DEPARTMENT OF TRANSPORTATION

Maritime Administration

Notice of Funding Opportunity for the Maritime Administration's Small Shipyard Grant Program

AGENCY: Maritime Administration, U.S. Department of Transportation

ACTION: Notice of Funding Opportunity

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A. Basic Information

SUMMARY OVERVIEW OF KEY INFORMATION: Small Shipyard Grant Program -- Discretionary Grant Opportunity	
Topic	**Description**
Federal Agency Name	Maritime Administration (MARAD)
Funding Opportunity Title	FY 2025 Small Shipyard Grant Program
Announcement Type	FY 2025 NOFO – initial announcement
Funding Opportunity Number	DTMASSG25
Assistance Listing Number	20.814, Assistance to Small Shipyards
Funding Details	$8.75 million in funding is available for the FY 2025 funding opportunity under the Full-Year Continuing Appropriations and Extensions Act, 2025.
Key Dates	Applications are due: May 15, 2025 at 11:59:59 p.m. E.D.T.
Executive Summary	The Small Shipyard Grant Program provides funding in the form of grants to small shipyards to make capital improvements and for maritime training programs to encourage technical skills and operational productivity relating to shipbuilding, ship repair, and associated industries.

	Small Shipyards as defined in 46 U.S.C. 54101(h) are eligible to apply for grants.
Agency Contact Information	David M. Heller, Associate Administrator for Business and Finance Development, Maritime Administration, Room W21-318, 1200 New Jersey Avenue, S.E., Washington, D.C. 20590; phone: (202) 366–5737; or fax: (202) 366–6988.

1. Changes from the FY 2024 NOFO

This FY 2025 Small Shipyard Grant (SSG) makes the following changes from the FY 2024 SSG NOFO:

- Removes references to rescinded Executive Orders and adds references to align with the new Administration's priorities and Executive Orders."
- Updates the organization of the NOFO and use of references to comply with the recent changes to 2 CFR Part 200 Appendix I.
- Removes certain selection considerations from the selection criteria.

B. Eligibility

1. Eligible Applicants

Section 54101 of Title 46, United States Code, provides that small shipyards can apply for grants. The shipyard facility for which a grant is sought must be in a single geographic location and may not have more than 1,200 production employees. The applicant must be the operating company of the shipyard facility. The shipyard facility must construct, repair, or reconfigure vessels 40 feet in length or greater for commercial or government use, or construct, repair, or reconfigure vessels 100 feet in length or greater for non-commercial vessels.

2. Eligible Projects

Eligible projects under MARAD's Small Shipyard Grant Program include:

a. **Capital Improvement Projects**: These must advance efficiency, competitive operations, and quality in ship construction, repair, or reconfiguration. Funded items must be new and owned by the grant recipient.

b. **Maritime Training Programs**: These focus on developing employee skills and enhancing productivity in shipbuilding, ship repair, and related industries. While only eligible applicants can receive grants, training programs may involve external vendors. However, maritime training centers funded under section 51706 of Title 46 in FY 2024 are not eligible for additional grants for training.

Additional stipulations:

- **Timing of Costs**: All project costs, including the recipient's share, must be incurred after the grant agreement date unless pre-approved by MARAD.

3. Application Limit

Each eligible applicant may submit one application that may contain multiple projects, but MARAD will make a maximum of one award per eligible applicant under this notice.

4. Funding Restrictions

Grants awarded under MARAD's Small Shipyard Grant Program may not be used to construct buildings or other physical facilities or to acquire land. No more than 25 percent of the funds available may be awarded to any small shipyard in one geographic location that has more than 600 production employees. A maritime training center that has received funds in FY 2025 under section 51706 of title 46, United States Code, shall not be eligible for grants under this notice for training purposes.

Federal award recipients and subrecipients are prohibited from obligating or expending grant funds to procure or obtain; extend or renew a contract to procure or obtain; or enter a contract (or extend or renew a contract) to procure or obtain equipment, services, or systems that use covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. See Section 889 of Public Law 115-232 (National Defense Authorization Act 2019).

