



Maritime Administration (MARAD) Office of Ports & Waterways

**NAWE Annual Meeting
Strategies to Achieve Emissions Reductions**

December 15, 2022

MARAD

U.S. MARITIME ADMINISTRATION



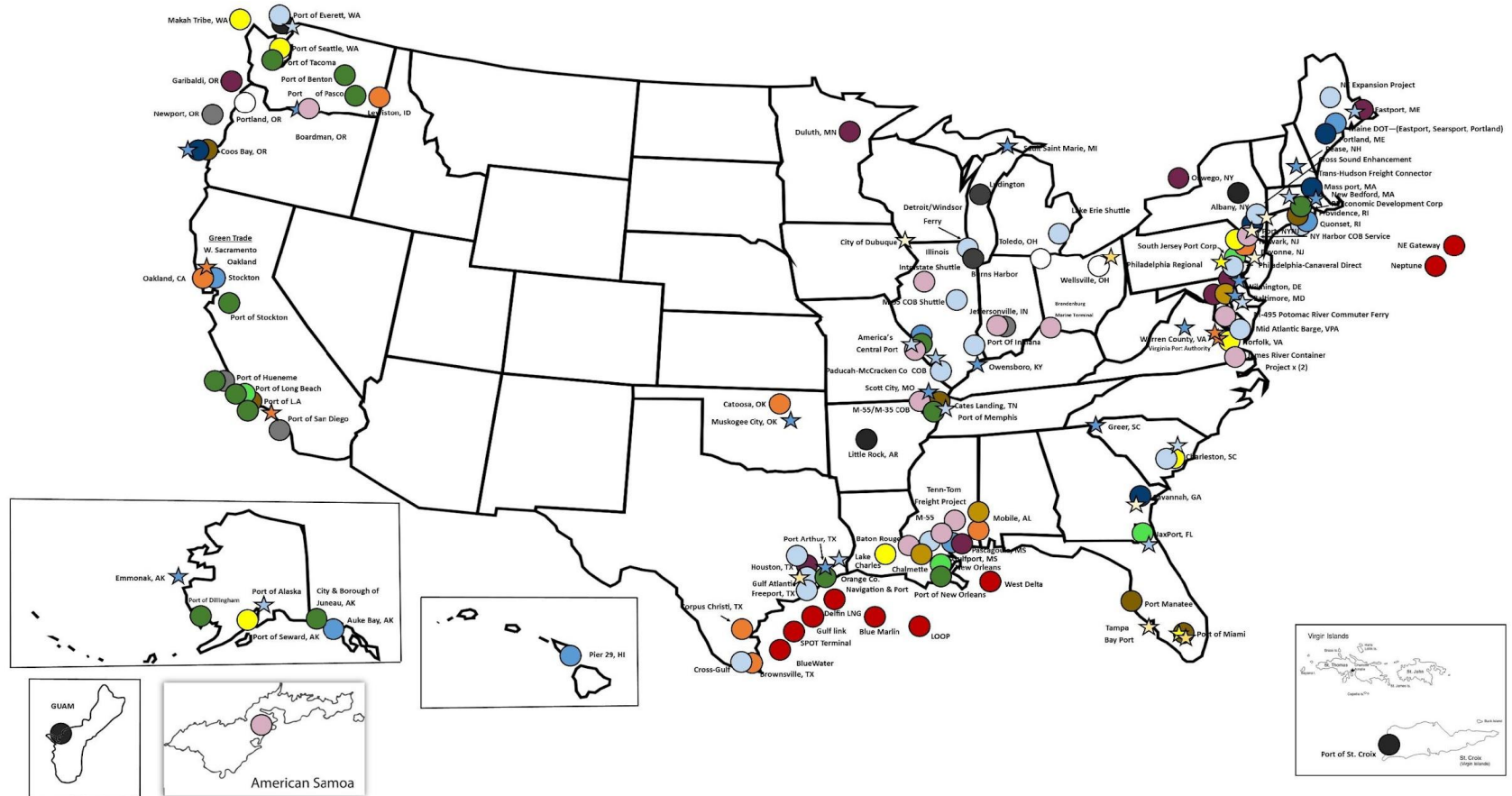
The Office of Port Infrastructure Development was established to assist with port, terminal, waterway, and transportation network development issues and to develop supporting infrastructure for port and freight facilities and transportation needs through Federal assistance programs to include discretionary grants and loan programs. **The Office administers all DOT grants (INFRA, Mega, and RAISE, for example) awarded to ports.**

Additionally, the office provides port investment assistance where viable, as well as reports to inform future financial decisions and provide budgetary transparency.



