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American Association of Port Authorities

COMPREHENSIVE GUIDE TO Federal Funding Opportunities

AAPA

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EXECUTIVE SUMMARY

It is an historic time for the port industry in the United States. Federal funding for port infrastructure has increased in recent years, thanks primarily to a trio of legislative actions:

- The Bipartisan Infrastructure Law (BIL) increased funding for existing federal grant programs and created new ones.
- The Inflation Reduction Act (IRA) provided funding for new climate-focused challenges, including at ports.
- The Harbor Maintenance Trust Fund (HMTF) was "unlocked," providing its unspent balance in new funding for US Army Corps of Engineers (USACE) dredging projects.

These achievements are thanks to the hard work and unified advocacy of port authorities from coast to coast. Much of this funding is available only for a limited window. This document is intended to turn over every stone, presenting familiar and outside-the-box ideas for ports to competitively seek federal resources. Most BIL funding will expire in 2026 and IRA funding in 2027. It is therefore crucial that port authorities make the most of these opportunities in the next few years. While the opportunities are extensive, it can be intimidating to keep track of all the different funding opportunities. This guide is meant to provide port authorities with a comprehensive overview of all federal funding opportunities available, with concise summaries of each program's guidelines, and necessary links to access funding opportunities, grant administrators' contacts, and more.

This guide is organized into four sections:

1. Programs that are exclusively available for port authorities
2. Programs that port authorities are well-suited to apply for, but are also available for other infrastructure sectors
3. Programs that port authorities cannot apply for directly, but may be able to access through state or local governments, non-profit partners, etc.
4. Programs, including loans and tax incentives, that port authorities should be aware of, as they may be of benefit to ports or private partners

NOTE ON ACRONYMS:

The Federal Government is often described as an "alphabet soup" of agencies and grant programs. There are many acronyms included in this document for brevity's sake, and they are listed here:

Bipartisan Infrastructure Law (BIL)

Fiscal Year 2023 (FY23)

Harbor Maintenance Trust Fund (HMTF)

Inflation Reduction Act (IRA)

Infrastructure Investment and Jobs Act (IIJA) – Alternate name for BIL

Notice of Funding Opportunity (NOFO)

AGENCY NAMES:

Department of Energy (DOE)

Department of Homeland Security (DHS)

Department of Transportation (DOT)

Environmental Protection Agency (EPA)

Federal Emergency Management Administration (FEMA)

Federal Highway Administration (FHWA)

Federal Railroad Administration (FRA)

Internal Revenue Service (IRS)

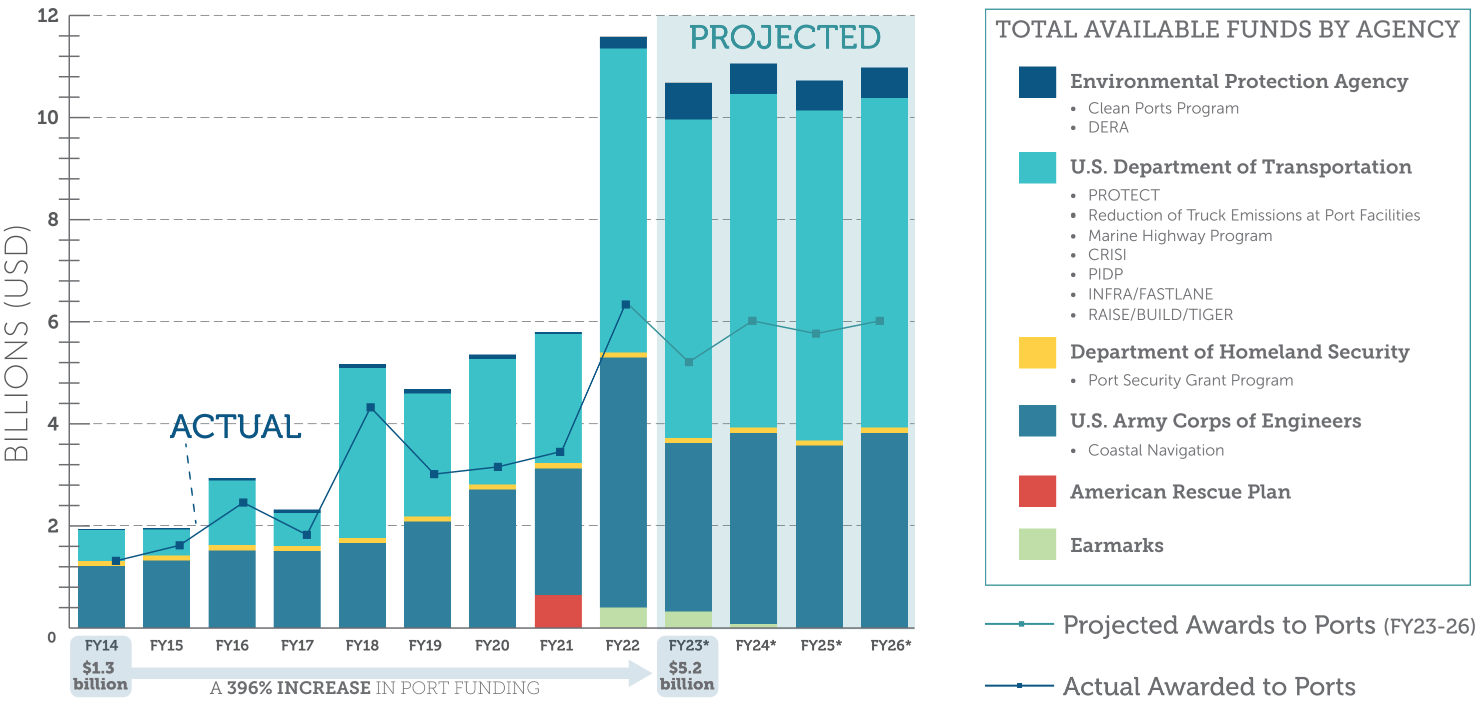
Maritime Administration (MARAD)

National Oceanic and Atmospheric Administration (NOAA)

US Army Corps of Engineers (USACE)

EXECUTIVE SUMMARY

This graph visually illustrates the rapid increase in federal funding for port infrastructure and maintenance in recent years. **The main takeaway is that federal funding for port infrastructure in Fiscal Year 2023 (FY23) is 396% higher than it was in FY14, increasing from $1.3 billion to $5.2 billion.** The bars on this graph represent the funding available to port authorities each year, divided into colors by Federal Agency. As you will find by reading this guide, there are many more federal funding programs than are included on this graph, but AAPA has curated the list to include the highest priority programs to provide you with a snapshot of the programs port authorities stand the greatest chance of securing funding from. The dotted line on this graph represents funding actually awarded to port authorities (or projected to be awarded in future years). These figures are calculated by analyzing each funding program's awards going back to FY14 and adding up how much funding went to port infrastructure projects. For future years, AAPA has used data from past awards to project how much funding port authorities can expect.



The information enclosed will change frequently as new funding opportunities are made available, Congress passes new laws and annual appropriations bills, and federal agencies alter the guidelines for existing programs. AAPA will update this document periodically, but in most cases, the linked program homepages will have the latest updates on individual programs. Also, AAPA's regular Advocacy Updates, delivered to all members by email, will keep you apprised of priority updates about critical funding programs.

Questions or comments?

Connect directly with AAPA's Government Relations Team:

