

**U.S. DEPARTMENT OF TRANSPORTATION
MARITIME ADMINISTRATION**

**GRANT AGREEMENT UNDER THE
FISCAL YEAR 2023 PORT INFRASTRUCTURE DEVELOPMENT PROGRAM (PIDP)**

MARAD FY 2023 PIDP Grant No. 693JF72444075

702333PIDG 2025 1AM2444075 0000150000 41010 61006600 — \$9,276,352

This agreement is between the United States Department of Transportation Maritime Administration (“**MARAD**”) and the City of Milwaukee¹ (the “**Recipient**”).

This agreement reflects the selection of the Recipient to receive a PIDP Grant for the Agricultural Maritime Export Facility – Phase 2 Project.

The parties therefore agree to the following:

**ARTICLE 1
GENERAL TERMS AND CONDITIONS**

1.1 General Terms and Conditions.

- (a) In this agreement, “**General Terms and Conditions**” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2023 Port Infrastructure Development Program Grants,” dated October 2, 2024, which is available at <https://www.maritime.dot.gov/grants-finances/federal-grant-assistance/fy-2023-pidp-general-terms-conditions-october-2-2024>. The General Terms and Conditions reference the information contained in the schedules to this agreement. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions.
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, terminating of the PIDP Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to MARAD the PIDP Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

¹ The Recipient is referred to here as “City of Milwaukee” because that is the name associated with the Recipient’s unique entity identifier, as required by 2 C.F.R. 200.211(b)(1), but the remainder of this agreement will refer to the Recipient by its legal name, “City of Milwaukee, acting by and through its Board of Harbor Commissioners as the Port of Milwaukee.”

ARTICLE 2
SPECIAL TERMS AND CONDITIONS

2.1 Subrecipient Activities. The Recipient intends to subaward certain activities of this Project to its tenant and project partner, The DeLong Co., Inc. (“DeLong”). The Recipient shall monitor and oversee all subrecipient activities and ensure full compliance with all terms of this Grant Agreement, including section 15.5. Full details of the Recipient and subrecipient responsibilities are included in the Subrecipient Agreement between the Recipient and DeLong.

**SCHEDULE A
ADMINISTRATIVE INFORMATION**

1. Application.

Application Title: Agricultural Maritime Export Facility-Phase 2

Application Date: April 28, 2023

2. Recipient's Unique Entity Identifier.

Recipient's Unique Entity Identifier: JYGKV746MNG2

3. Recipient Contact(s).

Jackie Q. Carter
Director
Port Milwaukee
2323 S. Lincoln Memorial Drive
Milwaukee, WI 53207
414-286-3511
jqcarter@milwaukee.gov

4. Recipient Key Personnel.

None.

5. MARAD Project Contact(s).

Kelly Mitchell-Carroll
Grants and Cooperative Agreements Officer
DOT – Maritime Administration
1200 New Jersey Ave, SE
Washington, DC 20590
MAR-380
W26-422
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Grant Program Manager
DOT – Maritime Administration
1200 New Jersey Ave, SE
Washington, DC 20590
MAR-510

W21-226
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david.bohnet@dot.gov

6. Payment System.

MARAD Payment System: Delphi eInvoicing System

7. Federal Award Identification Number.

Federal Award Identification Number: 693JF72444075

SCHEDULE B PROJECT ACTIVITIES

1. General Project Description.

The Project will construct two grain storage silos, make electrical service upgrades, and fund purchase of additional grain and cargo handling equipment to expand the capacity of the port to handle the movement of grain and feed commodities.

