



Harbor Technical Advisory Committee Maritime Administration Funding Opportunities and Updates

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June 4, 2025

To foster and promote the U.S. Merchant Marine and the American maritime industry to strengthen the maritime transportation system — including landside infrastructure, the shipbuilding and repair industry, and labor — to meet the economic and national security needs of our Nation.



Secretary of Transportation
Sean Duffy

Established: 1950

Total Employees: 750+

Headquarters: 272

U.S. Merchant Marine Academy: 264

Gateway Offices and Fleet Sites: 218

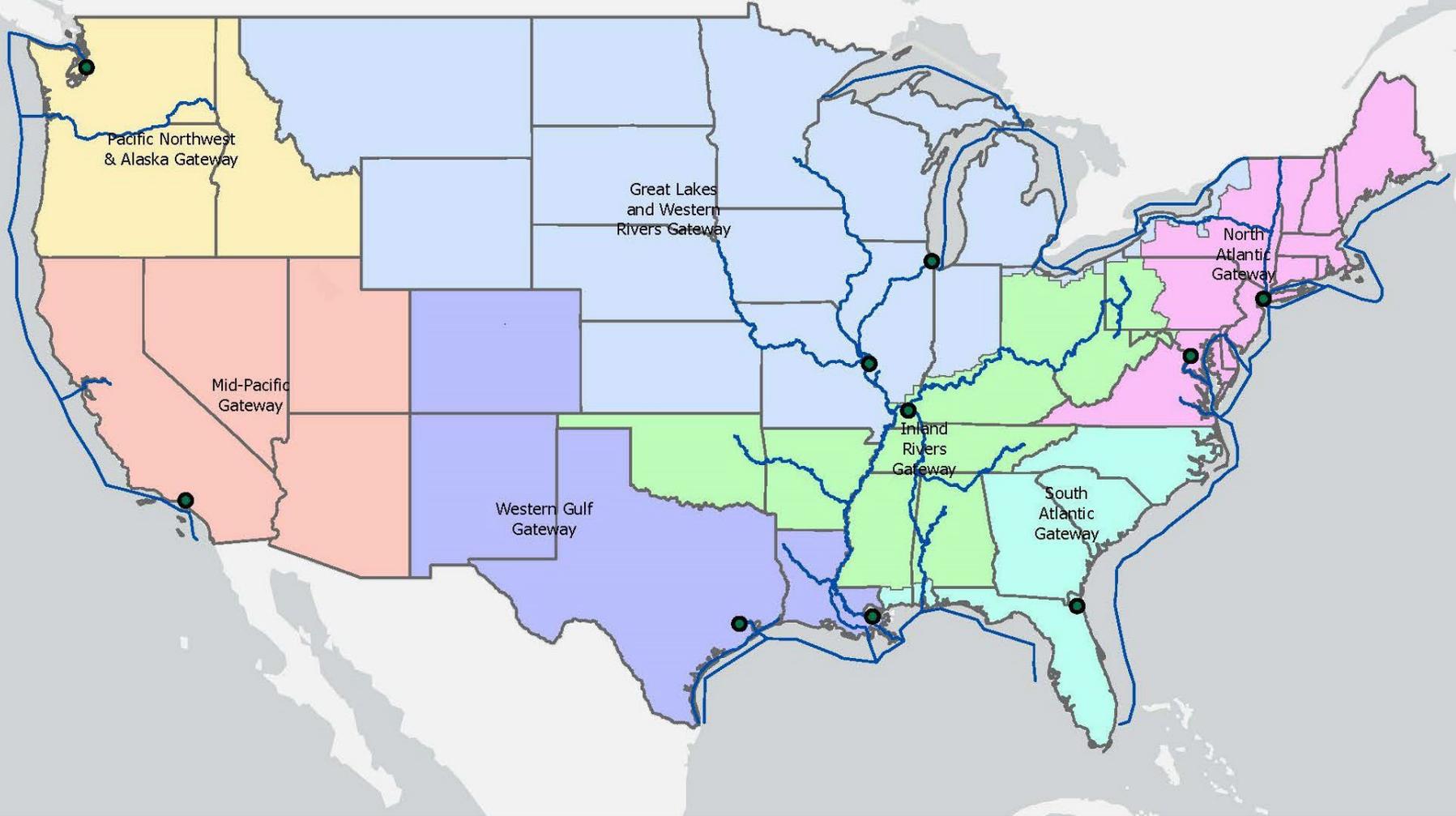


MISSION: In Peace and War

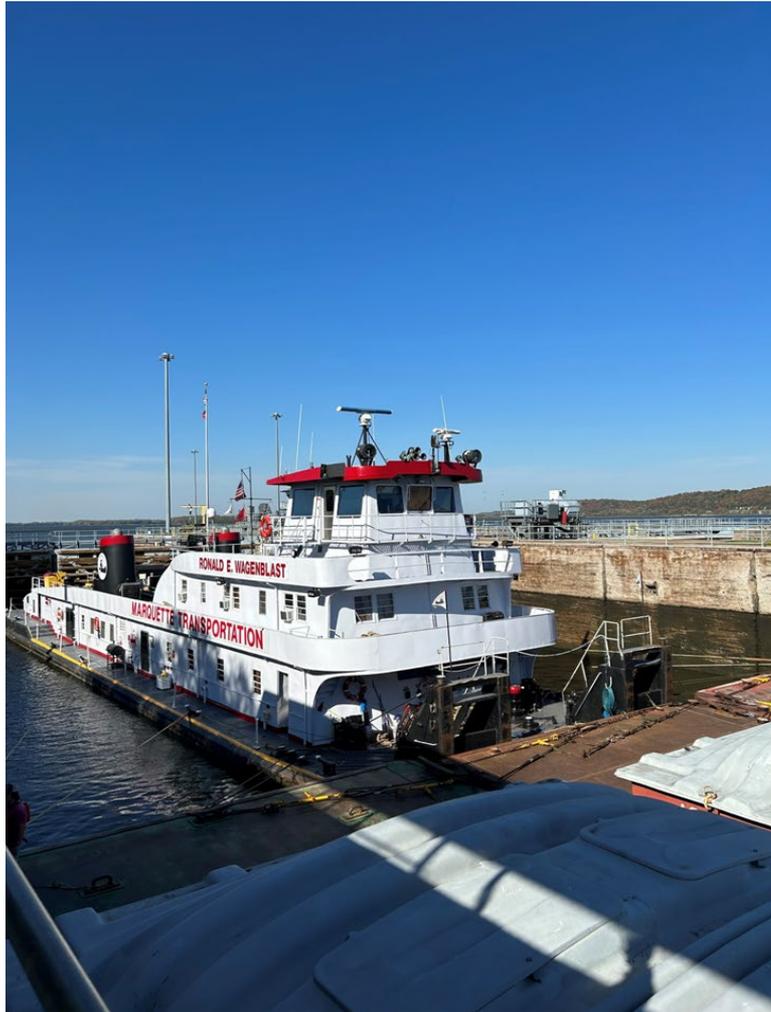
Strengthen the U.S. maritime transportation system, including infrastructure, industry, and labor, to meet the economic and security needs of the Nation.

STRATEGIC GOALS

- **MARITIME CAPABILITIES:** Develop domestic and international transportation opportunities to modernize and sustain a competitive commercial U.S.-flag fleet that ensures the Nation's economic and national security
- **MARITIME READINESS:** Ensure the availability of a capable U.S. Merchant Marine fleet with modern U.S.-flag vessels, skilled labor and global logistics support to drive the Nation's economy and to meet national maritime transportation requirements in peacetime emergencies and armed conflicts. Drive innovation in the maritime industry.
- **INFRASTRUCTURE:** Support the development of America's ports, shipyards and related intermodal infrastructure as key integrated components of an efficient, resilient and sustainable national transportation system and freight network
- **ADVOCACY:** Advance awareness of the necessity and importance of a strong U.S. Maritime Transportation System



Primary Responsibilities of our Gateway Directors



Project Development/Grant Assistance

Develop projects in the region that promote overall economic growth, mitigate highway and port congestion, environmental compliance, and support both large and small American shipbuilding companies.

