

Maritime Administration Port Infrastructure Development Grant Program

July 11, 2019

IMARRAD
U.S. MARITIME ADMINISTRATION



■ Port Infrastructure Development Program Grants

- Grants provide Federal assistance to improve port facilities at coastal seaports.
- \$292.73 million authorized for FY19.
 - \$200 million for coastal seaports
 - \$92.73 million for 15 coastal seaports with most loaded TEUs (2016 U.S. Army Corps of Engineers data)
- \$10,000,000 minimum award. No maximum.
- Federal share may not exceed 80% of project costs.
- Application submittal deadline is 8 p.m. EDT, September 16, 2019.
- Applications submitted through www.grants.gov.

■ Eligible Applicants

- A port authority, a commission or its subdivision or agent under existing authority;
- State or political subdivision of a State or local government;
- A Tribal government
- 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.

Port Infrastructure Development Grant Details

States with eligible coastal seaports

| |
|----------------|
| Alabama |
| Alaska |
| California |
| Connecticut |
| Delaware |
| Florida |
| Georgia |
| Hawaii |
| Illinois |
| Indiana |
| Louisiana |
| Maine |
| Maryland |
| Massachusetts |
| Michigan |
| Minnesota |
| Mississippi |
| New Hampshire |
| New Jersey |
| New York |
| North Carolina |
| Ohio |
| Oregon |
| Pennsylvania |
| Rhode Island |
| South Carolina |
| Texas |
| Virginia |
| Washington |
| Wisconsin |

\$200M available for eligible coastal seaports in these states.

Eligible U.S. Territories

| |
|--------------------|
| American Samoa |
| Guam |
| N. Mariana Islands |
| Puerto Rico |
| US Virgin Islands |

Top 15 ports by loaded TEU in 2016 per USACE

1. Los Angeles
2. Long Beach
3. NY/NJ
4. Savannah
5. Port of Virginia
6. Houston
7. Oakland
8. Tacoma
9. Charleston
10. Seattle
11. Jacksonville
12. Miami
13. Port Everglades
14. San Juan
15. Honolulu

Additional \$92.73M available for only these 15 coastal seaports.

■ Eligible Projects

- Improve safety, efficiency, or reliability of the movement of goods within the boundary of a seaport, or outside the boundary of a seaport
 - Includes port infrastructure, infrastructure for intermodal connectors, and digital infrastructure
- Equipment used for the loading and unloading of cargo at a seaport
- Phytosanitary treatment facilities as defined in Section 305.1 of Title 7, Code of Federal Regulations.

- *Note: This program will not fund vessel construction.*

Coastal Seaport:

- A “coastal seaport” is any seaport capable of receiving deep-draft vessels (drafting greater or equal to 20 feet) from a foreign or domestic port.

Project locations:

- Port Infrastructure Development Program grants shall be located either within the boundary of a coastal seaport, or outside the boundary of a coastal seaport and directly related to port operations or to an intermodal connection to a port.

Examples of port related eligible projects include, but are not limited to the following, *provided* they improve the safety, efficiency or reliability of the movement of goods

- Port gate improvements, including digital innovations to improve cargo flow
- Road improvements both within and connecting to the port
- Rail improvements both within and connecting to the port
- Berth improvements including docks, wharves, piers and dredging incidental to the improvement project (note: maintenance dredging may not be considered competitive; navigation channel improvements are not eligible for this grant program)

- Cargo moving equipment used shore side (note: must be Buy American Act compliant)
- Facilities necessary to improve cargo transport including silos, elevators, conveyors, container terminals, ro/ro facilities including parking garages necessary for intermodal freight transfer, warehouses including refrigerated facilities, bunkering facilities for oil or gas products, lay-down areas, transit sheds and other such facilities.
- Utilities necessary for safe operations including lighting, storm water and other such improvements that are incidental to a larger infrastructure project
- Port related intelligent transportation system hardware and software – all technologies used to promote efficient port movements including routing and communications for vessels, trucks, and rail, cargo movements, flow through processing for import/export requirements, storage and tracking, and asset/equipment management.
- *Vessel projects are not eligible for this program.*

■ **Submission date**

- Due by 8:00 pm EDT on Monday, September 16, 2019
- Thru Grants.gov

■ **Content and form of submission**

- Standard Form 424 (Application for Federal Assistance)
- Cover page
 - Consider: succinct description of :the project, why it is needed and its benefits
- Project narrative

■ **Project narrative should follow this basic outline**

- Project description
- Project location
- Grant funds, sources and uses of all project funding
- Leveraging of Federal funds
- Project costs and benefits
- Project outcomes
- Demonstrate project readiness
- Domestic preference

- **Project Description: include . . .**

- Concise project summary
- Port-related transportation challenges the project will address (and how it will address them)
- List of major project components

- **Project Location**

- Include a detailed geographical description of the proposed project
- Provide a map of the project location and connections to existing transportation infrastructure
- Indicate whether the project is in a qualified opportunity zone

- **Grant Funds, Sources and Uses of Project Funds**

- Project costs, Source and amount of funds,
- Documentation of non-Federal funding commitments
- Budget showing how each source of funds will be spent

■ Leveraging of Federal Funds

- Ratio of non-Federal share of future eligible costs to total future eligible costs
- Describe how you have worked to maximize the non-Federal share
- Describe efforts to incorporate private funding
- Other considerations

■ Project Costs and Benefits

- Value estimates of a project's benefits and costs relative to a no-build baseline
- Subject of separate webinars: July 23 and 30, both at 2:00 pm EDT

■ Project Outcomes.

