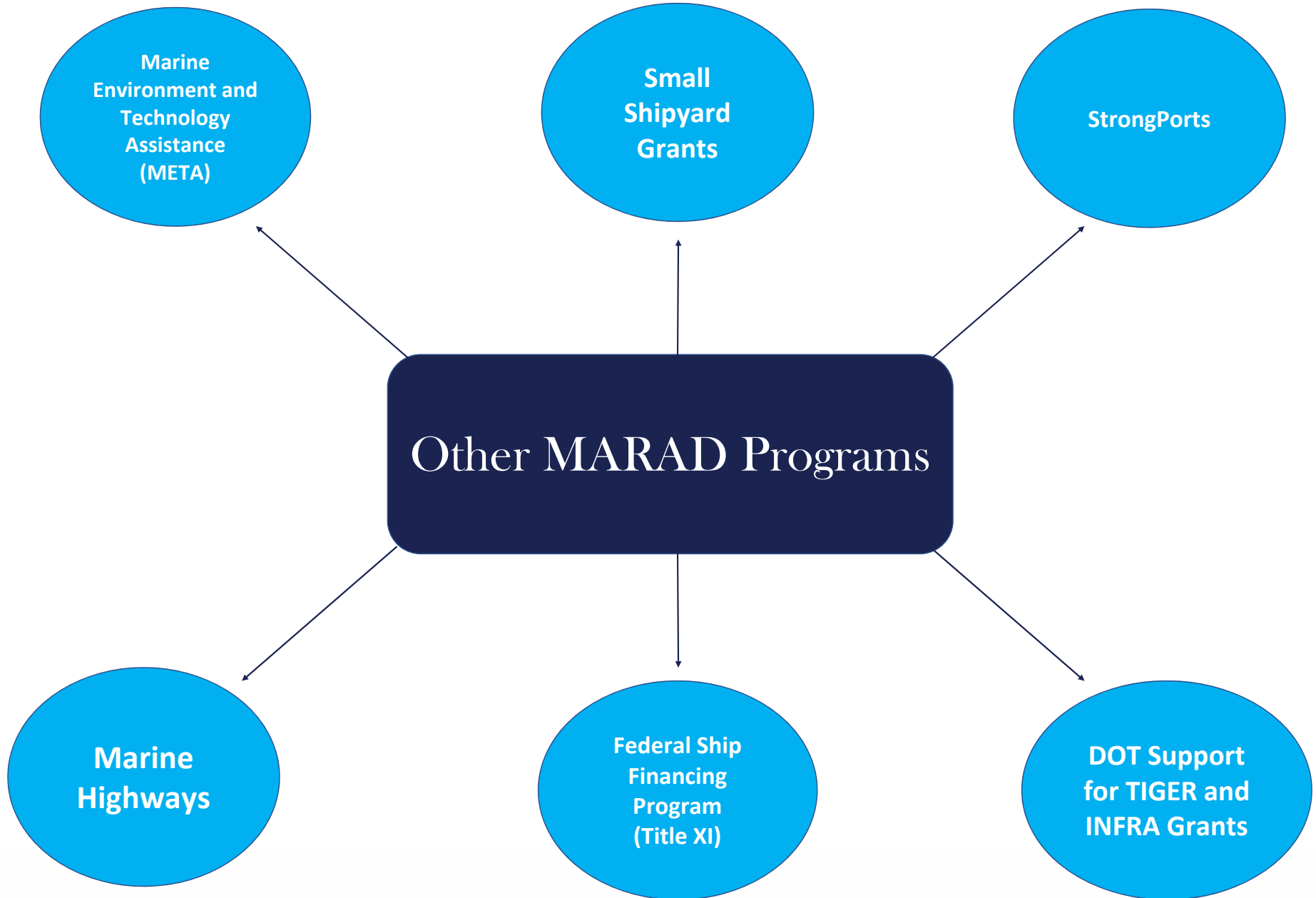
MARAD Administrator Rear
Admiral Mark H. "Buz" Buzby,
USN, Ret.



