

Maritime Administration FY 2023 Port Infrastructure Development Program (PIDP)



FY 2023 PIDP How to Apply Webinar

Questions during the presentation? Email: PIDPGRANTS@DOT.GOV

Bipartisan Infrastructure Law

- Appropriates \$450M for FY 2023
- No specific set aside for coastal seaports or Great Lakes ports
- No minimum grant size

Consolidated Appropriations Act, 2023

- Appropriates \$212,203,512 for FY 2023
- Not less than \$187,203,512 shall be for coastal seaports or Great Lakes ports.
- Minimum grant award is \$1,000,000

\$662,203,512* total appropriated for FY 2023.

*Up to two percent of this funding may be retained for grant administration and oversight as permitted under 46 U.S.C. 54301(a)(11)(A).

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Notice of Funding Opportunity (NOFO) Outline

A. Program Description

- Program overview, changes from 2022, 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, domestic preference, 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

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Sections A, B, C of the NOFO

Program, Award, and Eligibility Information

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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 \$1.4 billion
- \$662,203,512 is appropriated for FY 2023
- Application evaluations include statutory and non-statutory criteria
- Changes from FY 2022 – Updated selection considerations include:
 - Climate Change and Sustainability;
 - Equity and Justice⁴⁰; and
 - Workforce Development, Job Quality, and Wealth Creation
- Application submittal deadline is 11:59 p.m. EDT on **April 28, 2023.**
- Applications must be submitted through www.grants.gov.

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Federal Award Information for FY 2023

- Amount Available - \$662,203,512
- Minimum Award size - No minimum under BIL. \$1M minimum under the FY 2023 appropriations.
- No general maximum award size, but see “Restrictions on Funding” below).
- Restrictions on Funding
 - A maximum of \$165,550,878 can be awarded for projects in any one state.
 - At least \$187,203,512 of FY 2023 annual appropriation amount is reserved for coastal seaports or Great Lakes ports.
 - \$165,550,878 is reserved for Small Projects at Small Ports.
 - No more than \$16,555,087.80 of the funds reserved for Small Projects at Small Ports may be used for development phase activities.
 - Awards to Small Projects at Small Ports may not exceed \$11.25 million each.
 - Not more than \$49,665,263.40 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.

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Federal Award Information for FY 2023, 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 during the 3 calendar years immediately preceding the time of application is less than 8,000,000 short tons as determined by U.S. Army Corps of Engineers data for the statistical area in which the project is located. MARAD may accept an independent certification of tonnage statistics only in those cases where U.S. Army Corps of Engineers statistical data is not available. For joint applications, MARAD will use the status of the lead (eligible) applicant when determining whether the project is for a small port.

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 2023 PIDP.

Note on cost-effectiveness: Cost-effectiveness determinations (Benefit-Cost Ratio greater than 1) generally 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 **\$11.25 million or more** in Federal assistance, that project **will be considered Large Projects** and the **cost-effectiveness determination will apply** (in contiguous states only).

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Federal Award Information for FY 2023 (cont'd)

Availability of Funds

- Goal is to obligate funds not later than September 30, 2026. 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, 2026 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.

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Eligible Applicants

- A port authority, a commission or its subdivision or agent under existing authority;
- A State or political subdivision of a State or local government;
- An Indian Tribe;
- 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 must include a memorandum of understanding as an attachment signed by all the entities that includes a description of the roles and responsibilities of each entity.

Cost Sharing and Matching

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 and will be available prior to the obligation of funds for the project.

Matching funds may be:

- State funds, local funds, or private funds.
- TIFIA or RRIF loans as long as 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. (***Slightly different rules for small projects at small ports.***)

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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.

Eligible projects (cont'd)

In FY 2023, 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: Shore power projects must still meet 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 only development phase activities will be less competitive than capital grants.
- 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).

Ineligible Projects

- Vessel construction;
 - Exceptions (require a Secretarial determination):
 - » Must be used to improve the safety, efficiency or reliability of environmental and emissions mitigation measures (see NOFO Section C.3.A(IV)); and
 - » Cannot also be 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.

Project Components (See Section C.3 of the NOFO)

Application may describe a project that contains multiple components. But the multiple components must have a relationship between them.

