



Maritime Administration (MARAD) Office of Ports & Waterways

“Understanding the Current Federal Funding Opportunities and Potential Project Impacts on Near Port Communities.”

November 1, 2022

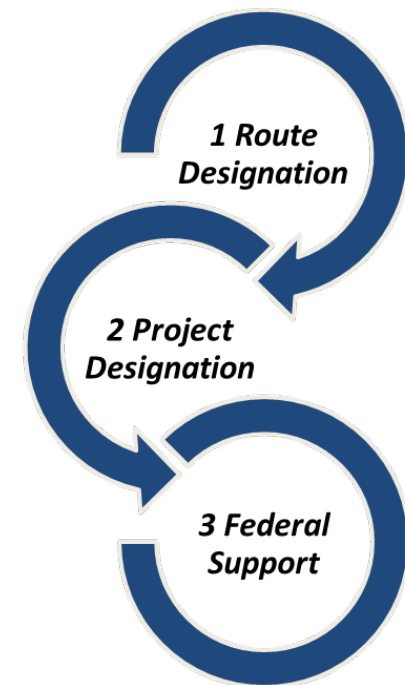
- Federal Funding Opportunities
 - the Port Infrastructure Development Grant Program or “PIDP” & authorizing statute
 - the America’s Marine Highway Grant Program or “AMH” & authorizing statute
- Guidance
 - Executive Orders
 - US DOT Strategic Plan
 - Supporting US DOT Programs
 - Implementation of the Infrastructure & Investment Jobs Act (IIJA) - Priorities
- Notice of Funding Opportunities (or NOFO’s)
- PIDP – Community Emphasis
- AMH – Community Emphasis
- Example - Port Raritan
- Performance Measures and Indicators

- Port Infrastructure Development Program

Established under 46 U.S.C. 50302, which authorizes the Department of Transportation (DOT) to establish a port and intermodal improvement program for improving the safety, efficiency or reliability of the movement of goods through ports and intermodal connections to ports.

- America's Marine Highway Program

The American's Marine Highway Program (AMHP) was established by Section 1121 of the Energy Independence and Security Act of 2007 to reduce landside congestion by expanding the use of America's navigable waters.



- [Executive Order 14052](#), *Implementation of the Infrastructure Investment and Jobs Act* ([86 FR 64335](#));
- [Executive Order 14008](#), *Tackling the Climate Crisis at Home and Abroad* ([86 FR 7619](#));
- [Executive Order 13985](#), *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* ([86 FR 7009](#)), and
- [Executive Order 14025](#), *Worker Organizing and Empowerment* ([86 FR 22829](#)).

The US DOT Strategic Plan includes –

- Improving healthy, sustainable transportation options for millions of Americans by modernizing and expanding public transit and rail networks across the country.
- Supporting the transition to net-zero emissions and creating good-paying jobs by building a national network of electric vehicle (EV) chargers and electrifying thousands of school and transit buses, and
- Supporting a more just and equitable transportation system by investing in historically underserved communities to connect them with jobs, resources, and opportunities, and empowering them to build generational wealth.

Supporting US DOT Programs include -

- **Rural Opportunities to Use Transportation for Economic Success (or ROUTES)** which is an initiative to address disparities in rural transportation infrastructure by developing user-friendly tools and information, aggregating DOT resources, and providing technical assistance.
- Also included is the Equity Action Plan which highlights work that the U.S. Department of Transportation (DOT) will undertake across four focus areas – wealth creation, power of community, interventions, and expanding access – to expand access and opportunity to all communities while focusing on underserved, overburdened, and disadvantaged communities.
- And the Thriving Communities Program (TCP) which aims to ensure that disadvantaged communities adversely or disproportionately affected by environmental, climate, and human health policy outcomes have the technical tools and organizational capacity to compete for federal aid and deliver quality infrastructure projects that enable their communities and neighborhoods to thrive.

The Priorities for implementation of the IIJA include –

- Investing public dollars efficiently, working to avoid waste, and focusing on measurable outcomes for the American people;
- Increasing the competitiveness of the United States economy, including through implementing the Act's Made-in-America requirements and bolstering United States manufacturing and supply chains;
- Improving job opportunities for millions of Americans by focusing on high labor standards for these jobs, including prevailing wages and the free and fair chance to join a union;
- Investing public dollars equitably, including through the Justice40 Initiative, which is a Government-wide effort toward a goal that 40 percent of the overall benefits from Federal investments in climate and clean energy flow to disadvantaged communities;
- Building infrastructure that is resilient and that helps combat the crisis of climate change; and
- Effectively coordinating with State, local, Tribal, and territorial governments in implementing these critical investments.

The PIDP NOFO's did note that the applicant must discuss the public benefits of the proposed grant project based on the six categories outlined in statute –

- 1) Emissions benefits
- 2) Energy savings
- 3) Landside transportation infrastructure maintenance savings
- 4) Economic competitiveness
- 5) Safety improvements
- 6) System resiliency and redundancy

- In FY 2019 PIDP included Opportunity Zones (26 USC 1400) and Federal Wage Rate Requirements (40 USC Section 31).
- In FY 2020 PIDP included Opportunity Zones, Federal Wage Rate Requirements, and the ROUTES Initiative.
- In FY 2021 PIDP included Federal Wage Rate Requirements, the ROUTES Initiative, Advancing Racial Equity and Reducing Barriers to Opportunity, and Climate Change and Job Creation.
- In FY 2022 PIDP included Federal Wage Rate Requirements, the ROUTES Initiative, Advancing Racial Equity and Reducing Barriers to Opportunity, and Climate Change and Job Creation.

FY 2022 PIPD Funding Breakdown

• Large Projects (17)	\$521,197,118
• Small Projects (24)	\$181,926,682

Program Area Breakdown

• Coastal and Great Lakes	\$644,950,935
• Inland	\$ 58,172,865
• Planning	\$ 353,500
• Historically Disadvantaged	\$410,053,376

141 eligible applications received

- \$39 million in grants to 12 marine highway projects across the Nation.
 - The AMH program meets the commitment of the Biden-Harris Administration's Justice40 Initiative, which has made it a goal that 40 percent of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution.
 - Nearly all the funding will go to projects in Historically Disadvantaged Communities or Federally designated community development zones.
- * Preference was also given to projects that demonstrate a movement towards lower carbon emissions or near-zero emissions, that reduce air emissions and vehicle miles traveled, and projects that strengthen America's supply chains.

- An applicant received an AMH Development Planning Grant of approximately \$1 Million.
- The AMH grant funds will go towards conducting preliminary design and environmental investigation activities to develop the port facility for active maritime use.
- The applicant conducted an Equity Impact Analysis.
- The applicant intends to develop an equity and inclusion plan for procurement, material sourcing, and professional service activities.
- the Project is in a Historically Disadvantaged Community.

- Performance Measures and Indicators
- Key Performance Indicators (KPI)

William (Bill) Paape

Associate Administrator

Office of Ports & Waterways

William.Paape@dot.gov