



# Corn Belt Ports Annual Meeting

*Maritime Administration Grants and Financing Opportunities for Ports*

**June 21, 2023**

**Travis Black – Director, Inland Waterways Gateway – St. Louis**

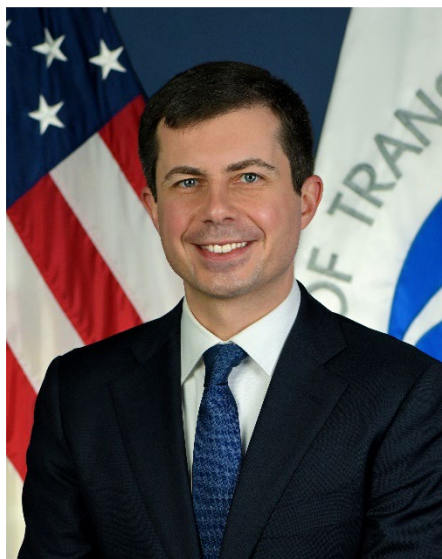
1200 New Jersey Ave., SE | Washington | DC 20590  
[www.dot.gov](http://www.dot.gov)

**INLAND**

U.S. MARITIME ADMINISTRATION



*To foster and promote the U.S. Merchant Marine and the American maritime industry to strengthen the maritime transportation system — including landside infrastructure, the shipbuilding and repair industry, and labor — to meet the economic and national security needs of our Nation.*



Secretary of Transportation  
Pete Buttigieg



Maritime Administrator  
Rear Adm. Ann Phillips

Established: 1950

Total Employees: 750+

Headquarters: 272

U.S. Merchant Marine Academy: 264

Gateway Offices and Fleet Sites: 218

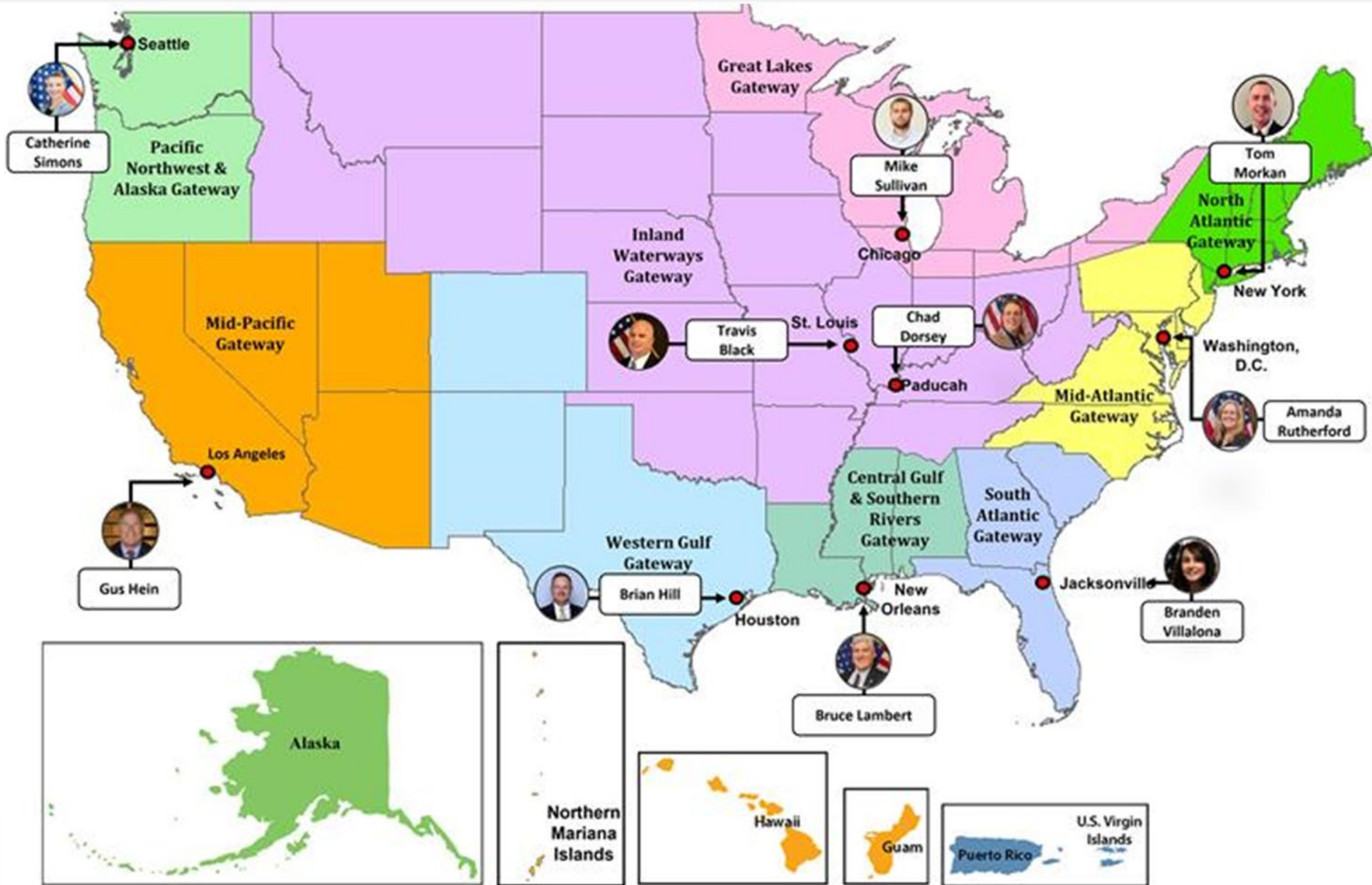


## MISSION: In Peace and In War

**Strengthen the U.S. maritime transportation system including infrastructure, industry and labor to meet the economic and security needs of the Nation.**

## STRATEGIC GOALS

- **MARITIME CAPABILITIES:** Develop domestic and international transportation opportunities to modernize and sustain a competitive commercial U.S.-flag fleet that ensures the Nation's economic and national security
- **MARITIME READINESS:** Ensure the availability of a capable U.S. Merchant Marine fleet with modern U.S.-flag vessels, skilled labor and global logistics support to drive the Nation's economy and to meet national maritime transportation requirements in peacetime emergencies and armed conflicts. Drive innovation in the maritime industry.
- **INFRASTRUCTURE:** Support the development of America's ports, shipyards and related intermodal infrastructure as key integrated components of an efficient, resilient and sustainable national transportation system and freight network
- **ADVOCACY:** Advance awareness of the necessity and importance of a strong U.S. Maritime Transportation System



# Primary Responsibilities of the Gateway Director

## Project Development/Grant Assistance

Develop projects in the region that promote overall economic growth, mitigate highway and port congestion, environmental compliance, and support both large and small American shipbuilding companies.

## Intermodal Outreach

Outreach and engagement with Port Authorities, Terminal Operators, Carriers, Rail, Private Sector, local, state and federal partners, etc.

## Maritime Security

Participate in Area Maritime Security Committee and Port Readiness Committee meetings held by USCG

## Emergency Preparedness

Engage on federal maritime emergency preparedness issues in the region.