Intermodal Outreach

Outreach and engagement with Port Authorities, Terminal Operators, Carriers, Rail, Private Sector, local, state and federal partners, etc.

Maritime Security

Participate in Area Maritime Security Committee and Port Readiness Committee meetings held by USCG

Emergency Preparedness

Engage on federal maritime emergency preparedness issues in the region.

Strategic Seaports

Assess the readiness of our Strategic Commercial Seaports

Supply Chain Resiliency

Report supply chain impacts and port closures in times of emergency

Gateway Director Role in Supporting MARAD's mission..

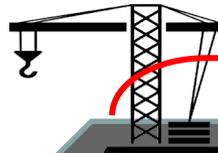
Environmental Stewardship, Emergency Reporting, Military and Humanitarian Missions

Marine Highway

Domain Awareness,
Planning

Vessel
Construction

Shipyard Grants



Berth,
Shipyard

Yard

Community

Port Infrastructure to Move Freight - BUILD, PIDP, CRISI, TIFIA, RIFF, INFRA, Discretionary Grants/Loans, Port Security Grants....

- **Better Utilizing Investments to Leverage Development (BUILD)** (\$5M - \$25M, \$1M Rural) \$1.5 B for BIL five years. Aka, TIGER and RAISE. Minimum Award \$5M, (\$1M Rural) Grants to be half urban half rural (200,000 pop). FY 2025 NOFO, Round 1 announcement by Jan 13, 2025, Round 2 - closed January 30, 2025, announcements by June 28, 2025. Last cycle 1048 applicants/148 selections. “Reconnecting” priority. Planning no minimum cost
- **Infrastructure for Rebuilding America (INFRA)** (\$25M - \$100M, \$5M Rural), FY 2025/26 NOFO Closed May 6, 2024, \$2.7 Billion. Minimum Award \$25M (\$5M rural) Max \$100M
- **National Infrastructure Project Assistance (MEGA)** (over \$100M, 50% reserved for \$500M+) FY 2025/26 NOFO Closed May 6, 2024, \$1.7 Billion last cycle
- **Rural Surface Transportation (Rural) Grant Program**, \$780 Million last cycle, FY 2025/26 NOFO Closed May 6, 2024. Highway, Bridge or Tunnel. 90% of grant awards over \$25M, 10% less than \$25M
- **Port Infrastructure Development Program (PIDP)**. FY25 NOFO applications due Sept 10, 2025, \$500M Available
- **United States Marine Highway Program (USMHP)**, FY24 NOFO last cycle, \$4.85M. May 2025 next NOFO ~ \$14M available.

- **PROTECT (Promoting Resilient Operations for Transformative, Effective, and Cost-Saving Transportation)** Competitive program for projects that seek to strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, heat waves, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
 - FY24-25 NOFO, up to \$576 million available, applications were due February 24, 2025 - FY26 NOFO scheduled to be released October 27, 2025, with up to \$300 million available
 - 4 grant categories - Planning grants (up to \$56 million for FY24-25), Resilience Improvement Grants (up to \$408 million for FY24-25), Community Resilience & Evacuation Grants (up to \$56 million for FY24-25), At-Risk Coastal Infrastructure Grants (up to \$56 million for FY24-25)
- **Port Security Grants:** NOFO \$90M FY 2024 PSGP were Due June 24, 2024. FEMA Grants - Port Security Grant
Site <https://www.fema.gov/grants/preparedness/port-security> Notice of Funding Opportunity: <https://grants.gov/search-results-detail/353552>
- **Small Shipyards Grants:** \$8.75M FY 2025 grant applications were DUE 15 May 2025 View the [notice of funding opportunity](#).