Vibrant Ports, Healthy Ports October 24, 2017; DVRPC Offices, Philadelphia PA

Agenda

- **Strong Ports are Vibrant Ports, Healthy Ports**
- **Planning & Engagement, Financing and Project Support**
- **Resources for Federal Funding**
- **USDOT and MARAD Programs relevant to Ports**





StrongPorts

U.S. Department of Transportation

46 USC 50302

Mission















To lead the development and expansion and modernization of port infrastructure, including water, road, and rail, for the benefit of every American.

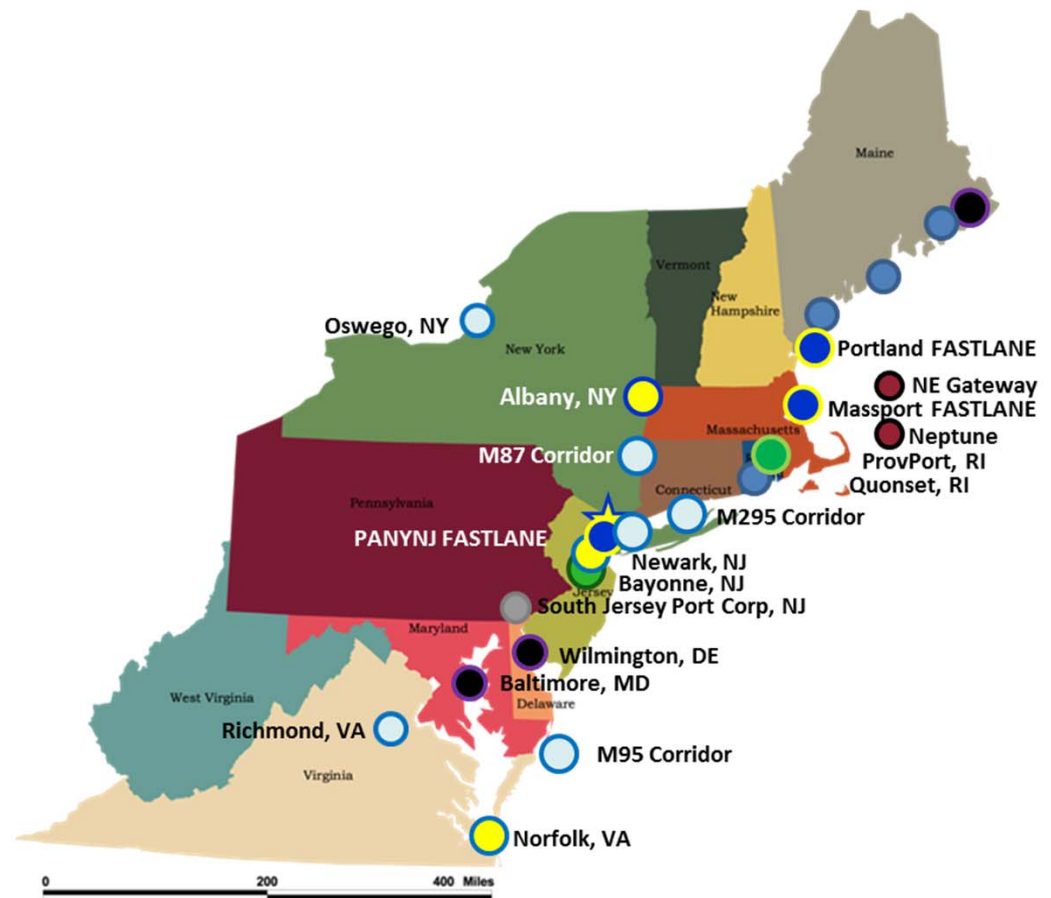
Vision

A modern, efficient system of diverse modern inland and coastal ports that are integrated into the surface transportation system.