## Strategic Seaports

Assess the readiness of our Strategic Commercial Seaports

## Supply Chain Resiliency

Report supply chain impacts and port closures in times of emergency

# ■ Federal Grants and Financial Assistance for Ports

## MARAD Port Infrastructure Development Program (PIDP)

- [PIDP Website Link.](#)
- Amount available is \$662M for FY 2023. Application deadline was April 28; award date end of September 2023

## MARAD U.S. Marine Highway Program (USMHP)

- Numerous program changes under [FY 2023 Natl. Defense Authorization Act \(Sec.3521, p. 680\)](#)
- \$12.4M available for FY 2023. Application deadline was April 28; award date – Fall 2023
- Contact [timothy.pickering@dot.gov](mailto:timothy.pickering@dot.gov) for program and funding updates

# ■ Federal Grants and Financial Assistance for Ports Cont.

## USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

- Large infrastructure projects of all types
- Historically ports have received 8-12% of these funds
- \$1.5B for FY 2023, application deadline was February 28, 2023; statutory award date June 28, 2023
- [RAISE 2023 News Release](#)
- [RAISE FY 2023 NOFO](#)

# ■ Federal Grants and Financial Assistance for Ports Cont.

**USDOT Multimodal Project Discretionary Grant (MPDG) – combined below:**

## **USDOT Infrastructure for Rebuilding America (INFRA) Grant**

- Very large infrastructure projects of all types. Marine highway projects are eligible.
- \$8B (total available FY22-FY26); FY 2022 awarded September 15, 2022
- Approximately \$2B available for FY 2023 NOFO not yet published
- [INFRA Program Info](#)



# ■ Federal Grants and Financial Assistance for Ports Cont.

## USDOT Mega Grant

- Super large infrastructure projects of all types.
- \$5B (total available FY22-FY26); FY 2022 awarded January 31, 2023
- Approximately \$1.25B available for FY 2023, FY 2023 NOFO not yet published
- [Mega Grant Program Info](#)

## USDOT Rural Surface Transportation Grant

- Limited applicability to ports re: economically important facilities
- FY 2022 awarded December 21, 2022
- Approximately \$500M available for FY 2023, NOFO not yet published
- [Rural Surface Transportation Program Info](#)

# ■ Federal Grants and Financial Assistance for Ports Cont.

- **FHWA Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula and Discretionary Grant Programs**
- Funds for improvements to make they transportation system more resilient to natural hazards (eligible include port facilities). Formula funding and competitive grants.
- Formula funding is \$7.3B total for 5 years starting in FY 2022. PROTECT funds can be transferred to other FHWA programs including NHFP.
- Competitive grant funding for Fiscal Years 2022 and 2023 of \$848 million. NOFO due August 18, 2023.
- [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/protect\\_fact\\_sheet.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/protect_fact_sheet.cfm)
- <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/promote.cfm>
- <https://www.transportation.gov/briefing-room/biden-harris-administration-opens-applications-848-million-competitive-grant-funding>

# ■ Federal Grants and Financial Assistance for Ports Cont.

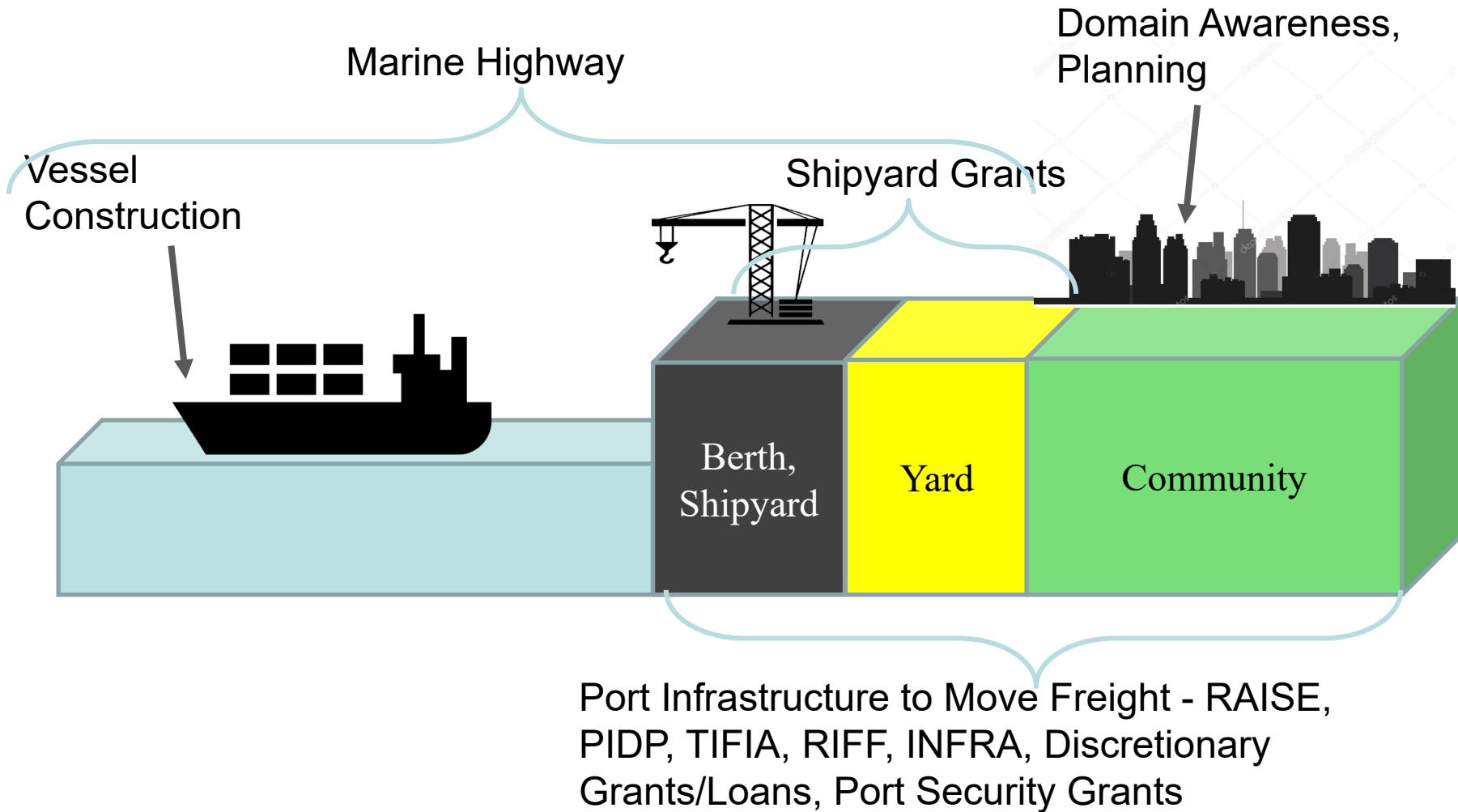
## **FHWA Reduction of Truck Emissions at Port Facilities**

- \$80M per year (FY 2022-2026). New program under BIL.
- NOFO for \$160M for FY 2022 and FY 2023. Applications due July 26, 2023.
- <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/rtep.cfm>
- **Grants funding to test, evaluate, and deploy projects that reduce port-related emissions from idling trucks, including through the advancement of port electrification and improvements in efficiency, focusing on port operations, including heavy-duty commercial vehicles, and other related projects.**

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (\$5M - \$25M, \$1M Rural) FY 2023 NOFO November 30, 2022, due February 28, 2023.
  - \$1.5 B for next five years. Also referred as TIGER and BUILD. Minimum Award \$5M, (\$1M Rural)
- Infrastructure for Rebuilding America (INFRA) (\$25M - \$100M, \$5M Rural), FY 2023 Spring 2023
  - \$1.5 B for next five years. Minimum Award \$25M (\$5M rural) Max \$100M
- National Infrastructure Project Assistance (MEGA) FY 2023 Spring 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), December 30, 2022, NOFO closed April 28, 2023.
  - \$662,203,512 Available
- Rural Surface Transportation (Rural) Grant Program FY 2023 Spring 2023
  - 90% of grant awards over \$25M, 10% less than \$25M

