



## APPENDIX B: GRANT PROGRAM MATRIX

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IJA Competitive Grants Applicable to Intermodal Transportation Master Plan TIP															
FY 22 - FY 26															
	Total	IJA Annual (\$ in Millions)	FY 23 Appropriations	Formula Component	Maximum Federal Share	Eligible Applicants	Eligible Projects	Planning Grant	Capital	BCA Required?	NOFO Notice Date	NOFO Closing	Award Announcement Anticipated or Actual	Link to NOFO or Webpage	
Program	Amount	Amount2	Amount22	Amount3	Amount32	Amount4	Amount5	Amount6	Amount7	Amount8					
National Highway Freight (Formula to State) - Illinois Competitive Freight Program	\$200 million 5 year total for Illinois	\$ 50.0		All Formula	80%	Local, state, or federal governmental agencies such as Cities, Counties, Transportation Authorities, Metropolitan Planning Organizations or Regional Planning Commissions are eligible to apply for this program. Project proposals involving a private entity must have a public sponsor.	<ol style="list-style-type: none"> <li>1. Projects on the Primary Highway Freight System (as previously established by the United States Department of Transportation).</li> <li>2. On designated Critical Urban Freight Corridors</li> <li>3. On designated Critical Rural Freight Corridors</li> <li>4. If a project is not on the Primary Highway Freight System and is not identified on the preliminary listing of Critical Urban and Rural Freight Corridors, applicants must comprehensively explain the importance of the proposed project/route to justify designation as a critical freight corridor</li> </ol> <p><b>Intermodal Projects</b> Intermodal projects designed to improve the flow of freight into and out of a freight intermodal or a freight rail facility, including ports and airport access roads <i>See Appendix A of ICFP Guidance</i></p>	No	Yes	No	15-Nov-22	19-Dec-22	3/30/2023	<a href="#">Illinois Competitive Freight Program</a>	
INFRA NOFO combines INFRA, Mega and Rural programs FY 23 - 24 combined into same NOFO	\$ 8,000.0	\$ 3,100.0	FY 23 -24 NOFO has up to \$3.1 billion available	No	60% from INFRA 80% Max Federal Share	<ol style="list-style-type: none"> <li>1. State or group of states</li> <li>2. MPO (&gt;200K)</li> <li>3. Local government(s)</li> <li>4. Political subdivision of a state</li> <li>5. Special purpose District/public authority with transportation function</li> <li>6. Federal land management agency</li> <li>7. Tribe</li> <li>8. Multistate corridor organization</li> <li>9. Multistate/multi-jurisdiction group of eligible entities</li> </ol>	<p>Large project minimum is \$100M</p> <ol style="list-style-type: none"> <li>1. Highway freight project on National Highway Freight Network designated by FHWA</li> <li>2. Highway or bridge project on the National Highway System</li> <li>3. Freight intermodal, freight rail, or freight project within boundaries of a public or private freight rail, water (including ports) or intermodal facility and that is a surface transportation project necessary to facilitate direct intermodal, transfer, or access into or out of the facility</li> <li>4. Highway-railway grade crossing/separation</li> <li>5. Wildlife crossing</li> <li>6. A project for a Marine Highway corridor that is functionally connected to the NHFN and is likely to reduce road mobile source emissions</li> <li>7. A highway, bridge or freight project on the National Multimodal Freight Network</li> </ol>	No	Yes Large Projects must begin construction within 18 months of obligation	Yes	Multimodal Project Discretionary Grant 6/22/23 for FY 23 and 24	8/21/2023	TBD	<a href="#">MPDGP Program   US Department of Transportation</a>	
Bridge Investment Program (BIP)	\$ 12,500.0	\$ 2,447.0		Yes	Planning: No Maximum Bridge: 80% Large Bridge: 50%	<ol style="list-style-type: none"> <li>1. State or group of States</li> <li>2. MPO (&gt; 200k population)</li> <li>3. Unit of local government or group of local governments</li> <li>4. Political subdivision of a State or local government</li> <li>5. Special purpose district or public authority with transportation function</li> <li>6. Federal land management agency</li> <li>7. Tribal government(s)</li> <li>8. Multistate /multijurisdictional group of eligible entities</li> </ol>	<ol style="list-style-type: none"> <li>1. Planning, feasibility analysis and revenue forecasting associated with development of a project