

Maritime Administration FY 2024 Port Infrastructure Development Program (PIDP)



FY 2024 PIDP Program Overview for NOAA Fisheries Webinar

April 11, 2024

MMARAD

U.S. MARITIME ADMINISTRATION



■ Port Infrastructure Development Program (PIDP) Grant Opportunity

- PIDP Grants provide Federal assistance to fund eligible projects for the purpose of improving the safety, efficiency or reliability of the movement of goods through ports and intermodal connections to ports.
- \$450 million* appropriated for FY 2024 through BIL/IIJA:
 - \$112.5 million is reserved for “small projects at small ports.” A small port is defined as a coastal seaport, Great Lakes, or inland river port to and from which the average annual tonnage of cargo for the immediately preceding three calendar years from the time an application is submitted is less than 8,000,000 short tons, as determined by using U.S. Army Corps of Engineers data or data by an independent audit if the Secretary determines that it is acceptable to use such data instead of using U.S. Army Corps of Engineers data.
 - Discretionary grants awarded on a competitive basis
- Application submittal deadline is 11:59:59 E.D.T. on **May 10, 2024**.
- Applications must be submitted through www.grants.gov.

*- *Additional funding may be made available through the annual appropriations process. If so, the NOFO will be amended accordingly to announce additional funding availability.*

The PIDP statute, codified at 46 U.S.C. 54301, establishes the port and intermodal improvement program to ***improve the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports.***

- PIDP is a discretionary grant program. Awards are made by the Secretary of Transportation on a competitive basis.
- Since inception in FY 2019, program awards total more than \$2.1 billion
- \$450,000,000 is appropriated for FY 2024 through BIL/IIJA
- Application evaluations include statutory and non-statutory criteria
- Applications must be submitted through www.grants.gov.

- **Changes from FY 2023:**

- **Clarifies that Seafood and seafood-related businesses are eligible for PIDP funding**
- Clarifies how MARAD will determine that an applicant qualifies as a Small Port
- Clarifies eligibility of projects for shore power
- Strategic seaport definition and discretion for award selection
- Adds rating rubrics for the statutory merit criteria
- Cost-effectiveness determination is waived for large projects in noncontiguous States and U.S. territories
- Updates guidance related to the factors reviewers will consider in project readiness evaluations
- Updates guidance related to Selection Considerations based on Departmental priorities (Climate Change and Sustainability, Equity and the Justice40 Initiative, and Workforce Development, Job Quality, and Wealth Creation)
- Prohibits Federal funding to an entity that uses the LOGINK logistics platform

■ Federal Award Information

- Guidance on Federal Award Information is in Section B of the Notice of Funding Opportunity (NOFO)
- Award size.
 - No minimum award size. No maximum award size (but see “Restrictions on Funding” below).
- Restrictions on Funding.
 - A maximum of \$112.5 million can be awarded for projects in any one state.
 - Small Projects at Small Ports.
 - \$112.5 million is reserved for small projects at small ports
 - No single grant award may be more than 10% (\$11.25 million) of this amount.
 - No more than \$11.25 million may be used for development phase activities.
 - Not more than \$33.75 million of the funds not reserved for small projects at small ports may be awarded for development phase activities for large projects that do not result in construction.

Federal Award Information for FY 2024, cont'd

Small Ports and Small Projects at Small Ports

Small Port – A coastal seaport, Great Lakes, or inland river port to and from which the average annual tonnage of cargo for the immediately preceding three calendar years from the time an application is submitted is less than 8,000,000 short tons, as determined by using U.S. Army Corps of Engineers data or data by an independent audit if the Secretary determines that it is acceptable to use such data instead of using U.S. Army Corps of Engineers data. When using U.S. Army Corps of Engineers data to determine whether the applicant qualifies as a Small Port, MARAD will use data that is specific to the eligible applicant. *If an eligible applicant provides data by an independent audit, MARAD will use such data if it is a reasonable substitute for U.S. Army Corps of Engineers data.*

Small Project at a Small Ports – A project at small port requesting less than or equal to \$11.25 million in Federal funding assistance through the FY 2024 PIDP.

Note on cost-effectiveness: Cost-effectiveness determinations (Benefit-Cost Ratio greater than 1) do not apply to Small Projects at Small Ports or to projects in non-contiguous States or territories. BUT, if Small Port proposes a project utilizing more than **\$11.25 million** in Federal assistance, that project **will be considered a Large Project** and the **cost-effectiveness determination will apply** (in contiguous states only).