# Gateway Director Role in Supporting MARAD's mission..

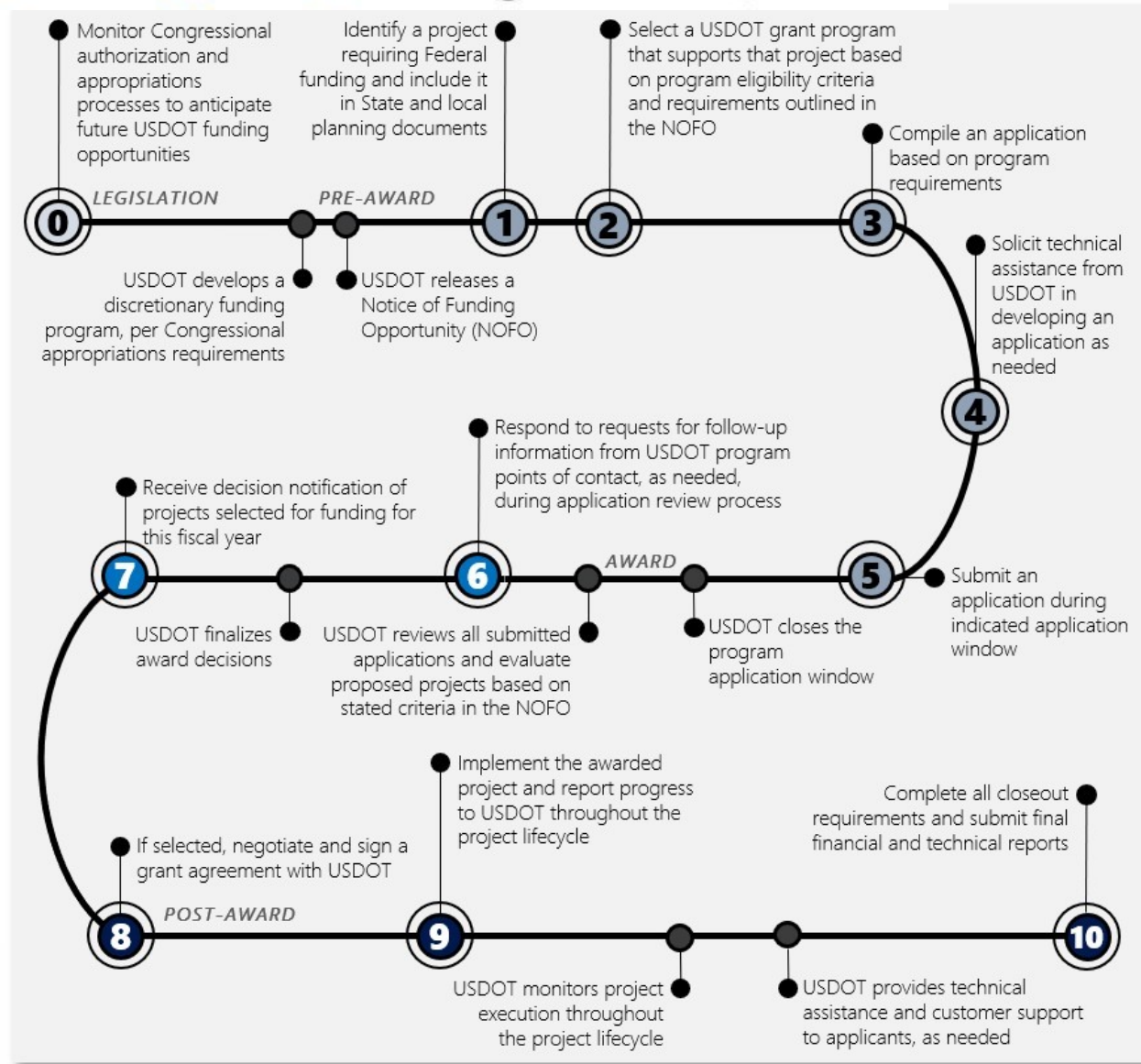
Environmental Stewardship, Emergency Reporting, Military and Humanitarian Missions





## APPLICANT ROADMAP KEY

■ Legislation  
 ■ Pre-Award  
 ■ Award  
 ■ Post-Award  
 ① Applicant Activities  
 ● USDOT Activities



- **Program authorized and appropriated funds by Congress**
- **Notice of Funding Opportunity – Instructions to potential applicants**
  - **Congressional Direction**
  - **Administration Priorities**
  - **Deadlines**
  - **Format**
- **Application Processing (eligibility)**
- **Grant Technical Reviews – including Benefit-Cost Analysis**
- **Senior Review Team**
- **Selection by Secretary**
- **Congressional Notifications**
- **Recipient Notifications**
- **Grant Agreement (6 mos. to 2+years)**



- **NOFO structure is standardized. Contact the program point of contact about specific requirements. The sections of a NOFO are:**
- **Section A. Program Description**
- **Section B. Federal Award Information: Includes total funding amount, anticipated number and size of awards, and period of performance.**
- **Section C. Eligibility Information: Includes eligible applicants and any cost-sharing requirements.**
- **Section D. Application and Submission Information: Includes application format requirements, submission deadlines, and any funding restrictions.**
- **Section E. Application Review Information: Includes evaluation criteria, selection process, and anticipated award announcement date.**
- **Section F. Federal Award Administration Information: Includes award notice and reporting requirements.**
- **Section G: Federal Awarding Agency Contacts**
- **Section H: Other Information**

**USDOT TIP:** The key to an “attractive” application is crafting an effective, compelling, and comprehensive story that demonstrates funding need, commitment, and impact.

### Writing A Compelling Story

- Some programs may require an applicant to articulate the expected outcomes or impact the project would have on the community. This could also include examples of community support or desire for the project. Consider showing alignment to stated priorities of the program, agency, and/or Department.

### Communicating Impact

- Some programs may require an applicant to articulate the potential impact of the proposed project. Consider quantifying statements as much as possible or providing data points specific to the community.

- The PIDP, now in its fourth year, was established in FY2019 under 46 U.S.C. Section 50302
- The program works to improve the safety, efficiency or reliability of the movement of goods through ports and intermodal connections to ports
- To date, 99 grants have been awarded totaling more than \$1.44 billion for projects in 30 States and 3 Territories
- PIDP grants can be awarded to coastal seaports, inland river ports, or Great Lakes ports
- Grants are awarded based on a project's alignment with statutory criteria (movement of goods, leverage, economic vitality and port resilience), policy-based criteria (climate change and environmental justice, equity, workforce considerations) and geographic diversity (urban/rural).

Port Infrastructure Development Program (PIDP) grants to improve facilities within, or outside of and directly related to operations of coastal seaports, inland river ports, and Great Lakes ports.

- Final NOFO posted in February 2023

<https://www.maritime.dot.gov/office-port-infrastructure-development/port-and-terminal-infrastructure-development/2019-port-1>

- \$662M for FY 2023

- Federal share - 80%

- Webinars on How to Apply and Benefit Cost Analysis (BCA) preparation available to view:

<https://www.maritime.dot.gov/office-port-infrastructure-development/port-and-terminal-infrastructure-development/2020-port>

- Applications were due **on April 28, 2023**.