eligible to apply for assistance under BIP</li> <li>2. Project to replace, rehab, preserve or protect one or more bridges on the National Bridge Inventory including bundling and culverts (Bridge and Large Bridge)</li> </ol> <p><b>All projects must specifically address how bridge will be maintained and accommodations for bicyclists/pedestrians</b></p>	Yes	Yes - 2 categories 1. Bridge projects (less than \$100M) 2. Large Bridge projects (more than \$100M)	Yes for Bridge and Large Bridge projects	6/10/22 (FY 22)	Planning 7/25/22 Large Bridge 8/9/22 Bridge 9/8/22	Planning 10/12/2022 Large Bridge 1/4/2023 Bridge 4/13/2023	<a href="#">BIP - Funding Programs - Management and Preservation - Bridges &amp; Structures - Federal Highway Administration (dot.gov)</a>	
Consolidated Railroad Safety Improvement (CRISI)	\$ 5,000.0	\$ 1,000.0		No	80%	<ol style="list-style-type: none"> <li>1. State or group of States</li> <li>2. Interstate compact</li> <li>3. A public agency or publicly chartered authority</li> <li>4. A political subdivision of a State</li> <li>5. Amtrak or another intercity passenger rail carrier</li> <li>6. Class II or Class III RR</li> <li>7. An association representing one or more Class II/III RRs</li> <li>8. Federally recognized Indian Tribe</li> <li>9. Any rail carrier or equipment manufacturer in partnership with at least one eligible public entity</li> <li>10. Transportation Research Board</li> <li>11. University Transportation Center engaged in rail-related research</li> <li>12. No-profit labor organization</li> </ol>	<ol style="list-style-type: none"> <li>1. Deployment of RR safety technology including PTC and rail integrity inspection systems</li> <li>2. A capital project as defined in section 22901(2)</li> <li>3. Capital project addressing congestion or safety challenges affecting rail service</li> <li>4. Capital project that reduces congestion and facilitates ridership growth in intercity passenger rail along heavily traveled rail corridors</li> <li>5. Highway-rail grade crossing improvement project</li> <li>6. Rail line relocation or improvement</li> <li>7. A capital project to improve short line or regional RR infrastructure</li> <li>8. Preparation of a regional rail and corridor service development plan/enviro analysis</li> <li>9. Any project that enhances multimodal connections or facilitates service integration between rail and other modes</li> <li>10. Development and implementation of a rail safety program or institute</li> <li>11. Rail trespassing prevention</li> <li>12. Research to advance any aspect of rail-related capital, operations, or safety improvements</li> <li>13. Workforce development and training activities</li> <li>14. Research, development and testing to advance and facilitate innovative rail projects</li> <li>15. Preparation of emergency plans for communities where hazardous materials are transported by rail</li> <li>16. Rehab, remanufacturing, procuring or overhauling locomotives to reduce emissions</li> </ol>	Yes	Yes	Yes	9/2/2022 Anticipated joint FY23/FY24 NOFO Dec '23/ Jan '24	12/1/2022	FY23-24 CRISI August/Sept 2024	<a href="https://railroads.dot.gov/grants-beans/competitive-discretionary-grant-programs/consolidated-rail-infrastructure-and-safety-2">https://railroads.dot.gov/grants-beans/competitive-discretionary-grant-programs/consolidated-rail-infrastructure-and-safety-2</a> <a href="#">Upcoming Calendar of FRA Funding Activities</a>	
Charging and Fueling Infrastructure (CFI) 1. Community Program FY22 & FY23 - \$350M 2. Corridor Program FY 22 & FY 23 \$350M	\$ 2,500.0	\$ 300.0		Yes	80%	<ol style="list-style-type: none"> <li>1. State or political subdivision of a State</li> <li>2. MPO</li> <li>3. Unit of local government</li> <li>4. Special purpose district or public authority with transportation function including a port authority</li> <li>5. Indian Tribe</li> <li>6. A Territory of the U.S.