2. Statement of Work.

The Recipient, in coordination with its subrecipient, will carry out the following activities on this Project:

Component 1 – Storage Silos:

- Excavation of foundations of storage silos
- Pilings and subsurface foundation supports
- Construction of two concrete silos: each will be 70 ft. in diameter and 125-135 ft. tall, having a capacity of approximately 9,000 metric tons (mt)
- Purchase and installation of a bin unloading system
- Purchase and installation of a bin aeration
- Engineering and construction management

Component 2 – Grain and Feed Handling Equipment:

- Purchase and installation of a bucket elevator and conveyor to add second receiving line in receiving building at an additional 20,000 bushels per hour capacity
- Purchase and installation of a second conveyor across Carferry Drive at 20,000 bushels per hour
- Purchase and installation of two fill conveyors and needed support structures to fill new concrete storage structures coming from original elevator at 30,000 bushels per hour
- Purchase and installation of two unload conveyors of new storage structures that come back to original ship loading system at 40,000 bushels per hour
- Purchase and installation of spouting and accessories to match correct capacity
- Engineering and construction management

Component 3 – Electrical:

- Tie into existing electrical service
- Add new Motor Control Center Room
- Wire all new motors at 480v 3 phase
- Wire in all hazard monitoring equipment for new conveyance
- Tie into existing Programmable Logic Controller
- Construction Management

Component 4 – Rolling Equipment:

- Purchase Railcar mover
- Purchase Wheel Loader w/ bucket & forks
- Purchase Excavator w/ corn bucket

3. Documents Describing Mitigation Activities.

Document Description	Date
Section 106 Consultation Correspondence with the Ho-Chunk Nation: Ho-Chunk Nation asks that the Project stop and all necessary parties be contacted if any archaeological resources are encountered.	May 29, 2020

**SCHEDULE C
AWARD DATES AND PROJECT SCHEDULE**

1. Award Dates.

Budget Period End Date: November 16, 2026

Period of Performance End Date: November 15, 2029

2. Estimated Project Schedule.

Milestone	Schedule Date
Component 1 Storage Silos – Planned Construction Start Date	March 1, 2025
Component 1 Storage Silos – Planned Construction Substantial Completion Date	December 1, 2025
Component 2 Grain and Feed Handling Equipment – Planned Construction Start Date	April 1, 2025
Component 2 Grain and Feed Handling Equipment – Planned Construction Substantial Completion Date	December 1, 2025
Component 3 Electrical – Planned Construction Start Date	April 1, 2025
Component 3 Electrical – Planned Construction Substantial Completion Date	January 15, 2026
Component 4 Rolling Equipment – Planned Procurement Start Date	March 1, 2025
Component 4 Rolling Equipment – Planned Procurement Completion Date	December 31, 2025

3. Special Milestone Deadlines.

None.

**SCHEDULE D
AWARD AND PROJECT FINANCIAL INFORMATION**

1. Award Amount.

PIDP Grant Amount: \$9,276,352

2. Federal Obligation Information.

Federal Obligation Type: Single

3. Approved Project Budget.

Eligible Project Costs

	Component 1 Storage Silos	Component 2 Grain and Feed Handling Equipment	Component 3 Electrical	Component 4 Rolling Equipment	Total
PIDP Funds	\$6,946,071	\$1,243,561	\$486,720	\$600,000	\$9,276,352
Non- Federal Funds	\$4,964,049	\$829,040	\$324,480	\$400,000	\$6,517,569
Total	\$11,910,120	\$2,072,601	\$811,200	\$1,000,000	\$15,793,921

4. Cost Classification Table.

Cost Classification	Total Costs	Eligible Costs
Site work	\$1,409,676	\$1,409,676
Construction	\$13,384,245	\$13,384,245
Equipment	\$1,000,000	\$1,000,000
Project Total	\$15,793,921	\$15,793,921

5. Approved Pre-award Costs.

None. MARAD has not approved under this award any requests for the use of non-Federal funds under 46 U.S.C. 54301(a)(10)(B) or any pre-award costs under 2 C.F.R. 200.458. Because unapproved costs incurred before the date of this agreement are not allowable costs under this award, MARAD will neither reimburse those costs under this award nor consider them as a non-Federal cost sharing contribution to this award. Costs incurred before the date of this agreement are allowable costs under this award only if approved in writing by MARAD before being included in the Project costs and documented in this section 5. See section 18.3 of the General Terms and Conditions.

**SCHEDULE E
CHANGES FROM APPLICATION**

Scope:

No changes in scope from application.