5. Cost Sharing

The Federal funds for any eligible project cannot exceed 75 percent of the total cost of such project. Therefore, an eligible applicant must provide at least 25 percent of grant project costs from non-Federal sources. Third-party in-kind contributions are not allowed to satisfy the matching requirement. Unless the recipient is granted prior written approval from MARAD to incur pre-award costs, the recipient's entire cost share must be incurred after the execution date of the grant agreement but prior to payment of any Federal funds for the project. The applicant is required to submit detailed financial statements and supporting documentation demonstrating how and when such matching requirement is proposed to be funded. Refer to section D.2 for the documentation required as part of the application to satisfy the matching requirement. Refer to section F.2.(b) for information on how MARAD will evaluate cost share when selecting applications for award.

C. Program Description

1. Overview

The Assistance for Small Shipyards statute, codified at 46 U.S.C. 54101, established the Small Shipyard Grant Program to provide assistance in the form of grants to small shipyards to make capital improvements and for maritime training programs to encourage technical skills and operational productivity relating to shipbuilding, ship repair, and associated industries. The Full-Year Continuing Appropriations and Extensions Act, 2025 (Pub. L. 118-83, March 14, 2025) appropriated $8.75 million to the FY 2025 Small Shipyard Grant Program. MARAD will not retain up to 2 percent of the funding for grant administration and oversight as authorized per 46 U.S.C. 54101(c)(2); therefore, a total of up to $8.75 million is available in funding for the FY 2025 Small Shipyard Grant Program.

The purpose of the Small Shipyard Grant Program is to foster efficiency, competitive operations, and quality ship construction, repair, and reconfiguration in small shipyards across the United States in addition to developing employee skills and enhanced productivity related to shipbuilding, ship repair, and associated industries. Award recipients will be expected to comply with the performance goals and reporting requirements as outlined in the executed grant agreement.

2. Federal Award Information

Under the FY 2025 Small Shipyard Grant Program, $8.75 million is available for grants for:
(1) capital improvements to qualified shipyard facilities that will be effective in fostering efficiency, competitive operations, and quality ship construction, repair, and reconfiguration; and
(2) training projects that will be effective in fostering employee skills and enhanced productivity related to shipbuilding, ship repair, and associated industries. MARAD intends to award the full amount of available funding through grants to the extent that there are worthy applications. No more than 25 percent of the funds available may be awarded to any small shipyard in one geographic location that has more than 600 production employees. MARAD will seek to obtain the maximum benefit from the available funding by awarding grants to as many of the worthiest projects as possible. MARAD may also award grant funds to support a portion of a project described in an application by selecting one or more discrete components.

MARAD will administer each Small Shipyard Grant pursuant to a grant agreement with the grant recipient, and the start date and period of performance for each award will depend on the specific project and must be agreed to by MARAD in the grant agreement. Grant funds will be administered on a reimbursable basis. Any costs incurred prior to MARAD's obligation of funds for a

project are ineligible for reimbursement and are ineligible to count as match for cost share requirements without prior written approval from MARAD. Obligation occurs when a selected applicant and MARAD enter into a written grant agreement after the applicant has satisfied applicable administrative requirements. Amounts awarded as a grant under this notice that are not expended by the recipient shall remain available to the Maritime Administrator for use for grants under this program, either in the same or different fiscal year as this notice. In addition to the FY 2025 Small Shipyard Grant Program funds, unexpended prior year Small Shipyard Grant Program funds may be made available and awarded under this notice.

D. Application Contents and Format

1. Address to Request Application Package

This announcement contains all the information needed for applicants to apply for this funding opportunity. Applications must be submitted through Grants.gov.

2. Content and Form of Application Submission

Applications must include the Standard Form 424 (SF-424, Application for Federal Assistance), which is available on the Grants.gov website at https://www.grants.gov/forms/forms-repository/sf-424-family. The application for a grant must also include all the following information as an addendum to the SF–424. The information should be organized in sections as described below:

Section 1: A description of the shipyard including: (a) location of the shipyard; (b) a description of the shipyard facilities; (c) years in operation; (d) ownership; (e) customer base; (f) current order book including type of work; (g) vessels delivered (or major projects) over last 5 years; and (h) website address, if any.

Section 2: For each project proposed for funding the following must be included in the application:

(a) A comprehensive detailed description of the project, including a statement of whether the project will replace existing equipment, and, if so, the disposition of the replaced equipment.

