

AAPA Facilities Committee Briefing-March 24, 2022

GPA Federal Grant Summary for specific capital projects

Project	Date	Grant Program	Total Project Budget	Total Grant Amount	Grant % vs Budget
Mason MegaRail	12/28/17	FastLane 2016	\$220,536,432	\$44,000,000	19.95%
Berth 1 Realignment	6/28/21	PIDP-2019	\$138,250,000	\$34,600,000	25.03%
NE Georgia Inland Port	Apr, 2022 (1)	INFRA-2021	\$156,227,805 (2)	\$46,868,000	30.00%
Colonel's Island Berth 4	Jan. 2023 (1)	PIDP-2021	\$54,458,338 (2)	\$14,647,284	26.90%
Total			\$569,472,575	\$140,115,284	24.60%

Notes

(1) Estimated date of grant execution

(2) GPA Board approval still pending

FASTLANE: Fixing America's Surface Transportation Act

PIDP: Port Infrastructure Development Program

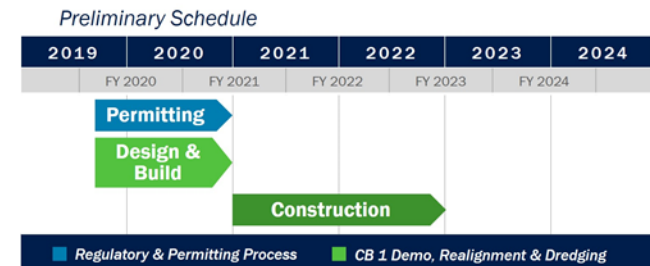
INFRA: Infrastructure for Rebuilding America

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Typical USDOT Grant Application Steps

- ✓ Read the NOFO
- ✓ Develop relationships with USDOT leads – get them familiar with your project
- ✓ Understand the grant criteria
- ✓ NEPA has to be completed – or at least path forward
 - ✓ Grant agreement can not be executed until NEPA is complete
- ✓ Identify project that best matches specific grant program
 - ✓ Fine tune project scope to best match grant program criteria
- ✓ Develop compelling “Purpose & Need”
 - ✓ Narrative needs to be concise, but tells the story
- ✓ Develop project costs and schedule
 - ✓ Cost match is critical – 50% or greater
- ✓ Develop Benefit Cost Analysis
 - ✓ Needs to be greater than 1.0

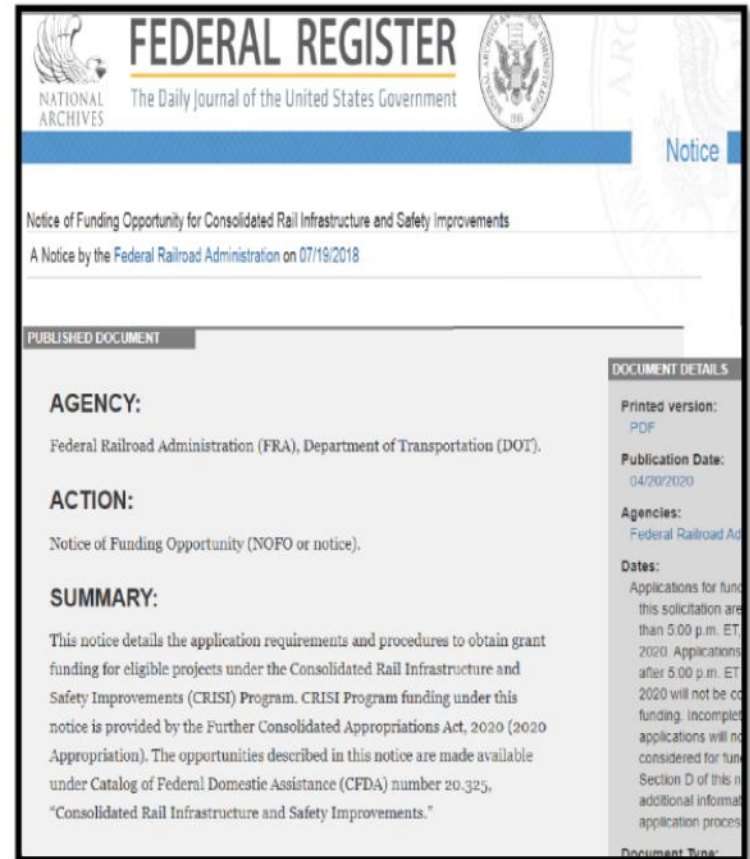
Anticipated Outcomes	Benefits (\$M)
Supply Chain Efficiencies	\$36.2
Vessel Emissions Reduction	\$472.6
Vessel Operating Costs at Terminal	(\$0.8)
Emissions Reduction from Faster Terminal Throughput	\$3.1
Total Benefits	\$511.1
Total Costs	(\$125.6)
Benefit-Cost Ratio	4.07



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Best Practices – Read the NOFO

- Read the Notice of Funding Opportunity (NOFO) completely and carefully to understand the criteria for eligibility and selection, and what information each application must include
- FRA has identified three primary areas where applications not selected for funding typically demonstrate deficiencies:
 - Project Narrative
 - Statement of Work (SOW)
 - Benefit-Cost Analysis (BCA)



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What Projects Compete Well?

