



Maritime Administration  
Port Infrastructure  
Development Grant Opportunity

March 24, 2020

IMMARAD

U.S. MARITIME ADMINISTRATION



## ■ Port Infrastructure Development Program Grant Opportunity

- The Port Infrastructure Development Program provides Federal assistance to improve port facilities within, or outside of and directly related to, operations of coastal seaports, inland river ports, and Great Lakes ports.
- \$225 million is authorized for FY20.
  - Of this amount, at least \$200 million shall be for coastal seaports or Great Lakes ports
  - The funds will be awarded as discretionary grants on a competitive basis for projects that will improve the safety, efficiency or reliability of the movement of goods into, out of, around, or within a port
- Application submittal deadline is 8 p.m. EDT, May 18, 2020.
- Applications must be submitted through [www.grants.gov](http://www.grants.gov).

## ■ Federal Award Information

- Guidance for the program is provided in the Notice of Funding Opportunity (NOFO)
- Award size.
  - Minimum award size is \$1 million. There is no maximum award size, but some restrictions include:
- Restrictions on funding.
  - There is a maximum of \$56.25 million to a single state.
  - Additionally, \$56.25 million is reserved for projects requesting *exactly* \$10 million in PIDP funds (although the Department could award such an applicant less than that amount and count it against the reserved sum of money).
  - Also, no more than \$22.5 million may be awarded for development phase activities.
- Availability of funds.
  - The goal is to obligate funds not later than September 30, 2023.
  - Obligation occurs upon signing of a written grant agreement between the awardee and the Maritime Administration.
  - Goal is to expend funds within five years of obligation.
- Federal share may not exceed 80% of project costs.

## ■ 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; 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.

## ■ Cost Sharing and Matching

- In general, the Federal share may not exceed 80 percent of the cost of the project
- Submitted applications should demonstrate sources of non-Federal funds being committed to the project.
  - Matching funds may be from State funds, local funds or private funds or come from TIFIA or RRIF loans as long as the loan is repayable from non-Federal funds
  - Matching funds may not be counted as the non-Federal share for both this program and another Federal grant program or consist of previously-incurred costs or previously-expended funds

## ■ Eligible projects

- Projects must be within the boundary of a port, or outside the boundary and directly related to port operations or to an intermodal connection to a port
- Eligible projects are limited to . . .
  - Port gate improvements
  - Road improvements both within and connecting to the port
  - Rail improvements both within and connecting to the port
  - Berth improvements (including but not limited to: docks, wharves, piers and dredging incidental to the improvement project)
  - Fixed landside improvements in support of cargo operations (such as silos, elevators, conveyors, container terminals, Ro/Ro structures including parking garages for intermodal freight transfer, warehouses including refrigerated facilities, cargo lay down areas, transit sheds and other such facilities)
  - Utilities necessary for safe operations (including but not limited to: lighting, storm water and other such improvements that are incidental to a larger infrastructure project)
  - A combination of activities described above
- If they support an eligible project: environmental mitigation measures, freight intelligent transportation systems or digital infrastructure systems
- If they support an eligible project: development phase activities
- Specifically not eligible: vessel construction, projects within a small shipyard

## ■ Determinations

- Before selecting a project for an award, the Department must make certain determinations about the applicant and the project.
- Section C.3.b. of the NOFO explains the six determinations. Applicants should include information that will help the reviewers make these determination in the project narrative.

## ■ Project Components

- The Department may award funds for a component if it would otherwise qualify for funding (meets minimum award amount, aligns w/ merit criteria, has independent utility)
  - Project components in a single application must have a relationship between them
  - For applications requesting exactly \$10 million: Applicants can include alternatives for less, or more, than the \$10 million but should provide information for those alternatives
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- **Definitions (Section C.3.e. of the NOFO)**

## ■ **Submission date**

- Due by 8:00 pm EDT on Monday, May 18, 2020
- Must be submitted thru Grants.gov

## ■ **Content and form of submission**

- Standard Form 424 (Application for Federal Assistance)
- Cover page
  - Consider: succinct description of the project (including its location), why it is needed and its benefits
- Project narrative
- Supporting attachments, including unprotected version of BCA documents

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

- Project description (D.2.I. of the NOFO)
- Project location (D.2.II.)
- Grant funds, sources and uses of project funding (D.2.III.)
- Merit criteria (D.2.IV.)
- Project readiness (D.2.V.)
- Domestic preference (D.2.VI.)

