



Port Infrastructure Development Program



Est. application deadline¹: TBD



Est. funding¹: \$500M

1. Estimated based on previous NOFO would be May; subject to updates when NOFO is released. NOFO estimated to be released December 2024

PIDP funds projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port



Goals and merit criteria¹:

Applications will be evaluated based on their alignment with the following statutory merit criteria:

- Achieving Safety
- Efficiency
- Reliability improvements
- Supporting economic vitality
- Leveraging Federal funding
- Improving port resilience

1. Estimated based on last year's criteria; subject to updates when NOFOs are released. NOFO estimated to be released December 2024
Source: <https://www.maritime.dot.gov/sites/marad.dot.gov/files/2024-03/FY24%20PIDP%20NOFO.pdf>

PIDP Program Details¹

PIDP grants may be used to improve the safety, efficiency, or reliability of wide range of capital projects

Match funding requirement: 20%²

Direct Pay applicability: possibly EV related

Eligible grant uses

- 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
- ii) environmental and emissions mitigation measures; including projects for port electrification or electrification master planning; harbor craft or equipment replacements or retrofits; development of port or terminal microgrids; provision of idling reduction infrastructure; purchase of cargo handling equipment and related infrastructure etc.

| | | |
|-----------------------------------|-----------------------|--|
| Award amounts | Minimum award | No minimum award (smallest award in 2023 was \$400K) ³ |
| | Maximum award | No Maximum award (largest award in 2023 was \$54.2M) ⁴ |
| | Award distribution | A minimum of 25% of funding is reserved for small projects at small ports ⁵ |
| | Period of performance | Vary by each award based on the specific project that was evaluated and selected |
| Previous awards (national) | 2023 Awards | 41 awards (\$653M) |
| | 2022 awards | 2 awards (\$27M) |
| Previous awards (MI) | | |

1. Estimated based on last year's criteria; subject to updates when NOFOs are released. NOFO estimated to be released December 2024
 2. Federal share of costs may increase above 80 percent for (1) a grant for a project that is located in a rural area; or (2) a grant awarded to a small project at a small port
 3. To be eligible to compete for the full amount of funding available through BIL and the FY24 Appropriations Act, minimum award is \$1M
 4. Award maximum is \$125M per [Grants.Gov](#) page but no award maximum set in NOFO
 5. A project at a small port seeking less than or equal to \$11.25 million in funding

Source: FY24 PIDP NOFO, FY23 PIDP, FY22 PIDP

High level requirements to apply for a PIDP grant¹

PIDP applications are open to local governments or transit authorities with additional documentation required for Large Projects.



Eligible Entities

- A State
- A political subdivision of a State or a local government
- A public agency or publicly chartered authority established by one or more States
- A special purpose district with a transportation function
- An Indian Tribe
- A multistate or multijurisdictional group of entities described above
- A lead entity described above jointly with a private entity or group of private entities²



Key Grant Application Components

- Project description
- Statement of work
- Project location information identifying impacted location (a map in a PDF format)
- Project budget and funding information
- Narrative of how project meets selection criteria and DOT goals

30-page Narrative limit

Additional requirement for Large Project³

Applicant should summarize the conclusions of the BCA, including estimates of the project's Benefit-Cost Ratio (BCR) and net benefits

- The BCA should include the full costs of developing, constructing, operating, and maintaining the proposed project, as well as the expected timing or schedule for costs in each of these categories
- The BCA may also consider the present discounted value of any remaining service life of the asset at the end of the analysis period.

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2. Including the owners or operators of a facility, or collection of facilities, at a port

3. A project at a port other than a small port, regardless of the amount of PIDP funding sought in the application; or, a project at a small port for which the amount of PIDP funding sought in the application is greater than \$11.25 million

Examples of past winners in Michigan

Previous winners of PIDP grants in Michigan have had federal match amounts greater than the required 20%



Lake Erie Renewable Energy Resilience Project (2022)

Applicant: Port of Monroe

Impacted locality: city of Monroe, Michigan

Funding: \$11.1M

Project description: The Project will fund four components:

- Component 1—Riverfront work will include replacing the surface of the existing wharf, constructing a second riverfront wharf to be used exclusively for vessel transfer of wind energy cargos, and reinforcing shoreline stabilization
- Component 2—Turning Basin work will include rehabilitating the concrete dock cap, bollard and fender installation, and replacing roughly 390 feet of failed sheet pile
- Component 3—Small Boat “Maritime Readiness Slip” construction will include demolishing and rehabilitating an existing small boat slip to be used by harbor assist vessels
- Component 4—Shore Power infrastructure will include removing existing overhead lines and providing shore power to the riverfront wharves



Rail Access and Port Capacity Improvements Project (2022)

Applicant: Port of Detroit

Impacted locality: city of Detroit

Funding: \$16M

Project description: This Project will rehabilitate existing port infrastructure as well as construct new port infrastructure at the Port of Detroit. The specific components of the Project include creating a new port/rail connection; adding dry bulk cargo handling platforms and a covered warehouse; reconstructing a dock; installing 2 bulk-liquid storage tanks; and constructing an additional berth to facilitate fueling of cargo vessels