



EPA Clean Ports Program: **Frequent Questions and Answers**

April 25, 2024



Today's Agenda

- Program Overview
- Frequent Questions and Answers
 - Applicant Eligibility
 - Eligible Activities
- Application Reminders and FAQs
- Q&A
- Important Dates
- Keep in Touch





Program Overview

Clean Ports Program Goals



1. Build a foundation for the port sector to transition over time to fully zero-emissions (ZE) operations, positioning ports to serve as a catalyst for transformational change across the freight sector.

- Support large-scale projects at ports ready to lead the way
- Help other ports gain experience with zero-emissions technology to shift practices across the sector

2. Reduce diesel pollution (criteria pollutants, GHGs, and air toxics) in near-port communities.

- Support projects that can address near-port community EJ concerns

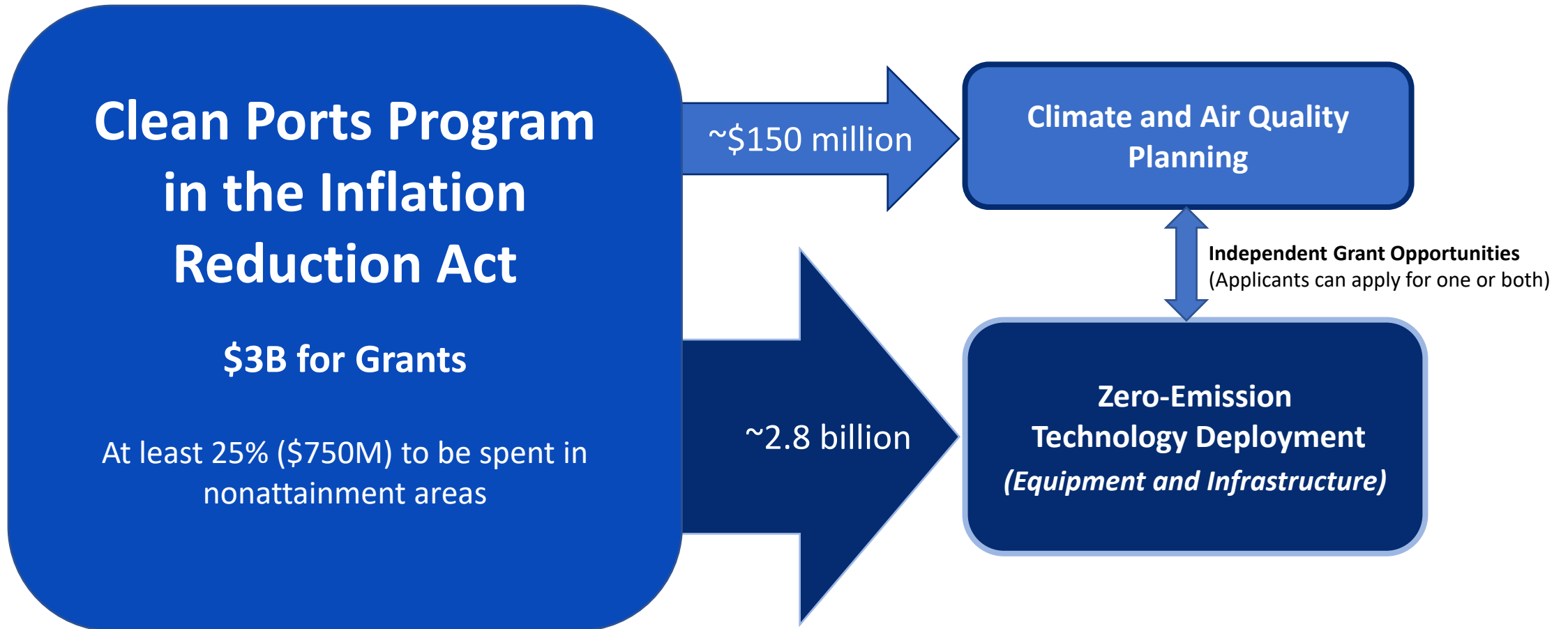
3. Help ensure that meaningful community engagement and emissions reduction planning are port industry standard practices.