AAPAGR@aapa-ports.org

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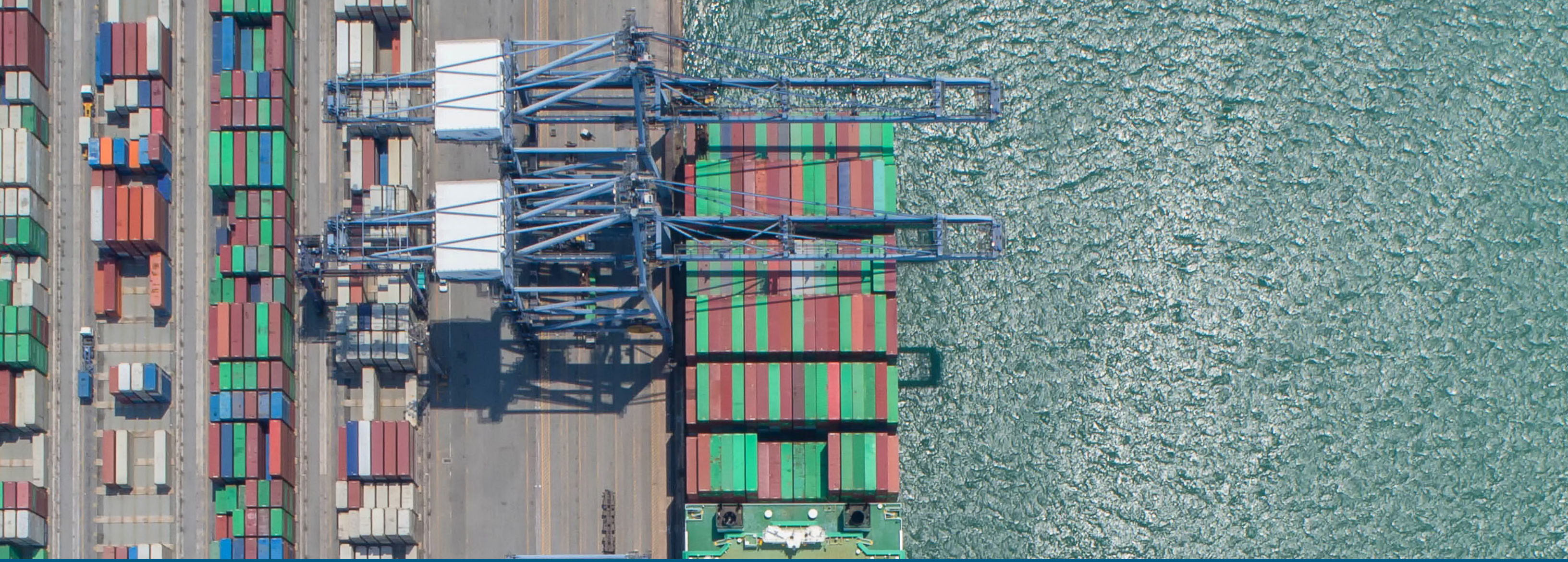
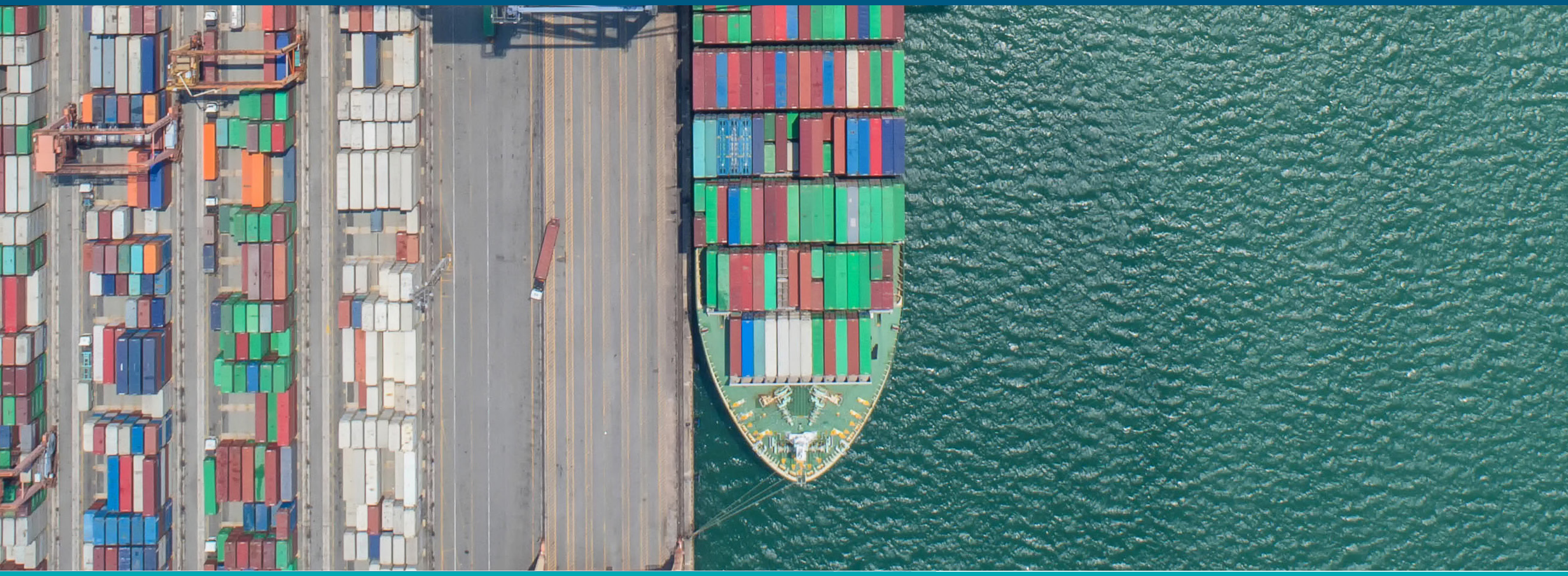


Part I.

Programs exclusive to port authorities and partners



Port Infrastructure Development Program (PIDP)

Funding: $662,203,512 in FY23 **Award Ceiling:** $165,550,878 (limit for awards to any one state) **Award Floor:** $1,000,000 **Federal Cost Share Information:** Max 80% $450 Million per year from BIL $212,203,512 from Congressional Appropriations	**Agency:** MARAD **FY23 Application Deadline:** April 28, 2023	**Relevant Links:** FY23 NOFO PIDP Homepage **Contact:** Wade Morefield Phone: 202-366-6025 Email: PIDPgrants@dot.gov

Program Purpose:
Supporting efforts by ports and industry stakeholders to improve port and related freight infrastructure to meet the nation's freight transportation needs and ensure our port infrastructure can meet anticipated growth in freight volumes.

Application Eligibility:
Port authorities or agents under existing authority are eligible. Eligible projects must be located within the boundary of a port, or outside the boundary but directly related to port operations or to an intermodal connection to a port.

Federal share must not exceed 80% but the Secretary of Transportation may increase the share if it's a small project at a small port or in a rural area.

Merit Criteria:
- Achieving Safety, Efficiency, or Reliability Improvements
- Supporting Economic Vitality
- Leveraging Federal Funding
- Improving Port Resilience

Considerations:
- Climate Change and Sustainability
- Equity and Justice, Workforce Development, Job Quality, and Wealth Creation

Eligible Projects:
Projects that improve the safety, efficiency, reliability of:
- The loading/unloading of goods at the port such as for marine terminal equipment
- The movement of goods within and around a port, such as for highway or rail infrastructure, intermodal facilities, freight intelligent transport systems, and digital infrastructure systems
- Operation improvements
- Environmental and emissions mitigation measures

United States Marine Highways Program (USMHP)

Funding: $12,123,000 in FY23 **Award Ceiling:** N/A **Award Floor:** N/A **Federal Cost Share Information:** Max 80%, can go above w/ explanation $2,423,000 from unexpended prior-year funding and $10,000,000 from FY23 Congressional Appropriations	**Agency:** MARAD **FY23 Application Deadline:** April 28, 2023	**Relevant Links:** FY23 NOFO Marine Highways Program Homepage PPITK (Port Planning and Investment Toolkit) (Congress has since changed the structure of the program. Information may be outdated) USMHP Designated Route Sponsor Information USMHP FAQ's **Contact:** Phone: 202-366-1123 Email: mh@dot.gov
Program Purpose: To expand the use of America's navigable waters by promoting their use, efficiency, and public benefits		
Application Eligibility: Port Authorities are eligible to apply in addition to states, local governments, and private sector operators of marine highway projects or owners of facilities. Eligible applicants are encouraged to develop coalitions and public/private partnerships which might include vessel owners and operators, third-party logistics providers, trucking companies, shippers, railroads, port authorities; state, regional, and local transportation planners; environmental organizations; impacted communities; or any combination of entities working in collaboration on a single grant application.		

Selection Criteria: • 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	**Eligible Projects:** Eligible projects for FY 2023 USMHP grants are: • Marine Highway Transportation Projects • Or components of Projects that: 1) provide a coordinated and capable alternative to landside transportation; mitigate or relieve landside congestion; promote marine highway transportation; or use vessels documented under Chapter 121; and 2) develop, expand, or promote marine highway transportation.

Harbor Maintenance Trust Fund (HMTF)

Funding: $2.32 billion in FY23 **Award Ceiling:** N/A **Award Floor:** N/A **Federal Cost Share Information:** HMTF funds 100% of Federal coastal navigation operations and maintenance needs.	**Agency:** USACE **FY23 Application Deadline:** Funding determined by USACE based on Federal navigation channel operations and maintenance (O&M) needs. No application process.	**Relevant Links:** FY23 NOFO: N/A USACE Civil Works budget page **Contact:** Local USACE district Phone: Local USACE district Email: Local USACE district
Program Purpose: To operate and maintain USACE harbor projects, such as Federal navigation channels, jetties, breakwaters, and coastal navigation locks.		
Application Eligibility: No application required, although ports should coordinate with local USACE district on timing and scope of USACE-contracted HMTF-funded O&M activities.		

Selection Criteria: USACE districts submit annual budget requests for HMTF-funded O&M work. Congress typically funds all O&M work in the President's budget request and provides additional HMTF appropriations allocated to broad categories of O&M work. USACE uses local district unfunded priorities to allocate additional HMTF appropriations in annual work plan.	**Eligible Projects:** USACE harbor project O&M costs.

Donor and Energy Transfer Ports

<table>
<tr>
<td>Funding: $56 million in FY23
Award Ceiling/Floor: Eligible ports receive funds based on formula in statute.
Federal Cost Share Information: No non-federal cost share required.</td>
<td>Agency: USACE
FY23 Application Deadline: Funding determined by USACE based on formula in statute. No application process.</td>
<td>Relevant Links:
FY23 NOFO: N/A
Program Homepage: For funding: https://www.usace.army.mil/missions/civil-works/budget/
For policy: https://usace.contentdm.oclc.org/utils/getfile/collection/p16021coll5/id/35890
Contact: Tiffany Burroughs, USACE Chief of Navigation
Phone: (202) 761-8648
Email: Tiffany.s.burroughs@usace.army.mil</td>
</tr>
<tr>
<td colspan="3">Program Purpose:
1. to provide payments to importers entering cargo through that port, as calculated by the USACE according to the value of discretionary cargo;
2. for expanded uses; or
3. for environmental remediation related to dredging berths and Federal navigation channels.</td>
</tr>
<tr>
<td colspan="3">Application Eligibility: No application required. See USACE website for list of eligible ports: http://cdm16021.contentdm.oclc.org/utils/getfile/collection/p16021coll5/id/1209</td>
</tr>
</table>

Port Security Grant Program (PSGP)

Funding: $100,000,000 in FY23 **Award Ceiling:** $1,000,000 **Award Floor:** N/A **Federal Cost Share Information:** Public Sector entities – 25% $100,000,000 from Congressional Appropriations	**Agency:** DHS/FEMA **FY23 Application Deadline:** May 18th, 2023	**Relevant Links:** FY23 NOFO Program Homepage **Contact:** Email: fema-grants-news@fema.dhs.gov

Program Purpose:
The Port Security Grant Program (PSGP) provides funding to help protect critical port infrastructure from terrorism, enhance maritime domain awareness, improve port-wide maritime security risk management, and maintain or re-establish maritime security mitigation protocols that support port resiliency capabilities.

