



USDOT Grants Opportunity - Maritime Administration

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, as well as 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 February 10, 2023.

Eligible Capital Projects

Include projects or groups of related projects that:

- Improve the safety, efficiency, or reliability of:
 - 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 resiliency)
 - 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, and port and terminal microgrid)
- 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 for PIDP Funding

The following projects are ineligible for PIDP funding:

- Improvements to Federally owned facilities
- Construction, reconstruction, reconditioning, or purchase of a vessel (unless determined otherwise by the Secretary)
- Purchase or installation of:
 - Fully automated cargo handling equipment
 - Terminal infrastructure that is designed for fully automated cargo handling equipment.

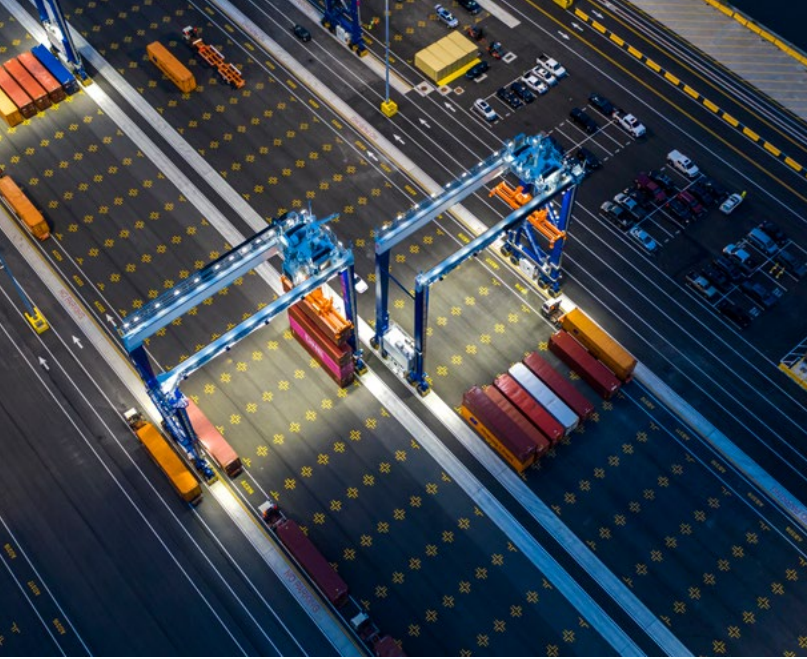
Under the FY 2023 PIDP, right-of-way acquisition is considered a capital project and should include a timeline for construction.



APPLICATION DEADLINE:

All applications are to be received no later than:

**April 28, 2023
11:59 p.m. EDT**



Eligible Uses

Eligible Uses of funds include:

- Real estate acquisition
- Planning
- Project Development, including preliminary engineering (PE) and environmental review activities
- Electrification Master Planning
- Emergency or Major Disaster Planning
- Final Design
- Construction

Pre-Construction activities are eligible for funding independently or in conjunction with proposed funding for construction. 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 specific component of the project instead of the larger project.

Funds Available, Award Size, and Matching Requirements

The program offers \$662 million in funding from two sources: \$450 million from the Bipartisan Infrastructure Law (BIL) and the remaining \$212 million from the FY 23 Appropriations Act. For funding awarded under the FY 23 appropriations, there is a minimum award amount of

\$1 million. 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, 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:

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

Private entities may partner with an eligible entity, but the eligible entity must be the party legally responsible for management and administration of the federal grant and ultimate project delivery.

Evaluation Criteria

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

Technical Merit

1. Achieving safety, efficiency, or reliability improvements
2. Supporting economic vitality at the regional or national level
3. Leveraging federal funding to attract non-federal sources of infrastructure investment
4. Port resilience
5. Climate change and sustainability
6. Equity and consistency with justice40 policies
7. Workforce development, job quality, and wealth creation
8. Project readiness (including technical capacity, environmental risk and risk mitigation)

As a condition of grant award, grant recipients may be required to participate in an evaluation undertaken by DOT, or another agency or partner. The evaluation may take different forms such as an implementation assessment across grant recipients, an impact and/ or outcomes analysis of all or selected sites within or across grant recipients, or a benefit/cost analysis or assessment of return on investment.

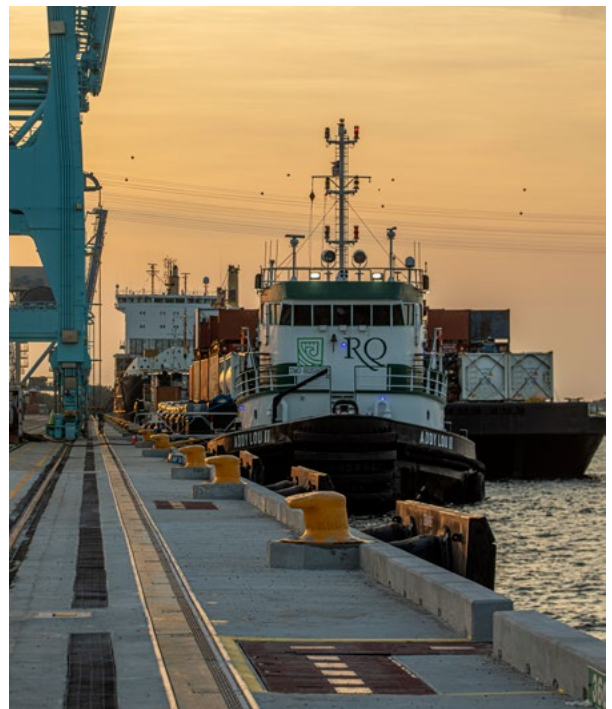
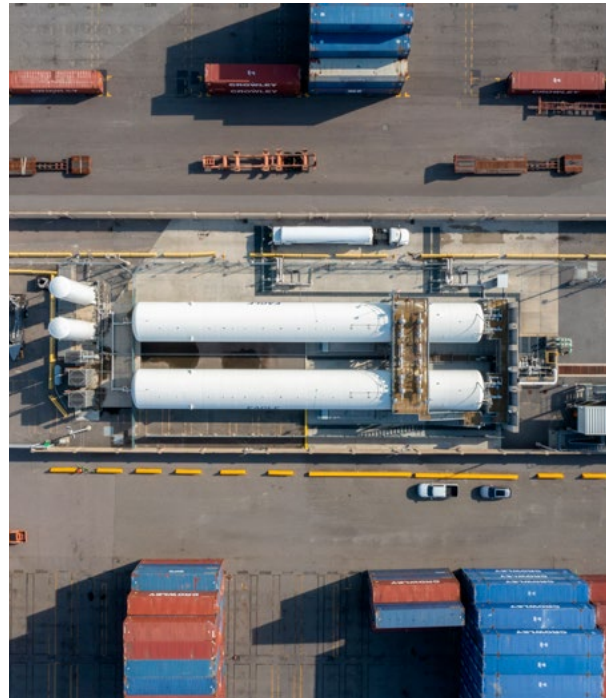
Application Requirements

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 on

Tuesday, April 28, 2023, 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:

Nathan Macek | nathan.macek@hdrinc.com | Tony Homan | anthony.homan@hdrinc.com

hdrinc.com

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