- Build capacity of ports to continue to make strategic clean air and climate investments into the future

Clean Ports Funding Overview



Open now through May 28



Administrative costs: up to 2% (\$60M)

Available Resources



- For more information about the Clean Ports Program, visit: <https://www.epa.gov/ports-initiative/cleanports>
 - For the Clean Ports Program Q&A document, visit: <https://www.epa.gov/ports-initiative/cleanports#Q&A>
 - For past webinar recordings and materials, visit: <https://www.epa.gov/ports-initiative/events-related-epa-ports-initiative>
- For questions about the Clean Ports Program, email: cleanports@epa.gov
 - To allow for time to respond before the application deadline, please submit questions about the Clean Ports Program funding opportunities by May 6th, 2024
- EPA's Ports Initiative newsletter sign-up: <https://www.epa.gov/ports-initiative/epa-ports-initiative-newsletter>



Applicant Eligibility

Frequent Questions and Answers

Clean Ports Program Eligible Recipients



Eligible Entities

- Port authority
- State, regional, local, or Tribal agency that has jurisdiction over a port authority or port
- Air pollution control agency
- Private entity that:
 - Applies for a grant in partnership with an eligible entity above, **and**
 - Owns, operates, or uses facilities, cargo-handling equipment, transportation equipment, or related technology of a port.
- *Note:* All projects must serve a water port or dry port

See: ZE or CAQP
NOFOs section
III.A

Prohibited logistics platform

As proscribed in Section 825 of the National Defense Authorization Act, no funds may be awarded to an entity that uses in part or in whole: the national transportation logistics public information platform (commonly referred to as 'LOGINK'); any national transportation logistics information platform provided by or sponsored by the People's Republic of China, or a controlled commercial entity; or a similar system provided by Chinese state-affiliated entities.

Applicant Eligibility



Question

What does it mean for a state, regional, local, or Tribal agency to have “jurisdiction” over a port authority or port?

Applicant Eligibility



Question

What does it mean for a state, regional, local, or Tribal agency to have “jurisdiction” over a port authority or port?

Answer

- Power to exercise authority over the port authority or port
- For example, a state may exercise authority over a port by enacting laws or issuing regulations that govern port operations.

(FAQ 1.19)

Applicant Eligibility



Question

What is the definition of an “air pollution control agency”?

Question

What is the definition of an “air pollution control agency”?

Answer

1. A State agency designated by the Governor of that State as the official State air pollution control agency for purposes of this chapter.
2. An agency established by two or more States and having substantial powers or duties pertaining to the prevention and control of air pollution.
3. A city, county, or other local government health authority charged with responsibility for enforcing ordinances or laws relating to the prevention and control of air pollution, such other agency.
4. An agency of two or more municipalities having substantial powers or duties pertaining to the prevention and control of air pollution.
5. An agency of an Indian tribe.

(FAQ 1.23)

Applicant Eligibility: ZE Tech



Question

What specific applicant restrictions are there related to foreign countries of concern (China, Iran, North Korea, Russia)?

Applicant Eligibility: ZE Tech



Question

What specific applicant restrictions are there related to foreign countries of concern (China, Iran, North Korea, Russia)?

Answer

No Zero-Emissions Technology Deployment Competition awards can be made:

- to any entity owned by, controlled by, or subject to the direction of a government of a foreign country of concern;
- to any entity headquartered in a foreign country of concern;

These restrictions apply to the direct recipient of funds (i.e., the applicant)

(FAQ 2.3.22)

Applicant Eligibility



Question

Are federal entities eligible to apply for the Clean Ports Program?

Applicant Eligibility



Question

Are federal entities eligible to apply for the Clean Ports Program?

Answer

- Federal entities are not eligible applicants, even if they have jurisdiction over a port.
- In limited cases, federal agencies may serve as partners/subawardees.
- National laboratories are eligible for subawards under certain conditions

(FAQ 1.24 and 1.26)

Clean Ports Program Port Definitions



Under the Clean Ports Program, a port is either a water port or a dry port, as defined below:

- **Water port:** places on land alongside navigable water (e.g., oceans, rivers, or lakes) with one or more facilities in close proximity for the loading and unloading of passengers or cargo from ships, ferries, and other commercial vessels. This includes facilities that support non-commercial Tribal fishing operations.
- **Dry port:** an intermodal truck-rail facility that is included in the 2024 Federal Highway Administration’s (FHWA) Intermodal Connector Database based on meeting the criteria set in 23 CFR 470. These criteria include having more than 50,000 20-foot equivalent units per year or 100 trucks per day, or comprising more than 20 percent of freight volumes handled by any mode within a State.