Application Eligibility:
All entities subject to an Area Maritime Security Plan may apply for PSGP funding. Eligible applicants include, but are not limited to:

- port authorities
- facility operators
- state, territorial, and local government agencies

Selection Criteria: The PSGP uses a risk-based methodology for making funding decisions whereby each Port Area's relative threat, vulnerability, and consequences from acts of terrorism are considered. This approach helps ensure that program funding is directed toward those Port Areas that present the highest risks in support of the Goal a secure and resilient Nation. Please refer to the Preparedness Grants Manual for further information on the Goal. PSGP will only fund those eligible projects that close or mitigate maritime security risk vulnerabilities gaps as identified in the applicable AMSP, FSP, VSP, and/or Port-wide Risk Management Plan (PRMP). Projects that enhance business continuity and resumption of trade within a Port Area will also be considered for funding. Projects submitted by a public sector applicant or projects otherwise certified by the USCG COTP as having a port-wide benefit (please see the Preparedness Grants Manual as well as the cost match section of this NOFO for further information regarding what constitutes a port-wide benefit) will have their final scores increased by a multiplier of 10%.	**Additional Information:** Projects related to cybersecurity or soft targets/crowded places will receive additional consideration in FY 2023

Clean Ports Program

Funding: $3 billion available through FY27 All funding was appropriated by the Inflation Reduction Act. This program receives no annual appropriation from Congress.	**Agency:** EPA **Award timeline:** A NOFO will be published for FY24 in February or March 2024	**Relevant Links:** Clean Ports Program Homepage Sign up for updates **Contact:** Email: CleanPorts@epa.gov

Program Purpose:

- The program can be spent on three categories of awards:
    - Purchase or install of zero-emission port equipment or technologies
    - Conduct any relevant planning or permitting in connection with the purchase or installation of such zero-emission port equipment or technology
    - To develop qualified climate action plans that:
        - Establish goals, implementation strategies, and accounting and inventory practices to reduce emissions of GHGs, criteria air pollutants, and hazardous air pollutants at one or more ports
        - Include stakeholder collaboration/ communications strategy to address potential effects of the plan on stakeholders, including low income and disadvantaged near-port communities
        - Describes measures to increase resiliency of ports

Application Eligibility:

Eligible award recipients include:

- A port authority;
- A State, regional, local, or Tribal agency that has jurisdiction over a port authority or a port;
- An air pollution control agency; or
- A private entity that:
    - Applies for a grant under this section in partnership with an entity described in any of subparagraphs (A) through (C); and
    - Owns, operates, or uses the facilities, cargo-handling equipment, transportation equipment, or related technology of a port.

$750 million of total funding is set aside for ports in non-attainment areas

Selection Criteria:	Eligible Projects:	Additional Information:
Unknown at this time.	See "Program Purpose." More information will be outlined in the NOFO	AAPA submitted two comments to the EPA on the program: • Equipment availability, price, and performance; and • General program policies.

Reduction of Truck Emissions at Port Facilities (RTEPF)

Funding: $160 million in FY23 (combined FY 2022 and 2023) **Award Ceiling:** N/A **Award Floor:** N/A **Federal Cost Share Information:** maximum 80% federal share The BIL appropriated $400 million to be made available through FY26. AAPA expects $80 million to be made available in each of FY24, FY25, and FY26.	**Agency:** FHWA **FY23 Application Deadline:** July 26, 2023 AAPA expects FY23 award announcements to be made in November or December 2023	**Relevant Links:** FY23 NOFO Program Homepage Fact Sheet **Contact:** Email: RTEPF@dot.gov chip.millard@dot.gov
Program Purpose: The BIL establishes the Reduction of Truck Emissions at Port Facilities program to study and provide grants to reduce idling at port facilities, including through the electrification of port operations.		
Application Eligibility: Eligible applicants for RTEPF Grant Program funds are 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.		

Selection Criteria:	**Eligible Projects:**	**Additional Information:**
• Project achieves program goals, including reducing truck idling and emissions • Readiness to test or deploy technology • Presence in a non-attainment area • Whether the applicant has a community outreach plan • Scalability of the technology or solution • Degree to which the project reduces life cycle costs • Cost-benefit analysis	1. Study how ports would benefit from decreased emissions 2. Study methods and technology to reduce emissions from idling trucks at ports 3. Test, evaluate, and deploy technology to reduce emissions from idling trucks at ports	• Thanks to the effort of AAPA, its members, and partner organizations, the application deadline was extended by one month, from June 26 to July 26, 2023

Part II.

Multi-modal programs available to port authorities

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Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Funding: $2.275 billion in FY23 **Award Ceiling:** $25,000,000 **Award Floor:** $1,000,000 **Federal Cost Share Information:** Max 80% $1.5 billion from IIJA, $800 million from FY23 Appropriations	**Agency:** DOT **FY23 Application Deadline:** February 28, 2023, award announcement June 28, 2023	**Relevant Links:** FY23 NOFO RAISE Grants Homepage • Benefit-Cost Analysis Guidance • How to Apply for RAISE Grants • RAISE Application FAQs **Contact:** Phone: 202-366-0301 Email: raisegrants@dot.gov
Program Purpose: The U.S. Department of Transportation has published a Notice of Funding Opportunity (NOFO) for $1.5 billion in grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program for 2023. The popular program helps communities around the country carry out projects with significant local or regional impact. RAISE discretionary grants help project sponsors at the State and local levels, including municipalities, Tribal governments, counties, and others complete critical freight and passenger transportation infrastructure projects. The eligibility requirements of RAISE allow project sponsors to obtain funding for projects that are harder to support through other U.S. DOT grant programs.		
Application Eligibility: • States and DC Territories • Units of Local Government • Public agency or publicly chartered authority established by 1+ states • Federally recognized Tribe or consortium of Tribes • **Special purpose district or public authority with a transportation function, such as a port authority** • Transit Agency • Multi-state or multijurisdictional group of entities that are separately eligible		

Selection Criteria:	**Eligible Projects:**
• Safety • Environmental Sustainability • Quality of Life • Mobility and Community Connectivity • Economic Competitiveness • State of Good Repair • Partnership and Collaboration • Innovation	• Highways, Bridges, or Roads • Public Transportation • Passenger and Freight Rail • Intermodal Projects • Transportation Projects on Tribal Lands • Surface Transportation Components of an Airport • Port Infrastructure

Multimodal Project Discretionary Grant Opportunity (MPDG)

Funding: $5.575 Billion in FY23 See individual programs below for more information	**Agency:** DOT **FY23 Application Deadline:** May 23, 2023	**Relevant Links:** FY23 NOFO About the MPDG Program **Contact:** Email: mpdgrants@dot.gov

Program Purpose:
The Multimodal Project Discretionary Grant Opportunity (MPDG) combines solicitation of three discretionary grant opportunities; the National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highways Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural). Applicants may apply for one, two, or all three of these funding opportunities by submitting only one application.

Mega Grant Program

The Mega Program (the National Infrastructure Project Assistance program) supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.

INFRA Grant Program

INFRA (the Nationally Significant Multimodal Freight & Highway Projects program) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

Rural Surface Transportation Grant Program

The Rural Surface Transportation Grant Program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

Additional Information on MPDG's three programs is below. Applicants can apply for all three programs with one application.

Mega Grant Program

Funding: BIL makes available up to $5 billion for Mega Program from FY2022 – 2026 $1.2 billion awarded in FY2023
Relevant Eligible Projects: Freight intermodal (including public ports) or freight rail project that provides public benefit For each fiscal year of Mega funds, 50 percent of available funds are reserved for projects greater than $500 million in cost, and 50 percent to projects between $100 million and $500 million in cost.

Infrastructure for Rebuilding America (INFRA) Grant Program

Funding: BIL makes available up to $8 billion for the Mega Program from FY22-26 $1.5 billion in FY22
Relevant Eligible Projects: • Freight project that is (1) an intermodal or rail project, or (2) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility • A project for a marine highway corridor that is functionally connected to NHFN and is likely to reduce on-road mobile source emissions The minimum project size for large projects is the lesser of (1) $100 million; (2) 30 percent of a State's FY 2021 Federal-aid apportionment if the project is located in one State; or (3) 50 percent of the larger participating State's FY 2021 apportionment for projects located in more than one State.

Rural Grant Program

Funding: BIL makes available up to $2 billion for Mega Program from FY2022 – 2026 $273.9 million in FY2022
Relevant Eligible Projects: • A highway, bridge, or tunnel project eligible under National Highway Performance Program (23 U.S.C. 119); a highway, bridge, or tunnel project eligible under Surface Transportation Block Grant (23 U.S.C. 133)

Consolidated Rail Infrastructure and Safety Improvements (CRISI)

Funding: $1,425,462,902 in FY22 **Award Ceiling:** N/A **Award Floor:** N/A **Federal Cost Share Information:** minimum 20% non-federal share	**Agency:** FRA **FY23 Application Deadline:** NOFO coming in December 2023 or January 2024	**Relevant Links:** FY23 NOFO CRISI Homepage **Contact:** Email: • Deborah.Kobrin@dot.gov • Elena.Gonzalez@dot.gov • Natalie.Williford@dot.gov

Program Purpose:

The CRISI Program is to invest in a wide range of projects within the United States to improve railroad safety, efficiency, and reliability; mitigate congestion at both intercity passenger and freight rail chokepoints to support more efficient travel and goods movement; enhance multi-modal connections; and lead to new or substantially improved Intercity Passenger Rail Transportation corridors. This program invests in railroad infrastructure projects that improve safety, support economic vitality (including through small businesses), create good-paying jobs with the free and fair choice to join a union, increase capacity and supply chain resilience, apply innovative technology, and explicitly address climate change, gender equity and racial equity.

Application Eligibility:

- State;
- Group of States;
- Interstate Compact;
- Public agency or publicly chartered authority established by one or more States;
- Political subdivision of a State;
- Amtrak or another rail carrier that provides intercity rail passenger transportation;
- Class II railroad or Class III railroad or a holding company of a Class II or Class III railroad, or an association representing a Class II or III railroad;
- A federally recognized Indian Tribe;
- Any rail carrier or rail equipment manufacturer in partnership with at least one of the entities described in (1) through (5);
- Transportation Research Board together with any entity with which it contracts in the development of rail-related research, including cooperative research programs;
- University transportation center engaged in rail-related research; or
- Non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors.

