



MARAD Discretionary Grant Opportunity

Port Infrastructure Development Program

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

This document provides a summary of the updated [Notice of Funding Opportunity](#) (NOFO) issued by MARAD on March 8, 2024.

Eligible Capital Projects

Includes projects or groups of related projects that:

- Improve the safety, efficiency, or reliability of:
 - The loading and unloading of goods at the port, such as for marine terminal equipment
 - The movement of goods into, out of, around or within a port (including highway or rail infrastructure, intermodal facilities, freight intelligent transportation systems and digital infrastructure systems)
 - Operational improvements (including port resilience)
 - Environmental and emissions mitigation (including electrification related tasks and training, harbor craft or equipment replacement or retrofit, charging infrastructure for electric and hydrogen fuel, cargo handling equipment, idling reduction, port and terminal microgrid, and installation of port bunkering facilities)
- Projects to provide shore power at a port serving passenger vehicles or vessels moving goods or freight
- Planning, environmental review and final design of eligible projects

Ineligible Projects

Projects ineligible for PIDP funding include:

- Improvements to federally owned facilities
- Construction, reconstruction, reconditioning, or purchase of a vessel or any project within a small shipyard (unless determined otherwise by USDOT)
- Channel improvements or harbor deepening that are part of a federally maintained navigation channel or an access channel associated with a federal channel



APPLICATION DEADLINE:

Applications Due:

May 10, 2024
11:59 p.m. EDT

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our current
Grant Program
Summaries:



March 18, 2024





- Previously incurred costs or previously expended or encumbered funds towards the matching requirement for any project prior to MARAD's announcement of project selections, *except* for certain costs related to a small project at a small port
- PIDP funds may not be used to support or oppose union organizing
- Purchase or installation of:
 - Fully automated cargo handling equipment
 - Terminal infrastructure that is designed for fully automated cargo handling equipment.

Eligible Planning Projects

Eligible uses of planning funds include:

- Planning
- Feasibility Analysis
- Revenue Forecasting
- Environmental Review
- Permitting
- Preliminary Engineering and Design Work
- Development of Master Plans
- Electrification Master Planning
- Emergency of Major Disaster Planning

Under the FY 2024 PIDP, right of way acquisition is considered a capital project and should include a timeline for construction.

MARAD may consider eligible pre-construction costs toward the non-federal cost-share requirement if incurred after the date of application submittal. An application may include components carried out by entities other than the applicant.

Although an activity may not include federal funding, MARAD requires all project components to be clearly described and presented. MARAD may award funds for a component, instead of the larger project.

Funds Available, Award Size and Matching Requirements

The program offers \$500 million in funding for FY 2024 in the BIL for projects that improve facilities within, or outside of and directly related to, operations of, or an intermodal connection to, coastal seaports, inland river ports and Great Lakes ports. There is no limit to funding under the BIL. [Please see the NOFO](#) for additional details on each funding stream.

No more than 25% of available funds can be awarded for projects in any one state. For projects in rural areas or considered a small project at a small port, the federal share of costs may exceed 80%. All other projects may not exceed 80% of federal share.

Eligible Applicants

The following entities are eligible to apply for funding through this program:

- 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, or a consortium of Indian Tribes
- A multistate or multijurisdictional group of entities described above
- 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.

Evaluation Criteria

MARAD will evaluate applications to determine technical merit and project benefits.

Technical Merit

- Achieving safety, efficiency, or reliability improvements
- Supporting economic vitality at the regional or national level
- Leveraging federal funding to attract non-federal sources of infrastructure investment
- Port resilience
- Climate change and sustainability
- Equity and Justice40
- Workforce development, job quality and wealth creation
- Project readiness (including technical capacity, environmental risk and risk mitigation)

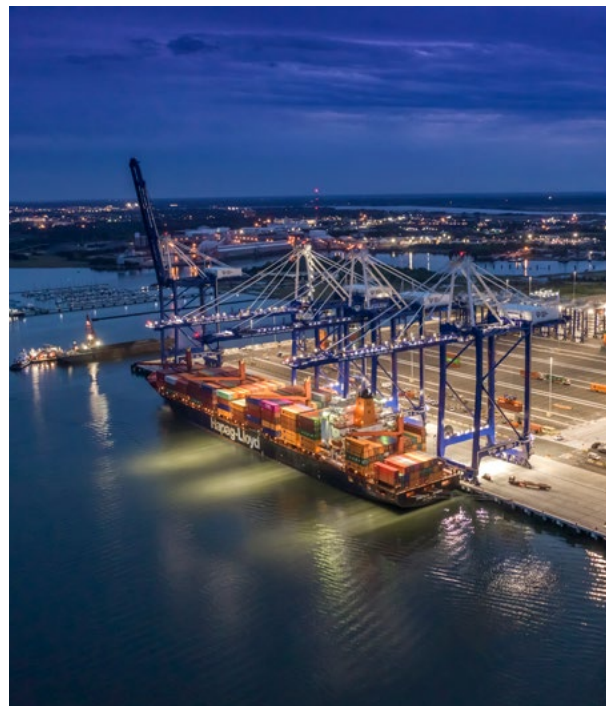
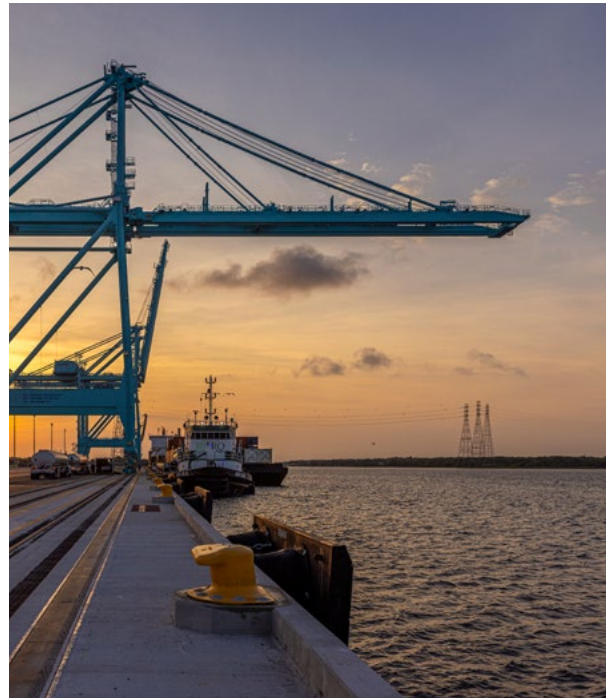
Application Requirements

The following sections must be included in the application submission:

- Project narrative not to exceed 30 pages
- Benefit cost analysis for most large projects
- Environmental compliance documentation, as applicable
- Funding commitment supporting documentation
- Standard forms as identified in the NOFO

Applications are due by

Friday, May 10, 2024, at 11:59 pm ET.



Your Infrastructure Finance and grant writing professionals stand by ready to support project sponsors applying for funding from the Port Infrastructure Development Program.

If you need any assistance or have questions, please contact:

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