(b) A description of the need for the project in relation to shipyard operations and business plan and an explanation of how the project will fulfill this need.

(c) A quantitative analysis demonstrating how the project will be effective in fostering efficiency, competitive operations, and quality ship construction, repair, or reconfiguration (for capital improvement projects) or how the project will be effective in fostering employee technical skills and enhanced operational productivity related to shipbuilding, ship repair, and associated industries (for maritime training programs). The analysis should quantify the benefits of the project in terms of man-hours saved, dollars saved, percentages, or other meaningful metrics. The methodology of the analysis

should be explained with assumptions used, identified, and justified.

(d) A detailed methodology and timeline for implementing the project, including identifying major project milestones. The project schedule should be sufficiently detailed to demonstrate that the project will be completed without unreasonable delay.

(e) A detailed itemization of the cost of the project together with supporting documentation, including current vendor quotes and estimates of installation costs.

(f) A statement explaining the anticipated National Environmental Policy Act (NEPA) level of review for the project and describing any environmental analysis in progress or completed, including Categorical Exclusion, Environmental Assessment/Finding of No Significant Impact, or Environmental Impact Statement/Record of Decision. The applicant should review the Maritime Administration Manual of Orders MAO 600-1 (available at https://www.maritime.dot.gov/sites/marad.dot.gov/files/docs/environment-security-safety/office-environment/596/mao600-001-0.pdf) prior to submission. The application should also describe whether the project will require any other environmental licenses, permits, or approvals, such as Army Corps of Engineers permits. The final determination of the NEPA level of review will be made by MARAD after grant award announcement. Applicants should be aware that projects that involve in-water work, such as dry docks, generally fall under an Environmental Assessment NEPA level of review. The successful applicant will be responsible for the completion of MARAD's NEPA documentation, in collaboration with MARAD's Office of Environmental Compliance, prior to execution of the grant agreement.

(g) Domestic Preference. This section should include a description of whether all iron, steel, manufactured products, and construction materials to be used in the project are produced in the United States in accordance with 46 U.S.C. 54101(d)(2) and should expressly address how the applicant plans to comply with domestic preference requirements as described in section H.1.(b)(1) of this notice. If an applicant anticipates any potential foreign-content issues with its proposed project, applications should demonstrate that the domestic source is not available, how that determination was achieved, and the applicant's current efforts and planned future efforts to maximize domestic content.

Items 2(a) thru 2(g) should be repeated, in order, for each separate project included in the application.

Section 3: Grant Funds, Sources, and Uses of Project Funds. This section should include a budget table with a prioritized list of projects with the total project cost and Federal government share (in dollars) for each. The project budget should show how different funding sources will share in each activity and present the data in dollars and percentages. The budget should identify other Federal funds

the applicant is applying for, has been awarded, or intends to use. Funding sources should be grouped into three categories: non-Federal, Small Shipyard Grant Program Federal funds applied for under the FY 2025 application, and other Federal, with specific amounts from each funding source.

Section 4: A description of any existing programs or arrangements, if any, that will be used to supplement or leverage the Federal grant assistance.

Section 5: Shipyard company officer's certification of each of the following requirements:

(a) That the shipyard facility for which a grant is sought is in a single geographic location and (i) the shipyard facility has no more than 600 production employees, or (ii) the shipyard facility has more than 600 production employees, but not more than 1,200 production employees (the shipyard officer must certify to either (i) or (ii));

(b) That the applicant has the authority to carry out the proposed project; and

(c) In accordance with the U.S. Department of Transportation's regulation restricting lobbying, 49 CFR Part 20, that the applicant has not, and will not, make any prohibited payments out of the requested grant. Certifications are not required to be notarized.

Section 6: Unique entity identifier of shipyard's parent company (when applicable) from SAM.gov.

Section 7: The most recent year-end audited, reviewed, or compiled financial statements, prepared by a certified public accountant (CPA), per U.S. generally accepted accounting principles (not tax- based accounting financial statements). If CPA prepared financial statements are not available, provide the most recent financial statement for the entity. Do not provide tax returns.

Section 8: Statement regarding the relationship between applicants and any parents, subsidiaries, or affiliates, if any such entity is going to provide a portion of the match.