- The Department may award funds for a component, instead of the larger project, if that component:
 - Independently meets all eligibility requirements;
 - Independently aligns well with the selection criteria; and
 - Meets NEPA requirements with respect to independent utility.

Projects that include right-of-way acquisition are considered capital projects and should include a timeline for construction.

Each eligible applicant may submit no more than one application.

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Section D of the NOFO

Application and Submission Information

(How to Apply)

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Submission date

- Due by 11:59 pm EDT on Monday, April 28, 2023.
- Grant applications must be submitted through Grants.gov.

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 12 of the NOFO)

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How to Organize the Project Narrative

- Cover Page (discussed in D.2.a. of the NOFO)
- Project Description (discussed in D.2.b.)
- Project Location (D.2.c.)
- Grant Funds, Sources and Uses of Project Funds (D.2.d.)
- Merit Criteria (D.2.e.)
- Selection Considerations (D.2.f.)
- Project Readiness (D.2.g.)
- Domestic Preference (D.2.h.)
- Statutory Determinations (D.2.i.)

Footnote 12 on page 19 of the NOFO includes additional information regarding the suggested order for submission of supporting information and documents.

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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 (a location file is required for FY 2023)
 - Consider including maps and other geospatial data so that the reviewer can understand how it connects to existing infrastructure.
- Identify the project location:
 - Is it in a Historically Disadvantaged Community or in a community development zone (such as a qualified Opportunity Zone, Empowerment Zone, Promise Zone, or Choice Neighborhood)?
 - Is it in a rural or urban area (based on 2010 Census)?
 - Is it at a coastal seaport, Great Lakes port, or inland river port?
 - Is it a small project at a small port?

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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 sponsor intends to request DOT approval for pursuant to 46 USC 54301(a)(10)(B).

Summary of the Evaluation Criteria

Merit Criteria

- Achieving Safety, Efficiency, or Reliability Improvements;
- Supporting Economic Vitality;
- Leveraging Federal Funding; and
- Improving 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.
- Domestic Preference.

Statutory Determinations

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Merit Criteria – Achieving Safety, Efficiency, or Reliability Improvements

Demonstrated through one or more of the following:

1. Safety Improvements

- Protects those in the port from safety risks.
- Reduces fatalities and/or serious injuries related to port operations.
- Incorporates specific safety improvements part of a documented risk reduction mitigation strategy and that have port-wide impact.

2. Efficiency Benefits;

- Whether and how the project improves cargo throughput at a port.

3. Reliability Improvements

- Whether and how the project incorporates reliability enhancements that improve the dependability of cargo operations.

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Economic Vitality – Large Project Benefit-Cost Analysis (BCA)

- In the narrative, summarize the results of the applicant's analysis of the BCA of the project.
- The BCA itself should be submitted as an appendix to the project narrative. Among other things, the appendix:
 - should identify present value estimates of project's benefits and costs (relative to a no-build baseline);
 - may include other categories of benefits that are more difficult to quantify;
 - should tie all benefits to the expected outcomes of the project; and
 - should include the full costs of developing, constructing, operating and maintaining the project.

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Economic Vitality – Small Projects at Small Ports

- By statute, a BCA for small projects at small ports is not required.
- Instead, the economic vitality of a small project at a small port is evaluated against three criteria:
 - How the project improves the economic advantage of the port;
 - How the project contributes to freight transportation at, around, and through the port; and,
 - How the project helps overcome the competitive disadvantage of the port.
- Section D.2.e.(2)(b) of the NOFO identifies what an applicant should consider including in its narrative.
- MARAD will consider all relevant information provided, such as business plans, construction plans, engineering studies, feasibility studies, investor prospectuses, mobility studies and third-party reports.
 - However, if an applicant includes any of these items, it is important to identify in the narrative how they support one (or more) of the statutory criteria identified above.

Leveraging of Federal Funding

- Include information that identifies how the applicant has worked to improve non-Federal leverage, such as the role project partners will play in funding the project and any unique funding arrangements the applicant has pursued to increase the amount of non-Federal funding for the project.

