

Maritime Administration Port Infrastructure Development Grant Program

July 9, 2019



IMMARAD

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.

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
- For the 15 coastal seaports with most loaded TEUs per 2016 USACE data, **priority consideration shall be given** for the construction of 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.

Evaluation Criteria

Leveraging of Federal funding;

Project costs and benefits based on applicant supplied Benefit/Cost Analysis (BCA);

Project outcomes;

Demonstrated project readiness;

Domestic preference; and

Additional considerations.

■ 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.

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 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.*

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?
- And none of the other modal representatives may understand maritime industry jargon.

How Strong is your Geography?

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>

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/ports/strong-ports/9786/final-port-planning-and-investment-toolkit-comprehensiveprint.pdf>

Upcoming Events

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>