</li> <li>7. An authority, agency, or instrumentality of an entity owned by 1 or more eligible entities</li> <li>8. A group of eligible entities</li> <li>9. A state or local authority with ownership of a publicly accessible transportation facilities ((Community Program only)</li> </ol>	<p>Community Program Publicly Accessible EV charging infrastructure, hydrogen fueling, propane fueling, or natural as fueling infrastructure May be located on any public road or in other publicly accessible locations including parking facilities at public buildings, public schools and public parks, or in a publicly accessible parking facility owned or managed by a private entity Corridor Program Must be awarded to any project that contracts with a private entity for acquisition and installation or operation of eligible infrastructure including EV, hydrogen, propane or natural gas where propane is limited to infrastructure for medium and heavy-duty vehicles Projects must be located along a designated alternative fuel corridor EV charging should be conveniently and safely located as close to the AFC as possible ad in general no greater than one mile from interstate exits or highway intersection along designated corridors Other fuels must be within 5 miles</p>	Yes	Yes	No	3/14/2023	6/13/2023	TBD	<a href="#">Charging and Fueling Infrastructure Grant Program   US Department of Transportation</a> <a href="https://www.fhwa.dot.gov/environment/cfi/">https://www.fhwa.dot.gov/environment/cfi/</a>	

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Railroad Crossing Elimination (RCE)	\$ 3,000.0	\$ 600.0		No	80%	1. A State, including the District of Columbia, Puerto Rico, and other United States territories and possessions 2. A political subdivision of a State 3. Federally recognized Tribe 4. A unit of local government or a group of units of local govt. 5. A public port authority 6. MPO 7. A group of eligible entities	1. Grade separation or closure, including through the use of a bridge, embankment, tunnel, or combination 2. Track relocation 3. The improvement or installation of protective devices, signals, signs, or other measures the improve safety, provided that such activities are related to a separation or relocation project described in 1 or 2 4. Other means to improve the safety and mobility of people and goods at highway-rail grade crossings (including technological solutions) 5. A group of related projects described in 1 through 4 6. Planning, environmental review, and design of an eligible project described in 1 through 5	Yes (up to 3% or \$18 million)	Yes	No	Anticipated FY23 Sept/ Oct '23 Anticipated FY24 Sept/ Oct '24		FY 23 June/July 2024 FY 24 June/July 2025	<a href="#">Upcoming Calendar of FRA Funding Activities</a> FY22 NOFO <a href="https://www.federalregister.gov/documents/2022/07/06/2022-14344/notice-of-funding-opportunity-for-the-railroad-crossing-elimination-program">https://www.federalregister.gov/documents/2022/07/06/2022-14344/notice-of-funding-opportunity-for-the-railroad-crossing-elimination-program</a>	
National Infrastructure Project Assistance (Mega)	\$ 5,000.0	\$ 1,000.0	FY 23 - 24 has up to \$1.8 billion available	No	60% from Mega 80% maximum federal share	1. State or group of States 2. MPO 3. Unit of local government 4. Political subdivision of a State 5. Special purpose district or public authority with transportation function including a port authority 6. Tribal government 7. Partnership between Amtrak and an eligible entity(ies) 8. A group of eligible entities	1. Highway or bridge project on the National Multimodal Freight Network 2. Highway or bridge project on the National Highway Freight Network 3. Highway or bridge project on the National Highway system 4. Freight intermodal (including public ports) or freight rail project that provides public benefit 5. Railway highway grade separation or elimination project 6. Intercity passenger rail project 7. Public transportation project that is eligible for assistance under Chapter 53 of title 49 and is part of any project types described above	For multi-year projects yes, for single year projects NEPA must be complete	Yes	Yes	Multimodal Project Discretionary Grant 6/22/23 for FY 23 and 24	8/21/2023	TBD	<a href="#">MPDG Program   U.S. Department of Transportation</a>	