Port Resilience

- Applicants should identify specifically how the project will improve port resilience (see definitions) with respect to a natural or human-induced physical event or trend or physical impact that may cause: loss of life, injury, or other health impacts; damage and loss to property, infrastructure, or livelihoods; and the ability of the port to sustain its role in the local, regional, or national supply chain.
- Applicants are encouraged to align project elements with: established State, local, or regional Comprehensive Plans; Climate Action Plans; Resilience Assessment Tools; or other planning, policy, or engineering tools that incorporate resilience concepts and mitigation techniques.
- The DOT Climate Action Plan may serve as a useful resource for applicants in developing the port resilience section of the application, but the preference is for applicants to utilize State, local, or regional resilience assessment and mitigation resources where possible and describe any alignment with the DOT Climate Action Plan.

Selection Considerations

Climate Change and Sustainability

Discuss planning and policy components and project elements related to Climate Change and Sustainability to include environmental justice. This selection consideration should be addressed on two levels:

1. Planning and Policy Components – Planning and policy examples may include, for instance, alignment with a climate action plan, incorporation of an energy baseline study, or utilization of environmental justice planning tools.
2. Project Elements - Project elements may include those components that mitigate or reduce the impacts of climate change, improve sustainability, and/or address environmental justice. Examples include reducing net emissions, incorporation of zero-emissions technology, inclusion of energy demand management technologies, or positive impacts on environmental justice communities.

Selection Considerations

Equity and Justice⁴⁰

MARAD will consider the extent to which projects advance equity and Justice 40 to promote fairness and opportunity. Applicants should demonstrate how the project will create proportional impacts to all populations in a project area, increase equitable access to project benefits, and provide meaningful public engagement.

This selection consideration is addressed on two levels:

1. Equity – Examples may include, for instance: equity-focused policies; a racial equity impact analysis; equity and inclusion plans/programs; policies related to procurement, material sourcing, construction, and inspection; or activities that ensure equity for all.
2. Justice 40 – How the project considers the benefits and potential burdens a project may create; who would experience the benefits and potential burdens and how both will be measured over time; commits to a meaningful public involvement process; and benefit to underserved/Historically Disadvantaged Communities.

This section can also describe any compliance reviews, external lawsuits, investigations, or complaints alleging discrimination, of any kind, occurring in the last five years. Or the lack thereof.

Selection Considerations

Workforce Development, Job Quality, and Wealth Creation

Demonstrate how the project will create good-paying jobs with the chance to join a union in project construction; incorporate strong labor standards, such as through the use of project labor agreements; promote investments in high-quality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs or registered apprenticeships, with a focus on women, people of color, and others who are underrepresented in infrastructure jobs and implement hiring policies and workplace cultures to promote the entry and retention of underrepresented populations.

A project can demonstrate this through:

- Project labor agreements;
- Registered apprenticeship positions;
- High-quality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs or registered apprenticeships;
- Tracking and publication of relevant workforce data, including information demonstrating that employment opportunities are available to historically underserved workers in their communities;
- Identification of training programs that incorporate diversity;
- Local inclusive economic development and entrepreneurship support such as the utilization of Disadvantaged Business Enterprises, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms; and/or
- Consistency with State, regional, or local comprehensive plan elements that promote equal opportunity and a commitment to equal opportunity.

Additional Considerations

Project Readiness - Project readiness encompasses two elements: Technical Capacity and Environmental Risk.

Technical capacity:

- Prior experience working with funding agencies on Federal grant projects and/or previous experience delivering projects of similar complexity
- Details on the applicant's project management team
- Feasibility of the project and how it will comply with applicable Federal requirements.
- Detailed project schedule that identifies all major project milestones
- Technical project risks and mitigation strategies

Environmental risk:

- Project schedule and information showing that project will begin construction in timely manner, consistent with all applicable local, State, and Federal requirements, which should identify:
 - » All major project milestones
 - » NEPA or environmental review status
 - » Other required approvals or permits from other agencies
- Environmental risks and any related mitigation strategies
- Describe any prior consultation with MARAD's Office of Environmental Compliance

Additional Considerations

Build America, Buy America Requirements

No PIDP funds may be awarded unless:

- (1) all iron and steel used in the project are produced in the United States—this means all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States;
- (2) all manufactured products used in the project are produced in the United States—this means the manufactured product was manufactured in the United States; and the cost of the components of the manufactured product that are mined, produced, or manufactured in the United States is greater than 55 percent of the total cost of all components of the manufactured product; and
- (3) all construction materials are manufactured in the United States—this means that all manufacturing processes for the construction material occurred in the United States.
 - (1) Includes items such as:
 - (1) Non-ferrous metals, plastic and polymer-based products, glass (including optic glass), lumber, drywall.