Selection Criteria:	Eligible Projects:
• Quality of statement of work and application materials • Readiness and completion of prerequisites • Applicant past performance, technical capacity, and financial contributions • Private-sector participation • Innovative use of technology, project delivery, and financing • Consistency with planning documents	• Wide range of Rail Capital Projects • Railroad Safety Technology • Track, Station, and Equipment Improvements for Intercity Passenger Rail • Grade Crossing Improvements • Rail Line Relocation and Improvement • Regional and Corridor Service Planning and corresponding Environmental Analyses • Safety Programs and Substitutes • Research • Workforce Development and Training

Diesel Emissions Reduction Act (DERA) National Grants

Funding: $115 million in FY22-23 **Award Ceiling:** $1.5-4 million, depending on EPA region **Award Floor:** N/A **Federal Cost Share Information:** varies based on equipment type The Inflation Reduction Act appropriated $60 million to DERA, exclusively for cargo movement projects, on top of annual appropriations. AAPA expects this funding to be made available in FY24. Of the $115 million available in FY23, $58 million is from FY22 appropriations, and $57 million is from FY23 appropriations	**Agency:** EPA **FY23 Key Dates:** • Friday, November 10th, 2023 Final Date to Submit Questions • Friday, December 1st, 2023 NOFO Closes – Application Deadline • March 2024 Anticipated Notification of Selection • June 2024 – August 2024 Anticipated Awards	**Relevant Links:** • DERA Homepage • EPA Grants Management Training for Applicants and Recipients • Technology Tips: DERA: Technologies, Fleets, and Project Information • Clean Diesel Clearinghouse (CDCH) • 2023 DERA National Reporting Template • EPA Ports Initiative FY22-23 NOFO **Contact:** Phone: 1-877-623-2322 Email: DERA Helpline (dera@epa.gov) Diesel Emission Quantifier Helpline (DEQhelp@epa.gov) Sign up to receive email updates

Program Purpose:
To address these diesel emissions and protect public health and air quality, EPA is authorized under DERA to offer funding assistance to accelerate the upgrade, retrofit, and turnover of the legacy diesel fleet. Since the inaugural year of funding for DERA in 2008, EPA has awarded over $800 million to replace or retrofit approximately 73,700 engines or vehicles to reduce diesel emissions nationwide.

Application Eligibility:
1. A regional, state, or local agency, tribal agency, or port authority, which has jurisdiction over transportation or air quality.
2. A non-profit that represents or provides education services on pollution reduction to persons or organizations that own diesel fleets or has as its principal purpose the promotion of transportation or air quality.

Selection Criteria:	**Eligible Projects:**	**Additional Information:**
• Environmental justice • Whether the project focuses on goods movement • Sustainability, including emissions reduction and community engagement • Resilience to the impacts of climate change • Workforce development • Programmatic capability and past performance • Soundness of the budget	1. School buses 2. Class 5 – Class 8 heavy-duty highway vehicles 3. Locomotive engines 4. Marine engines 5. Nonroad engines, equipment, or vehicles used in construction, handling of cargo (**including at ports or airports**), agriculture, mining or energy production (including stationary generators and pumps)	Using the formula outlined in the Energy Policy Act of 2005, the State Grants are allocated 30 percent of the annual DERA appropriation. Of the state portion of the funding, two-thirds is provided to participating states and territories as base funding. The remaining third is allocated as an incentive to those states and territories that voluntarily provide a match equal to the base funding.

Charging and Fueling Infrastructure Discretionary Grant Program (CFI)

Funding: $700 million in FY23 **Award Ceiling:** N/A **Award Floor:** $500,000 **Federal Cost Share Information:** maximum 80% federal share	**Agency:** FHWA **FY23 Application Deadline:** June 13, 2023	**Relevant Links:** FY23 NOFO Program Homepage **Contact:** Email: CFIgrants@dot.gov

Program Purpose:
To strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work – urban and rural areas alike – in addition to along designated Alternative Fuel Corridors (AFCs)

Application Eligibility:
- States or political subdivision of States
- Metropolitan planning organizations
- Unit of local governments
- Special purpose districts or public authorities with a transportation function, including port authorities
- Indian tribes
- U.S. Territories
- Authorities, agencies, or instrumentalities or entities owned by, one or more entities listed above
- Group of entities listed above
- State or local authorities with ownership of publicly accessible transportation facilities (applies to Community Program only)

Selection Criteria:	**Eligible Projects:**
• Safety • Climate Change, Resilience, and Sustainability • Equity, Community Engagement, and Justice40 • Workforce Development, Job Quality, and Wealth Creation • CFI Program Vision	• Electric Vehicle (EV) Charging • Hydrogen Fueling • Natural Gas Fueling • Compressed Natural Gas • Liquified Natural Gas • Propane Fueling

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

Funding: \$848 million in FY23 **Award Ceiling:** N/A **Award Floor:** \$100,000 for Planning grants, \$500,000 for all other award types **Federal Cost Share Information:** Planning Grants are 100% federally funded, all other award types have an 80% maximum federal share All funding is made available by BIL. Future funding opportunities will be made available in FY24-26	**Agency:** FHWA **FY23 Application Deadline:** August 18, 2023	**Relevant Links:** FY23 NOFO Protect Program Website **Contact:** Email: PROTECTdiscretionary@dot.gov

Program Purpose:
The vision of the PROTECT Discretionary Grant Program is to fund projects that address the climate crisis by improving the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail. Projects selected under this program should be grounded in the best available scientific understanding of climate change risks, impacts, and vulnerabilities.

Application Eligibility:
1. A state or political subdivision of a state, including territories
   a. For At-Risk Coastal Infrastructure Grants, only states and territories bordering an ocean, Gulf of Mexico, or the Great Lakes are eligibile
2. A Metropolitan Planning Organization
3. A unit of local government
4. A special purpose district or public authority with a transportation function, including a port authority
5. An Indian Tribe
6. A federal land management agency that applies jointly with a State or group of States
7. A multi-State or multijurisdictional group of entities described above

PROTECT funding is split into four categories:

Planning Grants – \$45 million
- Resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability

Resilience Improvement Grants – \$638 million
- 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 from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters
Community Resilience & Evacuation Route Grants – $45 million • One or more projects that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events
At-Risk Coastal Infrastructure Grants – $120 million • To strengthen, stabilize, harden, elevate, relocate or otherwise enhance the resilience of highway and non-rail infrastructure, including: bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure, such as culverts and tide gates to protect highways that are subject to, or face increased long-term future risks of, a weather event, a natural disaster, or changing conditions, including coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.

Selection Criteria:

For Planning Grants:

1. Program Alignment
2. Schedule and Budget
3. Public Engagement, Partnerships and Collaboration
4. Innovation

For Resilience Grants:

1. Vulnerability and Risk
2. Criticality to Community
3. Design Elements
4. Public Engagement, Partnerships and Collaboration
5. Equity and Justice40
6. Climate Change and Sustainability
7. Schedule and Budget
8. Innovation

Advanced Transportation Technology and Innovation (ATTAIN)

Funding: \$60 million in FY23 **Award Ceiling:** \$12 million **Award Floor:** N/A **Federal Cost Share Information:** Up to 80% (Was previously 50%) \$60 million/year through FY 2026 from BIL	**Agency:** DOT, FHWA **FY23 Application Deadline:** TBA	**Relevant Links:** **FY23 NOFO:** TBA FY2022 NOFO Program Homepage **Contact:** Email: David.Harris@dot.gov Jim.Garling@dot.gov

Program Purpose:
To develop model deployment sites for large scale installation and operation of advanced transportation.

Application Eligibility:
Eligible Applicants are State or local governments, transit agencies, metropolitan planning organizations (MPOs), or other political subdivisions of a State or local government (such as publicly owned toll or port authorities), or a multijurisdictional group or consortia of research institutions or academic institutions.

Selection Criteria:	**Eligible Projects:**	**Additional Information:**
Full Criteria How will the proposed deployment of technology: • improve the mobility of people and goods; • improve the durability and extend the life of transportation infrastructure; • reduce costs and improve return on investments, including through **optimization** of existing transportation capacity; • **Protect the environment and** deliver environmental benefits that alleviate congestion and streamline traffic flow; • measure and improve the operational performance of	• advanced traveler information systems; • advanced transportation management technologies; • infrastructure maintenance, monitoring, and condition assessment; • advanced public transportation systems; • transportation system performance data collection, analysis, and dissemination systems; • advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure communications; • technologies associated with autonomous vehicles, and other collision avoidance technologies, including systems using cellular technology;	ATTAIN was previously named the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program under the FAST Act. No less than 20% of the amounts made available to carry out this program shall be reserved for projects serving rural areas.

the applicable transportation network; • reduce the number and severity of traffic crashes and increase driver, passenger, and pedestrian safety; • And more, see link above for full information.	• integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems; • electronic pricing and payment systems; or • advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals. [23.U.S.C. 503(c)(4)(E)]	

Ferry Boat Program (FBP)

Funding: $171,520,177.90 in FY23 **Award Ceiling:** N/A **Award Floor:** $100,000 per year **Federal Cost Share Information:** Up to 85%, as determined by the State 100% for territories All funding is from BIL	**Agency: FHWA** **FY23 Application Deadline:** Awards have already been announced for FY23.	**Relevant Links:** FY23 Awards FHWA Ferry Boat Program Website Implementation Guidance for the Ferry Boat Program (FBP) as Revised by the Bipartisan Infrastructure Law **Contact:** Phone: (213) 894-6718 Email: Omar.Elkassed@dot.gov
Program Purpose: Federal-aid highway funds are available, through the State transportation agencies, for designing and constructing ferry boats and for designing, acquiring right-of-way, and constructing ferry terminal facilities.		

Selection Criteria: The FBP distribution formula is based on three elements: the number of ferry passengers (35%), number of vehicles carried (35%), and the total route nautical miles (30%).	**Eligible Projects:** Eligibility that can include ferry maintenance facilities and the purchase of transit vehicles such as buses and shuttles used exclusively to transport passengers as an integral part of an intermodal ferry trip. The funding can also be used for capital improvements to existing ferry operations, which could increase the number of riders, relieve congestion, or address environ increasing the number of riders, relieving congestion, or addressing increasing the number of riders, relieve congestion, or address mental or significant operational concerns. increasing the number of riders, relieving congestion, or addressing.

