TRANSCRIPT FOR

JULY 25, 2019

PORT INFRASTRUCTURE DEVELOPMENT PROGRAM GRANT

“HOW TO APPLY” WEBINAR

MARITIME ADMINISTRATION

Moderator: Maritime Administration

July 25, 2019

 12:59 am CT

(Aubrey Parsons): Good afternoon everyone. Thank you for joining us today. And, welcome to the Maritime Administration’s Port Infrastructure Development Grant Program, How to Apply, Webinar. My name is (Aubrey Parsons). I am a Transportation Specialist in the Office of Ports and Infrastructure Development. And I will be the lead moderator for today’s call.

 At this time all participants are on listen-only mode. However, please make sure you also place your phones on mute and that you turn off the volume on your computer. This will minimize the possibility of feedback, interfering with your ability to listen to the call.

 During the call if you have a question, you can type it into the Chat Box on your screen. You can enable the Chat Box by clicking on the circular caption bubble at the bottom of your screen. When the caption bubble is colored blue, that indicates your chat is enabled. You can specify whether you’d like your chat question to be viewable by the host only or, by the entire Webinar group, by specifying your preference in the, To, button in the Chat Box.

 When the presentation is concluded, the panelists will address as many of your questions as possible. Today’s session is being recorded. And after the session the recording and a copy of the slides used during this presentation will be available on the Program Web site. And that Web site is [www.maritime.dot.gov/PIDPgrants](http://www.maritime.dot.gov/PIDPgrants).

 If for any reason you have questions about accessing today’s presentation, please send an email to Ports@dot.gov, for technical support.

 Today’s presentation consists of five parts. Ms. Lauren Brand, Associate Administrator for Ports and Waterways, will offer introductory remarks.

 Mr. Bob Bouchard, Director of the Office of Ports and Infrastructure Development, will cover program eligibility, and will provide definitions and examples of eligible applicants and, eligible projects.

 Mr. (David Bohnet), the Office’s Grants Management Supervisor, will review the process and procedures for applying for a Port Infrastructure Development Program Grant.

 Mr. (Peter Simon), the Office’s Supervisory Transportation Specialist, will discuss the process the Department will use to evaluate grant applications.

 Finally, Mr. Bouchard will share some suggestions for making your application more effective.

 Following the presentations, we’ll use the Chat Room to field questions from panelists. The presentations are structured to follow the organization of the Notice of Funding Opportunity or the NOFO.

 If there is a conflict between something that is said today, and the content of the NOFO, the content of the NOFO will prevail.

 Now I’ll turn the microphone over to your first presenter, Mr. Lauren Brand.

Lauren Brand: (Aubrey), thank you so much. Welcome everybody. Thank you very much for calling in. This is the third, How to Apply, Webinar and, this is the final one in the series for this grant round. There will be one more Webinar, and we’ll announce it again at the end of this session. And that’s for the Benefit Cost Analysis that will be held Tuesday at 2:00 pm.

 I highlight recommend, if you’ve not already attended a BCA Webinar, that you attend the one on Tuesday.

 Just a quick overview. We’re really excited about this program. It’s the first ever of its kind. And these grants are to provide federal assistance to improve port facilities at coastal seaports.

 There’s $292.73 million authorized in fiscal ’19. Two hundred million go to coastal seaports and, $92.7 million - .73 million is reserved for the 15 coastal seaports with the most loaded TEUs, according to the 2016 U.S. Army Corps of Engineers data. That data was published in 2017 but, it’s for the year 2016. Very important to note that year.

 In a couple of more slides, Bob Bouchard will be showing you exactly which those 15 coastal seaports are. We have them identified.

 Minimum award for this grant round is $10 million. That means that your project has to be over $12 million in order to meet the minimum award standard. There is no maximum award.

 Federal share may not exceed 80% of project costs. So, look at all your federal funding sources and make sure they don’t, as an aggregate, exceed 80%, in order to maintain your eligibility.

 Application submittal deadline is 8:00 pm Eastern Daylight Time on September 16, 2019. And all applications are to be submitted through www.Grants.gov. And Bob, turn it over to you and, I’ll hand you the microphone.