- The PIDP, now in its sixth year, was established in FY2019 under 46 U.S.C. Section 50302
- The primary statutory purpose of the PIDP is to make grants to improve the safety, efficiency, or reliability of the movement of goods through ports or intermodal connections to ports.
- To date, 171 grants have been awarded totaling more than \$2.6 billion for projects in 30 States and 3 Territories
- PIDP grants can be awarded to coastal seaports, inland river ports, or Great Lakes ports
- FY 2024 181 Applications, 158 Eligible, 31 Selected \$577M, \$2.98B Requested – 95 forwarded for consideration
 - 15 States, 1 Territory
 - 11 Large Projects
 - 20 Small Projects (\$184M) – \$125M reserved for Small Projects
 - Approximately 33% Rural
 - Approximately 50% Historically Disadvantaged

CHANGES TO THE FY 2025 NOFO in the May 2, 2025, amendment to the FY 2025 PIDP NOFO originally published on December 20, 2024, makes the following changes:

- Removes references to rescinded Executive Orders
- Requires PIDP large project applicants, if applying to use a PIDP grant to acquire digital infrastructure or a software component, to ensure that they have a plan to address the cybersecurity risks of such digital infrastructure or software
- Updates rating rubrics for the statutory merit criteria to better align with new Executive Orders
- Includes \$50 million in funding appropriated by the Full-Continuing Appropriations and Extensions Act, 2025 (Pub. L. 119-4, March 15, 2025) (“FY 2025 Appropriations Act”)

Eligible Applicants

- A port authority, a 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).

Project eligibility: Projects that fit in one of these categories and improve the safety, efficiency, or reliability of the movement of goods

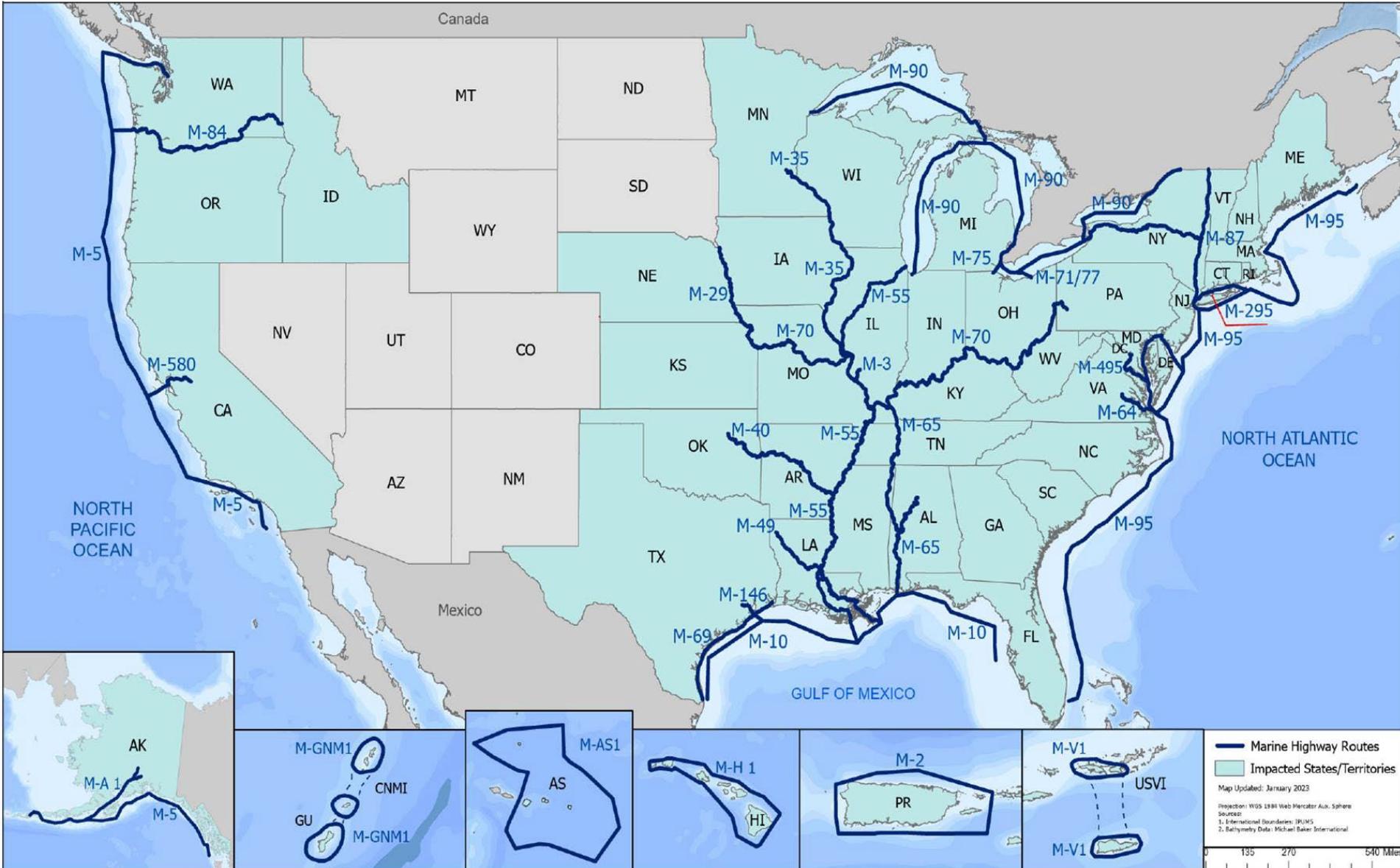
1. The loading and unloading of goods at a port, such as for marine terminal equipment
2. The movement of goods into, out of, around, or within a port, such as for highway or rail infrastructure, intermodal facilities, freight intelligent transportation systems, and digital infrastructure systems.
3. Operational improvements, including projects to improve port resilience
4. The implementation of environmental and emissions mitigation measures
 - a) port electrification or electrification master planning;
 - b) harbor craft or equipment replacements or retrofits;
 - c) development of port or terminal microgrids;
 - d) provision of idling reduction infrastructure;
 - e) purchase of cargo handling equipment and related infrastructure;
 - f) worker training to support electrification technology;
 - g) installation of port bunkering facilities from ocean-going vessels for fuels;
 - h) electric vehicle charging or hydrogen refueling infrastructure for drayage and medium or heavy-duty trucks and locomotives that service the port and related grid upgrades; or
 - i) other related port activities, including charging infrastructure, electric rubber-tired gantry cranes, and anti-idling technologies; or
5. The installation of infrastructure that supports seafood and seafood-related businesses