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Additional Considerations

Domestic Preference

Applicants should:

- Include a description of whether all iron, steel, construction materials, and manufactured products that will be used in the project are produced in the U.S.
- Include an assessment of whether items to be used in the project might require a waiver of the program's domestic content provisions (See Section D.2.h. of the NOFO)

Applications should also include a discussion of steps applicants have taken or planned future efforts to maximize the use of domestic items in constructing the project.

Failure to address domestic content compliance or describe a plan to maximize domestic content can affect whether an application is considered competitive for an award.

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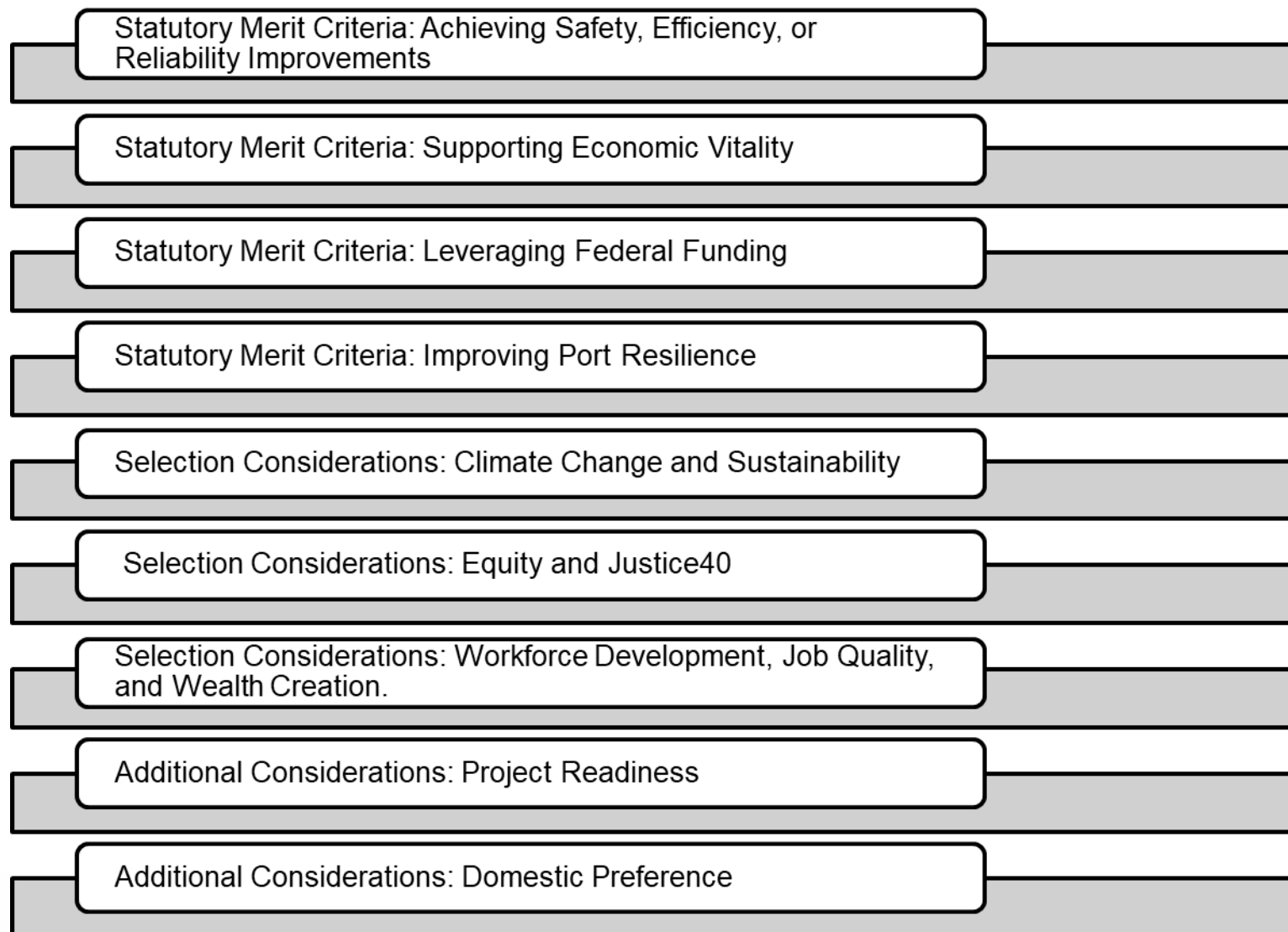
Statutory Determinations