## 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;
- An Indian Tribe;
- 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 (including the owners or operators of a facility, or collection of facilities, at a port).

Eligible Projects shall be located either within the boundary of a port, or outside the boundary of a port and directly related to port operations or to an intermodal connection to a port.

Eligible projects must improve the safety, efficiency, or reliability of:

- (I) the loading and unloading of goods at the port; such as for marine terminal equipment;
- (II) the movement of goods into, out of, around, or within a port; such as for highway or rail infrastructure, intermodal facilities, freight intelligent transportation systems, and digital infrastructure systems;
- (III) operational improvements, including projects to improve port resilience; or
- (IV) environmental and emissions mitigation measures, including projects for—
  - a) port electrification or electrification master planning;
  - b) harbor craft or equipment replacements or retrofits;
  - c) development of port or terminal microgrids;
  - d) provision of idling reduction infrastructure;
  - e) purchase of cargo handling equipment and related infrastructure;
  - f) worker training to support electrification technology;
  - g) installation of port bunkering facilities from ocean-going vessels for fuels;
  - h) electric vehicle charging or hydrogen refueling infrastructure for drayage and medium or heavy-duty trucks and locomotives that service the port and related grid upgrades; or
  - i) other related port activities, including charging infrastructure, electric rubber-tired gantry cranes, and anti-idling technologies.

## Small Projects at Small Ports

- A coastal seaport, Great Lakes, or inland river port to and from which the average annual tonnage of cargo during the 3 calendar years immediately preceding the time of application is less than 8,000,000 short tons as determined by U.S. Army Corps of Engineers data for the statistical area in which the project is located. MARAD may accept an independent certification of tonnage statistics only in those cases where U.S. Army Corps of Engineers statistical data is not available. For joint applications, MARAD will use the status of the lead (eligible) applicant when determining whether the project is for a small port.
- A project at small port requesting less than or equal to \$11.25 million in Federal funding assistance through the FY 2023 PIDP.
- 80% Federal share & Benefit Cost Analysis for small projects may be waived with approval of Secretary of Transportation
- Cost-effectiveness determinations (Benefit-Cost Ratio greater than 1) generally do not apply to Small Projects at Small Ports or to projects in non-contiguous States or territories. BUT, if Small Port proposes a project utilizing \$11.25 million or more in Federal assistance, that project will be considered Large Projects and the cost-effectiveness determination will apply (in contiguous states only)

## Statutory criteria:

- Safety, efficiency, or reliability of the **movement of goods**
- Supporting economic vitality
- Leveraging Federal funding
- Port resilience
- Statutory determinations

## **What are the major changes from the FY 2022 PIDP Round?**

The FY 2023 NOFO includes updated selection considerations pertaining to:

- Climate Change and Sustainability;
- Equity and Justice40;
- and Workforce Development, Job Quality, and Wealth Creation, (as described in more detail in Section D of the NOFO).

Applicants who are planning to re-apply using materials prepared for prior competitions should ensure that their FY 2023 PIDP application fully addresses the statutory merit criteria and selection considerations described in this notice and that all relevant information is up to date.



## Project Readiness: consists of . . .

- Applicant technical capacity
- Project environmental risk

## Buy America Preference

- E.O. 14005, Ensuring the Future is Made in America by All of America's Workers
- M-22-11, OMB Memorandum, Initial Implementation Guidance on Application of Buy America Preference in Federal Financial Assistance Programs for Infrastructure

## Geographic diversity

- Coastal seaport, Great Lakes port, Inland river port
- Urban/rural
- Community Development Zone/Historically Disadvantaged Community

- Works with manufacturers, vessel operators, ports, and public and private stakeholders to build economically competitive alternative supply chains that utilize our waterways.
- Incorporates routes into the National Freight Strategic Plan and National Multimodal Freight Network for an integrated transportation system.
- Administers grants to address capital risks and other obstacles to service development.



- Final NOFO posted in February 2023

[2023 Notice of Funding Opportunity for the U.S. Marine Highway Program | MARAD \(dot.gov\)](#)

– \$12.4M for FY 2023

- Federal share - 80%
- Webinar on How to Apply will be held on March 16:

<https://www.maritime.dot.gov/office-port-infrastructure-development/port-and-terminal-infrastructure-development/2020-port>

- Applications were due **on April 28, 2023.**

- Numerous program changes under [FY 2023 Natl. Defense Authorization Act](#)
- **Project Designations are no longer required in order to be eligible for USMHP grants.**
- Marine Highway Transportation definition includes the carriage by a documented vessel of cargo (including such carriage of cargo and passengers), **bulk, liquid, or loose cargo loaded in tanks, holds, hoppers, or on deck bulk, liquid, and loose cargo.**
- Marine Highway Transportation definition includes shipments loaded at a port in the United States and unloaded either at another port in the United States or at a port in **CANADA OR MEXICO**; or loaded at a port in Canada or Mexico and unloaded at a port in the United States (*no grant funds can be used outside of the U.S.*)
- What can Marine Highway Grant funds be used for?
  - Port and landside infrastructure
  - Cargo handling equipment
  - New or used vessel purchase, lease, or modification
  - Planning, preparation and design efforts in support of marine highway projects (cannot be used for market related studies)

## ■ Small Shipyard Grants

- <https://www.maritime.dot.gov/grants-finances/small-shipyard-grants>
- make capital and related improvements to qualified shipyard facilities that will be effective in fostering efficiency; competitive operations; and quality ship construction, repair, and reconfiguration; and
- provide training for workers in shipbuilding, ship repair, and associated industries.
- Historically, the program has selected roughly 15 to 30 applications to receive funding and the average grant amount has been approximately \$1 million. Up to 75% federal funding, 25% match required.