Section 9: Evidence documenting applicant's ability to make proposed matching requirement (e.g., loan agreement, commitment from investors, and cash on balance sheet) and in the timeline outlined in 2(d) above.

Section 10: Pro-forma financial statements reflecting:

(a) financial condition beginning of period;

(b) effect on balance sheet of grant and matching funds (e.g., a decrease in cash or increase in debt, additional equity, and an increase in fixed assets); and

(c) impact on company's projected financial condition (balance sheet) of completion of project, showing that company will have sufficient financial resources to remain in business.

Section 11: Statement explaining whether during the past five years, the applicant or any predecessor or related company has been in bankruptcy or in reorganization under Chapter 11 of the Bankruptcy

Code, or in any insolvency or reorganization proceedings, and whether any substantial property of the applicant or any predecessor or related company has been acquired in any such proceeding or has been subject to foreclosure or receivership during such period. If so, give details.

E. Submission Requirements and Deadlines

1. Address to Request Application Package

All application materials may be found on Grants.gov and the SSG website.

2. Unique Entity Identifier (UEI) and System for Award Management (SAM)

Each applicant must obtain a UEI and register in www.SAM.gov before submitting its application, provide its valid UEI number in its application, and continue to maintain an active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency.

Please note that the SAM registration process takes several weeks to complete, if not longer. MARAD may not make a Small Shipyard Grant award until the applicant has complied with all applicable UEI and SAM requirements and, if an applicant has not complied with the requirements by the time MARAD is ready to make a Small Shipyard Grant award, MARAD may determine that the applicant is not qualified to receive a Small Shipyard Grant award and use that determination as a basis for making a Small Shipyard Grant award to another applicant.

3. Submission Instructions

Grant applications must be submitted electronically using Grants.gov (https://www.grants.gov). To apply through Grants.gov, applicants must:

i. Obtain a UEI number;

ii. Register with SAM at www.SAM.gov;

iii. Create a Grants.gov username and password; and

iv. Complete Authorized Organization Representative (AOR) registration in Grants.gov.

The E-Business Point of Contact (POC) at the applicant's organization must respond to the registration email from Grants.gov and login at Grants.gov to authorize the applicant as the AOR. There can be more than one AOR for an organization.

Please note that the Grants.gov registration process usually takes 2 to 4 weeks to complete, and MARAD will not consider late applications that are the result of a failure to register or comply with Grants.gov applicant requirements in a timely manner. For information and instruction on each of these processes, please see instructions at https://www.grants.gov/applicants/applicant-faqs.html. If applicants experience difficulties at any point during the registration or application process, please call

the Grants.gov Customer Service Support Hotline at 1 (800) 518–4726.

4. Submission Dates and Times

Applications must be submitted to Grants.gov by 11:59:59 p.m. E.D.T. on May 15, 2025. Grants.gov attaches a time stamp to each application at the time that submission is complete. Applications with a time stamp after the deadline will not be considered. MARAD does not accept applications via mailed paper, fax machine, email, or other means. Please note that the Grants.gov registration process usually takes 2 to 4 weeks to complete.

5. Intergovernmental Review

This program is not subject to EO 12372, Intergovernmental Review of Federal Programs.

6. Compliance with Section 508 of the Rehabilitation Act of 1973.

MARAD encourages applicants to submit documents that are compliant with Section 508 of the Rehabilitation Act of 1973. Section 508 guidelines are available at https://www.access-board.gov/ict/.

F. Application Review Information

1. Responsiveness Review

There are several statutory criteria that must be met for an application to be eligible for application review and selection for an award. MARAD reserves the right to perform follow-up inquiries to applicants to resolve questions regarding any of the criteria described below. MARAD will assess these criteria during the application review process.

A determination of non-responsiveness related to any of the following factors will be a basis for elimination from further consideration for award of a grant:

- Applicant eligibility (46 U.S.C. 54101(h))
- Project eligibility (46 U.S.C. 54101(b)(1))
- Sufficiency of funding to meet the matching requirements (46 U.S.C. 54101(f)(4)(A))
- The project will be completed without unreasonable delay (46 U.S.C. 54101(f)(4)(B); and
- The applicant has the authority to carry out the project (46 U.S.C. 54101(f)(4)(C)).

