

Maritime Administration FY 2024 Port Infrastructure Development Program (PIDP)



FY 2024 PIDP How to Apply Webinar

Maritime Administration
1200 New Jersey Ave., SE | Washington, DC | 20590
www.dot.gov

MARAD
U.S. MARITIME ADMINISTRATION

The logo for the Maritime Administration, featuring a stylized 'X' symbol, a grey square, a red cross on a white square, a white square, and a yellow square.

■ 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

Sections A, B, C of the NOFO

Program, Award, and Eligibility 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.

- **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).

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.

Slide 11

LGO

The notes to this slide say an applicant has to request that the non-federal share be waived, but I'm not sure the NOFO says this explicitly. Are you going to explain where and how they address this in the application?

Lauren Gill (MARAD), 2024-03-13T20:45:30.592

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.

Project Components (See Section C.3.b. 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.

Section D of the NOFO

Application and Submission Information

(How to Apply)

Submission date

- Application submittal deadline is 11:59:59 E.D.T. on **May 10, 2024**.
- 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 11 of the NOFO)

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.)
- Statutory Determinations (D.2.h)

Footnote 11 on page 20 of the NOFO includes additional information regarding the suggested order for submission of supporting information and documents.

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Slide 18

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This was also mentioned on the previous slide so consider deleting one reference to FN 11 as redundant.

Lauren Gill (MARAD), 2024-03-13T20:50:48.483

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?

Slide 19

LGO

There are other new things we're asking for this year in this section (dredging, subrecipients, authority, etc.)--you don't need to list them all out but you may want to either speak to them or say something like, "refer to section D.2.b. for further information as to what to include in this section of the narrative."

Lauren Gill (MARAD), 2024-03-13T20:52:55.866

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

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.

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.

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 E.1.a.(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

MARAD will assess how an applicant's planning and policy components and project elements relate to Climate Change and Sustainability.

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 is part of a State Carbon Reduction Strategy.
- 2. Project Elements** - Project elements may include those components that mitigate or reduce the impacts of climate change and/or improve sustainability. Examples include reducing net emissions, incorporation of zero-emissions technology, inclusion of energy demand management technologies, or advance workforce training to support electrification technology.

Selection Considerations

Equity and Justice40

MARAD will assess how an applicant's planning activities and project components support advancements in equity and Justice40 considerations.

This selection consideration is addressed on two levels:

- 1. Equity** – How does the project address disproportional impacts on underserved communities; address unique challenges in rural and tribal communities related to economic development; and incorporate and support integrated land use, economic development, and transportation infrastructure to improve the movement of goods.
- 2. Justice40** – 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 how the benefits and burdens of the project will impact underserved or 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

MARAD will consider the extent to which a project supports 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.

Projects will rate more highly on this criterion if the applicant demonstrates that the project will:

- Create good-paying, safe jobs with the free and fair choice to join a union, including the use of project labor agreements;
- Promotes investments in high-quality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs or registered apprenticeships;
- Include changes to hiring policies and workplace cultures to promote the entry and retention of underrepresented populations; and
- Promotes local inclusive economic development and entrepreneurship such as utilization of DBEs, MBEs, Women-owned businesses, or 8(a) firms.

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

Strategic Seaports

- Newly added additional priority for FY2024.
- In making PIDP grants, the Secretary may give priority to providing funding to strategic seaports in support of national security requirements as required by the FY 2024 NDAA.
- **Strategic Seaport:** *A military port or a commercial port that is subject to a port planning order or Basic Ordering Agreement (or both) that is projected to be used for the deployment of forces and shipment of ammunition or sustainment supplies in support of military operations.*

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.)
 - 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.

Section E of the NOFO Application Review Information

Statutory Merit Criteria: Achieving Safety, Efficiency, or Reliability Improvements

Statutory Merit Criteria: Supporting Economic Vitality

Statutory Merit Criteria: Leveraging Federal Funding

Statutory Merit Criteria: Improving Port Resilience

Selection Considerations: Climate Change and Sustainability

Selection Considerations: Equity and Justice⁴⁰

Selection Considerations: Workforce Development, Job Quality, and Wealth Creation

Additional Considerations: Project Readiness

Additional Considerations: Strategic Seaports

MERIT CRITERIA

Achieving Safety, Efficiency, or Reliability Improvements

Safety Improvements

High – Safety is a primary project purpose AND project incorporates a port-wide risk reduction strategy, protects workers from risk, and reduces injuries related to port operations.

Medium – Protects workers from risk, incorporates a risk reduction plan, and reduces injuries related to port operations.

Low – Does not satisfactorily address safety or includes safety benefits external to the port .

Non-Responsive – Does not address safety or negatively affects safety.