A list of eligible dry port facilities is available on the [Clean Ports Program website](#).

See: ZE or CAQP
NOFOs section
I.B

Clean Ports Program Port Definitions



EPA plans to fund at least \$250 million in ZE Technology projects and at least 10 Planning projects at small water ports.

Under the Clean Ports Program, a small water port is defined as:

- A water port located in a port area to and from which the average annual tonnage of cargo is less than 8,000,000 short tons for the most recent three calendar years of U.S. Army Corps of Engineers (USACE) data (2019, 2020, 2021), or
- A water port located outside of the port areas in USACE tonnage datasets.

See: ZE NOFO
section I.B or
CAQP NOFO
section II.B

A list of large port areas that do NOT qualify as a small water port is available on the [Clean Ports Program website](#).

Number of Applications



- Applicants may submit up to two applications ***per competition***
 - All project activities taking place at or serving a port must be grouped in one application
 - Applicants can include multiple types of projects within one application (either at a single port or multiple ports)
- For each competition, applicants that submit more than one application for projects that serve the same port, or more than two total applications, will be contacted to determine which application(s) the applicant will withdraw from the competition.
 - In the absence of direction from the applicant, the EPA will review the most recent application submitted for the port or the two most recent applications and deem the other application(s) ineligible.

Applicant Eligibility: Number of Applications



Question

Can one applicant submit one application to fund several different ports? Is there a limit to the number of ports that can be included in one application?

Applicant Eligibility: Number of Applications



Question

Can one applicant submit one application to fund several different ports? Is there a limit to the number of ports that can be included in one application?

Answer

- Yes, you can include project activities at more than one port in a single application.
- There is no limit to the number of ports where activities can take place in a single application.

(FAQ 1.4)

Partnerships



- Statutory Partnership: a partnership between an eligible private entity (the primary applicant) and another eligible non-private entity.
 - If the primary applicant is a public entity then a Statutory Partnership is not needed. In this case, any partnership would be a non-statutory partnership
- Non-statutory Partnership (Collaborating entities): a partnership established between an applicant and a Collaborating Entity, which may include both eligible and non-eligible entities.
- Subaward: Recipients of federal grants under these competitions may make subawards to subrecipients to carry out a portion of the grant project
 - Subawards can be awarded to partners or other entities

Applicant Eligibility: Partnerships



Question

Which private entities are eligible to apply?

Applicant Eligibility: Partnerships



Question

Which private entities are eligible to apply?

Answer

Private entities that:

- Own, operate, or use facilities, cargo handling equipment, transportation equipment, or related technology of a port

AND

- Apply in partnership with an eligible public entity

(FAQ 1.18)

Applicant Eligibility: Partnerships



Question

If an eligible entity is a Statutory Partner on an application for a given port, can the eligible entity submit their own separate application for that same port, or must the projects be combined into one application? How do partnerships impact the number of allowable applications per applicant?

Applicant Eligibility: Partnerships



Question

If an eligible entity is a Statutory Partner on an application for a given port, can the eligible entity submit their own separate application for that same port, or must the projects be combined into one application? How do partnerships impact the number of allowable applications per applicant?

Answer

- The limitation on the number of applications applies only to *primary* applicants
- No limit on the number of applications that an entity may join as a partner
- If an eligible entity is a partner on an application, then that eligible entity may still submit up to 2 applications per competition as the primary applicant.
- An eligible entity may both partner on an application for a project taking place at a specific port and submit their own application for a project at that same port as a primary applicant, as long as the same project activity is not included on multiple applications

(FAQ 1.22)

Applicant Eligibility: Partnerships



Question

How can a private entity comply with the Statutory Partnership requirement if the private entity is applying to cover multiple projects at multiple ports, where multiple states and organizations are involved across the projects?

Applicant Eligibility: Partnerships



Question

How can a private entity comply with the Statutory Partnership requirement if the private entity is applying to cover multiple projects at multiple ports, where multiple states and organizations are involved across the projects?

Answer

- Only one Statutory Partnership per application is required for private entities. However, more partnerships and collaborations are encouraged.
- Points will be awarded for collaboration and support from Statutory Partners and/or Collaborating Entities in performing the project.

(FAQ 1.17)

Applicant Eligibility: Partnerships



Question

What project partners, subcontractors, or consultants must be competitively bid?