If any of the factors listed above are in question, MARAD will continue the application review process until the concern has been resolved. If non-responsiveness is confirmed, the application review will be concluded, and the responsiveness issue will be memorialized in the review documentation. If a responsiveness question is successfully resolved, the application will continue to be considered during the review process described below of this notice.

2. Review Criteria

(a) **Merit Criteria.** MARAD will review merit criteria for all applications. Consistent with

the statutory requirements of 46 U.S.C. 54101(b)(1), MARAD will evaluate the extent to which the project will be effective in fostering efficiency, competitive operations, and quality ship construction, repair, and reconfiguration (for capital improvement projects) or how effective the projects will be in developing employee skills and enhancing productivity related to shipbuilding, ship repair, and associated industries (for maritime training program projects). To facilitate the technical review, applications should focus on *Section 2* in section D.2 of this notice, especially *Section 2(c),* to offer the best chance of an award.

(b) Additional Considerations.

(i) MARAD will give preference to those projects for which an applicant's percentage non-Federal match contribution towards the overall project is greater than the statutory 25 percent minimum and greater than other competing grant applications.

(ii) Applications that propose to use grant funds for domestic-content purchases will be more competitive than those that may require a waiver to the domestic content requirements described in section H.1.(b)(1) of this notice.

(iii) MARAD intends to use the Small Shipyard Grant Program to support the creation of good-paying jobs with the free and fair choice to join a union and the incorporation of strong labor standards, such as through the use of project labor agreements, registered apprenticeship programs, and other training and placement programs.

(iv) All applications will be reviewed, as per the guidelines laid out in DOT Order 2100.7: *Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Program and Activities*.

(c) Determinations. As required pursuant to 46 U.S.C. 54101(f)(4), MARAD may not award a grant under this notice unless the Maritime Administrator determines that:

(i) sufficient funding is available to meet the matching requirements described in section B.5.;

(ii) the project will be completed without unreasonable delay; and

(iii) the recipient has authority to carry out the proposed project.

Applications must contain enough information for MARAD to make these determinations.

3. Review and Selection Process

MARAD staff will review all eligible applications received before the deadline. The Small

Shipyard Grant review and selection process consists of three phases: Technical Review, Senior Review, and Final Selection. In the Technical Review phase, a Review Panel made up of technical experts, including naval architects and engineers from MARAD's Office of Shipyards and Marine Engineering, will review all timely applications. Additional input may be provided to the Review Panel on economic issues by the Office of Financial Approvals, on environmental issues by the Office of Environment, and on legal issues by the Office of Chief Counsel. The Review Panel will assign a rating of "Highly Recommended," "Recommended," or "Not Recommended" based on how well each application aligns with the merit criteria.

In the second review phase, the Senior Review Team, which is led by the Maritime Administrator, will consider applications based upon the input of the Review Panel to determine which projects to select for award and advance to the Secretary for final concurrence.

Before advancing the list of selected projects to the Secretary, MARAD will ensure that all applications meet the determinations outlined in section F.2.(c) of this notice.

In the Final Selection review phase, the Secretary reviews selected projects for final award consistent with the merit criteria and additional considerations. In making grants, the Secretary will take such measures as to ensure a geographic distribution of funds. Pursuant to the requirement at 46 U.S.C. 54101(b)(3), the Department must award grants not later than 120 days after the date of the enactment of the appropriations act.

4. Risk Review

Prior to obligation of funds, MARAD is required to review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM.gov (see 41 U.S.C. 2313). An applicant, at its option, may review information in SAM.gov and comment on any information about itself that a Federal awarding agency previously entered. MARAD will consider any comments by the applicant, in addition to the other information in SAM.gov, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

G. Award Notices

1. Federal Award Notices

Following the evaluation outlined in section F, and after the required notice to Congress, MARAD will announce awarded projects by posting a list of selected projects at https://www.maritime.dot.gov/grants-finances/small-shipyard-grants. Pursuant to the requirement at 46 U.S.C. 54101(b)(3), MARAD shall award grants under this section not later

than 120 days after the date of the enactment of the appropriations act for the fiscal year concerned.