Local and Regional Project Assistance (RAISE)	\$ 7,500.0	\$ 1,500.0	\$ 800.0	No	80% Up to 100% if located in a rural area, area of persistent poverty or in a Historically Disadvantaged Community	1. States, including D.C., Puerto Rico, Territories and possessions 2. Unit of local government 3. Public agency or publicly chartered authority 4. Special purpose district or public authority with transportation function 5. Public port authority 6. Federally recognized Tribe 7. Transit agency 8. A group of eligible entities	Capital Projects 1. Highway, bridge or other road projects eligible under USC Title 23 2. Public transportation projects eligible under USC Title 49, Chapter 53 3. Passenger and freight rail projects 4. Port infrastructure investments including inland ports and land ports of entry 5. Surface transportation components of an airport project 6. Intermodal projects 7. Projects to replace a culvert or prevent stormwater runoff to improve aquatic species habitat 8. Surface transportation facilities on Tribal land 9. Any other project the Secretary considers necessary	\$115 million (includes \$40 million for appropriations act)	Yes	Yes	11/30/2022	2/28/2023	6/28/2023	<a href="#">About RAISE Grants   U.S. Department of Transportation</a>	
Local and Regional Project Assistance (RAISE) Planning							Community engagement Feasibility studies BCA Master Plans/Comprehensive Plans/Corridor studies Zero Emissions plan Port Plans Risk Assessments Environmental analysis Phase II Engineering Design Engineer Capital Projects			No					
Rural Surface Transportation Discretionary (Rural)	\$ 2,000.0	\$ 300.0	FY 23 - 24 NOFO has \$675 million available	No	80% from Rural Other Federal Assistance may satisfy non-Rural share	1. State 2. Regional transportation planning organization 3. Unit of local government 4. Tribal government 5. Multijurisdictional group of eligible entities	1. Highway, bridge, or tunnel project eligible under National Highway Performance Program 2. Highway, bridge, or tunnel project eligible under Surface Transportation Block Grant 3. Highway, bridge, or tunnel project eligible under Tribal Transportation Program 4. Highway freight project eligible under National Highway Freight Program 5. Highway safety improvement project, including a project to improve a high-risk rural roads defined by the Highway Safety Improvement Program 6. Project on a publicly-owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports economy of a rural area 7. Project to develop, establish or maintain an integrated mobility managements system, transportation demand management system, or on-demand mobility services	Yes	Yes	Yes	Multimodal Project Discretionary Grant 6/22/23 for FY 23 and 24	8/21/2023	TBD	<a href="#">MPDG Program   U.S. Department of Transportation</a>	

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PROTECT Discretionary Planning (Resiliency) <sup>1</sup>	\$ 1,400.0	\$ 45.0		Yes	100%	1. State or political subdivision of a State 2. MPO 3. Unit of local government 4. Special purpose district or public authority with transportation function including a port authority 5. Indian Tribe 6. Federal Land Management agency applying joint with a State(s) 7. A multijurisdictional group of eligible entities	1. In the case of a State or MPO, developing a resiliency improvement plan under 23 USC §176(e)(2) 2. resiliency planning, pre-design, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessment 3. Technical capacity building by eligible entity to facilitate ability of entity to assess vulnerabilities of surface transportation assets and community response strategies under current and a range of potential future conditions 4. Evacuation planning and preparation	Yes	See below	No	4/21/23 for FY22 and FY23	Aug 18, 2023		<a href="https://www.fhwa.dot.gov/environment/protect/discretionary/">https://www.fhwa.dot.gov/environment/protect/discretionary/</a>
PROTECT Discretionary Resilience Improvement <sup>1</sup>		\$ 638.0		Yes	80%	Same as Planning	One or more construction activities to improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster or to increase the resilience of surface transportation infrastructure (highway, public transportation facility, intercity passenger rail facility/service, port facility) from the impacts of changing conditions such as sea level rise, flooding, wildfires, extreme weather events and other natural disasters as enumerated in the NOFO.	See Above	Yes	Yes, unless in a qualifying Resilience Improvement Plan	4/21/23 for FY22 and FY23	Aug 18, 2023		<a href="https://www.fhwa.dot.gov/environment/protect/discretionary/">https://www.fhwa.dot.gov/environment/protect/discretionary/</a>
PROTECT Discretionary Community Resilience and Evacuation Routes <sup>2</sup>		\$ 45.0		Yes	80%	Same as Planning	One or more projects that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events. Projects are listed in the NOFO page 18.	See Above	Yes	Yes	4/21/23 for FY22 and FY23	Aug 18, 2023		<a href="https://www.fhwa.dot.gov/environment/protect/discretionary/">https://www.fhwa.dot.gov/environment/protect/discretionary/</a>