Bob Bouchard: Thanks Lauren. And good afternoon everybody. This next slide is about eligible applicants which are a port authority commission or it’s subdivision or agent under existing authority; state or local political subdivision of a state or local government; a tribal government; a public agency with a transportation function; a multistate or a multijurisdictional group of entities; or a lead entity described above, jointly with a private entity or a group of private entities.

 Now if multiple states or jurisdictions submit a joint application, that application must identify a lead applicant as the primary point in contact, and identify the primary recipient of the award.

 Joint applications must include a description of the roles and responsibilities of each applicant. And must be signed by each applicant.

 This slide provides information as to which states have eligible coastal seaports, which would be for the $200 million. There are also eligible U.S. territories. All of those are on the left-hand side. And then on the right-hand side are the top 15 ports with loaded - by loaded TEU in 2016, per the Army Corps of Engineer data. And those 15 are eligible for the additional $92.73 million.

 Now eligible projects are those that improve safety, efficiency or reliability of the movement of goods within the boundary of a seaport or, outside the boundary of a seaport. This includes port infrastructure, infrastructure for intermodal connectors, and digital infrastructure.

 Also, equipment used for the loading and unloading of cargo at a seaport. And phytosanitary treatment facilities as defined in Section 305.1 of Title 7, Code of Federal Regulations. But please note that this program will not fund vessel construction.

 In a phytosanitary treatment facility, as any U.S. Department of Agriculture animal and plant health inspection service certified place, warehouse, or approved enclosure, where a treatment is conducted to mitigate a plant pest.

 Generally, phytosanitary facilities offer the control of regulated pests on U.S. Department of Transport - U.S. Department of Agriculture regulated articles, primarily those moving in international trade.

 And the phytosanitary requirements are outlined in Section 305.5 through 305.8 which include chemical, cold, quick freeze and heat treatments.

 Now for the 15 coastal seaports with the most loaded TEUs per the 2018 (unintelligible) data, priority considerations shall be given for the construction of phytosanitary facilities as defined in Section 305.1 of Title 7 of the Code of Federal Regulations.

 The definition of a coastal seaport is any seaport capable of receiving deep draft vessels, which is drafting greater than or equal to 20 feet from a foreign or domestic port. And I believe that has to be - meet that definition by the time the applications are due on September 16.

 And project location - the program description on the grant 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.

 And then examples of port-related eligible projects include, but not limited to the following, provided they improve the safety, efficiency, or reliability of the movement of goods.

 If port-made improvements, including digital innovations to improve cargo flow. Road improvements both within and connecting to the port. Rail improvements both within and connecting to the port. And berth improvements, including docks, wharfs, piers, and dredging, which is incidental to the improvement project.

 But please note, maintenance dredging may not be considered competitive. And navigation channel improvements are not eligible for this grant program. Additionally, cargo equipment used shore side, is eligible. But it must be Buy American Act compliant.

 Facilities necessary to improve cargo transport, including silos, elevators, conveyors, container terminals, roll-on/roll-off facilities, and including parking garages necessary for intermodal freight transfer.

 Warehouses including refrigerated facilities, bunkering facilities for both oil or gas products. Lay-down areas, transit sheds and other such facilities. Additionally, utilities necessary for safe operations including lighting, storm water, and other such improvements that are incidental to a larger infrastructure project are eligible.

 And 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 movement, flow through processing for import/export requirements, storage and tracking, and asset/equipment management.

 And there again, vessel projects are not eligible for this program. And I’ll turn it over to (David Benet).

(David Bohnet): Hi. Good afternoon. My name is (David). I want to go over a few slides - How to Apply for the Port Infrastructure Grant.

 First of all, the submission date is due by 8:00 pm, Eastern Daylight Time on Monday, that’s September 16, 2019. And all applications must be entered into Grants.gov.

 The content and form of your submission comes in several pieces. One will be the standard Form 424 which will be filled out and entered. A cover page considering some information and a description of your project in a succinct manner.

