



Grant Program (FY 2026 Port Infrastructure Development Program – PIDP)

Agency Maritime Administration (MARAD), U.S. Department of Transportation (DOT)
Program Description The Port Infrastructure Development Program (PIDP), codified at 46 U.S.C. § 54301, assists in funding eligible projects to improve the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports. FY 2026 funding includes \$450 million from the Infrastructure Investment and Jobs Act (IIJA, Pub. L. 117-58) and \$38,628,000 from the Consolidated Appropriations Act, 2026 (Pub. L. 119-75, Feb. 3, 2026), totaling \$488,628,000 in available discretionary grant funds. MARAD may retain up to 2% for program administration. Funding Opportunity No.: MA-PID-26-001 | Assistance Listing: 20.823.

Application Due June 26, 2026 at 11:59:59 p.m. E.D.T.
Total Funding \$488,628,000
Small Projects at Small Ports: At least 25% of available funding, which is \$122,157,000
Per State: No more than 25% of available funding, which is \$122,157,000
Planning Projects: No more than 10% of funding reserved for Small Projects at Small Ports and no more than 10% of funding available to large projects
Small Projects at Small Ports Maximum Award size: No more than \$11.25 million per award

Award Amount 40
Local Match: YES – Federal share must not exceed 80% of total project cost (exceptions for rural areas and small projects at small ports)

Eligible Applicants · 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; 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.

Eligible Activities/Projects Projects 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 that improve the safety, efficiency, or reliability of:
I. the loading and unloading of goods at the port, such as for marine terminal equipment;
II. 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;
III. operational improvements, including projects to improve port resilience;
IV. 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; or
i. other related port activities, including charging infrastructure, electric rubber-tired gantry cranes, and anti-idling technologies; or
V. port and port-related infrastructure that supports seafood and seafood-related businesses, including the loading and unloading of commercially harvested fish and fish products, seafood processing, cold storage, and other related infrastructure.

Review Criteria Statutory Merit Criteria (rated High/Medium/Low/Non-Responsive): (1) Achieving Safety, Efficiency, or Reliability Improvements; (2) Supporting Economic Vitality at the Regional or National Level (BCR-based for large projects; economic advantage/freight contribution/competitive disadvantage for small projects at small ports); (3) Leveraging Federal Funding (non-Federal share percentage, sorted into quintiles); (4) Port Resilience. Additional Considerations: (5) Supporting National Multimodal Freight Goals; (6) Project Readiness (Technical Capacity + NEPA Process & Permitting Risk); (7) Innovative Technology. Projects rated High on Safety/Efficiency/Reliability AND with non-Federal share >20% are designated "Highly Recommended."

Link: https://www.maritime.dot.gov/PIDPgrants https://www.grants.gov/search-results-detail/361059

Application Submission Applications must be submitted electronically via Grants.gov by June 26, 2026 at 11:59:59 p.m. E.D.T. Paper, fax, or email submissions are NOT accepted. Applicants must be registered in SAM.gov before submitting. For technical issues: Grants.gov Support 1-800-518-4726 or support@grants.gov. Questions: PIDPgrants@dot.gov or Aubrey Parsons at 202-366-8047., via email, or via U.S. Mail or express delivery to your Regional Office of Conservation Investment.

BAC Partnership Opportunity • The Build America Center (BAC) is a technical assistance program funded by the USDOT, offering grant development services to localities at NO CHARGE. For more information, please visit our websites: https://bac.umd.edu/ and https://billlaunchpad.com/

If your agency is interested in exploring this opportunity, contact us at bac@umd.edu for details on collaboration