StrongPorts Projects -

\$ 217 million in grants supporting \$ 669 million in total project costs

-  Bureau
-  Marine Highway
-  Port Conveyance
-  Deep Water Ports
-  ARRA Grants
-  TIGER FY 2009
-  TIGER FY 2010
-  TIGER FY 2011
-  TIGER FY 2012
-  TIGER FY 2013
-  TIGER FY 2014
-  TIGER FY 2015
-  TIGER FY 2016
-  FASTLANE FY 2016



FEDERAL AID OPPORTUNITIES

- The FAST Act Provides **Port Eligible** Funding (5 years)
 - Surface Transportation Block Grant Program
 - Congestion Mitigation and Air Quality (CMAQ) Program
 - Advanced Transportation and Congestion Management Technologies Deployment Grants
 - INFRA Competitive Grant Program
 - National Highway Freight Program

National Highway Freight Program

Fixing America's Surface Transportation (FAST) Act established two national freight programs that support goods movement and the US economy

- INFRA – USDOT/National Selection

This [NOFO](#) will remain open until 8:00PM EST, November 2, 2017

- National Highway Freight Program (NHFP) – State Selected formula pr



To receive funding under the National Highway Freight Program, the FAST Act requires each State to develop a State Freight Plan by December 5, 2017

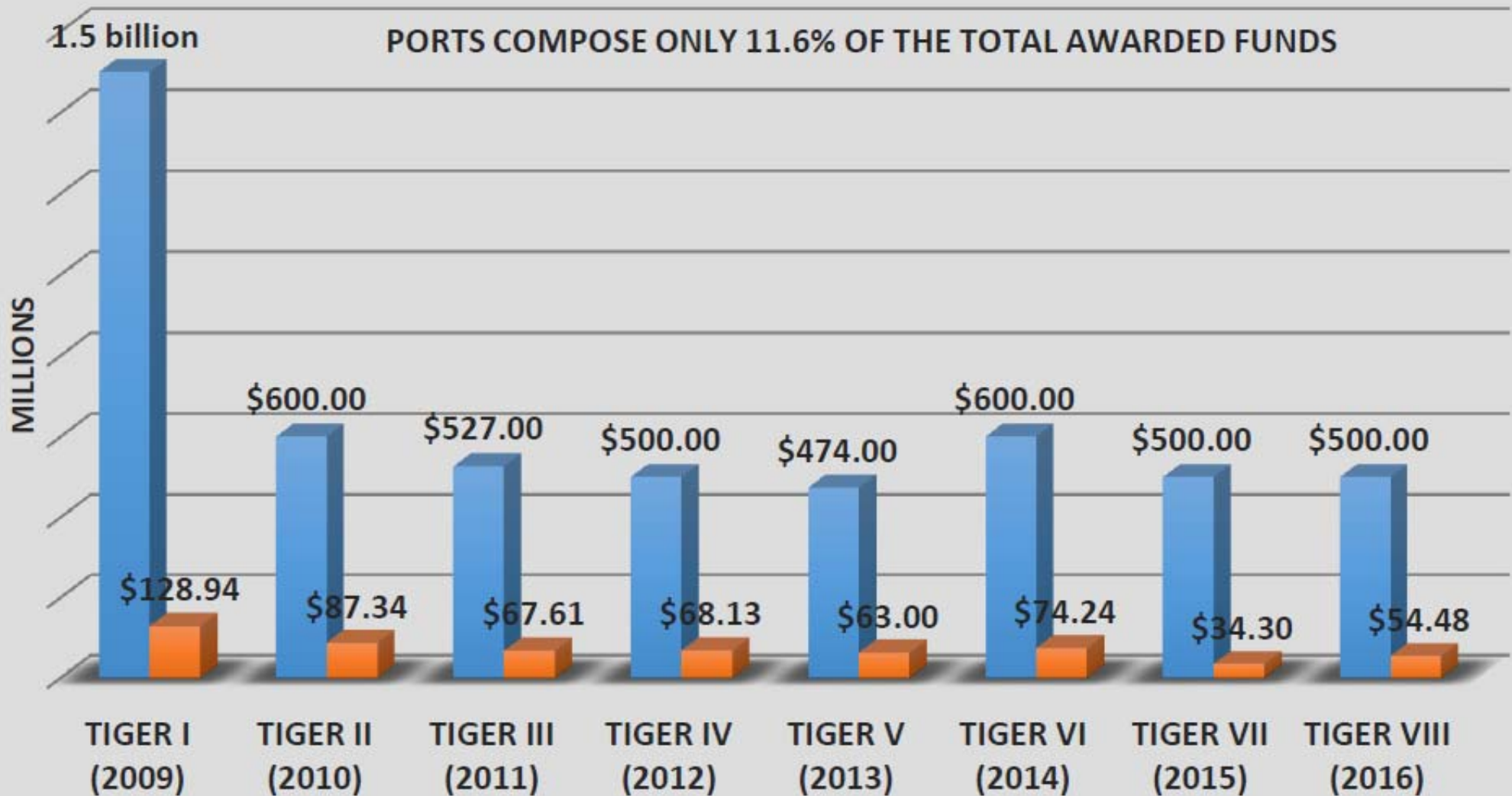
- New Jersey
 - Not Submitted
- Delaware
 - Submitted, *under review*
- Pennsylvania
 - Submitted, *under review*
- Virginia
 - Not Submitted