 The project narrative which is a 30-page application minus a cover page and (unintelligible) should follow this basic outline. And this will be considered your table of content or your narrative.

 So these are the headers we are looking for in the application. You’ll need to have a project description, project location, grant funds, sources and uses of all the project funding. Leveraging of federal funds, project costs and benefits, project outcomes. Demonstrate project readiness and domestic preference.

 I’m going to go into a little more detail on these headers as we go forward. So, it started with the project description. We would like you to include the following information for your project description.

 Please be concise in the project summary. Port-related transportation challenges the project will address and, how they will address them. A list of major project components.

 Next, a project location. These include a detailed geographical description of the proposed project. Provide a map if you have one, of the project location and connections to existing transportation infrastructure. Indicate whether the project is in a qualified opportunity zone. And we’ll go into that a little bit later.

 The grant funds, sources, and uses of project funds. Please describe the project costs, source, and the amount of funds. Documentation of non-federal funding commitments. This could be done in the form of a letter or other form, that commits the dollars to the project. And a budget showing how each source of the funds will be spent. And you know you can do a chart, a graph, whatever is the easiest way to convey this particular piece of information.

 The application should demonstrate such as through a commitment letter or other documentation, the sources of funds, as I mentioned earlier. When you do that, there may be several non-federal funds that you’re looking for. Some might be coming from states, some from other grant projects. As long as they’re non-federal, please make sure that they’re all documented.

 Unless otherwise authorized by statute, the state or local cost share may not be counted as non-federal share for both the Port Infrastructure Development Program, and other grant programs you may have applied for. And there are others that ports have been able to apply for lately. So, they cannot be comingled or combined at all.

 Preference will be given to those projects that require a lower percentage of federal share of the costs.

 Now this exercise I’ll be going over the content of the application. And (Peter) will step in to tell us a little bit more about how to be competitive and work further description on what these mean.

 Leveraging of the federal funds. A ratio of non-federal share of future eligible costs of total future eligible costs. So, you ratio those two together.

 Please describe how you worked to maximize the non-federal share. Describe efforts to incorporate private funding. And, any other considerations that will bolster your argument for your funding.

 Project costs and benefits. Value estimates of the projects benefits and costs relative to the no-billed baseline. This is a very - this is your BCA. And we’ve had other Webinars devoted just to how to describe the cost benefits of this particular project that you’re putting in to.

 There will be one more Webinar for the BCA, and that will be held next Tuesday, the 30th at 2:00 pm Eastern Time.

(Peter Simon): So, (David) has described to you the what, of what you should include in your application with respect to these two evaluation factors. And I just want to take a moment to explain how we will evaluate what it is you have included in your application.

 So first with respect to leveraging of federal funding, the general idea is that we’re going to look at the non-federal share of costs of your project, and see how that compares to other projects submitted for consideration under this round of the Port Infrastructure Development Program grants.

 So we’ll do that first by calculating the non-federal percentage based upon - of your project budget, based upon information that’s in the application.

 Then projects will be sorted based on this non-federal percentage, and assigned a one of five groups or quintiles. And projects with - so the higher the non-federal share of funding, the more likely that a project is going to fall into the highest rating category.

 And then finally, we’ll assign a rating based upon that non-federal share. And that will be the application’s evaluation of a score for the leveraging of federal funding evaluation factor.

 Second, with respect to project benefits and costs, as (David) indicated, this actually will be evaluated by a team of economists from throughout the Department. The focus is on an assessment of the benefit cost ratio, and net benefits of the project. So, two evaluation factors.

 The project will be grouped by benefit cost ratio and net present value, into one of four groups, again, for each of those elements. And assigned rankings based upon the group that they fall into.

 And as (David) indicated, and information will be at the end of this presentation. We want to encourage participation in next Tuesday’s final Webinar. And that will focus on preparing a benefit cost analysis.

(David Bohnet): Continuing with the contents of your application, there will be one header called, Project Outcomes. These are the five outcomes that they are looking for you to address, if they apply to your project. And I’ll go over them briefly.