Pollution Prevention Grant Programs

Funding: $40.4 million in FY23 **Award Ceiling:** varies, ranging from $250,000 to $1.2 million **Award Floor:** varies, ranging from no floor to $350,000 **Federal Cost Share Information:** varies, ranging from 50% to 100% federal share $20 million per year is provided by the BIL for FY22-26, the remainder of funds are provided by regular Congressional appropriations	**Agency:** EPA **FY23 Application Deadline:** varies, but all deadlines are passed for FY23	**Relevant Links:** Program Homepage **Contact:** Michele Amhaz, amhaz.michele@epa.gov, 202-564-8857

Program Purpose: To provide businesses with technical advice, on-site technical assistance, classroom training, professional certification, etc. This program has five distinct funding opportunities: the Pollution Prevention Grant, the BIL Pollution Prevention Grant, Pollution Prevention Grant: Environmental Justice in Communities, Pollution Prevention Grant: Environmental Justice Through Safer and More Sustainable Products, and Source Reduction Assistant Grant. Each program's specifications, including the exact project type it funds, varies.
Application Eligibility: Only States and Tribes are eligible to apply, including State-administered universities. Non-profits are eligible to apply for the Source Reduction Assistance Grant.

Selection Criteria: Projects should highlight: 1) the business recipient of the technical assistance/training activity; 2) the type of technical assistance and/or training activity; 3) how, when and where the technical assistance/training will be provided; and 4) how the technical assistance/training will be assessed to measure environmental performance, and environmental and human health concerns.	**Eligible Projects:** Pollution Prevention (P2) grants provide technical assistance to businesses in order to help them develop and adopt source reduction practices (also known as "pollution prevention" or "P2"). P2 means reducing or eliminating pollutants from entering any waste stream or otherwise released into the environment prior to recycling, treatment, or disposal.	**Additional Information:** This program makes awards in two-year intervals.

Climate-Ready Workforce for Coastal States, Tribes, and Territories Initiative

<table>
<tr>
<td>Funding: $60 million in FY24
Award Ceiling: $10 million
Award Floor: $500,000
Federal Cost Share Information: no non-federal cost share requirement, although applications with a non-federal cost share will be more competitive

IRA funded; all funding will be awarded in one round in FY24</td>
<td>Agency: NOAA
FY23 Application Deadline:
• Letters of Intent due: November 30, 2023
• Full Proposals due: February 13, 2024.</td>
<td>Relevant Links:
NOFO
Program Homepage

Contact:
Email: sg.grants@noaa.gov</td>
</tr>
<tr>
<td colspan="3">Program Purpose:
Sea Grant and the NOAA Climate Program Office, with support from the NOAA Office for Coastal Management, seek to establish programs aimed at placing people across the country into good jobs that advance climate resilience and assisting employers in developing a 21st century workforce that is climate literate, informed by climate resilience, and skilled at addressing consequent challenges. NOAA will assist communities in coastal and Great Lakes states, territories and tribes so they may form partnerships that train workers and place them into jobs that enhance climate resilience.</td>
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<tr>
<td colspan="3">Application Eligibility:
Eligible applicants for the Climate Ready Workforce Competition must be located in coastal states or territories.</td>
</tr>
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<table>
<tr>
<td>Selection Criteria:
Applicants will be selected based on ability to create jobs that meet the following criteria:
1. The applicant’s program would create “good jobs” as defined here
2. The jobs “enhance climate resilience,” which is defined on page four of the NOFO</td>
<td>Eligible Projects:
Funds can be used to create jobs in the following areas:
• Promote coastal community resilience strategies that are adaptive, equitable, and based on best practices.
• Support transformational resilience investments in coastal habitat restoration, conservation and in coastal community resilience.
• Advance evaluation and adoption of nature-based solutions, such as living shorelines, to build resilience against climate-driven coastal hazards.
• Reduce climate threats and improve the resiliency of climate-vulnerable protected species, including marine mammals.</td>
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Hydrogen Hubs

Funding: $8 billion **Award Ceiling/Floor:** None, 6-10 awards are expected to be made for $7 billion in Hub funding; an additional $1 billion will be available, but no information has been published on award size yet All funds were provided by BIL	**Agency:** DOE **FY23 Application Deadline:** Deadline for $7 billion in Hub funding has passed; $1 billion in Demand-Side Support Initiative is yet to be made available	**Relevant Links:** NOFO Program Homepage **Contact:** Email: OCED@hq.doe.gov
Program Purpose: The Regional Clean Hydrogen Hubs program–or H2Hubs–includes up to $7 billion to establish six to 10 regional clean hydrogen hubs across America. As part of a larger $8 billion hydrogen hub program funded through the Bipartisan Infrastructure Law, the H2Hubs will be a central driver in helping communities across the country benefit from clean energy investments, good-paying jobs and improved energy security. $8 billion in funding is divided into two opportunities: $7 billion for the development of Hydrogen Hubs, and $1 billion for the Demand-Side Support Initiative.		
Application Eligibility: Eligible applicants include individuals, institutions of higher education, for-profit and non-profit organizations, state and local governments, and Tribal Nations.		

Selection Criteria: • Criterion 1: Technical Merit and Impact (25%) • Criterion 2: Financial and Market Viability (20%): • Criterion 3: H2Hub Workplan (15%) • Criterion 4: Management Team and Project Partners (20%) • Criterion 5: Community Benefits Plan (20%)	**Eligible Projects:** While the $7 billion Hubs funding opportunity is closed, the categories DOE is considering for its $1 billion Demand-Side Support Initiative are: 1. Pay-for-difference contracts that provide support to projects based on the price they can achieve in the market 2. Fixed level of support for projects (e.g., fixed $/kg amount) that stacks on top of other sources of revenue 3. Funding to support feasibility analysis from potential offtakers near H2Hubs 4. “Market-maker” for clean hydrogen to provide a ready purchaser/seller for clean hydrogen

EDA Planning Program & Local Technical Assistance

Funding: $78.6 million in FY23 **Award Ceiling:** N/A **Award Floor:** N/A **Federal Cost Share Information:** The Federal share of a Planning award generally may not exceed 50% of the total cost of the project. However, the Federal share may be increased to an amount not to exceed 80% of the total cost of the project. EDA's maximum investment rate for a Planning award is determined by the average per capita income or unemployment rate of the most economically distressed county (or equivalent political unit, e.g. parish) within the region served by the project. Breakdown of Funding from BIL/IRA/Appropriations	**Agency:** EDA **FY23 Application Deadline:** Applications accepted on an ongoing basis.	**Relevant Links:** FY23 NOFO Program Homepage
Program Purpose: To provide investments supporting planning and technical assistance projects under EDA's Planning and Local Technical Assistance programs. Under the Planning program EDA assists eligible recipients in creating regional economic development plans designed to build capacity and guide the economic prosperity and resiliency of an area or region		
Application Eligibility: State, county, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities		

Selection Criteria:
The project's sustainability/durability, including the extent to which the project demonstrates support from regional stakeholders (private, public, and non-profit entities, etc.); ii. The applicant's organizational capacity, including its financial and management capacity; iii. The extent to which the project aligns with EDA's current Investment Priorities; iv. The project's potential to increase the capacity of the community or region to foster creation and/or retention of high-quality jobs and promote private investment in the regional economy; and 17 v. The project's feasibility and the likelihood that the project will achieve its projected outcomes, which may include the availability and committed nature of proposed matching funds.

EDA Public Works Program

Funding: N/A **Award Ceiling:** $30,000,000 **Award Floor:** $100,000 **Federal Cost Share Information:** 50-80% depending on relative needs of the region	**Agency:** EDA **FY23 Application Deadline:** There are no application submission deadlines. Applications will be accepted on an ongoing basis until the publication of a new PWEAA NOFO, cancellation of this PWEAA NOFO, or all available funds have been expended.	**Relevant Links:** FY23 NOFO Program Homepage **Contact:** Phone: 202-482-1206

Program Purpose: EDA supports bottom-up strategies that build on regional assets to spur economic growth and resiliency. EDA encourages its grantees throughout the country to develop initiatives that present new ideas and creative approaches to advance economic prosperity in distressed communities.
Application Eligibility: • Native American tribal governments (Federally recognized) • Nonprofits that do not have a 501(c)(3) status with the IRS, other than institutions of higher education • Others (see text field entitled "Additional Information on Eligibility" for clarification) • Private institutions of higher education • Special district governments • Public and State controlled institutions of higher education • Nonprofits having a 501(c)(3) status with the IRS, other than institutions of higher education • State governments • County governments • City or township governments

Selection Criteria:	**Eligible Projects:**
Each project must be consistent with the region's current Comprehensive Economic Development Strategy (CEDS), or if a CEDS does not exist, an equivalent EDA-accepted regional economic development strategy that meets EDA's CEDS or strategy requirements (except for a strategy grant to develop, update, or refine a CEDS). Applicants must identify the CEDS or equivalent EDA-accepted regional economic	Examples of projects that have been funded previously include, but are not limited to: • acquisition and development of land and improvements for use in public works or other types of development facilities; • design and engineering, construction, rehabilitation, alteration, expansion, or improvement of public works, public service, or related development facilities, including related machinery and equipment; • water and sewer system improvements; • creation or expansion of industrial parks; • creation or expansion of business incubator and accelerator facilities; • **expansion of port and harbor facilities;** • construction or expansion of facilities for workforce development;

development strategy and clearly detail in the ED-900 how the project will support the economic development needs and objectives outlined in the strategy. If EDA does not already possess the applicable CEDS, the Applicant may be required to provide it. If an Applicant is relying on an alternate strategy other than a CEDS (i.e., if a CEDS does not exist), the Applicant must provide a copy of the alternate strategy document by attaching it to the application, and EDA will review it.	• redevelopment of brownfield sites; • expansion, construction, or improvements of technology-based facilities and research and development commercialization centers, including the procurement of necessary equipment; • construction, expansion, or improvement of wet labs, including the procurement of necessary equipment; • construction of multi-tenant manufacturing facilities; • expansion or improvement of research, business and science parks; and • expansion or enhancement of public facilities with higher quality fiber optic cables and telecommunications infrastructure and broadband infrastructure deployment.

Strengthening Mobility and Revolutionizing Transportation (SMART)

Funding: \$100,000,000 in FY23 **Award Ceiling:** \$2,000,000 **Award Floor:** \$250,000 **Federal Cost Share Information:** Not required for Stage 1 Grants \$500,000,000 made available by BIL	**Agency:** DOT **FY23 Application Deadline:** Oct 10, 2023	**Relevant Links:** FY23 NOFO Program Homepage **Contact:** Roxanne Ledesma Phone: 202-774-8003

Program Purpose:
The purpose of the SMART Grants Program is to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety. The program funds projects that are focused on using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector.