Applicant Eligibility: Partnerships



Question

What project partners, subcontractors, or consultants must be competitively bid?

Answer

- If a recipient or subrecipient is procuring goods and services (e.g., purchasing vehicles and equipment or hiring consultants to conduct an emissions inventory), then they need to comply with federal procurement requirements.
- If a recipient is awarding a subaward to a subrecipient (e.g., a port subawarding funds to a terminal operator for the purchase of equipment), the recipient is not required to compete the subaward.
- If a recipient is awarding participant support costs (e.g., rebates) the beneficiary is not required to compete procurements.
- Applicants are not required to compete project partners or Collaborating entities except for the above situations.

(FAQ 5.17)

Applicant Eligibility: Partnerships



Question

Can a port choose to work with a grant writer, engineering firm, or vendor with whom they have a longstanding relationship or a retainer without a competitive bid? Is a consultant who prepares a Clean Ports Program grant application eligible to complete the work if the grant is awarded?

Applicant Eligibility: Partnerships



Question

Can a port choose to work with a grant writer, engineering firm, or vendor with whom they have a longstanding relationship or a retainer without a competitive bid? Is a consultant who prepares a Clean Ports Program grant application eligible to complete the work if the grant is awarded?

Answer

- If the services of consultants, contractors, or vendors predating EPA assistance were procured competitively consistent with federal financial assistance procurement standards, those consultants/contractors could be used by the recipient

(FAQ 5.13)

Applicant Eligibility: Partnerships



For more information on Subawards and Procurement:

- Appendix A of both NOFOs
- EPA Grants Webinars: <https://www.epa.gov/grants/epa-grants-webinars>
 - Slides available from a March 27, 2024 webinar on Procurement, Subawards, and Participant Support Costs
- [The EPA's Best Practice Guide for Procuring Services, Supplies, and Equipment Under EPA Assistance Agreements](#)
- [The EPA's Subaward Policy](#)
- [The EPA's Subaward Policy Frequent Questions](#)
- [The EPA Guidance on Participant Support Costs](#)



Project Eligibility

Frequent Questions and Answers



**Climate and Air
Quality Planning
(CAQP)
Competition**
(Approx. \$150M)

Eligible activities:

- Emissions inventory and accounting practices (one or more required)
- Emissions reduction strategy analysis and goal-setting
- Stakeholder collaboration and communication, with a focus on near-port communities
- Resiliency planning

Climate and Air Quality Planning Competition: Ineligible Expenses



Climate and Air Quality Planning Competition

- Activities that are not focused on one or more ports
- Planning exercises related to emissions or emissions reductions where vehicles, vessels, and other mobile source port equipment are not included
- Development of an EJ mapping tool (applicants should instead rely on existing tools)
- Vulnerability assessments not related to impacts from extreme weather and other climate-related events and conditions
- Resiliency measure implementation (construction, equipment, purchase, information systems, etc.)
- Emissions reduction strategy implementation

See: CAQP NOFO
section III.D

Project Eligibility: CAQP



Question

Are mobile source emissions inventories required to follow EPA's Port Emissions Inventory Guidance?

Project Eligibility: CAQP



Question

Are mobile source emissions inventories required to follow EPA's Port Emissions Inventory Guidance?

Answer

- Yes – Find it at <https://www.epa.gov/ports-initiative/port-and-goods-movement-emission-inventories>
- Guidance describes methods for developing emission inventories of varying levels of detail
- A variety of scales are included, such as project, terminal, sector, port, and regional levels

(FAQ 5.16)



ZE Technology Deployment Competition

(Approx. \$2.8B)

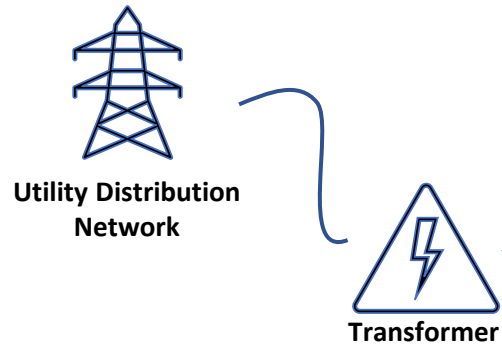
Eligible technologies:

- Electric and hydrogen fuel cell mobile equipment
 - Cargo handling equipment
 - Drayage trucks
 - Locomotives and railcar movers
 - Harbor craft and other vessels
- Charging and other fueling infrastructure for zero emission mobile port equipment, including shore power for marine vessels