Small Projects at Small Ports

- A coastal seaport, Great Lakes, or inland river port to and from which the average annual tonnage of cargo during the **3 calendar years immediately preceding the time of application is less than 8,000,000 short tons** as determined by U.S. Army Corps of Engineers data for the statistical area in which the project is located. MARAD may accept an independent certification of tonnage statistics only in those cases where U.S. Army Corps of Engineers statistical data is not available. For joint applications, MARAD will use the status of the lead (eligible) applicant when determining whether the project is for a small port.
- A project at small port requesting **less than or equal to \$11.25 million** in Federal funding assistance through the FY 2025 PIDP.
- **80% Federal share (20% match for small projects may be waived with approval of Secretary of Transportation).**
- **Cost-effectiveness determinations (Benefit-Cost Ratio greater than 1) generally do not apply** to Small Projects at Small Ports or to projects in non-contiguous States or territories. BUT, if Small Port proposes a project utilizing \$11.25 million or more in Federal assistance, that project will be considered Large Projects, and the cost-effectiveness determination will apply (in contiguous states only).

- **What can Marine Highway Grant funds be used for?**
 - Port and landside infrastructure
 - Cargo handling equipment
 - New or used vessel purchase, lease, or modification
 - Planning, preparation and design efforts in support of marine highway projects (cannot be used for market related studies)
 - Private, Public and Tribal Entities are eligible to apply
- Likely FY 2025 NOFO to be posted by May 14, 2025,
 - \$4.85M for FY 2024
- Federal share - 80%
- Webinar on How to Apply will be held.
- FY25 Applications close **July 12, 2024**

United States Marine Highway Program

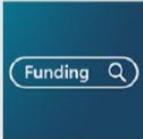




DOT Navigator

DOT Navigator: Assistance to Help to Develop Strong Discretionary Grant Applications

What Do You Want to Do?