Application Eligibility:
The SMART Grants Program includes two stages: Stage 1 Planning and Prototyping Grants (Stage 1 grants) and Stage 2 Implementation Grants (Stage 2 grants). The program structure is based on a belief that planning, prototyping, and partnership are critical to advancing the state of the practice for data and technology projects in the public sector. USDOT anticipates that only recipients of Stage 1 Planning and Prototyping Grants will be eligible for Stage 2 Implementation Grants. USDOT anticipates funding projects of up to \$2,000,000 per project for Stage 1 and up to \$15,000,000 per project for Stage 2. The anticipated minimum award size is \$250,000 for Stage 1; USDOT reserves the right to alter the minimum award amount depending on the quantity and quality of applications.

Eligible applicants for the SMART Grants Program include:

- a State;
- a political subdivision of a State;
- a Tribal government;
- a public transit agency or authority;
- a public toll authority;
- a metropolitan planning organization; and
- a group of 2 or more eligible entities detailed above, applying through a single lead applicant.

Selection Criteria:	Eligible Projects:
Technical Merit Selection Criteria • Identification and Understanding of the Problem to Be Solved • Appropriateness of Proposed Solution • Expected Benefits Project Readiness Selection Criteria • Feasibility of Workplan • Community Engagement and Partnerships • Leadership and Qualifications • Additional Consideration: Benefit to Disadvantaged Communities	• Coordinated automation • Connected vehicles • Sensors • Systems integration • Delivery/logistics • Innovative aviation • Smart grid • Traffic signals

Earmarks (Community Project Funding/ Congressionally Directed Spending)

Funding: N/A **Award Ceiling:** N/A **Award Floor:** N/A **Federal Cost Share Information:** Statutory cost share requirements remain in place and will not be waived.	**Agency:** Any **FY23 Application Deadline:** Constituent request deadlines vary by individual offices from late February to early April.	**Relevant Links:** Congressional Research Service Appropriations Status Table Congressional Member Request Guidance (FY24) • Senate • House
Program Purpose: An earmark is a specific discretionary federal spend appropriated in the federal budget at the request of a Member of Congress. In the House of Representatives, they are known as Community Project Funding and in the Senate, they go by Congressional Directed Funding.		
Application Eligibility: The entity receiving the federal support must be a nonprofit. Port authorities are eligible for earmarks.		

Additional Information:

AAPA Presentation on Writing Effective Constituent Requests

Part III.

Indirect funding available through state and local governments or partners

Building Resilient Infrastructure and Communities (BRIC)

Funding: $2.133 billion in FY23 **Award Ceiling:** N/A **Award Floor:** $50 million **Federal Cost Share Information:** 75%	**Agency:** FEMA **FY23 Application Deadline:** Q1 2024	**Relevant Links:** Program Homepage o Before You Apply o When You Apply o After You Apply o Resource List o Direct Technical Assistance **Contact:** Prospective applicants should contact their appropriate state, tribe or territory (applicant level) Hazard Mitigation Office with questions about the BRIC program.

Program Purpose:
The purpose of the BRIC grant program is to provide a consistent, sustainable source of federal pre-disaster funding to shift the focus away from post-disaster recovery spending by building community resilience before future hazards and disasters occur.

Application Eligibility:

- Eligible states, territories and federally recognized tribal governments can submit applications on behalf of sub applicants for BRIC funding via FEMA Grants Outcomes (FEMA GO). This is the grants management system to support FEMA grant programs.
- Applicants may have their own priorities or requirements when screening their sub applications. Sub applicants cannot submit these directly to FEMA. Sub applicants must submit them to their applicant for review and submission.

Homeowners, business operators and nonprofit organizations cannot apply directly to FEMA. However, they can be included in a sub application submitted by an eligible sub applicant. For more information or to apply for BRIC funding, please contact your local government or state.

Selection Criteria	Eligible Projects:
Eligibility of proposed activities and costs; Completeness of the sub-application; Cost-effectiveness and engineering feasibility of hazard mitigation projects; Eligibility and availability of the non-federal cost share; and Be consistent with approved State Mitigation Plan and Local and/or Tribal Hazard Mitigation Plan for hazard mitigation projects.	For FY 2022, the priorities for the program are to incentivize natural hazard risk reduction activities that mitigate risk to public infrastructure and disadvantaged communities as referenced in EO 14008; incorporate nature-based solutions including those designed to reduce carbon emissions; enhance climate resilience and adaptation; and increase funding to applicants that facilitate the adoption and enforcement of the latest published editions of building codes.

IRA Environmental and Climate Justice Program

Funding: $3 billion **Award Ceiling:** N/A **Award Floor:** N/A **Federal Cost Share Information:** All funds are provided by IRA	**Agency:** EPA **FY23 Application Deadline:** • Community Change Grants are expected to be made available in Fall 2023 The application windows for the other three programs have closed	**Relevant Links:** Program Homepage **Contact:** Email: Gallo.alexandra@epa.gov Binder.bruce@epa.gov

Program Purpose:

The Environmental and Climate Justice Program is split into four opportunities:

1. EPA's new **Environmental and Climate Justice Community Change Grants program (Community Change Grants)** will invest approximately $2 billion dollars in Inflation Reduction Act funds in environmental and climate justice activities to benefit disadvantaged communities.
2. **The Environmental Justice Thriving Communities Grantmaking (EJ TCGM) Program** is a competition to select multiple Grantmakers around the nation to reduce barriers to the federal grants application process communities face and increase the efficiency of the awards process for environmental justice grants.
3. **Environmental Justice Collaborative Problem-Solving (EJCPS) Cooperative Agreement Program** provides financial assistance to eligible organizations working to address local environmental or public health issues in their communities.

The Environmental Justice Government-to-Government (EJG2G) program provides funding at the state, local, territorial, and tribal level to support government activities that lead to measurable environmental or public health impacts in communities disproportionately burdened by environmental harms.

Application Eligibility:

- Port Authorities may be eligible through their local governments for the Community Change Grants Program in partnerships with a local community-based non-profit organization.

Eligible Projects for the Community Change Grants Program:

- Climate resiliency and adaptation.
- Mitigating climate and health risks from urban heat islands, extreme heat, wood heater emissions, and wildfire events.
- Community-led air and other (including water and waste) pollution monitoring, prevention, and remediation.
- Investments in low- and zero-emission and resilient technologies and related infrastructure.
- Workforce development that supports the reduction of greenhouse gas emissions and other air pollutants.
- Reducing indoor toxics and indoor air pollution.
- Facilitating the engagement of disadvantaged communities in State and Federal advisory groups, workshops, rulemakings, and other public processes.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Funding: $2.587 in FY23 **Award Ceiling:** N/A **Award Floor**: N/A **Federal Cost Share Information:** N/A This program is funded in the every-five-years surface transportation reauthorization bill, which was included in the BIL. Funding is guaranteed annually through FY26, when CMAQ will receive $2.746 billion. After FY26, Congress will have to reauthorize and appropriate funds to the program.	**Agency:** FHWA **FY23 Application Deadline:** N/A	**Relevant Links:** CMAQ Program FHWA Technical Support BIL Funding Fact Sheet **Contact:** • Mark Glaze, mark.glaze@dot.gov, (202-366-4053) • Karen Perritt, karen.perritt@dot.gov, (202-366-9066) • Edward Dancausse, edward.dancausse@dot.gov (919-747-7026)
Program Purpose: The CMAQ Program provides funding to state departments of transportation (DOTs), local governments, and transit agencies for projects and programs that help meet the requirements of the Clean Air Act by reducing mobile source emissions and regional congestion on transportation networks.		
Application Eligibility: All funding is provided to State governments as formula funding. State governments will each have their own processes for applying and awarding funds.		

Selection Criteria: Eligible projects must satisfy all three requirements: • Demonstrate emission reductions • Be located in or benefit an EPA-designated nonattainment or maintenance area • Be a transportation project	**Eligible Projects:** • Transit improvements • Travel demand management strategies • Congestion relief efforts • Diesel retrofit projects • Alternative fuel vehicles and infrastructure • Medium- or heavy-duty zero emission vehicles and related charging equipment BIL adds more eligible activities: • Shared micro mobility, including bike sharing and shared scooter systems • The purchase of diesel replacements, or medium-duty or heavy-duty zero emission vehicles and related charging equipment • Modernization or rehabilitation of a lock and dam, or a marine highway corridor, connector, or crossing if functionally connected to

	the Federal-aid highway system and likely contribute to attainment or maintenance of national ambient air quality standards • In alternative fuel projects, vehicle refueling infrastructure that would reduce emissions from nonroad vehicles and nonroad engines used in construction projects or port-related freight operations

National Highway Performance Program (NHPP)

Funding: $29.008 Billion in FY23 Funding is given to each state based on Federal-aid Highway formula.	**Agency:** DOT, FHWA **FY23 Application Deadline:** N/A	**Relevant Links:** Program Homepage **Contact:** Phone: 512-417-5191 Email: David.Bartz@dot.gov
Program Purpose: (1) To provide support for the condition and performance of the National Highway System (NHS); (2) to provide support for the construction of new facilities on the NHS; and (3) to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS		
Application Eligibility: Varies by state.		

Eligible Projects:

- Installation of vehicle-to-infrastructure communication equipment [23 U.S.C. 119(d)(2)(L)];
- Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are satisfied) [23 U.S.C. 119(i)];
- A project to reduce the risk of failure of critical NHS infrastructure (defined to mean a facility, the incapacity or failure of which would have a debilitating impact in certain specified areas) [23 U.S.C. 119(j)(3)]; and
- At a State's request, the U.S. DOT may use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible NHPP project or group of projects. [23 U.S.C. 119(h)]

National Electric Vehicle Infrastructure (NEVI) Formula Program

Funding: $615 million in FY22 **Federal Cost Share Information:** Funding is available for up to 80% of eligible project costs $5 billion Formula Grant (FY 2022-2026)	**Agency:** FHWA **FY23 Application Deadline:** N/A	**Relevant Links:** About NEVI Fact Sheet **Contact:** Contact your state DOT for more information
Program Purpose: The U.S. Department of Transportation's (DOT) Federal Highway Administration (FHWA) NEVI Formula Program will provide funding to states to strategically deploy electric vehicle (EV) charging stations and to establish an interconnected network to facilitate data collection, access, and reliability		
Application Eligibility: Based upon state Departments of Transportation requirements.		