ZE Technology Deployment Competition: Eligible Infrastructure Expenses



Ineligible Expenses

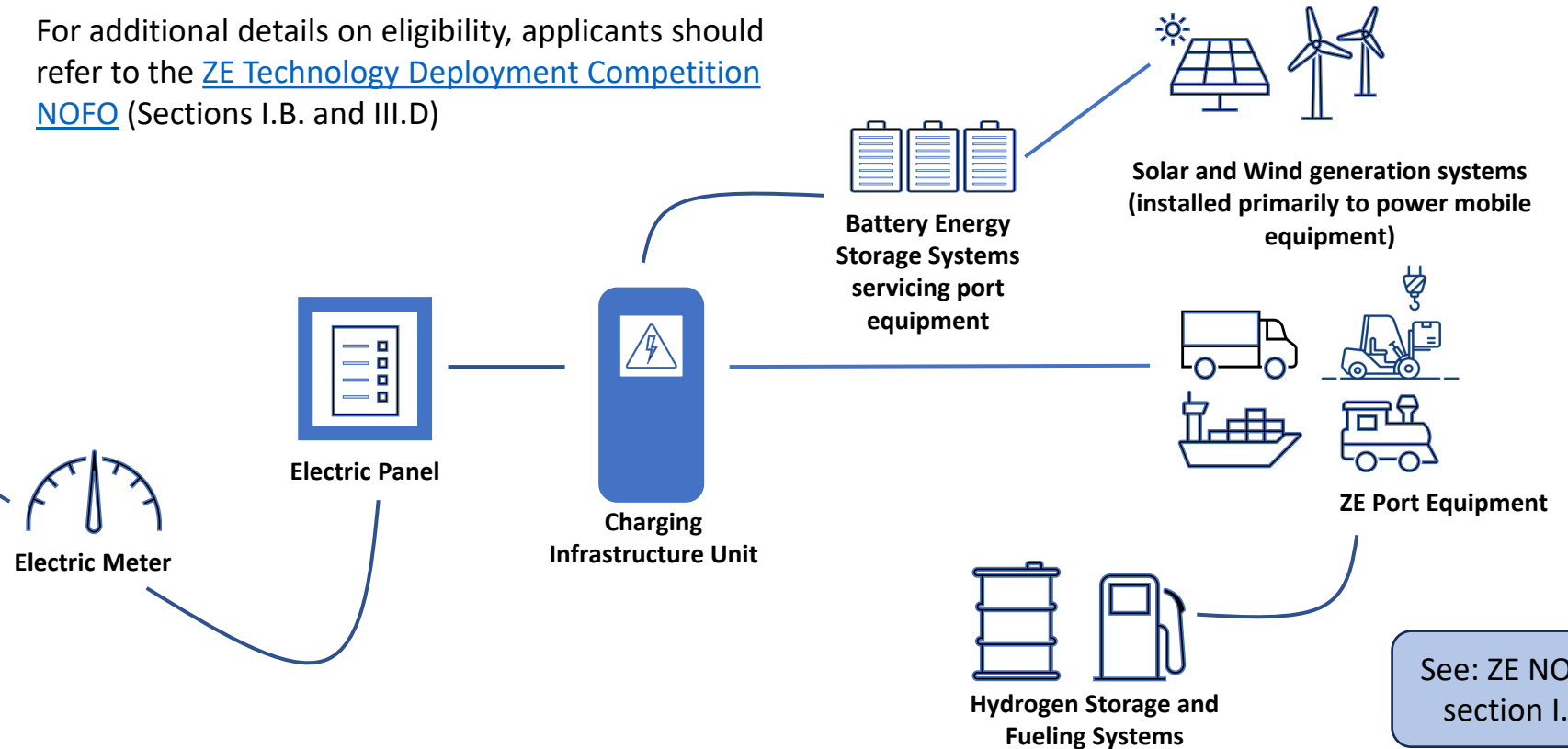


- Eligible infrastructure expenses are limited to electric meters and equipment behind the meter; transformer and electric meter expenses may be considered eligible if they are on the customer's side
- Costs for minor grid upgrades in front of the meter (utility side) may be considered if the work is necessary to connect an eligible charging station to the electric distribution network