Reduce Truck Emissions at Port Facilities	\$ 400.0	\$ 80.0		No	80%	Entities that: 1. have authority over, operate, or utilize port facilities and/or intermodal port transfer facilities 2. have authority over areas within or adjacent to ports and intermodal port transfer facilities, or 3. will test and/or evaluate technologies that reduce truck emissions at port facilities and/or intermodal port transfer facilities	Eligible project locations: 1. areas within or adjacent to ports and intermodal transfer facilities Intermodal port transfer facilities are those that handle the transfer of freight shipments between two or more modes of transportation including between trucks and marine vessels, marine vessels and rail, trucks and rail Eligible improvements 1. developing port-related infra. 2. developing on-truck technologies 3. using zero or low emissions power trains and fuels 4. reducing truck congestion within or adjacent to ports, which can include promoting enhanced rail intermodal connections at ports 5. other improvement that reduce port-related emissions from idling trucks	No	Yes	Yes	4/27/2023 Current NOFO includes funding for 2 years or \$160 million	7/26/2023	Not included in NOFO	<a href="#">Reduction of Truck Emissions at Port Facilities   US Department of Transportation</a>
Safe Streets for All Discretionary Grant	\$ 5,000.0	\$ 1,000.0		No	80%	1. MPOs 2. A political subdivision of a State or Territory 3. A federally recognized Tribal government 4. A multijurisdictional group of eligible entities	1. Develop an Action Plan 2. Supplemental planning grant to update an Action Plan 3. Demonstration activities alone or in conjunction with a supplemental planning grant 4. Implementation grant to fund projects and strategies identified in a compliant Action Plan ONLY ONE APPLICATION can be made by an applicant	Yes	Yes	No	March 30, 2023 (FY 23)	July 10, 2023 (FY 23)	Planning / Demonstration Grants in October 2023 Implementation and additional Planning/Demonstration Grants in December 2023	<a href="#">FY23 SS4A Notice of Funding Opportunity   US Department of Transportation</a>
Reconnecting Communities Pilot (see RCP Planning, RCP Cap Const, and NAE below)	\$ 1,000.0	\$ 198.0		No	See Below			\$50 M	\$148 M					<a href="#">Reconnecting Communities and Neighborhoods Grant Program   US Department of</a>
Reconnecting Communities Planning		\$ 50.0		No	80%	1. State 2. Unit of local government 3. Tribal government 4. MPO 5. Nonprofit organization	Eligible Facilities: Highway or other transportation facility that creates a barrier to community connectivity, including barriers to mobility, access or economic development due to high speeds, grade separations or other design factors and may include transit lines, rail lines, gas pipelines and airports Eligible Activities/Costs: Public engagement Planning studies to assess feasibility of removing, retrofitting or mitigating an existing eligible dividing facility Conceptual/Preliminary engineering Developing local anti-displacement policies and community benefit agreements Other associated needs					9/28/2023		

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Reconnecting Communities Cap Construction		\$ 148.0		No	50%	1. owners of the eligible facility proposed in the project for which all necessary feasibility studies and other planning activities have been completed 2. a partnership between facility owner and any eligible RCP Community Planning grant applicant	<u>Eligible Facilities:</u> Highway or other transportation facility that creates a barrier to community connectivity, including barriers to mobility, access or economic development due to high speeds, grade separations or other design factors and may include transit lines, rail lines, gas pipelines and airports <u>Eligible Activities:</u> Preliminary and detailed design and environmental studies Permitting and completion of NEPA for: Removal, retrofit or mitigation of an eligible dividing facility Replacement of dividing facility that restores connectivity Delivering community benefits and environmental improvements or mitigation of impacts identified through NEPA process Construction							
