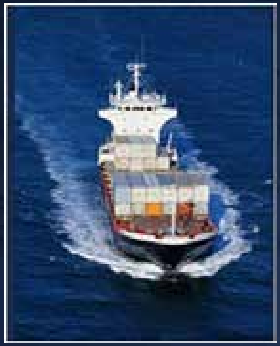

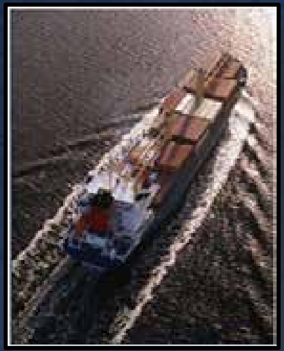


Presented to the Association of Pacific Ports 112th Annual Conference Guam, U.S.A

Best Practices for Federal Financing

August 3, 2025

Major USDOT Port Infrastructure Grant Programs

MARAD

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) ($5M - $25M, $1M Rural) FY 2023 NOFO November 30, 2023, due February 28, 2024. **$1.5 B for next five years. Also referred as TIGER and BUILD. Minimum Award $5M, ($1M Rural) Grants to be half urban half rural (200,000 pop).**
- Infrastructure for Rebuilding America (INFRA) ($25M - $100M, $5M Rural), FY 2023 FY 2024 Closed August 21, 2023, **$1.5 B for next five years. Minimum Award $25M ($5M rural) Max $100M**
- National Infrastructure Project Assistance (MEGA) FY 2023 FY 2024 Closed August 21, 2023 (over $100M, 50% reserved for $500M+) **$1 Billion program each year for 5 years**
- United States Marine Highway Program (USMHP), February 28, 2023, NOFO closed April 28, 2023. **$12.4M Available**
- Port Infrastructure Development Program (PIDP), Supplemental NOFO Feb 2024, NOFO closes April 30, 2024. Anticipated **$600M+ Available**
- Rural Surface Transportation (Rural) Grant Program FY 2023 FY 2024 Closed August 21, 2023, **90% of grant awards over $25M, 10% less than $25M**

FHWA Grants That Can Help Ports

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/bil_overview_20211122.pdf

- ATCMTD is still being funded, but it has been renamed as the "Advanced Transportation Technologies and Innovative Mobility Deployment" program. The Infrastructure Bill includes $100 million in funding for the program.

- The Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program is a new formula and competitive grant program to help States improve the resiliency of transportation infrastructure.
  - Formula Funding: $7.3 B (FY 22-26) in Contract Authority from the HTF
  - Discretionary Grant Program: $1.4 B (FY 22-26) in Contract Authority from the HTF

- Reduction of Truck Emissions at Port Facilities Program (discretionary); Study and competitive grants to reduce truck idling and emissions at ports, including through the advancement of port electrification
  - $400 M (FY 22-26), including—
    - $250 M (FY 22-26) in Contract Authority from the HTF; and
    - $150 M (FY 22-26) in advance appropriations from the GF

MARAD Grant Application Best Practices

- **Have a thought-out plan**
  - Applications that have a detailed project plan fair better. A planning grant to complete the engineering/design and initial environmental/permitting can help a grantee to later secure additional funding for follow on construction.
- **Directly Reference the NOFO**
  - Be sure to incorporate the NOFO scoring rubric into the application. State why the planned project meet the "high" criteria for each scoring factor.
- **Ensure New Applications Do Not just reuse old applications**
  - It's a good idea to reapply if you are not successful during any one FY.
  - MARAD provides debriefs for non-selected applicants. Use this feedback and incorporate it into new applications as best you can.
  - NOFO generally are the same every FY, but they do change. Be sure to incorporate the changes and any new administration priorities (e.g. the use of reduced truck miles outside the port is external to the port and cannot be used, even if they were a beneficial metric in the past).
- **Provide Cost Share Options**
  - Cost share could be a tie breaker
  - There are different cost share requirements for different grant programs.
  - Generally, 80/20 Federal/Local is required. However, there could be the option to request more federal dollars or to provide more local match. If able, Grantees can request the max federal funds but offer to provide an increased local match if required for selection by MARAD.

Grant Process

- **Federal Procurement Standards**
  - 2 C.F.R. 200.317-327: The acquisition of goods and services must follow these procurement standards.
  - 2 C.F.R. 200.319-320: All procurement transactions for the acquisition of property or services must be conducted in a manner providing full and open competition consistent with these standards.
- **General Terms and Conditions and Exhibits**
  - Must be included in any bid document to your vendors and flow-down to consultants, contractors and all sub-contractors
  - Refer to Exhibits for applicable provisions to this award
- **Civil Rights Obligations and Nondiscrimination Laws**
  - To receive funds, the Recipient should have a current Title VI plan

Complete Requirements *(1-3 Years)*

- **Letter of Funds**
- **NEPA** (*Site Visit*)
- **Section 106**
- **Risk Register** (*Site Visit*)
- **Risk Assessment**
- **T6 Assessment**
- **Grant Terms**

Execute Grant Agreement *(1-3 Months)*

- Grant Agreement Concurrence Process
- **Obligate Funds**

Execute Project *(Per Project Schedule)*

- Baseline Report
- Quarterly Reports
- Invoices
- Request Reimbursement
- Performance Measure Reports
- *Site Visit*

Project Close Out

- Final Reimbursements
- Final Outcomes Report
- *Site Visit*

Reminders/Helpful Tips

- **Do NOT incur any project costs without MARAD/OST approval prior to grant execution**
  - Grantees are generally prohibited from incurring any project costs before grant agreement execution without written MARAD/OST pre-award approval pursuant to 2 CFR § 200.458.
  - If you wish to expend funds to be included as future eligible project costs, please notify MARAD as soon as possible.

- **Do NOT begin any construction activities prior to NEPA completion / grant execution**
  - No construction (i.e., activities that disturb the land) can take place prior to NEPA completion or you risk jeopardizing your entire Federal award.
  - Certain activities, such as field surveys, studies, and/or investigations that require minimally invasive environmental disturbances may be permitted only with prior notification to and approval from MARAD.
  - After NEPA completion but before grant agreement execution, construction activities can only begin with prior written approval by the USDOT.

- **Recommend hiring a NEPA consultant as soon as possible**
  - Begin coordination with MARAD prior to grant application and Federal Award

- All contracts associated with the approved grant project scope and budget must comply with Federal Procurement Standards

Questions?