



Port of Alaska & Grant Opportunities  
April 21, 2022



# Your Port & Grants

- What's really in the IJA law for ports?
- What opportunities are we going after?
- How are we going about applying, and how do we manage grant awards?

# AAPA Urges Congress to Pass Sustained Infrastructure Investment

America's seaports are doing their part, investing \$31 billion in port-side infrastructure, but it's not enough. The U.S. needs major, long-term, infrastructure investment to keep American trade and commerce competitive and on the move.



FY21

FY22

NORMAL APPROPRIATION + IJA SUPPLEMENT PER YEAR FY22-26

\$230 million | \$300 million | \$450 million

\$2.48 billion | \$2.75 billion | \$540 million

\$2 billion | \$2.2 billion | \$3.14 billion

\$375 million | \$500 million | \$1 billion

\$10.5 million | \$14.8 million | \$5 million

**NEWLY FUNDED FOR 2022!**

\$50 million

\$10 million

Funding from the Infrastructure Investment & Jobs Act boosts critical investment every year, for 5 years.

**Port Infrastructure Development Program (PIDP) - \$2.25B TOTAL**  
Port equipment and facilities improvements.

**Army Corps of Engineers Coastal Navigation Program - \$2.7B TOTAL**  
Dredge and maintain federal coastal navigation channels.

**Rebuilding American Infrastructure with Sustainability and Equity (RAISE ) & Infrastructure for Rebuilding America (INFRA) - \$15.7B TOTAL**  
Nationally significant transportation projects including roads, bridges and rail.

**Consolidated Rail Infrastructure and Safety Improvements (CRISI) - \$5B TOTAL**  
Rail-focused infrastructure and intermodal port projects.

**America's Marine Highways - \$25M TOTAL**  
Promote sea freight transportation.

**Port Truck Idling Program - \$250M TOTAL**  
Reduce truck emissions at ports.

**Electric or Low-Emitting Ferry Program - \$50M TOTAL**  
Purchase of electric or near-zero emissions passenger ferries



# Our 2022 Grant Applications

- PIDP
  - (\$30 million) – 16 May\*
  - NES
- INFRA/Mega
  - (\$40 million) – 23 May\*
  - NES
- Port Security Grant Program
  - NOFO will be out in May
- Earmarks are back! - 22 Apr (\$40M)
  - NES 1 specifically (1 year to commit funds)

NOTE: NES is a \$250 million effort (NES 1 = \$120M / NES2 = \$130M)

\*Confirming if MARAD will agree that litigation proceeds will not be considered as a federal contribution to any grant award



# The Process

- The Team:
  - The Port staff
  - Grant writing contractor Moffatt & Nichol
  - PAMP PMC Jacobs Engineering
  - Blank-Rome (MOA's D.C. lobbyists)
- Three Rules of Thumb:
  - 1) We don't compete against ourselves (i.e., only one PoA project per grant opportunity)
  - 2) We only target grants that provide good opportunity of winning a good return on our grant writing investment (i.e., given that award opportunity aligns with our project need – optimize cost of grant writing with potential award size, competition for award, timing, opportunity costs, etc.)
  - 3) We don't submit grant applications before they are ripe because they are likely to fail and may poison future applications for the same or related projects.
- Must confer with PMC to determine for which grants we have a defensible case...to include a viable Benefit-Cost Analysis (BCA) and a clear WBS



# The Process (cont'd)

- Have a Grants.gov account, through which all applications are submitted
  - Step 1 – Submit the application package on time
  - Step 2 – Wait for application content review and approval by the lead DOT agency (for us, it's MARAD)
  - Step 3 – When notified of application approval, document goes to SECTRANS' desk and the vetting begins
    - This is where the delegation will be contacted for input
    - Need does not always = award!
- Post Award: Work with the MOA Grants Management team to keep the local process for reimbursement requests on track
- Post Award: Work with the MARAD grant managers to navigate their process(es)...and be persistent and patient!



# In Closing

- The Port staff has 15+ years of experience applying for federal grants, and a grant writing contractor for support
- IJA opportunities for port infrastructure \$\$ do not compare to what is available for the other transportation modes
- The best strategy is to pick the grant opportunities for which we believe we can make the best case for a successful application, which is different than an “apply for everything” strategy