Neighborhood Access and Equity Program		\$ 3,155.0		No	80% Projects in a disadvantaged or underserved community do not require a local match	1. State or Territory of the U.S. 2. Unit of local government 3. Political subdivision of a State 4. Tribal government 5. Special purpose district or public authority with transportation function 6. MPO 7. Nonprofit organization or institution of high learning with an eligible entity	<u>Eligible Facility:</u> 1. A dividing facility: a surface transportation facility that creates an obstacle to community connectivity by high speeds, grade separation, or other design factors 2. A burdening facility: a surface transportation facility that is a source of air pollution, noise, stormwater, heat or other burden to a disadvantaged or underserved community <u>Eligible Planning Activities:</u> Planning and capacity building activities in disadvantaged or underserved communities Feasibility studies for removing, retrofitting or mitigating an existing eligible burdening or dividing facility and predevelopment activities for eligible NAE Capital Construction projects Assess transportation equity or pollution impacts Administer or obtain technical assistance related to other eligible planning activities <u>Eligible Capital Construction Activities:</u> Preliminary and detailed design activities and associated environmental studies Predevelopment, preconstruction Permitting including completion of NEPA process for: Reuse of a burdening or dividing facility to improve walkability, safety and affordable transportation access through context sensitive projects Projects to mitigate or remediate negative impacts on human or natural environment resulting from a burdening or dividing facility Building or improving complete streets, multiuse trails regional greenways or active transportation networks/spines Providing affordable access to essential destinations through transit to public spaces or transportation links/hubs.	\$188 M	\$450 M in Regional Partnership Challenge Grants	Yes				
Strengthening Mobility Discretionary Grant (SMART)	\$ 500.0	\$ 100.0	For FY 23 NOFO, up to \$50 million for Stage 1 and \$50 million for Stage 2 projects	No	100% for Stage 1	1. State 2. Political subdivision of a State 3. Tribal government 4. Public transit agency or authority 5. Public toll authority 6. MPO 7. A group of 2 or more eligible entities	Projects that advance purpose-driven innovation or Projects that demonstrates at least one of the following: 1. Coordinated automation 2. Connected vehicles 3. Intelligent Sensor based infrastructure 4. Systems integration 5. Commerce delivery/logistics 6. Innovative aviation 7. Smart grid 8. Smart Technology traffic signals	Yes up to \$2 million per award, \$250k minimum	Yes, must be funded for planning and prototyping to be eligible for implementation grants in the future	No	FY 22: 9/19/2022 FY 23: 8/9/2023 (Stage 1 only)	FY 22: 11/18/2022 FY 23: 10/10/23 (Stage 1 only)	FY 22: 3/21/2023 FY 23: TBD	<a href="#">Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program   U.S. Department of Transportation</a>
Port Infrastructure Development Discretionary Grant (PIDP)	\$ 2,250.0	\$ 450.0	\$ 212.2	No	80% Secretary has discretion to raise Federal share at 1. Project located in a rural area 2. Small project at a small port	1. Port Authority 2. A commission or its subdivision or agent under existing authority 3. State or political subdivision of a State or local government 4. An Indian Tribe 5. A public agency or publicly chartered authority established by one or more States 6. Special purpose district with a transportation function 7. Multistate or multijurisdictional group of entities 8. 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).	A project located either within the boundary of a port, or outside the boundary of a port and directly related to port operations or to an intermodal connection to a port. Grants may be made for capital projects that will be used to improve the safety, efficiency, or reliability of: 1. Loading and unloading of goods at the port, such as for marine terminal equipment 2. 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. Environmental and emissions mitigation measures, including projects for— (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; (i) other related port activities, including charging infrastructure, electric rubber tired gantry cranes, and anti-idling technologies	Yes	Yes	Yes	2/9/2023	4/28/2023	TBD	<a href="#">Port Infrastructure Development Program   MARAD (dot.gov)</a>