 The first one is advanced technology supported safety and design. Efficiency improvements by incorporating technology or innovative approaches to port safety design or efficiency.

 Another outcome might be bringing facilities to a state of good repair, and improve resiliency by addressing current or projected vulnerabilities in the condition of the port transportation facilities.

 You also might have an outcome devoted to promote efficient energy trade by supporting the efficient movement of energy products and/or increasing national energy production capacity.

 You could promote manufacturing, agriculture, or other forms of exports by increasing the efficient movement of goods for exports and/or increasing national export capacity.

 Final outcome is for the top 15 coastal seaports that we identified earlier by loaded TEU in 2016. If you support the safe flow of agriculture and food products, free of pests and disease domestically and internationally.

 Now an application does not necessarily need to address one of more of these outcomes to be considered. Projects might address several outcomes. But if they do, we encourage applicants to focus on those outcomes that promote the project to its most advantageous point.

 And each project is not expected to address all outcomes. So it is permissible not to address outcomes that do not apply to your project. So you don’t need to have all five of these on there. Only if they apply.

(Peter Simon): The Evaluation Team will look at the information in this section of the application to determine whether or not the proposed project, in fact advances the outcome or outcomes that are indicated.

 We’ll look at how well-written this section of the application is, as well as, how closely the project’s goals; the project’s purpose, scope, and goals are tied to the outcomes that are listed on this slide.

(David Bohnet): Okay, there are two more, table of contents for your application. We will be looking at project readiness. Please focus - this focuses on helping evaluators assess whether the project is reasonably expected to begin in a timely manner.

 Under this heading, if you could address these subcategories, that would help us in your evaluation. We would like you to address technical feasibility, project schedule, required approvals. This could be environmental permits or other agencies who have to have a voice in your project. Assessment of project risks and mitigation strategies for those risks.

 Finally, domestic preference. Please indicate whether materials and manufactured products used, are produced or manufactured domestically. This is where we’re getting to the idea of exceptions to the Buy American Act requirement. And please man to maximize domestic content, if you have an issue that relates to Buy American.

(Peter Simon): So, for project readiness, evaluators are considering significant risks to successful completion of the project. And as the slide indicates, some of the risks that we’ll look at are the environmental process. In particular, environmental review, permitting, the technical feasibility of the proposed project, funding, particularly from the non-federal side. Capacity to manage the project. Commitment of local - strength and commitment of local match, etcetera.

 We’ll also look for risk mitigation strategies including how clearly they are described and how well they identify risks. And then discuss related strategies.

 And based upon that assessment, evaluators will assign a project to one of three risk rankings, focusing on how likely the project will be first, successfully delivered. And second, delivered within a reasonable timeframe.

 With respect to domestic preference as (David) indicated, we’re looking at evaluating whether the project requires an exception to, or waiver of the Buy American Act. And where it is likely to do so, we’ll look at the strength of your plan to maximize domestic content.

 So in essence, there’s a two-step review here. First, looking at compliance with Buy American requirements. And second, looking at the sufficiency of the plan to maximize domestic content of the materials that are necessary for your project.

 So we’ve talked about how we’re going to evaluate the five criteria. This slide presents information on the process by which each application will be reviewed.

 So as you can see, we’ll follow a four step process. In Step 1, the Intake Phase, a team will evaluate each project - each application to determine whether or not the project is first, from an eligible applicant. And second, for an eligible project.

 Then in Step 2, the Technical Review Phase, we’ll look at the substance of each application and evaluate it against the criteria that (David) mentioned earlier.

 So I want to emphasize, there are multiple review teams that will be involved in reviewing each application. And each team will have multiple reviewers who will independently read and evaluate each application.

 And as we’ve indicated previously, there will be a separate team of economists from throughout the Department, who will conduct the benefits costs analysis section of the Evaluation Phase.

 Step 3 is a series of briefings to senior staff. First, within the Maritime Administration, and then within the Department of Transportation, on the results of the evaluation process.

 And Step 4 is to forward the final recommendations to the Secretary, and present briefings as necessary to her senior staff. And then ultimately to the Secretary.