## ■ Federal Ship Financing Program (Title XI)

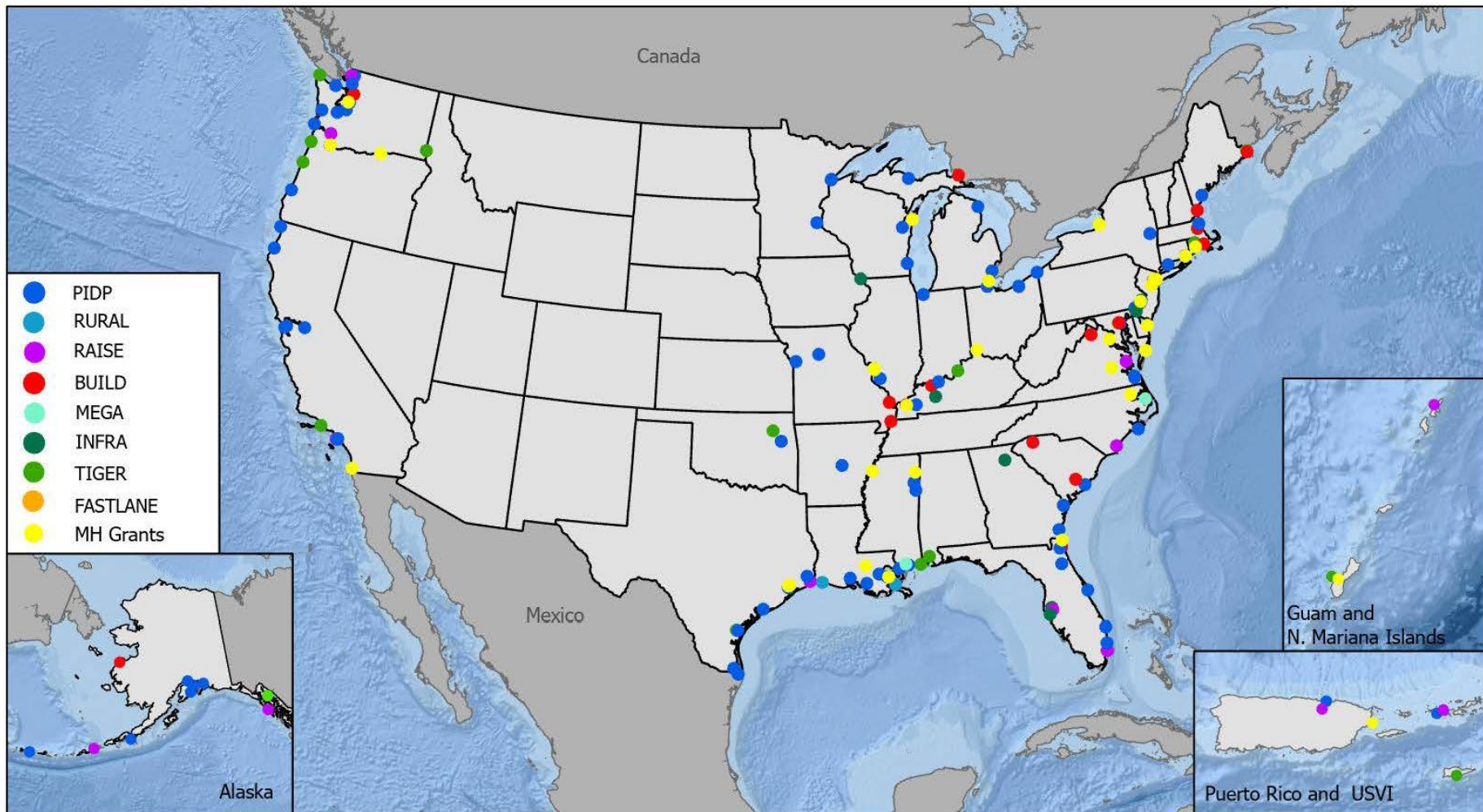
- <https://www.maritime.dot.gov/grants/title-xi/federal-ship-financing-program-title-xi>

## ■ Construction Reserve Fund

- <https://www.maritime.dot.gov/grants/construction-reserve-fund>

## ■ Capital Construction Fund

- <https://www.maritime.dot.gov/grants/capital-construction-fund>



## Maritime Grant Awards

Source: MARAD Office of Policy and Plans, MARAD Office of Port Infrastructure Development.

**Includes awards made through the following U.S. DOT grant programs: PIDP, INFRA, RAISE, MEGA, RURAL, and the Marine Highway Grant Program.**

FY2010-  
2022

Hawaii

Guam and  
N. Mariana Islands

Puerto Rico and USVI

American Samoa

**2022**

▪ **Washington & Oregon Tidewater M-84 Barge Service Expansion \$4,168,759**  
**Tidewater Barge Lines, Inc.** The grant will support an electric dock crane at the Port of Vancouver, WA. This equipment will help meet the demand for additional shipments of municipal solid waste and other waste through the Columbia River Marine Highway M-84.

**2020**

**Tidewater Barge Lines, Inc, Port of Morrow M-84 Barge Service Expansion \$3,200,000** Sponsored by the Port of Morrow, the grant was awarded to support the procurement of a container on barge service to expand from the Port of Morrow in Boardman, OR, to Vancouver, WA.

**2019**

**Port of Morrow, Port of Morrow M-84 Barge Service Expansion \$1,623,200** The grant was awarded for the expansion of barge services from Portland, Oregon, to Vancouver, Washington, and to enhance the Port of Morrow barge capacity.



## 2022

**SCF Lewis and Clark Terminals M-55/M-35 \$3.4M project to purchase four modern, fuel efficient, and environmentally friendly Hyster forklifts, a Manitowoc Cable Crane to load/unload unitized cargo onto barges, and a barge winch system to load/unload unitized cargo onto barges.**

## 2020

**America's Central Port M-55/M-35 \$1.6 M (\$1.3 M grant) purchase a used 275-ton crane, 18 cameras and a container tilter.**

### 2022

**PIDP America's Central Port District Granite City Harbor Extension Project \$4.5M (\$4.1 M grant) extends the length of the harbor's wharf by nearly 30% and creates a half-acre of additional working space to support cargo dock operations.**

**PIDP Saint Paul Port Authority Barge Terminal Dock Wall Rehabilitation \$12.5 M (\$4.1M grant) replaces the dock wall with a new tie-back system.**

### 2012

**TIGER Port of Lewiston, Dock Extension \$2.7 M (\$1.3 M grant) 150 ft dock extension, mooring dolphin and fender system to existing container dock**

### 2021

**INFRA City of Dubuque Port and Rail Improvements \$11.5 M (\$5 M grant) renovate an existing fertilizer storage shed, replace and relocate rail track, new rail equipment (main line switch, loadout system and shed and rail-to-barge direct transfer system).**

**2022**

**PIDP Kaskaskia Regional Port District Phase 2 Rail Yard and Rail Corridor Improvements \$10 M (\$8 M grant) to install rail tracks create a rail yard near port terminal (6,000 ft of storage tracks) and upgrades to 5.3 miles of track to support bulk cargo.**

**PIDP Green Hills Regional Planning Commission Port Improvement and Expansion Project (for AGRIServices of Brunswick) \$10.9 M (\$8.8 M grant) to create new container dock and related mooring structures, add a new rail spur with loading pit, construct a new 360' x 140' bulk agriculture supply building with conveyors between the rail and barge dock.**





# Port Conveyance Program

- Designed to temporarily transfer the use and management of excess Federal property to States and local governments for the purposes of port development, port expansion, and operation of port facilities.
- MARAD receives, evaluates, and approves applications from prospective grantees to make recommendation for assignments of surplus property to be used for the development or operation of a port facility.
- Conveyance involves no monetary consideration, provided the property is used and maintained in perpetuity as a port facility.
- <https://www.maritime.dot.gov/ports/port-conveyance/port-conveyance>

# USDOT Transportation Infrastructure Finance and Innovation Act (TIFIA)

Financing assistance for surface transportation projects

<https://www.transportation.gov/buildamerica/financing/tifia>

- Credit assistance limited to 33 percent of reasonably anticipated eligible project costs (unless the sponsor provides a compelling justification for up to 49 percent)
- Minimum Anticipated Project Costs
  - \$10 million for Transit-Oriented Development, Local, and Rural Projects
  - \$15 million for Intelligent Transportation System Projects
  - \$50 million for all other eligible Surface Transportation Projects

# USDOT Railroad Rehabilitation & Improvement Financing (RRIF)

Financing assistance for railroad infrastructure

<https://www.transportation.gov/buildamerica/financing/rrif>

- Loan – up to 100%
- Total Funding: Up to \$35 Billion, \$7 Billion is reserved for non-Class I freight railroads

# EPA – Emissions Reductions Grants /Clean Ports Program (pending)

- \$3B for emissions reductions at ports. Includes some related planning/outreach activities.
- <https://www.epa.gov/system/files/documents/2022-12/ira-clean-ports-listen-session-2022-11-09--2022-12-06.pdf>



# EPA – Diesel Emissions Reduction Act (DERA) Grants for Equipment

NOFO will be published in early 2023. Specific provisions for rural states.