- To be selected for an award, each application must satisfy six statutory determinations. The project narrative must include enough information so that reviewers can assess whether an application meets the determinations listed below.
- Specific suggestions about what to include in the narrative are included in Section D.2.h. of the NOFO.
- The six determinations are . . .
 - The project improves the safety, efficiency or reliability of the movement of goods through a port or intermodal connection to the port.
 - The project is cost effective. (This does not apply to a small project at a small port. It also does not apply to projects in noncontiguous states or territories funded under the FY 2023 Appropriations Act.)
 - The eligible applicant has the authority to carry out the project.
 - The eligible applicant has sufficient funding available to meet the matching requirements.
 - The project will be completed without unreasonable delay.
 - The project cannot be easily and efficiently completed without Federal funding or financial assistance available to the project sponsor.

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Section E of the NOFO Application Review Information

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MERIT CRITERIA

Achieving Safety, Efficiency, or Reliability Improvements

Demonstrated by one or more of the following improvements that are direct or data-driven:

1. Safety Improvements

- Protects those in the port from safety risks.
- Reduces fatalities and/or serious injuries related to port operations.
- Incorporates specific safety improvements as part of a documented risk reduction mitigation strategy and that have port-wide impact.

2. Efficiency Benefits;

- Whether and how the project improves cargo throughput at a port (such as improvements in vessel dwell times, truck turn times, capacity, throughput).

3. Reliability Improvements

- Whether and how the project incorporates reliability enhancements that improve the dependability of cargo operations.

High – Project produces significant improvements in all three areas.

Medium – Project produces significant improvements in two areas.

Low – Project improves at least one area.

Non-Responsive – Project does not improve or negatively impacts areas.

MERIT CRITERIA

Economic Vitality – Large Projects

- Evaluators will independently assess Benefit-Cost Analysis (BCA) material submitted by applicants, relying on quantitative, data-supported analyses.
- Projects will be grouped into ranges by benefit-cost ratio (BCR), as calculated by the DOT review team.

Applicants seeking funding for projects located in noncontiguous states or territories that meet the definition of a large project may want to consider submitting a BCA. (They are not required to do so, however.)

- Doing so will enable the project to be considered for funding under both BIL and the FY 2023 Appropriations Act.

High – Benefits exceed cost with a BCR of at least 1.5

Medium-High – Project benefits will exceed costs

Medium – Project benefits are likely to exceed costs

Medium-Low – Costs are likely to exceed benefits

Low – Costs will exceed benefits

MERIT CRITERIA

Economic Vitality - Small Projects at Small Ports

Evaluators will consider three criteria:

- Impacts on economic advantage
 - How the project enhances the economic advantage of the port, such as by capitalizing on or creating economies of scale, overcoming barriers to entry or creating more efficient access for labor, resources and customers.
- Contribution to freight transportation at the port
 - How the project improves the process of transporting commodities and improves positive externalities and/or overcomes negative externalities.
- The competitive disadvantage of the port
 - How the project will improve the port's competitive position.

High – Improves economic advantage, freight transport, and competitive advantage

Medium – Improves two of the three factors

Low – Improves only one factor

Non-Responsive – Does not improve any of the three factors

MERIT CRITERIA

Leverage of Federal funding

- To maximize the impact of PIDP awards, MARAD seeks to leverage PIDP funding with non-Federal contributions.
- Ratings will be based on the calculated non-Federal share of the project's future eligible project costs.
- MARAD will sort project applications' non-Federal leverage percentage from high to low using a quintile calculation based on all applications:
 - 80th percentile and above receive the highest rating;
 - 60th-79th percentile receive the second highest rating;
 - 40th-59th receive the third highest rating;
 - 20th-39th receive the fourth highest rating; and
 - 0-19th receive the lowest rating.