Schedule:

The original grant application had an estimated construction completion date of August 2024, which was too optimistic. Delays in finalizing the design and finding silos that would comply with the Build America, Buy America Act led to the schedule being pushed back. The application also had a scheduled overall construction timeframe of two months. This was a typo and it should have reflected a 13-month timeframe. The new schedule accurately reflects the current design/construction criteria that uses a 13-month construction timeframe.

The table below compares the Project milestone dates.

Milestone	Application	Agreement
Planned Project Substantial Completion Date	October 1, 2024	January 15, 2026

Budget:

The Recipient originally requested \$9,476,352 in PIDP funds. However, it later secured \$200K from an outside partner and MARAD reduced the Federal award accordingly.

The table below provides a summary comparison of the Project budget.

Fund Source	Application		Schedule D	
	\$	%	\$	%
Previously Incurred Costs				
Federal Funds				
Non-Federal Funds				
Total Previously Incurred Costs				
Future Eligible Project Costs				
PIDP Funds	\$9,476,352	60%	\$9,276,352	58.7%
Other Federal Funds				
Non-Federal Funds	\$6,317,569	40%	\$6,517,569	41.3%
Total Future Eligible Project Costs	\$15,793,921	100%	\$15,793,921	100%
Total Project Costs	\$15,793,921	100%	\$15,793,921	100%

**SCHEDULE F
PIDP DESIGNATIONS**

1. Urban or Rural Designation.

Urban-Rural Designation: Urban

2. Capital or Planning Designation.

Capital-Planning Designation: Capital

3. Historically Disadvantaged Community Designation.

HDC Designation: No

4. Funding Act.

Funding Act: IJJA

5. Security Risk Designation.

Security Risk Designation: Low

SCHEDULE G
PIDP PERFORMANCE MEASUREMENT INFORMATION

Study Area: DeLong Agricultural Maritime Export Facility at Port Milwaukee

Baseline Measurement Date: March 1, 2024 – February 28, 2025

Baseline Report Date: May 1, 2025

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Vessel Calls	<p style="text-align: center;">Economic Competitiveness and Opportunity</p> <p>Measures the number of vessels calling to the Project study area. Must be reported in total and disaggregated by any of the following where applicable: vessel type (e.g., container, bulk, ro-ro, LNG), freight capacity, vessel length, or other.</p>	Quarterly
Cargo Volume	<p style="text-align: center;">Economic Competitiveness and Opportunity</p> <p>Cargo volume measures the movement of freight through the Project study area. When applicable, report the total cargo volume and the volume disaggregated by type of freight (i.e., containers in TEU and bulk in tons) or type of intermodal transport (truck or rail).</p>	Quarterly

**SCHEDULE H
CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS**

1. Consideration of Climate Change and Environmental Justice Impacts.

The Recipient states that rows marked with “X” in the following table are accurate:

	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Recipient or a project partner used environmental justice screening tools, such as the Climate & Economic Justice Screening Tool (CEJST), USDOT’s Equitable Transportation Community (ETC) Explorer, or the EPA’s EJSCREEN, to identify environmental justice communities that may be impacted by the Project to minimize adverse impacts of the Project on those communities. <i>(Identify the tool(s) in the supporting narrative below.)</i>
	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. <i>(Describe that shift in the supporting narrative below.)</i>
X	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions. <i>(Describe those strategies in the supporting narrative below.)</i>
	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both. <i>(Describe the incorporated infrastructure in the supporting narrative below.)</i>
	The Project supports the installation of electric vehicle charging stations. <i>(Describe that support in the supporting narrative below.)</i>
	The Project promotes energy efficiency. <i>(Describe how in the supporting narrative below.)</i>
	The Project serves the renewable energy supply chain. <i>(Describe how in the supporting narrative below.)</i>

	The Project improves disaster preparedness and resiliency <i>(Describe how in the supporting narrative below.)</i>
	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity. <i>(Describe how in the supporting narrative below.)</i>
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. <i>(Describe that infrastructure in the supporting narrative below.)</i>
	The Project supports or incorporates the construction of energy- and location-efficient buildings. <i>(Describe how in the supporting narrative below.)</i>
	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both. <i>(Describe the materials in the supporting narrative below.)</i>
	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.