- The PIDP, now in its fourth year, was established in FY2019 under 46 U.S.C. Section 50302
- The program works to improve the safety, efficiency or reliability of the movement of goods through ports and intermodal connections to ports
- To date, 99 grants have been awarded totaling more than \$1.44 billion for projects in 30 States and 3 Territories
- PIDP grants can be awarded to coastal seaports, inland river ports, or Great Lakes ports
- Grants are awarded based on a project's alignment with statutory criteria (movement of goods, leverage, economic vitality and port resilience), policy-based criteria (climate change and environmental justice, equity, workforce considerations) and geographic diversity (urban/rural).

Discretionary Grant Awards and Selected Projects



○ ARRA Grants 2009 (3)	● TIGER V FY 2013 (8)	● FASTLANE 2016 (5)	● MH GRANTS \$12.6M (20)	★ INFRA FY 17/18 (2)	PIDP 2020 \$205M (17)
● TIGER I FY 2009 (7)	● TIGER VI FY 2014 (7)	● FASTLANE II 2017 (2)	★ BUILD 2018 (14)	★ INFRA FY 19 (2)	PIDP 2021 \$241M (25)
● TIGER II FY 2010 (6)	● TIGER VII FY 2015 (4)	● DEEP WATER PORTS (9)	★ BUILD 2019 (6)	★ INFRA FY 20 (2)	
● TIGER III FY 2011 (4)	● TIGER VIII FY 2016 (5)	● PORT CONVEYANCE (14)	★ BUILD 2020 (5)	★ INFRA FY 21 (5)	
● TIGER IV FY 2012 (7)	● TIGER VIII FY 2017 (3)	● MH PROJECTS \$51.7M (25)	★ ATCMTD 16-20 (4)	PIDP 2019 \$287M (15)	

Applicant eligibility: Who can apply for a PIDP grant?

- Port authority; 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).

Costs: Matching requirement? Limits?

- Federal share may not exceed 80 percent of project costs (except rural or small project at a small port)
- No minimum award size under Bipartisan Infrastructure Law (BIL)
 - Last year, minimum award size under Appropriations Act was \$1 million

Funding: For Fiscal Year 2023 . . .

- \$450 million from BIL
- No FY23 Appropriations Act yet

Project eligibility: What kinds of projects can an eligible applicant seek funding for? Improves the safety, efficiency, or reliability of . . .

- The loading and unloading of goods at a port
- 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
- Operational improvements, including projects to improve port resilience
- Environmental and emissions mitigation measures; including projects for
 - Port electrification
 - Harbor craft or equipment replacements or retrofits
 - Port or terminal microgrids
 - Idling reduction infrastructure
 - Cargo handling equipment and related infrastructure
 - Worker training to support electrification technology
 - Port bunkering facilities
 - EV charge or hydrogen refueling infrastructure
 - Other related port activities, including charging infrastructure, electric rubber-tired gantry cranes, and anti-idling technologies

Statutory criteria:

- Safety, efficiency, or reliability of the **movement of goods**
- Supporting economic vitality
- Leveraging Federal funding
- Port resilience
- Statutory determinations

Selection considerations:

- Climate change and sustainability
- Equity and Justice 40
- Workforce Development, Job Quality, and Wealth Creation

Project Readiness: consists of . . .

- Applicant technical capacity
- Project environmental risk

Buy America Preference

- E.O. 14005, Ensuring the Future is Made in America by All of America's Workers
- M-22-11, OMB Memorandum, Initial Implementation Guidance on Application of Buy America Preference in Federal Financial Assistance Programs for Infrastructure

Geographic diversity

- Coastal seaport, Great Lakes port, Inland river port
- Urban/rural
- Community Development Zone/Historically Disadvantaged Community

CMAQ (Congestion Mitigation and Air Quality Improvement)

- Funding for projects that reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Reduction of Truck Emissions at Port Facilities grants

- BIL funded program to reduce truck idling and emissions at ports, including thru the advancement of port electrification technologies.