<https://www.epa.gov/dera>

- DERA grant funds support projects aimed at reducing emissions from the nation's existing fleet of older diesel engines.
- DERA aims to achieve significant reductions in diesel emissions through verified retrofit technologies; engine and vehicle replacements; idling reduction technologies; shorepower; and electrified parking spaces, to accelerate fleet turnover to cleaner next generation technologies.

The PSGP provides funding to state, local and private-sector partners to help protect critical port infrastructure from terrorism, enhance maritime domain awareness, improve port-wide maritime security risk management, and maintain or reestablish maritime security mitigation protocols that support port recovery and resiliency capabilities through the implementation of Area Maritime Security (AMSP), Facility Security (FSP), and Vessel Security Plans (VSP).

All entities subject to an Area Maritime Security Plan may apply for PSGP funding. Eligible applicants include, but are not limited to, port authorities, facility operators, and state, territorial, and local government agencies.

Available funding available nationally is \$100,000,000.

The deadline for applications was **May 18, 2023**.

## National Priority Areas:

- 1) Enhancing cybersecurity (20% score increase)
- 2) Enhancing the protection of soft targets/crowded places (20% score increase)

## Enduring Needs:

- 3) Effective planning
- 4) Training and awareness campaigns
- 5) Equipment and capital projects
- 6) Exercises

## Cost share requirements:

- Public sector entity applicants require a 25% cost share, 75% federal share.
- Private for-profit entity applicants require a 50% cost share; however, projects that provide a port-wide benefit will only require a 25% non-federal cost share

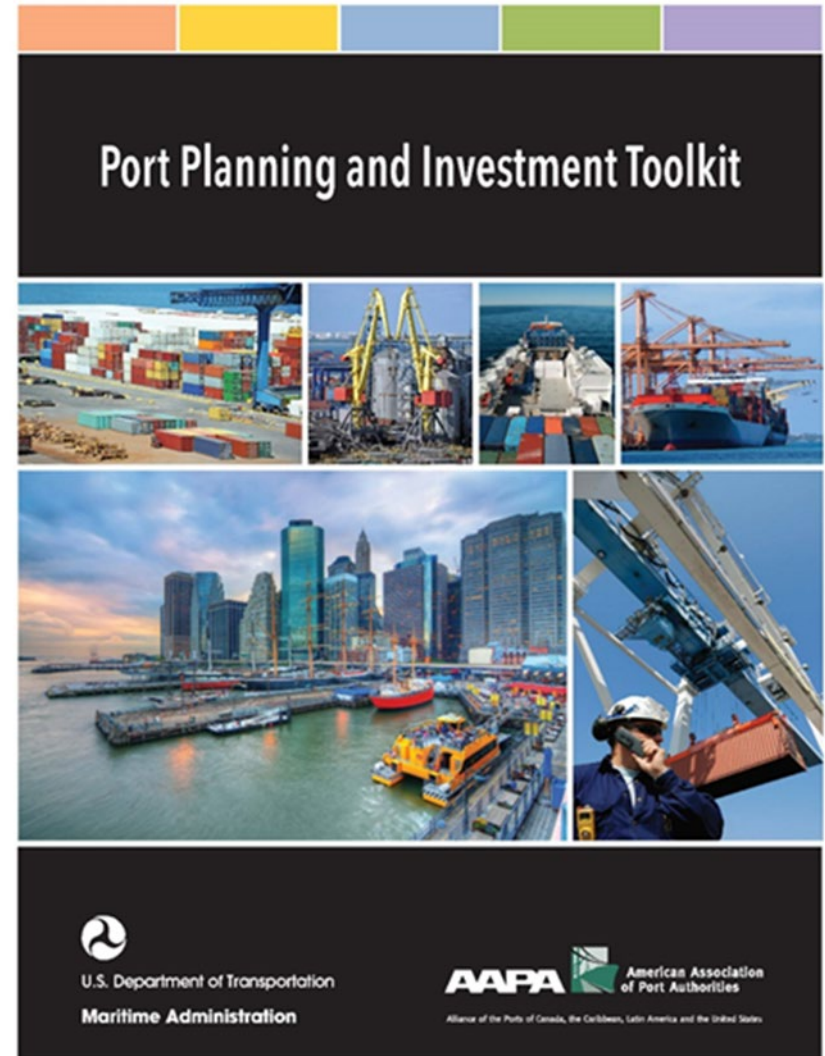
## The toolkit can help ports:

- Identify opportunities
- Evaluate solutions
- Prepare plans
- Communicate needs
- Engage partners
- Access funding
- Complete projects

## Modules include:

- Planning
- Feasibility
- Financing

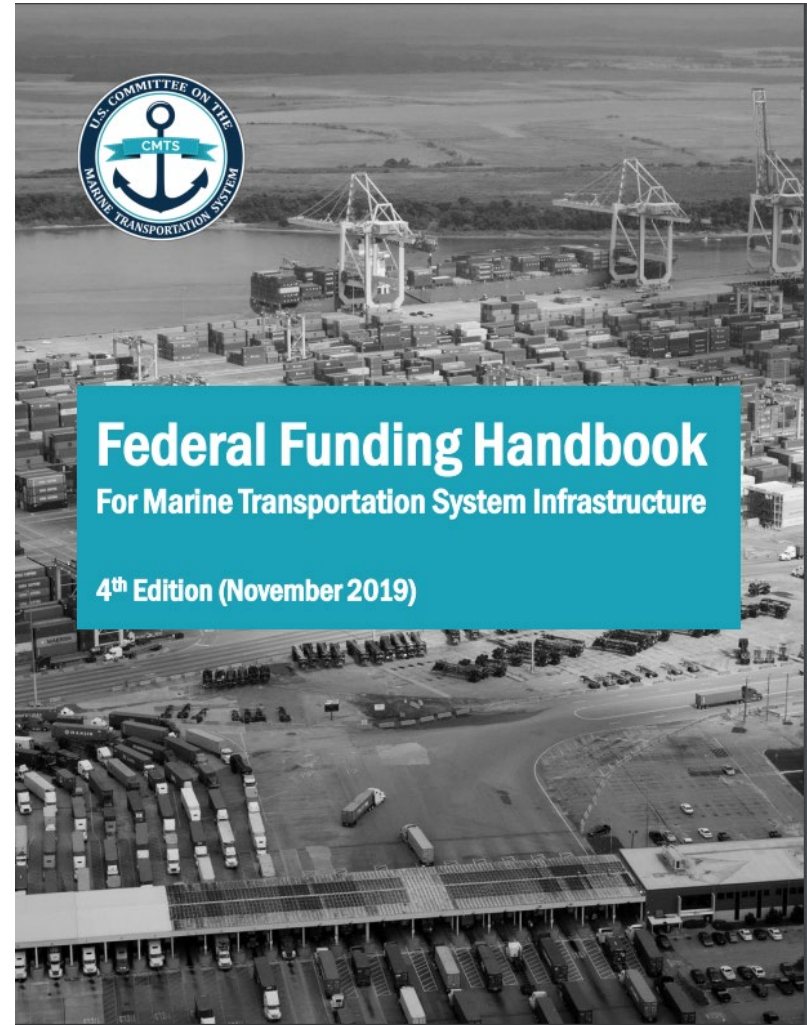
Toolkit helps **ports obtain funding.**



<https://www.maritime.dot.gov/ports/office-port-infrastructure-development/office-port-infrastructure-development>

The CMTS Federal Funding Handbook contains references to funding, financing, and technical assistance programs for infrastructure in the marine transportation system.