## ■ Project Description

- Include a concise description of the project, the challenges it is intended to address and how it will resolve those challenges.
- Use this section to put the project in a broader context

## ■ Project Location

- Describe the project location precisely (maps, other geospatial data)
- Identify if the project is: in a qualified opportunity zone; in a rural area; for a coastal, Great Lakes or inland river port

## ■ Grant funds, sources and uses of project funds . . . Include in your discussion:

- All project costs
- Sources and amount of funds for the project
- Documentation of non-Federal funding commitments
- Information on the required non-Federal match
- A budget that shows how each source of funds will be spent



- **Merit Criteria. Address each of the following merit criteria . . .**
  - Effect on the Movement of Goods
  - Leverage of Federal funding
    - Describe how you have worked to improve the non-Federal share
  - Net Benefits
    - Summarize the results of the benefit-cost analysis of the project in the narrative
    - BCA should be submitted as an appendix to the project narrative.
  
- **Project Readiness**
  - Focus is on helping the evaluators assess the likelihood of a successful project.
  - Two elements of project readiness: technical capacity and environmental risk
  
- **Domestic Preference**
  - Whether materials and manufactured products that will be used in the project are produced or manufactured domestically
  - As appropriate, applications should include an effective plan to maximize domestic content.

Merit criteria: movement of goods

Merit criteria: leverage of Federal funding

Merit criteria: net benefits

Project Readiness

Domestic Preference

Additional Considerations

## ■ Movement of goods

- Extent to which project will improve the safety, efficiency or reliability of the movement of goods thru a port or intermodal connection to a port

## ■ Leveraging of Federal funding

- Projects rated based on Federal vs. non-Federal share of costs
- Projects ranked on non-Federal leverage percentage from highest (percentage of non-Federal share) to lowest and assigned a rating based on the quintile they fall in

## ■ Net Benefits

- Evaluators will rely on quantitative, data-supported analyses
- Projects grouped by benefit-cost ratio (BCR) and net present value (NPV)
- Potential applicants are strongly encouraged to review the updated guidance from the Department

## ■ Project Readiness

- Evaluators will consider significant risks to successful completion of the project.
- Risks include: environmental review, permitting, technical feasibility, funding, capacity to manage the project
- Applications should identify risks and include achievable risk mitigation strategies

## ■ Domestic Preference

- Whether materials and manufactured products to be used in the project are produced or manufactured domestically
- Domestic content plan

## ■ Additional considerations

- Opportunity zones
- R.O.U.T.E.S. Initiative
- Projects awarded less than \$10 million
  - Priority consideration is given to ports that handled less than 10,000,000 short tons of cargo in 2017 (as identified by the Army Corps of Engineers)

- **Authority to carry out the project**
  - Provide citations of authority or other supporting documentation
- **Unreasonable delay**
  - Demonstrate that the project is reasonably expected to begin construction within 18 months of funds obligation (e.g., grant agreement)
  - Show that it will be fully completed w/in 5 years of obligation
- **Sufficient matching funds**
  - Show sufficient funding, dedicated to the proposed purposes, is available to meet matching requirements
- **Need for financial assistance**
  - Describe the impacts on the project if Federal funding or financial assistance is not available for the project
  - Show how the project cannot be easily or efficiently completed without the Federal assistance

## ■ Award notifications

- Posted on [www.transportation.gov/grants](http://www.transportation.gov/grants)
- MARAD representative will then reach out to POC listed in SF-424

## ■ Grants are reimbursement grants

- Only expenses incurred after the successful applicant and the Maritime Administration enter into a grant agreement are eligible for reimbursement

## ■ Uniform Administrative Requirements, Cost Principles and Administrative Requirements for Federal Awards (2 CFR Part 200)

## ■ Grantee's Compliance with Federal law

- See sample terms and conditions for BUILD 2019 awardees

## ■ Reporting

- Progress Reporting on Grant Activities
- Outcome Performance Reporting
- Port Performance Reporting
- FAPIIS

- **Read the NOFO carefully and tailor your narrative to the suggested organization, structure and content**
- **Present a project timeline that is realistic and considers . . .**
  - A period between award and the grant agreement
  - A realistic timeframe post-grant agreement for final design (if applicable) and construction
    - Be able to complete project work and related expenditures w/in five years of the signed grant agreement
- **Pay careful attention to the BCA process**
  - Purpose
  - Summary in project narrative
  - Supporting documentation (including file showing how calculations were made)
- **Identify which pool of applicants and which additional considerations applies to your project**
  - Doesn't necessarily prevent the project from being considered under other provisions

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

**Department of Transportation guidance on preparing a benefit-cost analysis:**  
**<https://www.transportation.gov/office-policy/transportation-policy/benefit-cost-analysis-guidance>**

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