Eligible Applicants

- A State or political subdivision of a State or local government;
- An Indian Tribe or consortium of Indian Tribes;
- A public agency or publicly chartered authority established by one or more States;
- A special purpose district with a transportation function;
- A multistate or multijurisdictional group of entities; or
- A lead entity described above jointly with a private entity or group of private entities (including the owners or operators of a facility, or collection of facilities, at a port).

Joint Applications

- If submitting a joint application, applicants must identify in the application the eligible lead entity as the primary point of contact and identify the primary recipient of the award.
- The applicant that will be responsible for financial administration of the project must be an eligible lead entity described above (i.e., not a private entity).
- Joint applications should include a description of the roles and responsibilities of each entity.

Eligible Projects shall be located either within the boundary of a port, or outside the boundary of a port and directly related to port operations or to an intermodal connection to a port.

Eligible projects must improve the safety, efficiency, or reliability of:

- (I) the loading and unloading of goods at the port; such as for marine terminal equipment;
- (II) the movement of goods into, out of, around, or within a port; such as for highway or rail infrastructure, intermodal facilities, freight intelligent transportation systems, and digital infrastructure systems;
- (III) operational improvements, including projects to improve port resilience; or
- (IV) environmental and emissions mitigation measures, including projects for—
 - a) port electrification or electrification master planning;
 - b) harbor craft or equipment replacements or retrofits;
 - c) development of port or terminal microgrids;
 - d) provision of idling reduction infrastructure;
 - e) purchase of cargo handling equipment and related infrastructure;
 - f) worker training to support electrification technology;
 - g) installation of port bunkering facilities from ocean-going vessels for fuels;
 - h) electric vehicle charging or hydrogen refueling infrastructure for drayage and medium or heavy-duty trucks and locomotives that service the port and related grid upgrades; or
 - i) other related port activities, including charging infrastructure, electric rubber-tired gantry cranes, and anti-idling technologies.

(V) port and port-related infrastructure that supports seafood and seafood-related businesses, including the loading and unloading of commercially harvested fish and fish products, seafood processing, cold storage, and other related infrastructure.

Eligible projects (cont'd)

Eligible projects also include projects to provide **shore power** at a port that services:

- Passenger vessels described in section 3507(k) of title 46, United States Code; and
- Vessels that move goods or freight.

(Note: In FY2024, shore power projects shall be treated as satisfying the primary PIDP statutory purpose of improving the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports.)

Development phase activities (including planning, feasibility analysis, revenue forecasting, environmental review, permitting, and preliminary engineering and design work) and port planning activities are eligible if the activities support one of the eligible project types listed.

- Funding will be prioritized for projects that will move into the construction phase within the grant's performance period.
- Applications for development phase activities are subject to an economic vitality analysis (either a small projects at small ports analysis or BCA for large projects).
- Under the FY 2024 PIDP, if an application includes right-of-way acquisition, the project will be considered a capital project.

Ineligible Projects

- Vessel construction, reconstruction, reconditioning, or purchase, *unless* the Secretary determines such a vessel is necessary for an environmental and emissions mitigation project (see NOFO Section C.3.a.(IV), AND is not receiving assistance under 46 U.S.C. chapter 537
- Projects within a small shipyard;
- Improvements to Federally owned facilities; or
- Fully automated cargo handling equipment or the installation of terminal infrastructure that is designed for fully automated cargo handling equipment:
 - If the Secretary determines such equipment would result in a net loss of good jobs or reduction in the quality of jobs within the port or port terminal.
 - In general, fully automated cargo handling systems transfer materials without the need, or with a significantly reduced need, for human assistance are ineligible.
 - Applicants who propose projects that include the acquisition of automated cargo handling equipment must provide the information outlined in Section C.3.a. of the NOFO.

Submission date

- Application submittal deadline is 11:59:59 E.D.T. on **May 10, 2024**.
- Grant applications must be submitted through Grants.gov.

Eligible applicants must be registered in SAM.gov and have a valid Unique Entity Identification (UEI) number.

Content and form of submission

- Standard Form 424 (Application for Federal Assistance)
- Project narrative (30 page maximum, excluding cover page and table of contents)
- Recommended to include:
 - Budget Information for Construction Programs (SF-424C)
 - Attachments Form (if attachments)
 - Available in the Grants.gov opportunity listing
 - Suggested order of attachments (see footnote 11 of the NOFO)

Project Description

- Include a concise description of the project, the challenges it is intended to address and how it will address those challenges.
- Use this section to put the project in a broader context: How does it relate to other capital development initiatives the applicant is pursuing? Does it support or enhance other projects in the area (in particular, other Federal investments)?