Selection Criteria: Determined by State DOTs	**Eligible Projects:** • The acquisition, installation, and network connection of EV charging stations to facilitate data collection, access, and reliability; • Proper operation and maintenance of EV charging stations; and, • Long-term EV charging station data sharing. • Limits NEVI Formula funding to use on projects that are directly related to the charging of a vehicle and only for EV charging infrastructure that is open to the public or to authorized commercial motor vehicle operators from more than one company. • Requires DOT to designate national EV charging corridors that identify the near- and long-term need for, and the location of, EV charging infrastructure to support freight and goods movement at strategic locations— o along major national highways and the National Highway Freight Network; and o at goods movement locations, including ports, intermodal centers, and warehousing locations

Flood Mitigation Assistance Grant Program (FMA)

Funding: $800 million in FY22 **Award Ceiling:** N/A **Award Floor:** $50 million **Federal Cost Share Information:** 75% 100% from Congressional Appropriations	**Agency:** FEMA **FY23 Application Deadline:** Q1 2024	**Relevant Links:** Program Homepage **Contact:** Email: MTeGrants@fema.dhs.gov
Program Purpose: FMA provides grants to assist with the planning and implementation of flood mitigation projects that include measures to reduce flood losses by elevation, acquisition, or relocation of National Flood Insurance Program (NFIP)-insured structures. It also allows dry floodproofing of non-residential structures, small local flood reduction projects, and plans to prevent flood damage. Projects must have the effect of reducing the risk of flood. FMA provides funds yearly on a competitive basis.		
Application Eligibility: Private non-profit (PNP) and private for-profit (PFP) utilities may be eligible if the local government submits an application on their behalf.		

Selection Criteria: ▪ Be cost effective ▪ Located in a participating NFIP Community (In good standing) ▪ Align with the applicable hazard mitigation plan ▪ Meet all environmental and historic preservation (EHP) requirements	**Eligible Projects:** FMA aims to implement projects that reduce flood risks posed to repetitively flooded properties insured under the National Flood Insurance Program (NFIP), by funding priority projects and activities. To achieve these goals, for FY 22 FMA is prioritizing the following types of projects: Capability and Capacity Building (C&CB), Localized Flood Risk Reduction Projects, and Individual Flood Mitigation Projects that mitigate flood risks to NFIP participating communities and active policyholders.

Pre-Disaster Mitigation Grant Program

Funding: $233,043,782 across 100 projects in FY2023 **Award Ceiling:** N/A **Award Floor:** N/A **Federal Cost Share Information:** 75% 100% from Congressional Appropriations	**Agency:** FEMA **FY23 Application Deadline:** April 14, 2023	**Relevant Links:** FY23 NOFO Program Homepage **Contact:** Email: MTeGrants@fema.dhs.gov
Program Purpose: The Pre-Disaster Mitigation (PDM) Grant Program makes federal funds available to state, local, tribal, and territorial governments to plan for and implement sustainable cost-effective measures designed to reduce the risk to individuals and property from future natural hazards		
Application Eligibility: State or local governments must apply on behalf of sub applicants.		

Eligible Projects:

- Project Scoping – process for subapplicants to develop effective mitigation alternatives based on a defined set of requirements that meet the stated purpose and need of the proposed project. The process includes activities such as identification and evaluation of technical feasibility, cost review, and cost effectiveness, as well as environmental and cultural resource considerations.
- Hazard Mitigation Projects (construction) – cost-effective projects designed to increase resilience and public safety; reduce injuries and loss of life; and reduce damage and destruction to property, critical services, facilities, and infrastructure, (including natural systems) from a multitude of natural hazards and the effects of climate change; and
- Management Costs – financial assistance to reimburse the recipient for eligible and reasonable indirect costs, direct administrative costs, and other administrative expenses associated with a specific mitigation measure or project in an amount up to 5 percent of the total federal amount of the grant award. Project award amounts are not available for recipient management and administration costs; however, a separate appropriation was made for these costs, which may reimburse recipients for up to 5 percent of the total federal award amount for each project.

Offshore Wind 2023 Centers of Excellence

Funding: $4.75 million	**Agency:** DOE Office of Energy Efficiency and Renewable Energy (EERE) **FY23 Application Deadline:** • 2023 Submission Deadline for Concept Papers: June 8 • 2023 Submission Deadline for Full Applications: Aug. 28	**Relevant Links:** Website Email
Program Purpose: This funding opportunity intends to seed one to two university-led Centers of Excellence to catalyze an education, research, and partnership ecosystem to address technology, deployment, and workforce needs of the U.S. offshore wind industry to develop the next generations of leadership for the U.S. industry. The university-led Centers of Excellence funded through this opportunity are intended to accelerate and maximize the effectiveness, reliability, and sustainability of U.S. offshore wind deployment and operation through partnership with entities such as wind project developers, technology manufacturers, and other industry participants.		
Application Eligibility: Prime Recipient: Institutions of higher education Subrecipients: • Research institutions • For-profit entities • Non-profit entities • State and local government entities • Tribal nations		

Part IV.

Tax Incentives and Loans

Export-Import Bank (EXIM) Make More in America Initiative

Agency: Export-Import Bank of the U.S.	**Relevant Links:** Program Homepage **Contact:** Email: Domestic.Finance@exim.gov

Program Purpose: To help companies make more in America – especially in sectors critical to national security – EXIM will make available the agency's existing medium- and long-term loans, loan guarantees, and insurance to export-oriented domestic manufacturing projects.

The new tool will be open to all sectors, with financing priority available to environmentally beneficial projects, small businesses, and transformational export area transactions, including semiconductors, biotech and biomedical products, renewable energy, and energy storage. This Initiative will help revitalize American manufacturing, improve the resiliency of our supply chains, and level the playing field for American companies competing in overseas markets.

Application Eligibility:
In addition to EXIM's standard due diligence procedures and additionality requirements, EXIM will follow two core criteria in assessing project eligibility:
Export Nexus: Transaction eligibility will be determined by the "export nexus" – the percentage of production or shipments tied to exports.

- For small businesses (including minority and women-owned business), transformational export areas, and climate-related transactions, the required nexus is 15 percent.
- For projects in other sectors, 25 percent of output exported or expected to be exported will be required.
- The new tool will also be open to export suppliers as well, if EXIM criteria are met regarding the export nexus standards.

Jobs: The amount of EXIM financing made available for individual projects will be scaled based on the number of U.S. jobs supported, both during construction and over the life of EXIM's financing.

- Each job-year (e.g., one job over five years is five job-years) allows for up to $189,242 in financing.
- This standard will replace the U.S. content required in traditional EXIM transactions to foreign buyers.

Reasonable Assurance of Repayment: EXIM is directed by Congress to underwrite to a "reasonable assurance of repayment" standard. For non-project finance transactions, EXIM will generally require:

- A minimum three-year revenue producing history in the same line of business
- Proven debt service capacity, based on prior financial performance and ability to meet EXIM's credit standards
- A loan amount not disproportionate to the size of the company (in terms of financial resources and business operations); in general the loan should not be more than 40% of tangible net-worth of the borrower

Business Energy Investment Tax Credit (ITC)

Incentive Amount: Base Credit: 6% - 30% (depending on project status and labor factors, see below)	**Agency:** IRS **Deadline:** TBD	**Relevant Links** Solar Credit Overview Wind Credit Overview

Summary:
The federal Business Energy Investment Tax Credit (ITC) has been amended a number of times, most recently and most significantly by the Inflation Reduction Act of 2022. That bill established new prevailing wage and apprenticeship requirements for larger system to qualify for the full 30% tax credit. The Department of the Treasury issued Initial Guidance on these requirements on November 30, 2022. According to law, the labor provisions apply to projects for which construction begins 60 days or more after Treasury publishes its guidance. Given the publishing date of November 30, 2022, the effective date for the labor provisions is January 30, 2023.

Eligible Renewable/Other technologies:
Solar Water Heat, Solar Space Heat, Geothermal Electric, Solar Thermal Electric, Solar Thermal Process Heat, Solar Photovoltaics, Wind (All), Geothermal Heat Pumps, Municipal Solid Waste, Combined Heat & Power, Fuel Cells using Non-Renewable Fuels, Tidal, Wind (Small), Geothermal Direct-Use, Fuel Cells using Renewable Fuels, Microturbines, Offshore Wind Biogas, Microgrid Controllers, Interconnection Property

Other Eligibility Information:
Businesses that begin construction on wind energy systems by December 31, 2024 are eligible

Base Credit Information:
- Projects under 1 MW (or larger projects that are commenced no more than 60 days after the Treasury Secretary develops labor guidelines) do not need to meet the new labor standards established by the Inflation Reduction to receive the full 30% tax credit. Such projects that begin construction after 2021 and before 2025 can receive the full tax credit of 30%.
- Projects over 1 MW that begin construction 60 days after the Treasury Secretary releases labor guidelines (January 29, 2023) and no later than January 1, 2025 will receive a base tax credit of 6%. However, projects can qualify for the full 30% tax credit if they ensure that all laborers and mechanics involved in the construction of the project or the maintenance of the project for 5 years after project completion are paid wages at rates not less than prevailing wages.

Bonus Credits:
- Domestic Content Bonus: 10% additional
- Energy Community Bonus: 10% additional
- Low-Income Community Bonus: 10% additional
- Low-income Residential Building or Low-Income Economic Benefit Bonus: 20% additional

Renewable Electricity Production Tax Credit (PTC)

Incentive Amount: Systems commencing construction prior to 2033 and meeting labor requirements: 2.75 ¢/kWh Applies to first 10 years of operation	**Agency:** IRS **Deadline:** TBD **Relevant Links** Solar Credit Overview Wind Credit Overview

Summary:
The federal renewable electricity production tax credit (PTC) is an inflation-adjusted per-kilowatt-hour (kWh) tax credit for electricity generated by qualified energy resources and sold by the taxpayer to an unrelated person during the taxable year. The duration of the credit is 10 years after the date the facility is placed in service.