Multimodal Freight Network - Draft Representation



Note: For information on methodology used for feature selection in this map, please see U.S. Department of Transportation, National Freight Strategic Plan, Appendix D, 2015.

Ports Funding Per TIGER Round



Build America Bureau

Outreach

- On the Radar
- Scope Development
- LOI/Draft Application Development

Creditworthiness

- LOI/Draft Application Accepted
- Risk Analysis
- Scope Finalization
- Plan of Finance

Administration

- Loan Closure
- Construction Commencement/Completion
- Loan Repayment Period

Growing Congestion and the Marine Highway Solution

- International trade growth will only increase congestion.
- Landside infrastructure can't support the growth. Roads and railroads are near capacity, are costly, and take decades to expand.
- The U.S. moves about 6% of freight by water while Europe moves about 40%
- 29,000 miles of coastal and inland waterways that are operating well below capacity.



U.S. Coastal & Inland Waterways



Maritime Administration

Coast Guard

Port Authorities / Terminal Operators

State DOTs / MPOs

US Army Corps

Federal Rail Administration



For illustration purposes only | Version #4, March 2016

America's Marine Highways

Vision of the Marine Highway Program

The full integration of reliable, regularly scheduled, competitive, and sustainable Marine Highway services into the surface transportation system that are a routine choice for shippers.