MERIT CRITERIA

Improving Port Resilience

- An assessment of the project's impact on the resiliency of port operations, including the types of events and operational disruptions that the port could be prepared to meet following implementation of a project.
- Projects are evaluated on whether (and how well) they enhance the port's ability to withstand weather-related events and human-caused emergencies and supply chain systems.

High – Significantly advances a port's resilience to weather/climate and human-caused emergencies and positively impact the supply chain.

Medium – Advances resilience to either weather/climate or human-caused emergencies and positively impacts the supply chain. Or advances weather/climate and human-caused emergencies resilience w/ no supply chain impact.

Low – Advance either weather/climate or human-caused emergencies resilience w/ no supply chain impact.

Non-Responsive – Does not advance resilience or has a negative effect on resilience.

SELECTION CONSIDERATIONS

Climate Change and Sustainability - MARAD will consider the extent to which projects address climate change and sustainability, to include environmental justice, and may prioritize those projects that receive higher ratings under this selection consideration.

A project can demonstrate this through:

- **Planning and policy components:** evidence of climate change, sustainability, or environmental justice considerations in project planning or organizational policies.
- **Project Elements:** evidence that the project includes a component (or components) that directly impact climate change or environmental justice.

High – Incorporates climate change, sustainability, and environmental justice in both planning/policy and project elements.

Medium – Incorporates climate change, sustainability, and environmental justice in either planning/policies or project elements.

Low – Incorporates climate change, sustainability, or environmental justice (but not all) in planning/policies or project elements.

Non-Responsive – Fails to substantively address this criterion in either planning/policies or project elements or has a negative impact.

SELECTION CONSIDERATIONS

Equity and Justice – MARAD will consider the extent to which projects advance equity and Justice to promote fairness and opportunity and may prioritize those projects that receive higher ratings under this selection consideration.

MARAD reviewers will assess how an applicant's planning activities and project components support advancements in equity as described in Section D of the NOFO which include equity focused policies and related project initiatives; support of workforce training programs; and meaningful project-related public engagement.

High – Robustly addresses equity-focused policies and related project initiatives, supports workforce training programs and facilitates meaningful project-related public engagement.

Medium – Robustly addresses two of those three areas.

Low – Addresses only one of those three areas.

Non-Responsive – Does not address any of the areas or has a negative impact on equity.

SELECTION CONSIDERATIONS

Workforce Development, Job Quality, and Wealth Creation – MARAD will consider the extent to which projects support the creation of good-paying jobs with the free and fair choice to join a union and the incorporation of strong labor standards and training and placement programs, especially registered apprenticeships, and may prioritize those projects that receive higher ratings under this selection consideration.

High – Strong organizational commitment to advancing workforce development, job quality, and wealth creation.

Medium – Addresses workforce development, job quality, and wealth creation to some degree.

Low – Only partially addresses workforce development, job quality, and wealth creation.

Non-Responsive – Does not address this criterion.

Project Readiness

- Evaluators will consider significant risks to successful completion of the project.
- Risks might include: environmental approvals, permitting, technical feasibility of the project, funding constraints, applicant's capacity to manage the project.
- Applications should include a discussion of all risks and achievable risk mitigation strategies.

An applicant's lack of previous experience with Federally funded grants will not disqualify a project from consideration.

Overall readiness ratings are based on the poorest rating earned in either Technical Capacity or Environmental Risk categories. (**High Risk, Moderate Risk, Low Risk**).

Domestic Preference

- Whether iron, steel, construction materials, and manufactured products to be used in the project are produced in the U.S.
- Whether the applicant provides a plan to maximize domestic content, particularly if the project may require a waiver of the requirements.

Domestic preference ratings will be: **likely compliant, may require a waiver, or likely requires a waiver.**

Domestic content plans ratings will be: **mature plan, immature plan, or no plan.**

- 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 that apply for FY 2023 Appropriations Act funding.
- 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

Intake Review Phase

Initial Technical Review Phase (Reviews the following criteria: Achieving Safety, Efficiency, or Reliability Improvements; Improving Port Resilience; and Leveraging of Federal funds. Projects will also receive ratings for Climate Change and Sustainability; Equity and Justice⁴⁰; and Workforce Development, Job Quality, and Wealth Creation.)