Project Location

- Describe the project location precisely
 - Consider including maps and other geospatial data (GIS coordinates in Lat/Long decimal format are recommended) so that the reviewer can understand how it connects to existing infrastructure.
- Identify the project location:
 - Is it in a Historically Disadvantaged Community?
 - Is it in a rural or urban area?
 - Is it at a coastal seaport, Great Lakes port, or inland river port?
 - Is it a small project at a small port?

Grant Funds, Sources and Uses of Project Funds

- At a minimum, this section should include:
 - Project costs;
 - Sources and amount of funds;
 - Documentation of non-Federal funding commitments;
 - Information on the required non-Federal match for Federal funds;
 - A budget that shows how each source of funds will be spent; and
 - Any expenses proposed during the period between grant award announcement and obligation that the project sponsor intends to request MARAD pre-award approval for pursuant to 46 USC 54301(a)(10)(B) or 2 CFR 200.458.

Summary of the Evaluation Criteria

Merit Criteria

- Achieving Safety, Efficiency, or Reliability Improvements;
- Supporting Economic Vitality;
- Leveraging Federal Funding; and
- Port Resilience.

Selection Considerations

- Climate Change and Sustainability;
- Equity and Justice⁴⁰; and
- Workforce Development, Job Quality, and Wealth Creation.

Additional Considerations

- Project Readiness
 - Technical Capacity; and
 - Environmental Risk.

Statutory Determinations

- 1. The project improves the safety, efficiency or reliability of the movement of goods through a port or intermodal connection to the port.**
- 2. The project is cost effective.**
 - To be considered cost effective, large projects must demonstrate a BCR greater than 1.0
 - This determination does not apply to small projects at small ports. It also does not apply to projects in noncontiguous states or territories.
- 3. The eligible applicant has the authority to carry out the project.**
 - Include a citation of authority
- 4. The eligible applicant has sufficient funding available to meet the matching requirements.**
 - Application shows sufficient funding, dedicated to the proposed purposes, and available in a timely manner to meet matching requirements
- 5. The project will be completed without unreasonable delay.**
 - Whether the project is reasonably expected to begin construction within 18 months of funds obligation (that is, date of the grant agreement)
 - Whether the project will be fully completed within 5 years of obligation
- 6. The project cannot be easily and efficiently completed without Federal funding or financial assistance.**
 - An assessment of impacts on the project if Federal funding or financial assistance is not available

Grants are reimbursement grants

- Notice of selection for award is NOT authorization to begin performance
- MARAD written pre-approval is required if a grantee wishes to begin expending non-Federal funds before grant agreement execution.
- Reimbursement occurs after: (1) grant agreement executed; (2) allowable expenses incurred; and (3) valid request for reimbursement submitted.

Administrative and National Policy Requirements

- Grants are administered in accordance with the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards (2 CFR Part 200)
- Other requirements to keep in mind: Build America, Buy America Act; Federal prevailing wage rate requirements, and Title VI of the Civil Rights Act.
- For an insight into requirements, see prior-year terms and conditions documents here . . . www.maritime.dot.gov/grants/federal-grant-assistance/federal-grant-assistance

Date	Milestone
March – April	Webinars on PIDP funding opportunity (How to Apply, BCA, Small Projects at Small Ports, Project Readiness)
April 5, 2024	Suggested deadline for applicants to verify registration in SAM.gov (e-Business POC, UEI, etc.)
May 1, 2024	Final date to submit questions (PIDPgrants@dot.gov)
May 10, 2024 at 11:59:59 pm EDT	Application deadline Submit applications through grants.gov no later than the deadline
November 2024	Anticipated notice of selections
September 30, 2027	Deadline for grant agreement and obligation of funds

Several webinars and supporting slides are available on the PIDP webpage:

The “*How to Apply*” webinar was held on March 11, 2024

The “*Preparing a Benefit-Cost Analysis for a Large Project*” webinar was held on March 18, 2024

The “*Economic Vitality: Small Projects at Small Ports*” webinar was held on March 28, 2024,