Following the announcement of award selection, MARAD will contact the successful applicant's point of contact listed in the SF-424 to initiate development of the grant agreement. Recipients of an award will not receive lump-sum cash disbursements at the time of announcement of award selection or obligation of funds. Instead, Small Shipyard Grant funds will reimburse recipients only after grant agreements have been executed, allowable expenses are incurred, and valid requests for reimbursement have been submitted and approved by the program contact. Small Shipyard Grant recipients must adhere to applicable Federal and programmatic requirements and follow established procedures to receive reimbursement. Before execution of a grant agreement, any MARAD-approved pre-award costs are incurred at the applicant's own risk.

H. Post-Award Requirements and Administration

1. Administrative and National Policy Requirements

(a) Administrative Requirements.

All awards must be administered pursuant to applicable Federal laws, rules, and regulations of MARAD, including the **Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 C.F.R part 200, as adopted by DOT at 2 C.F.R part 1201**. Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, U.S.C., apply to all projects receiving funds under this program, and apply to all parts of the project, whether funded with Small Shipyard Grant Program funds, other Federal funds, or non-Federal funds. MARAD will determine the period of performance for each award based on the specific project that was evaluated and selected. MARAD will administer each Small Shipyard Grant pursuant to a grant agreement with the grant recipient, that will contain the relevant general terms and conditions of award. In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, nondiscrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of DOT; and applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget. In complying with these requirements, recipients must ensure

that no concession agreements are denied, or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If MARAD determines that a recipient has failed to comply with applicable Federal requirements, MARAD may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

If MARAD determines that a recipient has failed to comply with applicable Federal requirements, MARAD may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

For projects that are eligible under the Small Shipyard Grant Program but are not eligible under DOT's other programs or projects that are eligible under multiple DOT programs, the Small Shipyard Grant Program program will determine the appropriate requirements to ensure the project is delivered consistent with program and Department goals. In particular, Executive Order 14005 directs the Executive Branch Departments and agencies to maximize the use of goods, products, and materials produced in, and services offered in, the United States through the terms and conditions of Federal financial assistance awards. If selected for an award, grant recipients must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project.

(b) Program Requirements.

(1) Domestic Preference. As expressed in Executive Order 14005, Ensuring the Future Is Made in All of America by All of America's Workers (86 FR 7475), the executive branch should maximize, consistent with law, the use of goods, products, and materials produced in, and services offered in, the United States. Funds made available under this notice are subject to the domestic preference requirements at 46 U.S.C. 54101(d)(2). Additionally, all public-entity recipients must also comply with the requirements in section 70914(a) of the Build America, Buy America Act (BABA), Public Law 117–58, in the event BABA requirements are broader than those in 46 U.S.C. 54101(d)(2).

Subject to few exceptions, these requirements state that no funds may be obligated by MARAD for this program unless each product or material purchased with these funds (including products and materials purchased by a grant recipient), and including any commercially available off-the-shelf item, is:

(i) An unmanufactured article, material, or supply that has been mined or produced in the United States; or

(ii) A manufactured article, material, or supply that has been manufactured in the United States substantially all from articles, materials, or supplies mined, produced, or manufactured in the United States.

Despite the Department's waiver of Buy America requirements for small grants that was approved on August 16, 2023,[1] MARAD will require all Small Shipyard Grant recipients, even those awarded less than $500,000 in Small Shipyard Grant funds, to comply with the above domestic preference requirements for their projects.

(2) Critical Infrastructure Security and Resilience. It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against all hazards, including both physical and cyber risks, consistent with the National Security Memorandum on Critical Infrastructure Security and Resilience (NSM-22). Each applicant selected for Federal funding must demonstrate, prior to the signing of the grant agreement, efforts to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the project. Projects that have not appropriately considered and addressed physical and cyber security and resilience in their planning, design, and project oversight, as determined by the Department and the Department of Homeland Security, will be required to do so before receiving funds.

(3) Civil Rights and Title VI. As a condition of a grant award, grant recipients should demonstrate that the recipient has a plan for compliance with civil rights obligations and nondiscrimination laws, including Title VI of the Civil Rights Act of 1964 and implementing regulations (49 CFR part 21), the Americans with Disabilities Act of 1990 (ADA), Section 504 of the Rehabilitation Act, and all other civil rights requirements and accompanying regulations. This should include a current Title VI plan, completed Community Participation Plan, and a plan to address any legacy infrastructure or facilities that are not compliant with ADA standards, as applicable. MARAD's Office of Civil Rights may work with awarded grant recipients to ensure full compliance with Federal civil rights requirements.