Senior Review Phase (Initial Review of Projects)

Secondary Technical Review (Reviews: Supporting Economic Vitality statutory criteria as well as Project Readiness and Domestic Preference, Statutory Determinations.)

Senior Review Team (to Advance Projects to Secretary)

Selection by Secretary

Section F of the NOFO

Federal Award

Administration Information

Questions during the presentation? Email: PIDPGRANTS@DOT.GOV

Planning grant applications for development phase activities:

- Evaluated against the same criteria as applications for capital construction projects.
 - Note that this means that planning projects ARE subject to an Economic Vitality analysis
- MARAD will prioritize projects that propose to move into construction within the period of obligation.

Risk assessment prior to grant award (NOFO Section E.3)

- Required by 2 CFR 200.206 and applies to all applicants selected for an award.
- Performed by MARAD and assesses prospective awardee's integrity, business ethics and record of performance under Federal awards.

Award notifications

- Posted on program website: www.maritime.dot.gov/PIDPgrants
- MARAD representative will then reach out to all POCs listed on the SF-424

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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; OSHA; 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

Program Requirements

- Projects selected for funding must demonstrate an effort to address each of the areas listed below. To the extent the project has not, MARAD staff will work with the applicant to satisfy this requirement before grant execution.
 - Climate Change and Sustainability considerations
 - Equity considerations
 - Workforce and Labor Standards considerations
- MARAD reserves the right to work with applicants selected for award to prepare or refine other equity concerns relating to: Community Participation Plans; Title VI Program Plans; and ADA considerations.

Reporting Requirements

- Progress Reporting on Grant Activities
- Project Outcome Performance Reporting
- Port Performance Reporting
 - Mandatory report has been eliminated. However, MARAD may reach out to grantees with specific data requests.
- Reporting of Matters related to Recipient Integrity and Performance
 - Required for applicants with over \$10 million in active Federal grants, cooperative agreements, and procurement contracts during the PIDP project's period of performance.

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Present a project timeline that is realistic and considers:

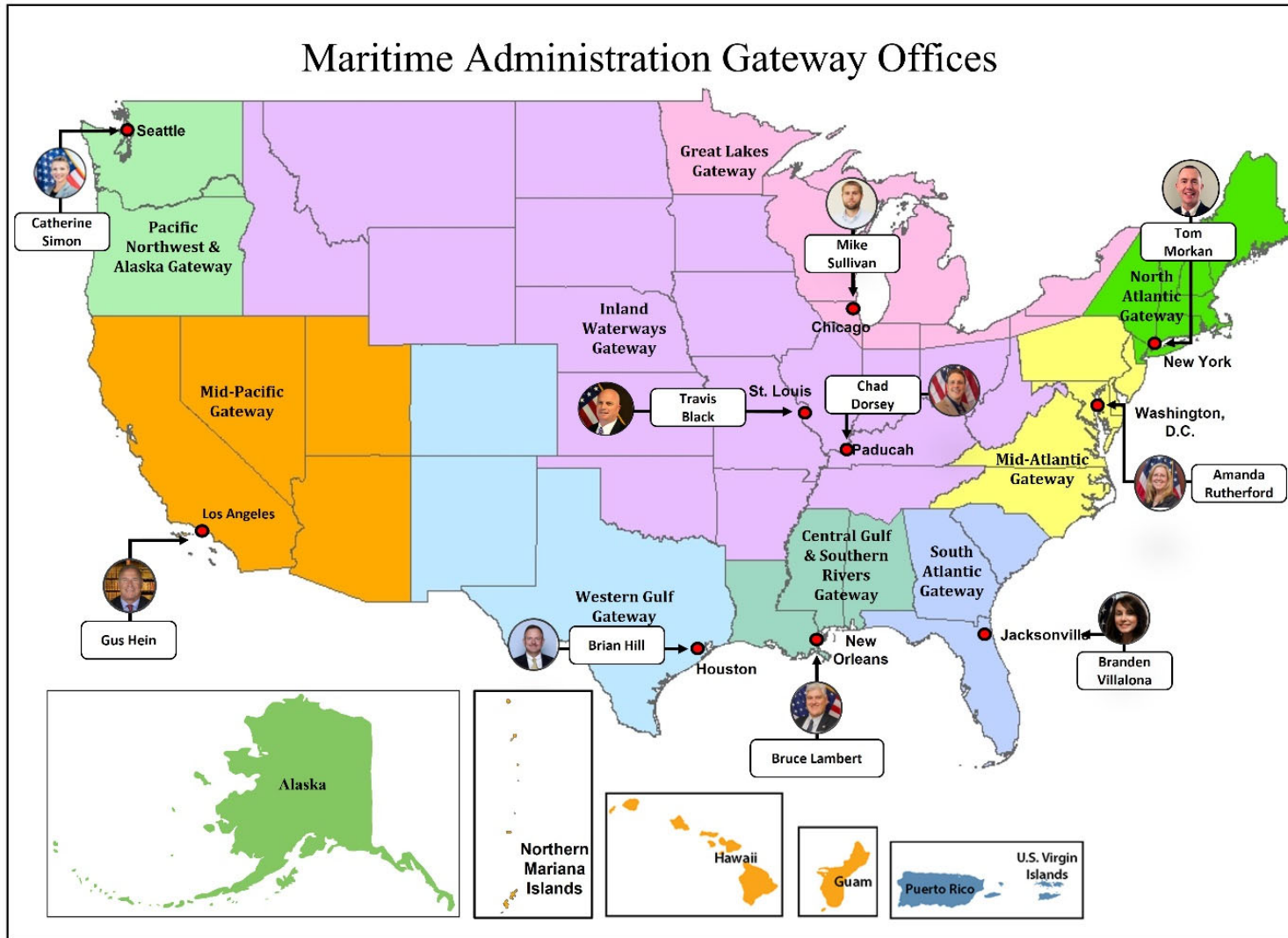
- A reasonable amount of time (assume, for planning purposes, at least six months to a year) between award announcement and grant agreement execution
 - Certain steps (NEPA review, Section 106 analysis, project risk register) must be completed prior to grant agreement execution
- A realistic timeframe post-grant agreement for final design (if applicable) and construction
 - Be able to complete project work and related expenditures within five years of the signed grant agreement