The “*Project Readiness*” webinar was held on April 3, 2024

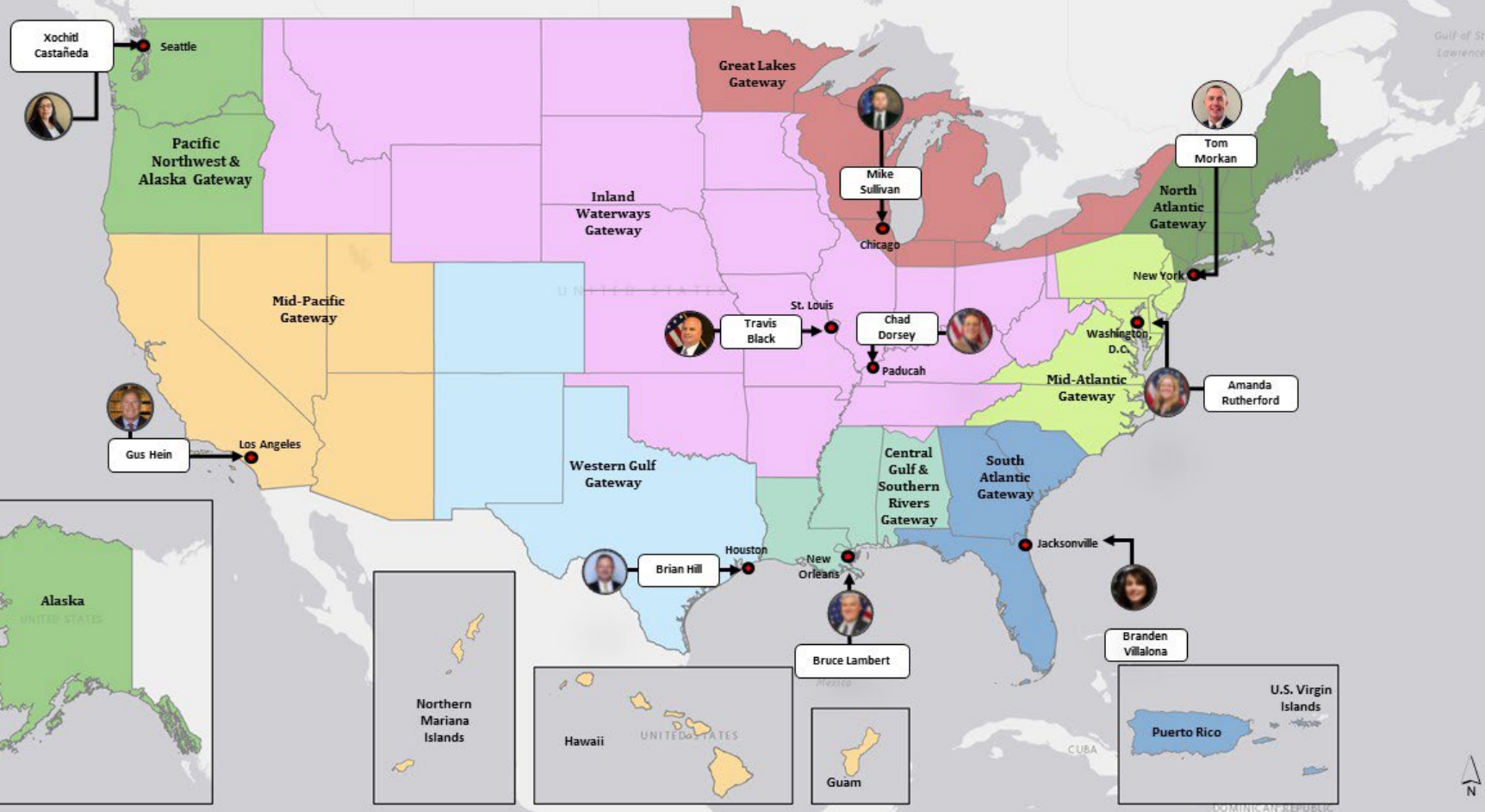
<https://www.maritime.dot.gov/office-port-infrastructure-development/port-and-terminal-infrastructure-development/2020-port>

If you have questions about the program, please email them to:

[**PIDPgrants@dot.gov**](mailto:PIDPgrants@dot.gov)

<https://www.maritime.dot.gov/about-us/gateway-offices/gateway-offices>

Maritime Administration Gateway Region Offices



Gateway Office Directors

North Atlantic: Tom Morkan

Mid-Atlantic: Amanda Rutherford

South Atlantic: Branden Villalona

Great Lakes: Robert (Mike) Sullivan

Inland Waterways - St. Louis: Travis Black

Inland Waterways - Paducah: Chad Dorsey

Central Gulf and Southern Rivers: Bruce Lambert

Western Gulf: Brian Hill

Mid-Pacific: Gus Hein

Pacific Northwest: Xochitl Castañeda

Port Infrastructure Development Program Grants Webpage:

<https://www.maritime.dot.gov/PIDPgrants>

Department of Transportation Benefit-Cost Analysis Guidance (2024 Update):

<https://www.transportation.gov/office-policy/transportation-policy/benefit-cost-analysis-guidance>

Urban-Rural Census Link

<https://www.transportation.gov/rural/eligibility>.

Historically Disadvantaged Communities

<https://screeningtool.geoplatform.gov/en>