Front-of-the-Meter (FTM) - Utility side

Eligible Expenses

For additional details on eligibility, applicants should refer to the [ZE Technology Deployment Competition NOFO](#) (Sections I.B. and III.D)



See: ZE NOFO section I.B

- Infrastructure must serve eligible port equipment purchases as part of the grant, except for vessel shore power
- Applicants are encouraged to use no more than 50% of funds for infrastructure (not including shore power costs), ZE technology support activities and project administration related expenses

Behind-the-Meter (BTM) - Customer side

ZE Technology Deployment Competition: Ineligible Expenses



General

- Equipment and infrastructure that is not human operated or human maintained
- Equipment and infrastructure that will not directly serve at least one port

Support Costs

- Leasing vehicles
- Feasibility assessment of ZE technology
- Fuel and electricity expenses

See: ZE NOFO section I.D

Equipment

- Equipment that uses a non-ZE powertrain (e.g. hybrid technologies) unless the non-ZE power source is mandated by safety regulations, and functions solely as a source of emergency backup power
- Research and development, or **first-of-a-kind** demonstration or pilot project
- Ship modifications to allow vessels to accept shore-based electrical power (unless part of a project to replace internal combustion engine(s) with ZE powertrain)
- Repowering/replacing engines in onroad vehicles

Infrastructure

- Infrastructure that does not directly serve eligible ZE mobile equipment purchased as part of the award
- Infrastructure with air polluting components
- Power generation systems, except for solar and wind power generation that primarily power mobile equipment
- Solar or wind power generation system not located on land (e.g., offshore wind)
- Hydrogen production systems
- Transmission and/or transportation of hydrogen outside the port

ZE Technology Deployment Competition: Build America, Buy America (BABA) Act



Under the Zero-Emission Technology Deployment Competition, all projects are expected to comply with BABA

For the Clean Ports Program, market analysis shows that there is a limited number of manufacturers and supply of mobile port equipment that would meet BABA criteria.

Proposal

1. To waive the 55% domestic content requirement for zero emissions mobile port equipment. Only the final assembly of zero emissions mobile port equipment must occur in the United States to be considered “produced in the United States” during the waiver period.
2. A supplemental de minimis waiver, waiving all aspects of BABA compliance for ten percent of material costs attributable to zero emissions mobile port equipment, that may be used for recipients of the Clean Ports Program only on zero emissions mobile port equipment.

You can view the proposed waiver on EPA’s [BABA Waivers webpage](#).

**Comments period for the proposed waiver closed on April 15th .
EPA will share the final waiver when available.**

Project Eligibility: ZE Tech



Question

How does the Clean Ports Program define “serving a port”?



Question

How does the Clean Ports Program define “serving a port”?

Answer

Directly serve at least one port for a **minimum of 3 years**:

- **Cargo Handling Equipment:** At least 90% annual usage (hours)
- **Drayage Trucks:** At least 100 visits/year
- **Locomotives (Switchers, Railcar movers):** (1) At least 75% of its annual usage (hours), (2) visits will take place at minimum 200 days per year, or (3) will exclusively perform short-haul runs between the port and a second point of rest
- **Harbor craft and other vessels:** At least 60% of its annual usage (hours or port visits)
- **Other eligible mobile source equipment:** At least 90% annual usage (hours or operating days)
- **Electric Charging and Hydrogen Fueling Infrastructure:** With the exception of vessel shore power, fueling infrastructure must serve ZE mobile equipment purchased as part of the grant.

(FAQ 2.3.3)

Project Eligibility: ZE Tech



Question

Is there guidance on what “close proximity to a port” entails?

Project Eligibility: ZE Tech



Question

Is there guidance on what “close proximity to a port” entails?

Answer

- No strict criteria for what would be considered in close proximity to a port.
- Reasonableness of the assertion of “close proximity” will be considered when the application is scored.

(FAQ 2.3.19)

Project Eligibility: ZE Tech



Question

What specific restrictions are there related to foreign countries of concern (China, Iran, North Korea, Russia)?

Project Eligibility: ZE Tech



Question

What specific restrictions are there related to foreign countries of concern (China, Iran, North Korea, Russia)?

Answer

- No awards for a crane manufactured by
 - any entity owned by, controlled by, or subject to the direction of a government of a foreign country of concern; or
 - any entity headquartered in a foreign country of concern.
- All types of cranes are included in this restriction. These restrictions apply to the direct recipient of the funds.