	<p>PREPARE A SUCCESSFUL GRANT APPLICATION Get planning tips, checklists, and information on applying for federal grants</p>		<p>FIND FUNDING OPPORTUNITIES Search grant opportunities to meet your community's transportation needs</p>
	<p>GET TECHNICAL ASSISTANCE RESOURCES Find resources to get funding and build capacity to do transportation projects</p>		<p>LEARN ABOUT FUNDING AND MATCH Learn about USDOT grant funding, including match requirements and flexibilities</p>
	<p>ACCESS DATA AND MAPPING TOOLS Access data and mapping tools to help write a strong grant application</p>		<p>LEARN ABOUT THE BIPARTISAN INFRASTRUCTURE LAW Get information to help access BIL funding programs</p>

Spanish

- [Solicitud de subvenciones del USDOT](#)
- [Visión general de fondos del DOT y financiamiento](#)
- [Comprendiendo los requisitos no federales de pareo](#)
- [Herramientas federales para identificar comunidades desfavorecidas](#)
- [Financiamiento federal para transporte: Lista de cotejo de preparación de subvenciones "grants" discrecionales para posibles solicitantes durante el año fiscal 2023](#)
- [Lista de cotejo para solicitudes de subvención que alcancen una fuerza laboral de transporte sólida y un plan laboral](#)
- [Uso de Fondos del DOT para la Participación Pública](#)
- [¿Es el financiamiento federal el adecuado para mi organización?](#)

Sign Up to Get Our Bi-Weekly Email Bulletins to Stay in the Know about new technical assistance resources, trainings, and funding opportunities across a range of transportation topics!



DOT Discretionary Grants Dashboard

 [Download CSV](#)

Keywords

Eligible Activities Eligible Applicants

Agency/Office Transportation Type

Match Waiver Rural Set-Aside Tribal Set-Aside Status

[Apply](#)

HIGHLIGHTS

- 90+ grant programs
- Covers DOT and Non-DOT Agencies
 - 8 DOT Agencies
 - 10+ Non-DOT Agencies
- Multiple search filters
 - Keyword
 - Eligible Activities
 - Eligible Entities
 - Transportation Type
 - Match Waiver
 - Status (Open/Closed)
- Customized features for Rural and Tribal communities
- Save results as Excel csv file

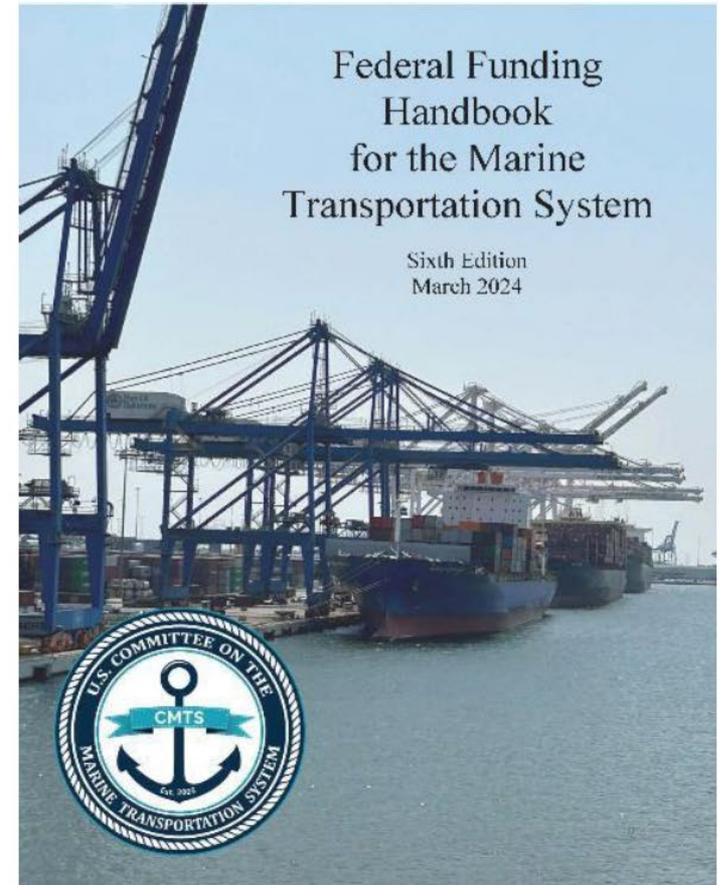
Categories:

- Infrastructure
- Economic Development
- Energy
- Resilience
- Safety and Security
- Environment and Sustainability
- Research and Development

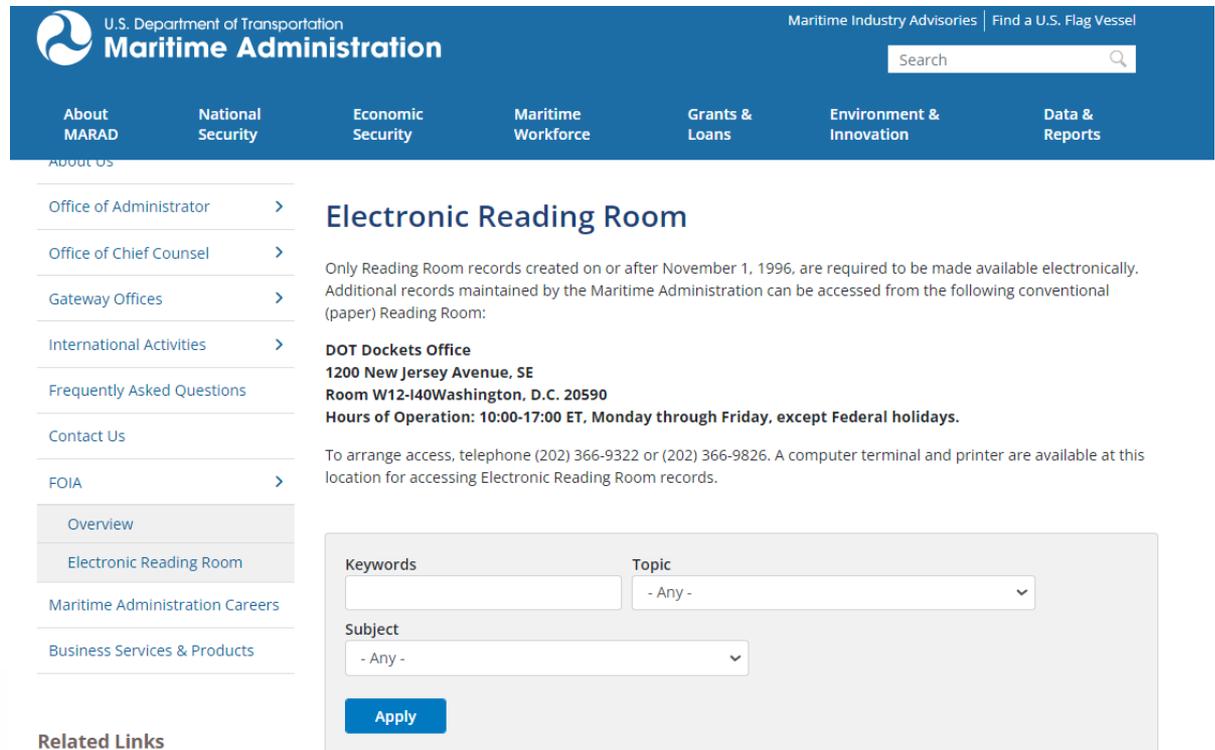


Agencies include Agriculture, Commerce, DOD, EPA, DOI, DOL, DOT and more

Federal Funding Handbook for Marine Transportation System



- Examples of grant applications are publicly available on the MARAD website. These examples can be useful to see how others have responded to Notices of Funding Opportunity.
- [Link: Electronic Reading Room Search Engine](#)
- Under “Subject” select [Port Infrastructure Development Program Grant Applications](#).