 So how are notifications - award notifications made? And what happens afterwards? As you can see, we’ll post the awards on the project Web site - program Web site. And then a MARAD representative will reach out to the point of contact at each successful applicant that’s listed on the SF 424.

 That process begins a period of time in which representatives of the Maritime Administration and each awardee will work towards developing a written grant agreement that will memorialize, among other things, a period of performance, performance measures, and some of the requirements, some of which we’ll talk about in a second.

 So this negotiation process, this development process, can take place at the same time as the approvals that are required in Section D2 of the Notice of Funding Opportunity, are being completed. And those must be completed before we can enter into a written agreement.

 So again, some of those approvals relate to the environmental permitting process. Local approvals and permitting as necessary. And other project clearances, depending upon the nature of your project and its location.

 So while it’s difficult to provide a timeframe for this post award process, remember, we can’t obligate funds until a grant agreement is in place. And our goal, as stated in the Notice of Funding Opportunity, is to obligate funds no later than September 30, 2022. Although we obviously hope to finish those agreements well in advance of that deadline.

 Once the agreements are in place, the grantee can begin incurring costs for which would be eligible for reimbursement through the grant award.

 Remember, that during the period of performance, first the grantee has to comply with the provisions of 2CFR Part 200. This document covers processes and requirements for federal awards from pre-award through the audit.

 And you’ll find guidance here on procurement standards, performance, and financial monitoring and project closeout.

 Second, the grantee has to comply with a variety of federal statutes in the procurement and construction phases of the project. A number of them are identified in the Notice of Funding Opportunity. But, want to highlight Davis-Bacon, the Buy American provisions. Title 6 of the Civil Rights Act of 1964, and the variety of environmental statutes that are discussed I detail in the Notice of Funding Opportunity.

 Finally, the Notice of Funding Opportunity talked about reporting requirements. And they are listed here. I want to focus specifically on the outcome performance reporting or bullet number two. So this is information on the project’s performance in comparison to the expected long-term outcomes of the project.

 The reporting will be tied to the measures that an applicant proposes in the grant application. And will be formalized as part of the grant agreement that I mentioned earlier.

 So for our last segment on suggestions for a more effective application, I’ll turn the mic over to Bob Bouchard.

Bob Bouchard: Thanks again. And to review some of the things that we have learned over the last years of working with programs to provide funding to ports, we ask that you as applicants please be aware of the jargon and the wording that you place in your applications. Because we will have DOT staff from multiple offices and within each of the agencies. And they may not be familiar with all of the maritime jargon that the rest of us use every day.

 For example, if you have an application that wants to put in a new pier, the Federal Highway representative may think that of the increased capacity needs. Are there highway connectors that are going to be tied into that particular project, are they capable of handling the projected volumes that you say you will be having when the project is done.

 Likewise, Federal Rail Administration representatives may think that, you know, because of the increased capacity, will still be additional rail capacity. And will the safety improvements meet rail standards. So, please be aware of those.

 And once again, reviewers are multi-modal. And if you plan on using a lot of jargon, please, you may want to put that in as notes or some sort of an index at the back of your application. Because we did have in one application, this exact quote. “Cantilevered gantry cranes can turn around a tow in one day from a 2000 linear foot dock.” And we did get questions on that from some of the other modes.

 And when you are writing up your applications, please make sure the project location is very well written out. You know, can the reviewer tell from your application where exactly the project is located and, what market it may serve?

 We do have a lot of applications that have, you know, like a lot of close-up pictures. But maps of the general area, and then maybe another map closer up, would be helpful to all of the reviewers.

 And also if you can look up, if possible, the Opportunity Zone that your project would be in, that would be helpful. And you could find the Opportunity Zones at the Web site listed on this particular slide.

 This next slide provides some information on how to write the application. There again, if you use many acronyms, please include a reference sheet, listing them in alphabetical order.

 When inserting hyperlinks for supporting materials, spell out the link also, so that the viewer can cut and paste the link if needed. If it gets broken, sometimes that happens.