Efficiency Benefits

High – Efficiency is a primary project purpose AND project results in increased cargo throughput by addressing a well-defined need for additional capacity and generates changes in port operations to increase cargo diversity with documentation of likely increases in NEW cargo volume.

Medium – Results in an improvement likely to increase cargo throughput and enhance the speed of cargo operations.

Low – Does not satisfactorily address efficiency or relates to efficiency benefits external to the port.

Non-Responsive – Does not address efficiency or negatively affects efficiency.

Reliability Improvements

High – Reliability is a primary project purpose AND project results in well-documented improvements in the dependability of cargo operations.

Medium – Results in enhancements that are likely to improve the dependability of cargo operations and remedies infrastructure deficiencies that adversely impact port operations.

Low – Does not satisfactorily address reliability or relates to reliability benefits external to the port.

Non-Responsive – Does not address reliability or negatively affects reliability.

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.)

High – Benefits exceed cost with a BCR of at least 2.0

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:

1. 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.
2. 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.
3. The competitive disadvantage of the port
 - How the project will improve the port's competitive position.

High – Improves economic advantage, contributes positively to freight transport, and improves the port's competitive advantage.

Medium – Improves two of the three factors.

Low – Improves only one factor.

Non-Responsive – Does not address the factors or does not improve any of the 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

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 support supply chain reliability.

High – Project advances both the port’s ability to withstand natural and climate-related hazards and human-caused emergencies AND the project results in positive, quantifiable impacts on the supply chain AND the project incorporates evidence-based climate resilience and adaptation features AND includes a plan to monitor performance of climate resilience and adaptation measures.

Medium – Project advances EITHER the port’s ability to withstand natural OR climate-related hazards or human-caused emergencies AND results in positive, quantifiable impacts on the supply chain and incorporates evidence-based climate resilience and adaptation features OR includes a plan to monitor performance of climate resilience and adaptation measures even .

Low – Reviewers determined the project will advance EITHER the port’s ability to withstand natural and climate-related hazards OR human-caused emergencies.

Non-Responsive – Does not address how the project will advance the port’s ability to withstand natural and climate-related hazards and human-caused emergencies OR reviewers determined the project will not improve either of those factors.

SELECTION CONSIDERATIONS

Climate Change and Sustainability - MARAD will consider the extent to which projects address climate change and sustainability.

A project can demonstrate this through:

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

High – Incorporates climate change and sustainability in both planning/policy and project elements AND a project benefit must be the reduction of GHG emissions and particulates in the transportation sector..

Medium – Incorporates climate change and sustainability in planning/policies and project elements but does not necessarily result in GHG or particulate emissions reductions.

Low – Incorporates climate change OR sustainability in only 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 Justice40 – MARAD will consider the extent to which projects advance equity and Justice40 to promote fairness and opportunity.

MARAD reviewers will assess how an applicant’s planning activities and project components support advancements in equity and Justice40.

High – Narrative uses data to demonstrate that the project will advance both equity and Justice40 considerations.

Medium – Application uses data to demonstrate the project advances either equity or Justice40.

Low – Application only qualitatively addresses either equity OR Justice40.

Non-Responsive – Neither of the considerations are addressed or the project would have a negative impact on equity and Justice40.

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.

High – Application indicates a strong organizational commitment to advancing workforce development, job quality, and inclusive economic development and entrepreneurship.

Medium – Application demonstrates that it will advance at least two of those considerations.

Low – Application addresses only one of those considerations.

Non-Responsive – Application does not address this criterion or the reviewer determines the project will negatively impact 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**).

- 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) LGO
 - 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

Slide 43

LGO

I don't think this is stated in the NOFO--is this how we determine unreasonable delay?

Lauren Gill (MARAD), 2024-03-13T21:19:56.527

Intake Review Phase – Initial screen for applicant and project eligibility and identification of potential statutory compliance issues for follow-up with applicants.

Initial Technical Review Phase – Reviews for the following criteria:

- Safety, Efficiency, or Reliability

- Port Resilience

- Leveraging Federal Funds

- Climate Change and Sustainability, Equity and Justice⁴⁰, and Workforce Development

Senior Review Phase – Initial review of projects

Secondary Technical Review Phase – Reviews for the following criteria:

- Economic Vitality

- Project Readiness

- Statutory Determinations

Senior Review Team – Advances projects to the Secretary

Selection by the Secretary

Section F of the NOFO

Federal Award

Administration Information

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 performance.

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

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

Program Requirements

- MARAD reserves the right to work with applicants selected for award to comply with civil rights, cyber security and Title VI requirements such as: Community Participation Plans; Cyber Incident Response Plans; Title VI Program Plans; and ADA considerations.

Reporting Requirements

- Progress Reporting on Grant Activities
- Project Outcome Performance Reporting
- 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.