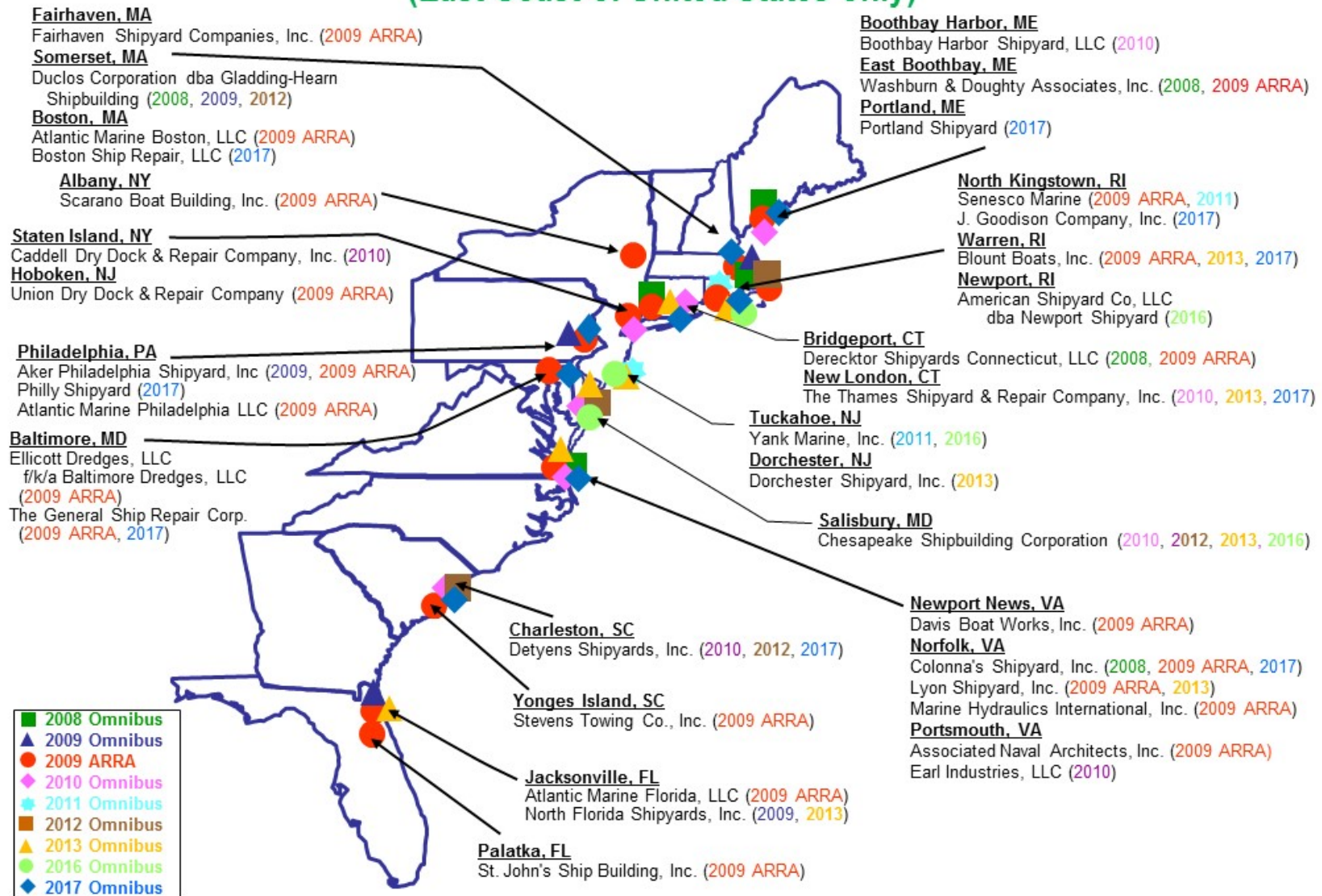
Critical Elements for Creating Marine Highway Services

- Proposed Projects must be located on a designated Marine Highway Route
- A public/private partnership between MPOs, vessel owners, labor, and freight owners
- A solid business case including analysis of competing modes (truck and rail)
- Adequate capital for start up and initial operations
- A coordinated promotion effort between key stakeholders



Small Shipyard Grant Program

SMALL SHIPYARD GRANT RECIPIENTS 2008 - 2017 Omnibus Grants and 2009 ARRA Grants (East Coast of United States only)



Small Shipyard Grants –Mid-A Zoom

Port Security & Capabilities

“In peace and war”