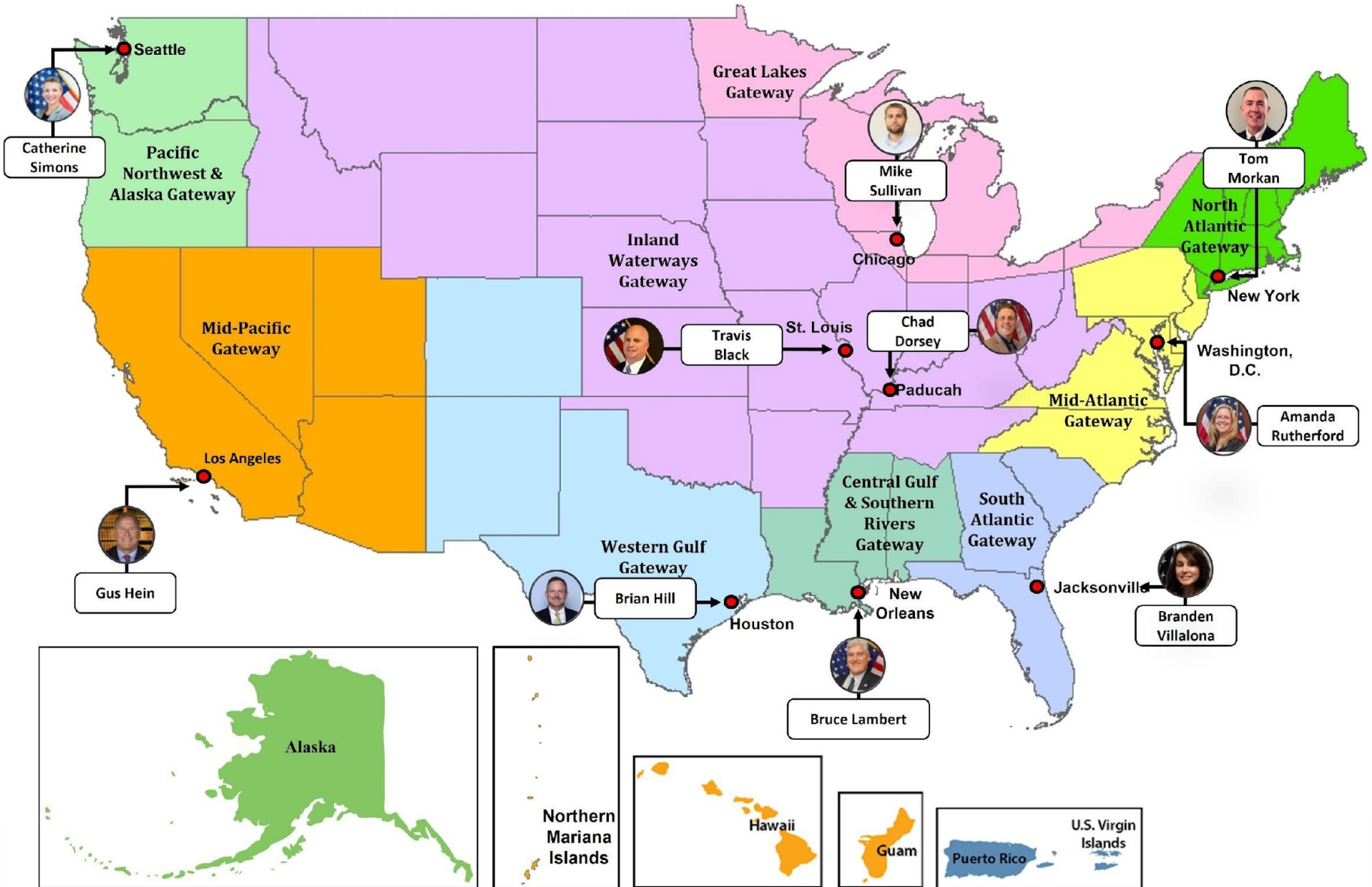
EPA Clean Ports Program

- Funds purchase of zero emission port equipment and technology and helps ports develop climate action plans to reduce air pollutants at ports.

Other resources

- www.transportation.gov/bipartisan-infrastructure-law/bipartisan-infrastructure-law-grant-programs

Gateway Offices & Directors



Questions?