 If you’re using industry terms, include the reference sheet. Reviewers with backgrounds in Road, Rail, and policy environment, and may not be familiar with things.

 Additionally, please make sure you turn off track changes before submitting your application. And that has happened on I think, more than one of the applications we’ve seen.

 Be consistent when using industry terminology. If you’re talking about a pier, number one, make sure it’s a pier. And then use that throughout, if that’s exactly what you’re talking about or, a dock, quay, or a wharf.

 Additionally, I believe we asked for a 12 point font. As you can see in the middle column there, the light blue smaller print is good to get more words on the page. But it’s a little bit more difficult to look at.

 And make sure your IT Department is not modifying or deleting the Web-based documents during the review timeframe. Because by the time you submit your application and the review process, it does take a few months to get all that done. So please make sure that all of your connections or URLs are available for a period of time.

 And just make sure that you write clearly and succinctly. And that you spellcheck all of your work, making sure that the applications are complete. I believe that the Grants.gov is open at the present time.

 We understand that a lot of people do tend to put their application in at the last minute. And just be aware that things are going to be probably very busy on that last day. So if you can get it in before that last day deadline, that would help.

 And so just be aware that, you know, we will be looking for times and dates when these applications have been submitted, in order to make sure that everybody and everything is eligible.

 And I think that clears up all of our slides for the presentation. And now we will be reviewing all of the questions.

(Aubrey Parsons): Thank you Mr. Bouchard. Before we look at the question and answer portion, I just want to provide a reminder that if you have a question, please type it into the Chat Box of your screen. You can enable that Chat Box by clicking on the circular caption bubble at the bottom of your screen.

 When the caption bubble is colored blue, that indicates your chat is enabled. You can testify whether you’d like your chat to be viewable by the host only, or the entire group, by specifying your preference in the, To, button in the Chat Box. We’ll address as many of your questions as possible. And let’s start with our first question.

 We have a question that, the minimum ask is $10 million. However, it was stated earlier that projects would need over $12 million to qualify. Can you please clarify?

Bob Bouchard: Yes, that is based on the total project cost. It should be around 12-1/2, if you’re going to meet the 80/20 Rule, 80% being the maximum federal share. So if you divide it up properly, the minimum project size and opportunity case would be about 12-1/2 million.

(Aubrey Parsons): Okay. We have another question. Has the 2019 Project Information Form been posted to the Web site?

(Peter Simon): The form is currently in final clearance. It will be posted to the Web site shortly. And we will indicate that to folks with a banner, that the Project Information Form is available.

 It also will then be posted to the Grants.gov segment for this particular grant, so that it can be downloaded from two locations.

Bob Bouchard: I think the next one is going to be pre-funding.

((Crosstalk))

(Aubrey Parsons): Sure. Is the leveraged funding - we have a leveraged question. Is the leveraged funding criteria only looking at federal asks and match? Or can pre-funding costs be included as well?

(David Bohnet): The no costs from prior to a grant agreement can be considered for the project. They would be pre-construction costs and would be non-eligible for the total project amount.

Bob Bouchard: And there is some guidance on that in the Frequently Asked Questions, section of the Web site.

(Aubrey Parsons): Our next question is, typically how many grant applications have been received on an annual basis?

(Peter Simon): Well, this is a new program so, this is our first time getting these particular applications. So we don’t know how many we’ll receive. We hope, a lot.

(Aubrey Parsons): Our next question, for the top 15 ports, are they eligible for the $293 million of the total or, solely for the $93 million for top 15?

(Peter Simon): They are entitled to get the - any part of the 290 - $2 million. However, there is a reserve amount of $92.7 million just for those who qualify in the top 15.

(Aubrey Parsons): Are any professional services excluded from the execution of a grant? For example, environmental remediation?

(David Bohnet): Well see, that’s an interesting question. Because remediation could be something that’s ongoing. However, environmental costs, whatever it takes to get you to the level where your environmental can be reviewed, would be considered a pre-construction cost.

 And before an award can be made, because it has to happen before any award dollar can be spent.