4 Strategic Ports in the Mid-Atlantic*

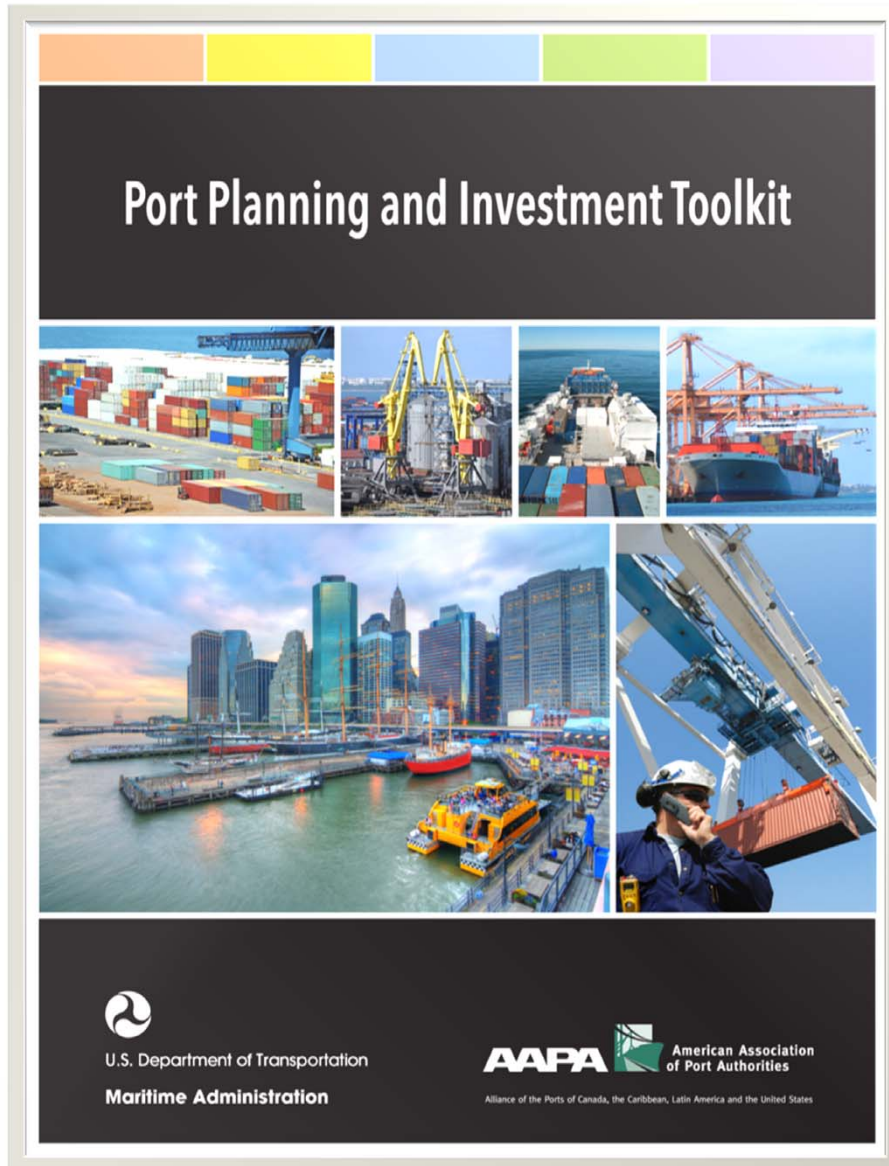
*geographically defined by MARAD

- Philadelphia
- Norfolk
- Wilmington NC,
- Morehead City

Maritime Emergency Preparedness and Response

- [Emergency Preparedness and Response 2017](#)
- [SafeStor](#)
- [SafePort \(DVD\)](#)
- [Ship Orientation](#)
- [Ntl Response Pgm Standard Op Procedure](#)
- [EPR Activities and Capabilities List](#)
- [MARAD Vessel Distance and Transit Times GULF COAST](#)
- [MARAD Disaster Relief Information](#)
- [MARAD RRF Outport Locations](#)
- [MARAD Vessel Distance & Transit Times to Puerto Rico](#)
- [FEMA – RRF Ops Katrina and Rita Response](#)
- [MARAD Assistance to Shippers](#)
- [“The Maritime Difference”](#)