2. Supporting Narrative.

The Project in Phase 2 utilizes demand management strategies by incorporating advanced equipment such as upright storage and enclosed conveyors, which streamline grain handling, reduce reliance on heavy machinery, and optimize the flow of commodities. This reduces congestion at the facility by allowing more efficient loading of ships, minimizes the need for rolling stock, and cuts CO2 emissions. Automation and improved reliability also enhance operational efficiency, reducing downtime and ensuring a consistent flow of products. These strategies collectively support reduced induced travel demand, lower greenhouse gas emissions, and improved safety for employees.

**SCHEDULE I
RACIAL EQUITY AND BARRIERS TO OPPORTUNITY**

1. Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.

The Recipient states that rows marked with “X” in the following table are accurate:

	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
	The Project includes new or improved walking, bicycling infrastructure, reduces automobile dependence, and improves access for people with disabilities and proactively incorporates Universal Design. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
X	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

2. Supporting Narrative.

DeLong is committed to improving racial equity and reducing barriers to opportunity through its comprehensive Equal Employment Opportunity (EEO) policy, which ensures a harassment-free, non-discriminatory workplace. The company recruits from diverse sources, including over 60 websites, walk-ins, and employee referrals, to attract candidates from various racial and ethnic backgrounds. Additionally, DeLong partners with a service that assists Mexican workers in obtaining work visas, providing them with housing and training. This initiative has successfully created opportunities for underrepresented groups and enhanced workforce diversity.

**SCHEDULE J
LABOR AND WORK**

1. Efforts to Support Good-Paying Jobs and Strong Labor Standards

The Recipient states that rows marked with “X” in the following table are accurate:

	The Recipient or a project partner has adopted the use of project labor agreements in the overall delivery and implementation of the Project. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project. <i>(Describe the use of registered apprenticeship in the supporting narrative below.)</i>
	The Recipient or a project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs. <i>(Describe the workforce development services offered by labor-management training partnerships in the supporting narrative below.)</i>
	The Recipient or a project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking. <i>(Describe the supportive services and/or cash assistance provided to trainees and employees in the supporting narrative below.)</i>
	The Recipient or a project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>

	<p>The Recipient or a project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including:</p> <ul style="list-style-type: none"> a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law; b. proactive partnerships with the U.S. Department of Labor’s Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements; c. no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements; d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin; e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and f. maintaining robust anti-retaliation measures covering employees and contractors. <p><i>(Describe the equal opportunity plan in the supporting narrative below.)</i></p>
X	<p>The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i></p>
	<p>The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i></p>
	<p>The Recipient has not taken actions related to the Project to improving good-paying jobs and strong labor standards and will not take those actions under this award.</p>

2. Supporting Narrative.

DeLong is committed to creating good-paying jobs and upholding strong labor standards by ensuring compliance with all Federal, state, and local employment laws, including those related to union membership. The company offers competitive wages, regularly reviewed through employment data surveys, and strives to attract and retain employees through fair pay and benefits. DeLong fosters a work environment free from discrimination, harassment, and retaliation and actively seeks employee feedback through annual engagement surveys to improve working conditions. The Human Resources

department ensures compliance with labor standards and addresses any concerns related to equal employment opportunities.

**SCHEDULE K
CIVIL RIGHTS AND TITLE VI**

1. Recipient Type Designation.

Recipient Type Designation: New

2. Title VI Assessment Information.

Title VI Assessment Completion Date: June 20, 2024

RECIPIENT SIGNATURE PAGE

The Recipient, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

CITY OF MILWAUKEE, ACTING BY AND THROUGH
ITS BOARD OF HARBOR COMMISSIONERS AS
THE PORT OF MILWAUKEE

Date

By: _____
Signature of Recipient's Authorized Representative

Jackie Q. Carter

Name

Port Director

Title

Countersigned:

Bill Christianson, City Comptroller

Date: _____

MARAD SIGNATURE PAGE

MARAD, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

UNITED STATES DEPARTMENT OF
TRANSPORTATION MARITIME
ADMINISTRATION

Date

By: _____
Signature of MARAD's Authorized Representative

Name

Title