Pay careful attention to the Economic Vitality analysis

- Remember that it is more than just a business case
- Summarize key points in your project narrative
- Attach supporting documentation (including, for BCAs, an unprotected file showing calculations)
- Listen to the upcoming webinars, even if you have previously submitted an application for discretionary grant funds

- **Technical readiness-related suggestions**
 - Include details about the cost analysis that your project is based on
 - Estimate? Market survey? IGCE? When developed?
 - Indicate the status of project design and engineering
 - MARAD understands that, in some cases, this may not have started.
- **Remember the overall statutory goal of the program**
 - “make grants, on a competitive basis, to eligible applicants to assist in funding eligible projects for the purpose of improving the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports” 46 USC 54301(a)(1)
- **Proof-read your application package before final submission. Common discrepancies we struggle with:**
 - Numbers that don’t agree (difference in funding amounts between narrative and/or BCA and SF-424)
 - We use SF-424 data to resolve any differences related to the amount of funding requested.
 - Missing attachments or attachments that are included but not referenced in the narrative
 - Incomplete or confusing statements about project scope. Clearly detail what the PIDP request would fund.
- **Other thoughts . . .**
 - Apply early!
 - Submit a test application if you need to. We consider the last submission from an applicant as its final submission.
 - When filling out the SF-424, you may list a grant writer/consultant in the “Name and contact information of person to be contacted on matters involving this application” section, but you should then list the lead applicant contact in the “Authorized Representative” section.

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

Port Infrastructure Development Program Grants Webpage:

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

Department of Transportation Benefit-Cost Analysis Guidance (2023 Update):

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

Urban-Rural Census Link

<https://tigerweb.geo.census.gov/tigerweb2020/>

Historically Disadvantaged Communities

<https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>

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There are two additional upcoming PIDP-related webinars:

- The “*Preparing a Benefit-Cost Analysis for a Large Project*” webinar will be held on March 2, 2023 from 1:00 - 3:00PM Eastern.
- The “*Economic Vitality: Small Projects at Small Ports*” webcast will be held on March 8, 2023 from 1:00 - 3:00PM Eastern.

Register for these webinars at:

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

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