Demonstrates clear, direct, significant, and positive local or regional impact relative to the merit criteria

Benefits appear reasonable and justifiable

Specific timeline for completion

Presents a clear story and details the project impact

Results in good-paying jobs, improves safety, applies transformative technology

Explicitly considered climate change and racial equity in the planning and design stage

Emphasizes improved access to reliable, safe, and affordable transportation, particularly for underserved and overburdened communities

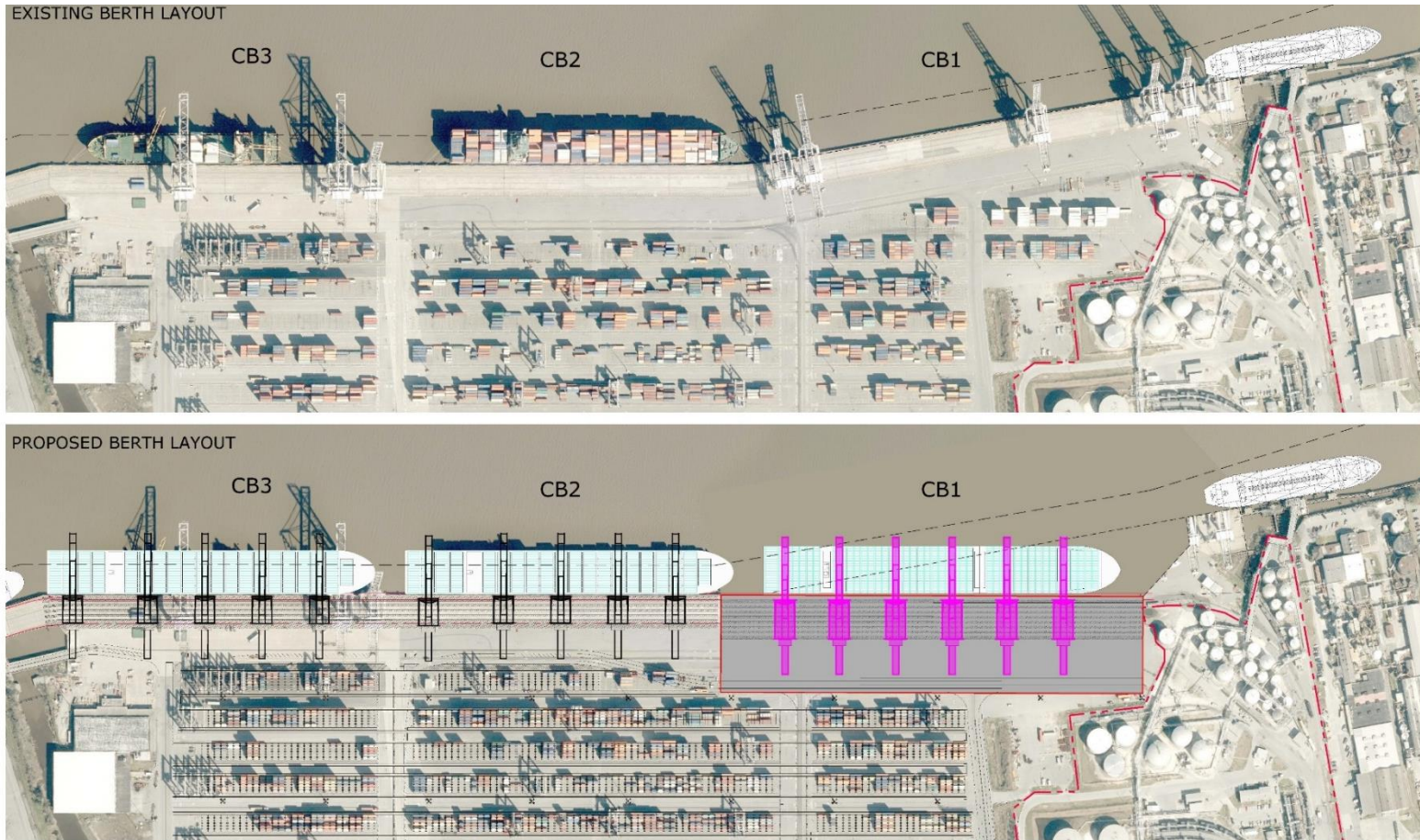
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Typical Grant Lifecycle and Approximate Time Frames



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Case Study: GPA's Berth 1 Realignment



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Case Study: GPA's Berth 1 Realignment



2/14/2020

9/15/2019

9/13/2019

9/10/2019

9/5/2019

8/29/2019

8/27/2019

8/23/2019

8/21/2019

8/5/2019

7/3/2019

7/2/2019

USDOT announces grant awards

Grant Application Submitted

Final Version submitted to GPA

Project Schedule finalized

BCA finalized

Project scope finalized

Application template finalized

Permitting completed

Letters of Support template sent

Project selection

NTP authorized by GPA

HDR Proposal Submitted to GPA

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GPA's Berth 1 at the Notice to Proceed: April 12, 2021

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GPA's Berth 1 at 35% Complete: February 15, 2022