Port Planning and Investments



Port Planning & Investment Toolkit

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Planning

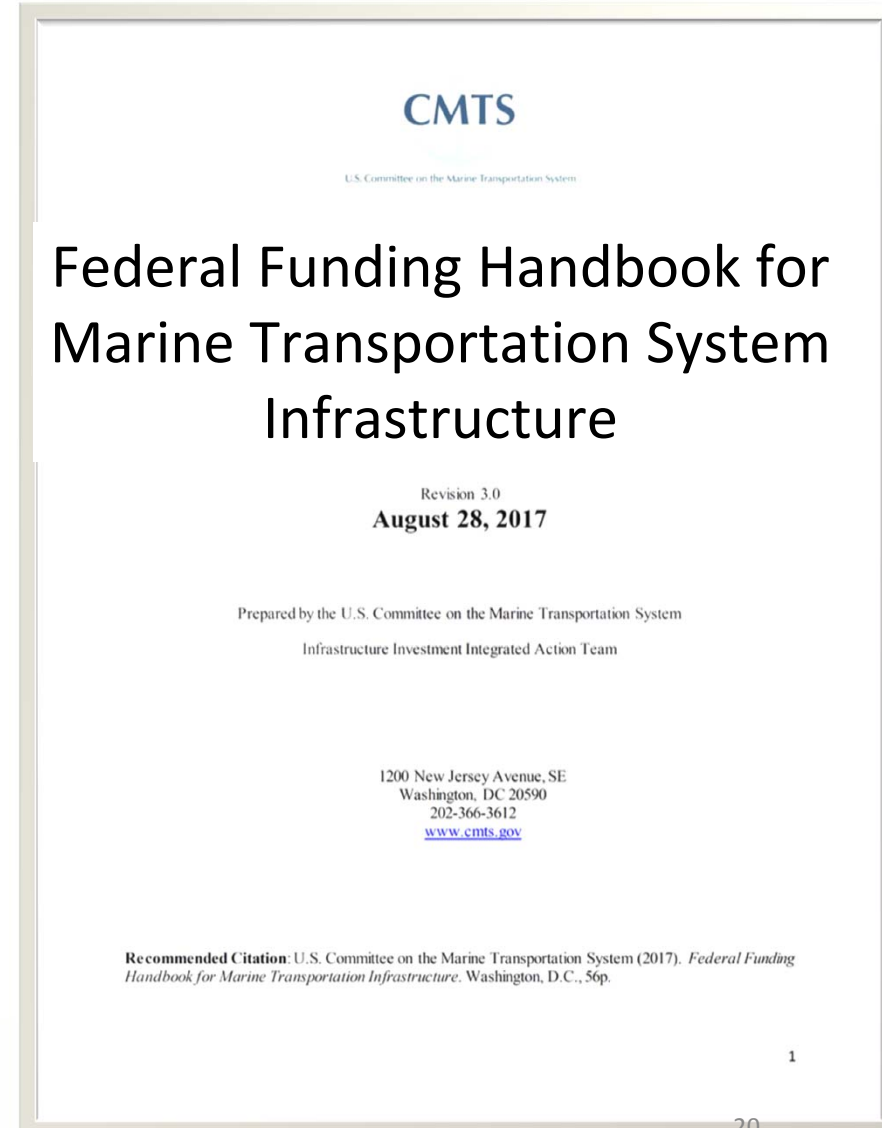
Feasibility

Financing

Handbook Prepared by the U.S. Committee on the Marine Transportation System (CMTS)

The CMTS vision for the marine transportation System is as follows:

The Marine Transportation System will be a safe, secure, clean, and globally integrated network that, in harmony with the environment, ensures a free-flowing, seamless, and reliable movement of people and commerce along its waterways, sea lanes, and intermodal connections.



Example from the CMTS Federal Funding Handbook for Marine Transportation System Infrastructure

75. Transportation Infrastructure Finance & Assistance Act (TIFIA)

Keywords: Transportation, Public-Private-Partnerships, Roads, Rail, Intermodal Facilities, Ports

Assistance Type: Secured Loans, Credit Lines & Loan Guarantees

Agency: Department of Transportation, Build America Bureau

Purpose: To leverage limited Federal resources and stimulate capital market investment in transportation by providing credit assistance in the form of direct loans, loan guarantees, and standby lines of credit (rather than grants) to projects of national or regional significance. Key objectives include: facilitating projects with significant public benefits; encouraging new revenue streams and private participation; filling capital market gaps for secondary/subordinate capital; be a flexible, “patient” investor willing to take on investor concerns about investment horizon, liquidity, predictability and risk; and limiting Federal exposure by relying on market discipline. Rolling application process.

Award Ceiling: N/A

Authorization: Fixing America’s Surface Transportation (FAST) Act, 2015

Website: <https://www.transportation.gov/buildamerica/programs-services>

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