

Maritime Administration FY 2024 Port Infrastructure Development Program (PIDP)



FY 2024 PIDP How to Apply Webinar

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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.*

Notice of Funding Opportunity (NOFO) Outline

A. Program Description

- Program overview, changes from 2024, definitions

B. Federal Award Information

- Amount available, award size, restrictions, availability of funds, previous PIDP awards

C. Eligibility Information

- Eligible applicants, eligible projects, cost sharing, project components, application limit

D. Application and Submission Information

- Application instructions, content and format of application, UEI and SAM, submission dates, funding restrictions, submission requirements

E. Application Review Information

- Merit criteria, selection considerations, project readiness, statutory determinations, review process

F. Federal Award Information

- Administrative and National policy requirements, program requirements, and reporting requirements

G. Federal Awarding Agency Contacts

- Email address, phone number, website debriefs

H. Other Information

- Confidential business information, publication and sharing of application information

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.

■ 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)

Availability of Funds

- Goal is to obligate funds not later than September 30, 2027. Obligation occurs upon execution of a written grant agreement.
- Various administrative requirements, including transportation planning and environmental reviews, must be completed before a grant agreement can be executed.
- Goal is to expend funds within five years after obligation.
- A project's likelihood to be ready for obligation of funds by September 30, 2027 and the ability to liquidate these obligations within five years of obligation will be considered during the review process (readiness factor).

Previous PIDP awards

- Previous PIDP grant recipients may apply for funding to support additional phases of a project previously awarded funding. However, **to be competitive**, the applicant should show how the previously funded project met scope, schedule, and budget milestones and how the new phase will impact project benefits.

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.

Cost Sharing and Matching

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In general, Federal share may not exceed 80 percent of the cost of the project.

- The Secretary may waive that requirement for grants awarded to (1) a project located in a rural area or (2) for a Small Project at a Small Port.

The application must demonstrate sources of non-Federal funds being committed to the project. Applicants must provide documentation that the matching funds are committed prior to the obligation of funds for the project.

Matching funds may be:

- State funds, local funds, or private funds.
 - TIFIA or RRIF loans if the loan is repayable from non-Federal funds.
- Matching funds may not:
- Be counted as the non-Federal share for both this program and another Federal grant program unless otherwise authorized by statute.
 - Consist of previously-incurred costs or previously-expended funds unless first approved by DOT in writing after award announcement.

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.

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