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[1] https://www.federalregister.gov/documents/2023/08/16/2023-17602/waiver-of-buy-america-requirements-for-de-minimis-costs-and-small-grants.

(c) Reporting

(1) Progress Reporting on Grant Activities.

Each applicant selected for a Small Shipyard Grant will be required to work with MARAD on the development and implementation of a plan to collect information and report on the project's performance with respect to the relevant long-term outcomes that are expected to be achieved through the capital project or training. Performance indicators will not include formal goals or targets, but will require analysis of post-project outcomes, which will inform the Small Shipyard Grant Program in working towards best practices, programmatic performance measures, and future decision-making guidelines.

(2) Performance and Program Evaluation

As a condition of grant award, SSG grant recipients may be required to participate in an evaluation undertaken by DOT or another agency or partner. The evaluation may take different forms such as an implementation assessment across grant recipients, an impact and/or outcomes analysis of all or selected sites within or across grant recipients, or a benefit/cost analysis or assessment of return on investment. DOT may require applicants to collect data elements to aid the evaluation. As a part of the evaluation, as a condition of award, grant recipients must agree to: (1) make records available to the evaluation contractor; (2) provide access to program records, and any other relevant documents to calculate costs and benefits; (3) in the case of an impact analysis, facilitate the access to relevant information as requested; and (4) follow evaluation procedures as specified by the evaluation contractor or DOT staff.

Recipients and subrecipients are also encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure the effectiveness of their projects and strategies. Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115-435 (2019) urges Federal awarding agencies and Federal assistance recipients and subrecipients to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means "an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency" (codified at 5 U.S.C.§ 311). For grant recipients, evaluation expenses are allowable costs (either as direct or indirect), unless prohibited by statute or regulation, and such expenses may include the personnel and equipment needed for data infrastructure and

expertise in data analysis, performance, and evaluation (2 CFR part 200). Credible program evaluation activities are implemented with relevance and utility, rigor, independence and objectivity, transparency, and ethics. (OMB Circular A-11, Part 6 Section 290).

(3) Reporting of Matters Related to Recipient Integrity and Performance

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds $10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the SAM that is made available in FAPIIS about civil, criminal, or administrative proceedings described in paragraph 2 of Appendix XII of 2 C.F.R. part 200.This is a statutory requirement under Section 872 of Public Law 110–417, as amended (41 U.S.C. 2313). As required by Section 3010 of Public Law 111–212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

I. Federal Awarding Agency Contacts

For further information concerning this notice please contact David M. Heller, Associate Administrator for Business and Finance Development, Maritime Administration, Room W21-318, 1200 New Jersey Avenue, S.E., Washington, D.C. 20590; phone: (202) 366–5737; or fax: (202) 366–6988. To ensure applicants receive accurate information about eligibility or the Program, you are encouraged to contact MARAD directly with questions.

J. Other Information

1. Protection of Confidential Business Information

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the applicant submits information that the applicant considers to be a trade secret or confidential commercial or financial information, the applicant must provide that information in a separate document, which the applicant may cross-reference from the application narrative or other portions of the application. For the separate document containing confidential information, the applicant must do the following: (1) state on the cover of that document that it "Contains Confidential Business Information (CBI)"; (2) mark each page that contains confidential information with "CBI"; (3) highlight or otherwise denote the confidential content on each page; and (4) at the end of the document, explain why the information you are submitting is CBI. DOT will

protect confidential information complying with these requirements to the extent required under applicable law. If DOT receives a Freedom of Information Act (FOIA) request for the information that the applicant has marked in accordance with this section, DOT will follow the procedures described in its FOIA regulations at 49 CFR 7.29. Only information that is in the separate document, marked in accordance with this section, and ultimately determined to be confidential under Section 7.29 will be exempt from disclosure under FOIA.

2. Publication and Sharing of Application Information

Following the completion of the selection process and announcement of awards, MARAD intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested. Except for the information properly marked as described in section J.1., MARAD may make application narratives publicly available or share application information within the Department or with other Federal agencies if MARAD determines that sharing is relevant to the respective program's objectives.

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March 28, 2025

By Order of the Executive Director in lieu of the Administrator