- Advance technology-supported safety, and design efficiency improvements by incorporating technology or innovative approaches to port safety, design, or efficiency.
- Bring facilities to a state of good repair and improve resiliency by addressing current or projected vulnerabilities in the condition of port transportation facilities.
- Promote efficient energy trade by supporting the efficient movement of energy products and/or increasing national energy production capacity.
- Promote manufacturing, agriculture, or other forms of exports by increasing the efficient movement of goods for exports and/or increasing national export capacity.
- For only the top 15 coastal seaports by loaded TEU in 2016, support the safe flow of agricultural and food products, free of pests and disease, domestically and internationally.

■ Project readiness

- Focus is on helping the evaluators assess whether the project is reasonably expected to begin in a timely manner
- Need to address . . .
 - Technical feasibility
 - Project schedule
 - Required approvals (environmental, permits from other agencies)
 - Assessment of project risks and mitigation strategies

■ Domestic preference

- Whether materials and manufactured products used are produced or manufactured domestically
 - Exception to or waiver of Buy American Act requirement
 - Plan to maximize domestic content

Intake phase

Technical review phase

Senior Review Team

Secretary makes final selection decisions

- **Award notifications**
 - Posted on www.transportation.gov/Portgrants
 - MARAD representative will then reach out to POC listed in SF 424

- **Uniform Administrative Requirements, Cost Principles and Administrative Requirements for Federal Awards (2 CFR Part 200) governs**

- **Compliance with Federal law**

- **Reporting**
 - Progress Reporting on Grant Activities
 - Outcome Performance Reporting
 - Port Performance Reporting
 - Asset Management Report
 - FAPIIS

Applications will be reviewed by DOT staff from multiple offices, each with a unique modal perspective.

For example:

- **Application for new pier:**
 - FHWA representative: increased capacity needs; are highway connectors capable of handling the projected volumes?
 - FRA representative: increased capacity needs; safety improvements needs to rail system that connects to the port?
- **Reviewers from other modes may be less familiar with maritime industry jargon.**

Reviewers are Multi-Modal. Beware of using industry jargon reviewers may not be familiar with:

“Cantilevered gantry cranes can turnaround a tow in one day from a 2,000 LF dock.”

Project location

Can the reviewer tell from your application where the project is located, and what market it may serve?

Is the project in an Opportunity Zone?

■ Find OZ Resources at:

- <https://www.cdfifund.gov/Pages/Opportunity-Zones.aspx>
- <https://www.irs.gov/newsroom/opportunity-zones-frequently-asked-questions>

If you use many acronyms, please include a reference sheet listing them in alphabetical order.

When inserting hyperlinks for supporting materials, spell the link out so the reviewer can cut and paste the link if needed.

If using industry terms, include a reference sheet with a brief definition of each. Reviewers with backgrounds in road, rail, policy, environment and more will be reading your application.

Turn off “Track Changes” before submitting your application (yes, we’ve seen this happen)

Be consistent when using industry terminology. Are you building a pier, dock, quay or wharf?

- Smaller print to get more information per page is great for you, but - Century Gothic 10 font is hard on the eyes.

Make sure your IT department is not modifying or deleting web-based document pages during the review timeframe.

Port Infrastructure Development Program Grants Overview:
<https://www.maritime.dot.gov/PIDPgrants>

Notice of Funding Opportunity (NOFO) for 2019 Port Development Grants:
<https://www.maritime.dot.gov/office-port-infrastructure-development/port-and-terminal-infrastructure-development/2019-port-2>

Frequently Asked Questions (FAQs):
<https://www.maritime.dot.gov/PIDP%20Grants/FAQs>

Build America Bureau website:
<https://www.transportation.gov/buildamerica>

MARAD Port Planning and Investment Toolkit:
<https://www.maritime.dot.gov/sites/marad.dot.gov/files/docs/port-s/strong-ports/9786/final-port-planning-and-investment-toolkit-comprehensiveprint.pdf>

Webinars on the application process will be offered . . .
July 11, 18 and 25 from 2pm to 4pm EDT

Webinars on preparing a benefit-cost package will be offered
. . .
July 23 and 30 from 2pm to 4pm EDT

More Info: <https://www.maritime.dot.gov/PIDPgrants>