(FAQ 2.3.22)

Project Eligibility: ZE Tech



Question

How should applicants demonstrate prior deployment of the proposed technologies?

Question

How should applicants demonstrate prior deployment of the proposed technologies?

Answer

- Describe the location of prior deployments, the date and duration of prior deployments, and any known details about the extent to which the technology met applicable safety, performance and durability expectations
- Example sources: technical document published by a manufacturer, port, equipment owner, equipment operator, state or federal government agency or department, research organization, or academic institution
- Additional information demonstrating technology viability could also include a narrative report, webpage, press release, presentation or case study

(FAQ 4.8)

Project Eligibility: ZE Tech



Question

Can this program fund electric charging infrastructure for equipment that is not purchased as part of the grant award?

Question

Can this program fund electric charging infrastructure for equipment that is not purchased as part of the grant award?

Answer

- Eligible charging infrastructure includes
 - Shore power
 - Electric charging infrastructure that serves equipment purchased as part of the grant award.
- If electric charging infrastructure does not serve equipment purchased as part of the grant, then it is not an eligible expense. (Besides shore power)
- Equipment not purchased as part of the grant award may also use electric charging infrastructure

(FAQ 2.3.13)

Project Eligibility: ZE Tech



Question

Is the retirement of existing vehicles (also known as “scrappage”) required to qualify for funding under the ZE Technology Deployment Competition?

Project Eligibility: ZE Tech



Question

Is the retirement of existing vehicles (also known as “scrappage”) required to qualify for funding under the ZE Technology Deployment Competition?

Answer

- Scrappage is optional
- Points will be awarded for the scrappage of existing internal combustion engine vehicles/equipment at the same port where the new vehicles/equipment will be located

(FAQ 2.3.11)



Application Reminders and FAQs

How to Apply



1. Register your Organization with Grants.gov and SAM.gov



2. Prepare Application Package



3. Submit Application Package on Grants.gov by May 28th at 11:59PM ET



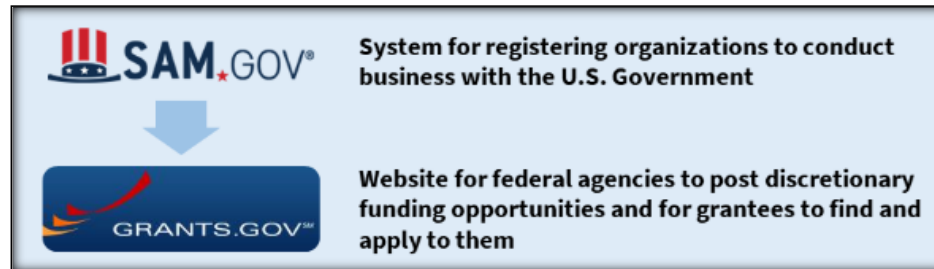
1. Register your Organization with Grants.gov and SAM.gov



EPA
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All EPA grant applications are submitted online. Applicants must be registered in two government systems to apply for EPA grants:

- The System for Award Management (**SAM.gov**) registers organizations to conduct business with the U.S. Government, which includes federal grants.
- **Grants.gov** is the official system for managing all federal grant applications.



Start Early: Completing the registration process usually takes a minimum of 10 business days. It can take much longer, especially if there are errors or inconsistencies in the information submitted.

These two systems share information. Together, they provide access to everything needed to identify federal grant opportunities and to complete the online application process.

Note: **Both systems are accessed through a single user account set up in Login.gov.** Creating a Login.gov account is easy. If you do not have a Login.gov account, you will be prompted to create one when you register with SAM.gov or Grants.gov.



1. Register your Organization with Grants.gov and SAM.gov



EPA
**CLEAN
PORTS
PROGRAM**

Obtain Unique Entity Identifier (UEI)



Step 1. Register Your Organization in SAM.gov

- **Applicants must register with SAM.gov to obtain a Unique Entity Identifier (UEI)**, which is a 12-character alphanumeric identifier assigned to each unique organization. There is no fee for registering with SAM.gov and registration must be renewed annually.
- Registration in SAM.gov requires providing assertions, representations and certifications, and other information so that the federal government can verify the existence and uniqueness of the organization. **Go to the SAM.gov Entity Registration page to get started.**
- **Organizations will need to designate an E-Business Point of Contact (EBiz POC).** After the information submitted through the registration process is authenticated, the EBiz POC will receive an email from SAM.gov indicating that the registration is active.