The purpose of the Handbook is to serve as a value-added tool for local and non-Federal level practitioners as well as Federal stakeholders to identify Federal resources.



[https://www.cmts.gov/assets/uploads/documents/Federal\\_Funding\\_Handbook\\_2019\\_FINAL\\_Jan2020\\_corrected.pdf](https://www.cmts.gov/assets/uploads/documents/Federal_Funding_Handbook_2019_FINAL_Jan2020_corrected.pdf)

[www.transportation.gov/rural](http://www.transportation.gov/rural)



VIEW THE TOOLKIT:

[www.transportation.gov/rural/toolkit](http://www.transportation.gov/rural/toolkit)

EMAIL US:

[rural@dot.gov](mailto:rural@dot.gov)

SUBSCRIBE TO THE ROUTES NEWSLETTER AND EVENT NOTIFICATIONS

## Rural Resources and Technical Assistance

DOT's **ROUTES Initiative** addresses disparities in rural transportation infrastructure to improve safety, mobility, and economic competitiveness nationwide.

### Tools and Toolkits

- [Rural Eligibility Map](#)
- [Point of Contact Map](#)
- [DOT Discretionary Grants Dashboard](#)
- [Grant Applicant Toolkit](#)
- [Rural EV Infrastructure Toolkit](#)

### Webinars

- [BCA for Rural Projects](#)
- [TIFIA Rural Projects Initiative](#)
- [NRSS for Rural Communities](#)

### Funding Opportunities

- [Active & Upcoming NOFOs](#)

### Modal Landing Pages

### Monthly Newsletters

### Contact ROUTES!

[www.transportation.gov/rural](http://www.transportation.gov/rural)  
[rural@dot.gov](mailto:rural@dot.gov)

Subscribe [Here](#) for Updates



## About the DOT Navigator

- **The DOT Navigator is a new resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services. Whether it's the first time you're applying for a DOT grant or you're looking for more technical details and guidance, the DOT Navigator can help get you started.**

<https://www.transportation.gov/grants/dot-navigator/about-dot-navigator>





## BUILD AMERICA BUREAU

 U.S. DEPARTMENT OF TRANSPORTATION

**Rural and Tribal Assistance Pilot Program  
Webinar  
June 15, 2023**



[Arlando Teller](#)  
[Assistant Secretary for Tribal Affairs](#)



Michael Close, Transportation Policy Analyst Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative



Susan Wilson, Program Manager Build America Bureau's Rural and Tribal Assistance Pilot Program

## Build America Bureau

### Advancing investment in America's transportation infrastructure

- Lending Federal funds to qualified borrowers
- Clearing roadblocks
- Encouraging best practices in project planning, financing, and delivery
- Using available lending capacity while protecting taxpayer resources

## U.S. Department of Transportation

### Office of the Secretary of Transportation

#### • Build America Bureau

- |                        |                        |
|------------------------|------------------------|
| • Outreach             | • Risk Management      |
| • Technical Assistance | • Underwriting         |
| • Project Development  | • Portfolio Management |

### Operating Administrations

- Federal Highway Administration
- Federal Aviation Administration
- Federal Transit Administration
- Maritime Administration
- Federal Railroad Administration

- |                  |   |
|------------------|---|
| • Regional staff | • Planning, environment, construction experts |
| • Grant money    |   |

## Public Law 117-58 - Section 21205 of Division B

### Rural and Tribal Infrastructure Advancement

- grants to fund financial, technical, and legal assistance to states and rural and tribal communities
- augment organizational capacity to evaluate and develop projects that qualify for federal funding and financing programs





**\$10 million over 5 years**

**\$3.4 million available first  
two fiscal years – one application**

**Maximum award is \$320,000 from  
FY 2022 funds and \$360,000 from  
FY 2023 funds**

**\$800,000 of each year funding  
specifically for tribal governments**

**No local match!**

## Grants for technical, financial or legal support

### Technical

- Feasibility studies
- Project planning
- Preliminary engineering/design
- Environmental review
- Property development and land use feasibility analysis
- Public outreach
- Cost estimation
- Public benefit studies

### Financial

- Revenue forecasting
- Economic assessments and cost-benefit analyses
- Value for money analysis and procurement options
- Evaluating opportunities for private financing and project bundling
- Financial feasibility analysis; funding/financing options analysis
- Evaluation of costs to sustain project (such as operations and maintenance costs)

### Legal

- Statutory and regulatory analysis
- Drafting and negotiation of concession agreements
- Drafting and negotiation of interagency agreements
- Procurement support

## Eligibility

- Local governments or political subdivisions located outside of an urbanized area with a population >150,000 residents
- State governments applying on behalf of a project in an area outside an urbanized area >150,000 residents
- [Federally recognized Indian Tribes](#)
- Department of Hawaiian Home Lands

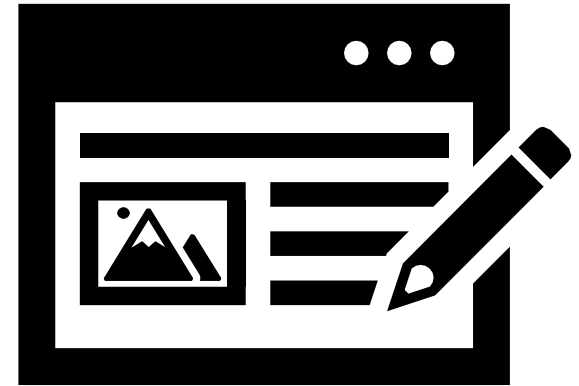


- Highway projects, bridges and tunnels
- Public transportation projects
- Freight rail projects
- Airport projects
- Wildlife crossing projects
- Highway-railway grade crossing or grade separation
- Surface transportation project within the boundaries/ functionally-connected to an international border crossing that improves a facility owned by Federal/State/local government





- **First come, first served** – we will have IT experts available to help
- Application submission will begin at 2 p.m. ET on **August 14<sup>th</sup>**
- Application will remain open for a period of 45 days- until **September 27<sup>th</sup>**
- Copy of application is viewable – suggest drafting answers in Word for insertion
- Funding may be fully committed before the open period concludes
- 