The screenshot shows the MARAD website interface. At the top, there is a blue header with the U.S. Department of Transportation Maritime Administration logo and name. To the right of the header, there are links for "Maritime Industry Advisories" and "Find a U.S. Flag Vessel", along with a search bar. Below the header is a navigation menu with categories: About MARAD, National Security, Economic Security, Maritime Workforce, Grants & Loans, Environment & Innovation, and Data & Reports. The main content area is titled "Electronic Reading Room" and contains the following text: "Only Reading Room records created on or after November 1, 1996, are required to be made available electronically. Additional records maintained by the Maritime Administration can be accessed from the following conventional (paper) Reading Room: DOT Dockets Office, 1200 New Jersey Avenue, SE, Room W12-140 Washington, D.C. 20590, Hours of Operation: 10:00-17:00 ET, Monday through Friday, except Federal holidays." Below this text, there is a search form with fields for "Keywords", "Topic" (a dropdown menu), and "Subject" (a dropdown menu), and an "Apply" button. On the left side of the page, there is a sidebar with a list of links: "About Us", "Office of Administrator", "Office of Chief Counsel", "Gateway Offices", "International Activities", "Frequently Asked Questions", "Contact Us", "FOIA", "Overview", "Electronic Reading Room", "Maritime Administration Careers", and "Business Services & Products". At the bottom left, there is a "Related Links" section.

Some applicants post their application materials online.



The screenshot shows the website for the Humboldt Bay Harbor, Recreation, & Conservation District. The header includes the district's logo and name. The main content area features a search bar, a navigation menu, and a section titled "HUMBOLDT BAY OFFSHORE WIND HEAVY LIFT MARINE TERMINAL PROJECT". Below this title is a "Background and Overview" section with text describing the project's goals and the district's role. A "Meetings & Agendas" sidebar lists various board meetings.

Grants

The Harbor District has received funds from the following grant programs for this project. Copies of the latest grant applications can be accessed by clicking on the grant:

- 2020: Humboldt County Headwaters Fund: \$65,000 - Project Visioning and conceptual master plan
- 2021: State Lands Commission: ARPA Funding: \$576,191 - Design / Permitting
- 2022: California Energy Commission: \$10,450,000 - Design / Permitting and matching funds
- 2023: MARAD PIDP Grant: \$8,672,986 - Design, permitting, and Bay wide Master Plan
- 2024: Federal Department of Transportation: INFRA Grant: \$426,719,810

The INFRA grant (>\$426M) will be used to finalize project design and to fund project construction, including access roads, onsite utilities, a 40-acre upland staging site, a 1,200 linear foot wharf, and a several acre berth.

The INFRA grant also includes:

- \$51,000,000 for environmental restoration;
- \$1,100,000 for a paved multipurpose trail;
- \$2,300,00 for an eco-shoreline transition from the bay to the upland site;
- \$10,000,000 for a large on-site solar array to provide renewable energy to the project operations;
- \$1,200,000 for public recreation access (fishing pier, kayak launch, or other);
- \$3,000,000 for a dredge material dewatering area; and
- \$6,000,000 for a Community Benefit Program intended to benefit local Tribes, fishermen, and nearby residents.

FY 2025 PIDP Webinar Schedule Cont.

3. Economic Vitality: Small Projects at Small Ports

Date: June 17, 2025 | Time: 12:30 PM – 2:00 PM Central Time Zone

Overview: This webinar is tailored for applicants proposing small projects at small ports. This session will explain how MARAD evaluates the economic vitality of projects and how to address this criterion in your application effectively. Please register to access the webinar on our PIDP [webpage](#).

4. Project Readiness and NEPA Requirements

Date: June 24, 2025 | Time: 12:30 PM – 2:00 PM Central Time Zone

Overview: This webinar will provide an overview of the National Environmental Policy Act (NEPA) process and project readiness considerations. It will outline the steps required before construction can begin and offer guidance on how to demonstrate readiness in your proposal. Please register to access the webinar on our PIDP [webpage](#).

FY 2025 US Marine Highway Grant Webinar

1. How to apply for a US Marine Highway Grant (deadline July 15, 2025)

Date June 5, 2025 / Time 2:00 PM - 3:00 PM Central Time Zone