Register POC & Create Profile with UEI



Step 2. Create a User Account and Applicant Profile in Grants.gov

After obtaining a UEI, an applicant must create a profile in Grants.gov in 2 steps:

- **Create a user account in Grants.gov with the same email address used by the EBiz POC in SAM.gov.**
- **Create the applicant profile in Grants.gov using the UEI obtained from SAM.gov.**

Step 3. Create Individual Grants.gov Accounts for Organization Members

Step 4. Learn How to Use Workspace in Grants.gov

For more detailed information visit:

www.epa.gov/grants/how-register-apply-grants



2. Prepare Application Package



Application Attachments:

- **NOW REQUIRED:** 2024 Clean Ports Program Supplemental Application Template
- Standard Form SF 424 – Application for Federal Assistance
- Standard Form SF 424A – Budget Information for Non-Construction Programs
- EPA Form 4700-4 – Pre-Award Compliance Review
- EPA Key Contacts Form – Key Contacts Form
- 2024 Clean Ports Program Sample Project Narrative:
 - Zero-Emission Technology Deployment Competition
 - Climate and Air Quality Planning Competition
- Optional: 2024 Clean Ports Program Utility Partnership Template

Application Package



Question

Can applicants make edits to the supplemental application template (for example, adding additional rows as needed)?

Question

Can applicants make edits to the supplemental application template (for example, adding additional rows as needed)?

Answer

- You may add additional rows by right clicking on the row number and selecting insert
- You may add additional information below the tables in the template
- Tips to avoid errors:
 - Use the latest version of the file, available on the [Clean Ports Program webpage](#)
 - Save the Excel files as '.xlsx' files
 - Do not delete any tabs from the workbook, as there are hidden tabs used for auto-populating select fields
 - If copy/pasting, paste values only to avoid overwriting formulas/formatting

(FAQ 3.8)



3. Submit Application Package



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i Informative status
Reminder: Federal financial assistance award recipients are a crucial part of safeguarding Federal funds and maintaining a secure cyber environment. Check out our [latest blog post](#) to learn more.

Your Team. Your Workspace.
Applying for a funding opportunity is easier and more efficient when your team collaborates. Grants.gov Workspace makes it possible.

**Submit Application Package
by May 28th at 11:59PM ET**

Application packages must be submitted to EPA via Grants.gov no later than May 28th at 11:59PM ET
For more information, please visit <https://www.epa.gov/ports-initiative/cleanports>

Clean Ports Program Important Dates



EPA
**CLEAN
PORTS
PROGRAM**

February 28, 2024	Clean Ports Program Notices of Funding Opportunities (NOFOs) Open
<i>March 28, 2024</i>	<i>Optional Notice of Intent to Apply Due to cleanports@epa.gov</i>
<i>April 15, 2024</i>	<i>Clean Ports Program Proposed Build America Buy America (BABA) Waiver Open for Comment Until April 15</i> <i>Please review the proposed waiver on EPA's BABA Waivers webpage.</i>
March – May 2024	Additional Webinars on Clean Ports Program Funding Opportunities <i>View past and upcoming webinars from EPA's Ports Initiative on our 'Educational Events' page.</i> <i>View past and upcoming webinars about EPA Grants on the 'EPA Grants Webinars' page.</i>
May 6, 2024	Final Date to Submit Questions related to applying to cleanports@epa.gov
May 28, 2024 at 11:59 p.m. ET	NOFO Closes – Application Deadline <i>Application packages must be submitted electronically to EPA through Grants.gov (www.grants.gov) no later than May 28, 2024 at 11:59 p.m. Eastern Time (ET) to be considered for funding</i>
August – September 2024	Anticipated Notification of Selection
December 2024	Anticipated Awards



Questions?

Clean Ports Program Important Dates



EPA
**CLEAN
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Keep in touch



For more information about the Clean Ports Program, visit:

<https://www.epa.gov/ports-initiative/cleanports>

For questions about the Clean Ports Program, email: cleanports@epa.gov

- To allow for time to respond before the application deadline, please submit questions about the Clean Ports Program funding opportunities by May 6th, 2024

EPA's Ports Initiative newsletter sign-up: <https://www.epa.gov/ports-initiative/epa-ports-initiative-newsletter>