<https://www.transportation.gov/buildamerica/RuralandTribalGrants>

## Opportunity Number, DOT-RTAPP-FY22-01



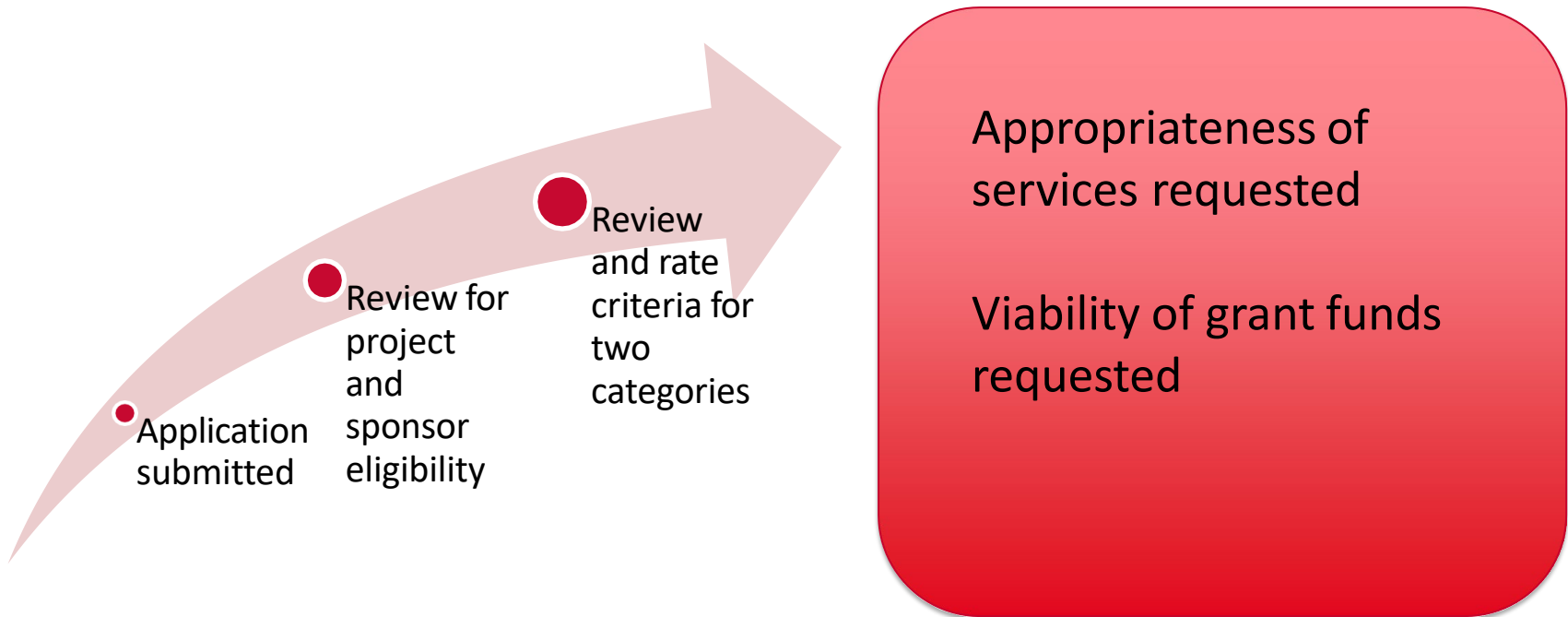
- 1) Register at [sam.gov](https://sam.gov) for a unique entity number well in advance
- 2) View the application and draft your answers off-line
- 3) Fill out application on Bureau website when submission date and time open
- 4) The form is short!

[Transportation.gov/BuildAmerica/RuralandTribalGrants](https://Transportation.gov/BuildAmerica/RuralandTribalGrants)

## SAM.gov

1. Applicants must register in advance
2. UEI (Unique Entity Identifier): will be issued by SAM.gov after registering – can take a month
3. (SAM.gov registration must be completed prior to submitting application.)
4. Maintain active SAM registration at all times

**Already registered? Good to go!**



Confidential and pre-decisional

- 13 questions
- Fillable on-line form
- First page is basic information about organization
- Required information is noted with a \*

**Rural and Tribal Assistance Pilot Program**  
**Review copy of Online Application**  
**questions**

*\*All fields must be complete.*

**1. Name and contact information of person for matters involving this application:**

First and last name\*:

Title\*:

Phone\*:  Email\*:

**2. Entity name, address, and website:**

Organization/Entity Name\*:

Address (#, street- no post office box numbers)\*:

City\*:

State\*:  Zip Code\*:

Website address, if applicable:

**3. Employer/Taxpayer Identification Number (EIN/TIN):**

**4. Organization/entity Unique Entity Identifier (UEI) assigned by SAM.gov:**

**5. Entity/Organization headquarters is in this congressional district(s):**

**Program/project is in this congressional district(s):**

Rural and Tribal Assistance Pilot Program, OMB# 2105-0584

**6. Below is a list of eligible entities for this program. Please select the one option that describes your eligibility\*:** (See Section C.1: Eligible Applicants of the Notice)

- A unit of local government or political subdivision seeking to advance a project that is located outside of an urbanized area with a population of more than 150,000 residents (*Urbanized area listing should be drawn from the 2020 Census results. For 2020 Census results, visit: <https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural.html>*)
- A State seeking to advance a project located outside of an urbanized area with a population of more than 150,000 residents
- A federally recognized Indian Tribe
- The Department of Hawaiian Home Lands

**7. Project title\*:** (Descriptive title of project for which you seek funding)

**8. Project location (no more than 100 words)\*:** Include city and state if providing street name(s). Latitude/longitude is also acceptable. (See Section C.1: Eligible Applicants of the Notice. Note: For Indian Tribes and the Department of Hawaiian Home Lands, the project location does not have to meet the non-urban area requirement.)

**9. Briefly describe the overall project (no more than 500 words)\*:** Include project type (i.e., bridge, new roadway, transit service), features to be constructed, project schedule, and estimated total project cost. Describe the anticipated project benefits, such as increasing affordable transportation options, improving safety, connecting Americans to good-paying jobs, fighting climate change, or improving access to resources and quality of life. State which funding program(s) you expect your project would qualify for. (See Section C.3: Eligible Projects of the Notice)

**Estimated total project cost\*:**

- Only 4 entities eligible for this grant –only select one
- Important section – your project description
- Estimated cost – we understand this is very much an estimate

Rural and Tribal Assistance Pilot Program, OMB# 2105-0584

**10. Is the applicant delinquent on any federal debt\*?**

- Yes  
 No

If yes, explain:

**11. Appropriateness of services requested\*:** (See the table in Section A of the Notice for examples of advisory services anticipated, and Section E.2.a: Criterion(1) of the Notice)

- a. Please describe the task(s)/advisory services for which you are seeking program funds and how these services will materially advance your overall project. (no more than 400 words)\*

- b. Requested funds from this program\*:

- c. Estimated cost of task proposed\*:

- d. Describe what project-related development activities are completed - if any. List N/A if none. Also, list any data or information that has been collected or activities conducted that are necessary to complete the task(s)/advisory services. (no more than 250 words)\*

- Criteria #1:
  - Describe the task
  - Funding requested
  - Estimated cost of task
  - What has already been done?

Rural and Tribal Assistance Pilot Program, OMB# 2105-0584

**12. Viability of grant services requested** (See Section E.2.b: Criterion (2) of the Notice)

a. Please describe the following: Either 1) your organization's experience procuring advisory services or 2) your organization's process for timely hiring of staff (i.e. defined job description, recruitment process). State if you have additional funds available to commit to this effort should grant funding provided prove insufficient to complete the proposed task(s). If additional funds will be provided, include the amount and source of the local funding commitment. (no more than 400 words)\*

b. Applicants are encouraged to seek bids or quotes, or estimate the amount of dedicated staff time for the services being requested to demonstrate the reasonableness of the requested funding in this application. **Have you obtained a bid, quote, or estimate for the services requested in this application?\***

- Yes (to be submitted later if awarded grant)  
 No (provide statement of how you determined estimated cost of proposed task)

13.  By checking this box and submitting this application, I certify that the statements contained herein are true, complete, and accurate to the best of my knowledge. I also provide the required assurances and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)\*

\_\_\_\_\_  
Signature (e-signature is sufficient)\*

\_\_\_\_\_  
Date\*

- Criteria #2:
  - Describe your experience procuring consultants or process for hiring staff
  - Do you have a bid, quote, or estimate?



- Read the Notice of Funding Opportunity (NOFO) in spring 2023 for Fiscal years 2022 and 2023 of funding
- <https://www.transportation.gov/buildamerica/RuralandTribalGrants>
- Application portal will open on August 14th
- FAQ's and more information will be on the website



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