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 or more) 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 – don't need the whole analysis
- 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

Funding commitments

- Discussed in D.2.d. of the NOFO
- Key items to include/discuss: complete information about project funds, supporting documentation, new budget table

■ **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.

FY 2024 PIDP Funding Availability – Important Dates

Date	Milestone
March – early 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

There are three additional upcoming PIDP-related webinars:

The “*Preparing a Benefit-Cost Analysis for a Large Project*” webinar will be held on March 18, 2024, from 3:00 - 4:30PM Eastern.

Registration Link:

<https://us06web.zoom.us/meeting/register/tZwrcuusrjqiG9Nzh9kkwMueGEKeI0qQ4T6>

The “*Economic Vitality: Small Projects at Small Ports*” webinar will be held on March 28, 2024, from 3:00 - 4:30PM Eastern.

Registration Link:

<https://us06web.zoom.us/meeting/register/tZcrcOquqj0pGdw0cZLFP0AgxQcFKw0ICPWF>

The “*Project Readiness*” webinar will be held on April 3, 2024, from 3:00 - 4:30PM Eastern.

Registration Link:

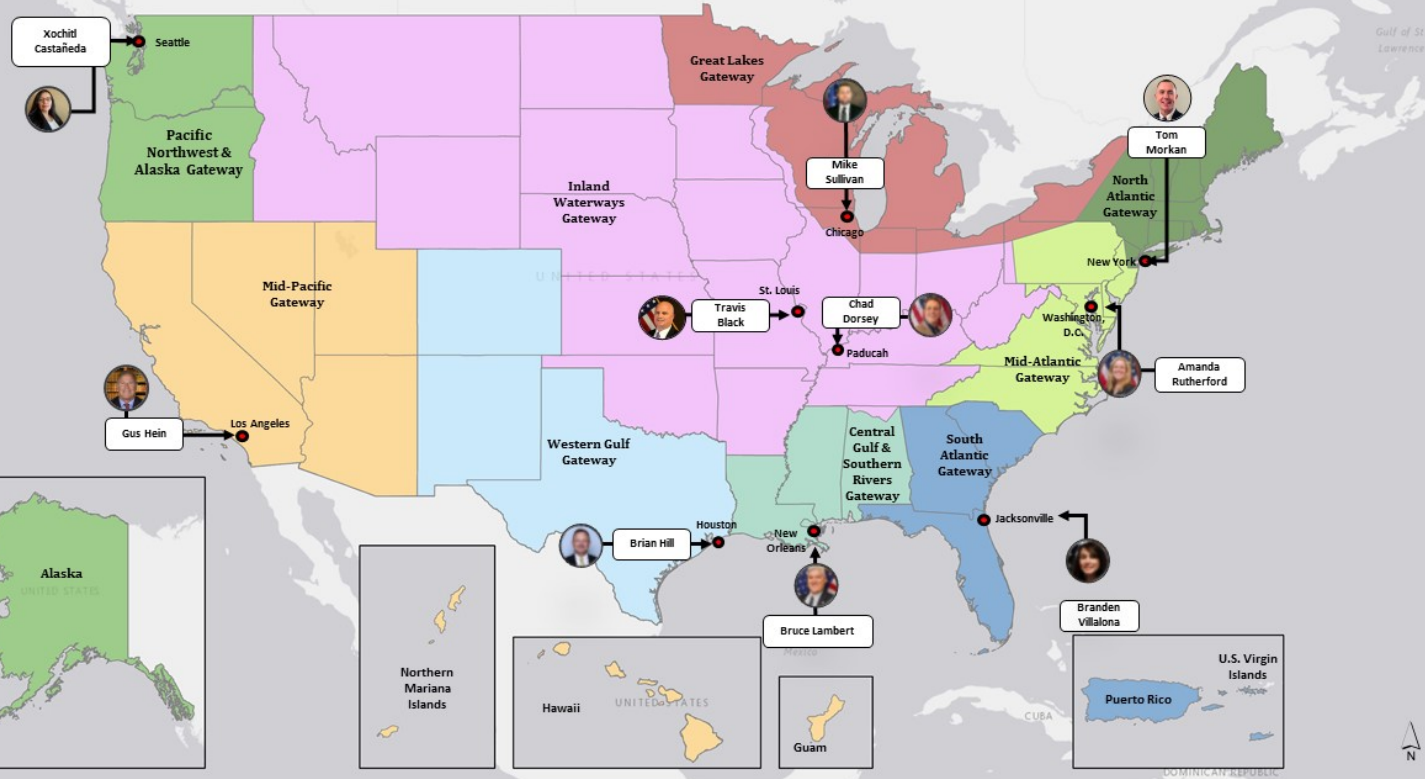
https://us06web.zoom.us/meeting/register/tZ0uceCrqjstvEt132HQUQayHkQAnkt0E6q_0

MARAD Gateway Office Directors are a Valuable Resource



<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>