 So, if it has to do with getting your environmental paperwork in order for the grant agreement, it will not qualify. However, you may have to do some remediation that’s ongoing afterwards. And that might be a consideration but, it would be on a case-by-case basis.

(Aubrey Parsons): We’ve got an application question. Are review standards for this grant program more stringent, specific to the BCA -- the Benefit Cost Analysis -- than other DOT grant programs like Infra or BUILD? Can you…

Bob Bouchard: No, no the basic BCA review process is very similar to both Infra and BUILD. And I believe the Office of the Secretary does have a BCA Guide that is on line.

(David Bohnet): And the link to that guide is also on the Web site. But we’re using the same guidelines that the Department uses for discretionary grants, in analyzing the benefit cost of a particular project.

Bob Bouchard: And please, if you are concerned about your BCA, please make sure you participate in next Tuesday’s BCA Webinar that will be hosted by - or the panel will be economists from within the agency - within DOT.

(Aubrey Parsons): All right, does anyone have any other questions? The Chat Box is open. We are open to answer more questions.

 Yes, a question about whether the presentation will be made available. The presentation is on our Web site and, I can give you that link. Again, it’s [www.maritime.dot.gov/PIDPgrants](http://www.maritime.dot.gov/PIDPgrants).

 Okay, the question, regarding the number of applications, how many were received through TIGER, etcetera?

Bob Bouchard: There have been upwards of 800 to 1000, during some rounds of the TIGER, BUILD. And that just depends on…

(David Bohnet): On the need, and how many are there.

Bob Bouchard: Right. And...

((Crosstalk))

Bob Bouchard: …then if you really want to see, they do have information on the U.S. DOT Web site. It has a list of all of the applicants per round, under DOT. And then it’s Grants, and then there’s TIGER. And it does have from 2009 and onward, all of - you know, all of the, I guess by the applicant and the title of the project and the amount asked, is in a spreadsheet.

 So if you really are want to look through that, there’s a lot of information there.

(Aubrey Parsons): Our next question relates to the Grants.gov and forms that are listed there. It says, there are several files listed for this NOFO besides the standard SF 424. Specifically, the SF 424A and B, the Standard Form LLL, a budget narrative, and the PG Lobbying Form, and other attachments. Can we confirm whether these are all required for a complete submission, and not just the items you mentioned earlier in the presentation?

(Peter Simon): Yes, so those items are not necessary for the grant application. And we are working with a point of contact at Grants.gov who has posted that information, to correct the Web site.

 But at this point the information that (David) provided with respect to the project narrative, the Project Information Form when its developed, the SF 424, and then the Attachments Form, which you see on the Grants.gov Web site, would be necessary to the extent that you include attachments with your application.

 So we will get that updated as soon as possible. And clarify that in a question that will be posted on the program Web site.

(Aubrey Parsons): Next question is, my agency has applied for some (unintelligible) grants through DOT. Would the economists or reviewers be open to sharing comments with us, following award announcements under this grant program.

Bob Bouchard: Yes, you can ask for a debrief after the award announcements. And then we’ll be happy to do that.

(Aubrey Parsons): Our next question is, are the Great Lakes ports not eligible?

Bob Bouchard: No, Great Lakes are considered…

(David Bohnet): Yes, they are considered eligible as long as they have a 20 foot draft. And they accept cargo from domestic or foreign ports.

(Aubrey Parsons): Okay. We’re still taking questions if anyone has any. All right, any final questions? All right, if there are no further questions, I guess that will conclude today’s Webinar.

 A reminder that presentation materials can be downloaded at the Web site at [www.maritime.dot.gov/PIDPgrants](http://www.maritime.dot.gov/PIDPgrants). The final Webinar for the, How to Prepare a Benefit Cost Analysis will be held next Tuesday, July 30, from 2:00 to 4:00 pm. And our final, How to Apply for a Grant Webinar…

((Crosstalk))

(Aubrey Parsons): Oh, that’s it. Applications must be submitted by September 16, 2019. So with that I want to say, thank you, everyone. And enjoy the rest of your day.

END