

PIDP

PORT INFRASTRUCTURE DEVELOPMENT PROGRAM

Applications are due **May 10, 2024**.

ADMINISTERED BY: MARITIME ADMINISTRATION (MARAD)

The Port Infrastructure Development Program (PIDP) provides a federal funding opportunity to improve safety, efficiency, or reliability of the movement of goods through, as well as intermodal connections to ports. The \$450 million program is administered by the Maritime Administration (MARAD).



SAFETY, EFFICIENCY, RELIABILITY

FUNDS FOR NON-FEDERAL INVESTMENTS

PROJECT READINESS

PORT RESILIENCE

ECONOMIC VITALITY

CLIMATE CHANGE

WORKFORCE DEVELOPMENT

ELIGIBLE APPLICANTS

Class I railroads are not eligible applicants under the PIDP; however, they may partner with eligible applicants – as Project Partners – to pursue funding for projects.

- Port Authority (including a commission or subdivision or agent)
- State (including the District of Columbia, commonwealths, and territories)
- Public agency or publicly chartered authority established by one or more states
- Political subdivision of a state
- Tribe
- Lead applicant jointly with a private entity
- Any combination of the entities described above



BNSF PII

BNSF Railway's Public Infrastructure and Investment (PII) team is committed to building strong partnerships that maximize the impact of funding opportunities. As Project Partners, we can collaborate to help secure funding that drives positive change and progress for communities where we work, live, and play.

PIDP



*MARAD will retain 2% (\$9 million) of the funds appropriated for necessary costs of grant administration as permitted under 46 U.S.C. 54301(a)(11)(A)

PIDP

\$450 Million

Funds can be used for real estate acquisition, planning, project development (including preliminary engineering (PE) and environmental review activities), electrification master planning, emergency or major disaster planning, final design, and construction

Changes from the FY 2023 NOFO:

- Eligibility of seafood businesses and shore power projects for PIDP funding
- Revised definition and assessment criteria for Small Ports
- Introduction of strategic seaports, with potential funding priority for national security
- New rating rubrics for merit criteria and updated guidance reflecting priorities in climate, equity, and workforce development
- Cost-effectiveness waiver for large projects in noncontiguous states and territories, exempt from supporting Economic Vitality criterion
- Updated project readiness evaluation factors

Types of projects include:

- Projects enhancing safety, efficiency, or reliability in port movement, operations, and environmental efforts (including digital systems, resiliency, emissions mitigation, and electrification)
- Initiatives to offer shore power for ports catering to passenger vehicles or freight vessels
- Steps involving planning, environmental assessment, and final design for eligible projects

Funding:

Project Min:	N/A
Project Max:	N/A
Funding Ceiling:	\$450M
Funding Floor:	N/A

Questions to ask yourself about the project:

Are pre-construction activities eligible for funding?

Yes, pre-construction activities are eligible for funding independently or in conjunction with proposed funding for construction.

What qualifies as a Small Project at a Small Port?

To qualify as a Small Project at a Small Port, an applicant must be defined as a "Small Port" that is requesting less than or equal to \$11.25 million in PIDP funding.

What is the Project Cost Share?

It is a 20% funding match for all project types.

How does MARAD define Economic Vitality?

Economic Vitality captures a project's ability to boost economic growth and competitiveness.

MARAD requires a Benefit-Cost Analysis (BCA) to assess the project's Economic Vitality.

This requirement may change between each fiscal year NOFO release, such as the requirement being adjusted within the current NOFO, referenced above.



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