Eligible Renewable/Other Technologies:
Geothermal Electric, Solar Thermal Electric, Solar Photovoltaics, Wind (All), Biomass, Hydroelectric, Municipal Solid Waste, Landfill Gas, Tidal, Wave, Ocean Thermal, Wind (Small), Hydroelectric (Small), Offshore Wind

Base Credit Information:
- Projects under 1 MW (or larger projects that are commenced no more than 60 days after the Treasury Secretary develops labor guidelines) do not need to meet the new labor standards established by the Inflation Reduction to receive the full 1.3 or 2.6 cents/kWh
- Projects over 1 MW that begin construction 60 days after the Treasury Secretary releases labor guidelines and no later than January 1, 2025 will receive a base tax credit of 0.5 cents/kWh. However, projects can qualify for the full tax credit if they ensure that all laborers and mechanics involved in the construction of the project or the maintenance of the project for the entire 10-year PTC period are paid wages at rates not less than prevailing wages.

Bonus Credits:
- The Domestic Content Bonus: increases the credit amount by 10% for projects in which 100% of any steel or iron that is a component of the facility and 40% of the manufactured products that are components of the facility were produced in the United States. Note, the required percentage of domestic manufactured products for offshore wind facilities is 20%.
- The Energy Community Bonus: increases the credit amount by 10% for projects that are located at one of the following: (i) a brownfield site, (ii) a metropolitan or non-metropolitan statistical area which (A) has (or, at any time during the period beginning after December 31, 2009, had) 0.17% or greater direct employment or 25% or greater local tax revenues related to the extraction, processing, transport, or storage of coal, oil, or natural gas, or (B) has an unemployment rate above the national average for the previous year, or (iii) a census tract or a census tract that is adjoining a census tract in which a coal mine has closed after 1999 or a coal-fired electric generating unit was retired after 2009.

U.S. Tidal Energy Advancement

Funding: $45 million in FY23 **Award Ceiling:** $32,000,000 **Award Floor:** $3,000,000 **Federal Cost Share Information:** Grant match required Breakdown of Funding from BIL $45,000,000	**Agency:** DOE Water Power Technologies Office (WPTO) **FY23 Application Deadline:** October 29, 2023	**Relevant Links:** FY23 FOA number: DE-FOA-0002845 Program Homepage **Contact:** Email: EERE-ExchangeSupport@hq.doe.gov MarineEnergyFOA@ee.doe.gov

Program Purpose:
WPTO's Marine Energy Program supports research, development, demonstration, and the commercial application of marine renewable energy technologies that expand and diversify the nation's clean energy portfolio by delivering power from ocean and river resources. WPTO supports tidal and river current energy technology Research and Development (R&D) from early Technology Readiness Levels (TRLs) to certified marine energy prototypes ready for commercialization at project sites. Ultimately, a commercially successful tidal and current energy industry in the U.S. will promote local economic security through good jobs, and enhance resilience and reduce carbon emissions of microgrids in coastal, remote, and islanded communities in the near term and provide clean and reliable power to the grid in the years following.

Application Eligibility:
For-profit entities, non-profit entities, state and local government entities
View Application Forms and Templates

Additional Information:
Documents:
BIL 41006.a2 EERE Tidal FOA FINAL MOD 0002 (Last Updated: 7/14/2023 02:30 PM ET)
Q&A Spreadsheet DE-FOA-0002845 (Updated on 07/11/2023) (Last Updated: 7/11/2023 03:27 PM ET)
FOA2845 Bipartisan Infrastructure Law Section 41006(a)(2) U.S. Tidal Energy Advancement Webinar – Text Version (Last Updated: 6/29/2023 12:09 PM ET)

Title XVII Clean Energy Financing

<table>
<tr>
<td>Loan Size:

The DOE Loan Programs Office (LPO) does not set a minimum loan size; however, due to some of the fixed costs associated with receiving a loan guarantee from LPO, LPO loan guarantees are typically $100 million or more.

Agency: DOE Loan Program Office</td>
<td>Relevant Links:
Title 17 Program Guidance: This Guidance provides a comprehensive program overview.
Part I and Part II Application Instructions

Title 17 Interim Final Rule: The Rule amends Title 17 regulations to implement changes that expand or modify program authority and to revise for clarity and organization.

Governing Documents: LPO's programmatic governing documents detail statutory and legislative framework (e.g., foundational legislation, rules, and documents; appropriations; interagency requirements; environmental compliance; federal credit programs).

Title 17 Overview Handout, Innovative Handout, SEFI Handout, EIR Handout: These resources summarize program offerings and requirements.

Title 17 Frequently Asked Questions

Title 17 Webinar Slides</td>
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<td colspan="2">Program Purpose:

The Title 17 Clean Energy Financing Program is a critical tool for accelerating the deployment of clean energy and decarbonization technologies in the United States—creating good jobs, strengthening supply chains, and enabling an equitable energy transition. This guidance document provides a comprehensive overview of the Title 17 program for potential borrowers seeking flexible, custom debt financing solutions, with a focus on the what, why, and how. The guidance describes eligible project types, application requirements, loan terms and conditions, and evaluation criteria. In addition to the program overview contained here, detailed application instructions are available on LPO's Title 17 overview page.</td>
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<td colspan="2">Eligibility:

Projects must satisfy certain eligibility criteria in order to receive a Title 17 loan guarantee. Unlike other DOE financial assistance programs, it is not a competition. This means that any potential borrower with a highly qualified and eligible project meeting the administration's national security and economic competitiveness objectives may receive a loan guarantee, subject to the underwriting and evaluation criteria described herein. This section identifies the eligibility criteria that apply to all projects seeking Title 17 financing, as well as eligibility criteria that are specific to each of the four Title 17 project categories (Innovative Energy, Innovative Supply Chain, SEFI, and EIR)</td>
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Clean Hydrogen Production Tax Credit

Incentive Amount: Up to $3/kg under credit 45V. Projects can also elect to claim up to a 30% investment tax credit under Section 48.	**Agency:** IRS/DOE **Deadline:** The credit is available for projects that commence before 2023 **Relevant Links** Credit Overview
Summary: The Clean Hydrogen Production Tax Credit creates a new 10-year incentive for clean hydrogen production tax credit with up to $3.00/kilogram. Projects can also elect to claim up to a 30% investment tax credit under Section 48. The level of the credit provided is based on carbon intensity, up to a maximum of four kilograms of CO2-equivalent per kilogram of H2. The credit provides a varying, four-tier incentive depending on the carbon intensity of the hydrogen production pathway.	
Bonus Credits: The credit amount is based on the greenhouse gas intensity of the hydrogen produced. To qualify for 60 cents/kg of hydrogen, production must not exceed 4kg of CO2-equivalent per kg of hydrogen. The Credit scales up to $3/kg as production approaches zero CO2-equivalent emissions.	

Transportation Infrastructure Finance and Innovation Act (TIFIA)

Minimum Project Cost: Ranges from $10-50 million Federal Cost Share Information: Up to 49% of total project costs.	**Agency:** DOT **FY23 Application Deadline:** N/A	**Relevant Links:** Program Homepage **Contact:** Build America Bureau Credit Programs Office Phone: 202-366-2300 Email: BuildAmerica@dot.gov
Program Purpose: The TIFIA credit program is designed to fill market gaps and leverage substantial private co-investment through supplemental, subordinate investment in critical improvements to the nation's transportation system.		
Application Eligibility: Eligible applicants include state and local governments, transit agencies, railroad companies, special authorities, special districts, and private entities.		

Selection Criteria: Qualified projects are evaluated by the Secretary against eight statutory criteria, including among others, impact on the environment, significance to the national transportation system, and the extent to which they generate economic benefits, leverage private capital, and promote innovative technologies.	**Eligible Projects:** An eligible project must be included in the applicable State Transportation Improvement Program. Major requirements include a capital cost of at least $50 million (or 33.3 percent of a state's annual apportionment of Federal-aid funds, whichever is less) or $15 million in the case of ITS. TIFIA credit assistance is limited to a maximum of 33 percent of the total eligible project costs.

Railroad Rehabilitation and Improvement Financing (RRIF)

Funding: Loans of up to $35 billion Award Ceiling: $35 billion	**Agency:** DOT	**Relevant Links:** Program Homepage Contact: Will Resch Phone: 202-366-2300 Email: will.resch@dot.gov
Program Purpose: Under this program the Department of Transportation is authorized to provide direct loans and loan guarantees up to $35.0 billion to finance development of railroad infrastructure.		
Application Eligibility: Railroads, state and local governments, government-sponsored authorities and corporations, limited option freight shippers that intend to construct a new rail connection, and joint ventures that include at least one of the preceding.		

Eligible Projects:	**Additional Information:**
The funding may be used to: • Acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings and shops, and including the installation of positive train control systems; • Develop or establish new intermodal or railroad facilities; • Reimburse planning and design expenses relating to activities listed above; • Refinance outstanding debt incurred for the purposes listed above; and • Finance transit-oriented development	Direct loans can fund up to 100% of a railroad project with repayment periods of up to 35 years and interest rates equal to the cost of borrowing to the government. Deferrable for 5 years after substantial project completion. No pre-payment penalty.

Carbon Capture Utilization and Storage Tax Credit

Incentive Amount: \$85/tonne of CO_2 captured and stored from point sources; \$180/tonne of CO_2 captured and stored directly from air	**Agency:** IRS/DOE **Deadline:** The credit is available for projects that commence before 2023 **Relevant Links** Credit Overview
Summary: The IRA modified and expanded tax credit 45Q to increase the credits available for carbon capture projects. Carbon Capture Utilization and Storage (CCUS) projects prevent CO_2 emissions from escaping into the atmosphere, instead capturing them and either storing them underground or repurposing them for other industrial applications. The IRA increased the 45Q credit for capture from point sources to \$85/tonne from \$50/tonne and created the \$185/tonne credit for direct air capture. The IRA also lowered the threshold for which facilities would be eligible for the credit. The thresholds, based on annual CO_2 emissions levels from point sources, used to be so high as to disqualify most power plants, factories, or refiners. The 45Q credit is also now eligible for direct pay, meaning developers can receive tax refunds directly rather than having to bear a significant tax burden first, followed by receiving the credit. Port authorities and their private partners may receive significant benefits from this credit, as they could either store CO_2 from refineries in spent oil wells or utilize CO_2 to create alternative marine fuels like methanol.	