

Joint Ferries Programs Southeast Conference – Juneau, AK

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Bipartisan Infrastructure Law (BIL)

(Infrastructure Investment and Jobs Act)

- 71% Increase in funding over the FAST Act
- Major new funding for State of Good Repair, Low and No Emission, and CIG Grants
- Continues Existing Structure for FTA Programs focused on urban, rural, and targeted populations

Provides Funding
for 5 Years



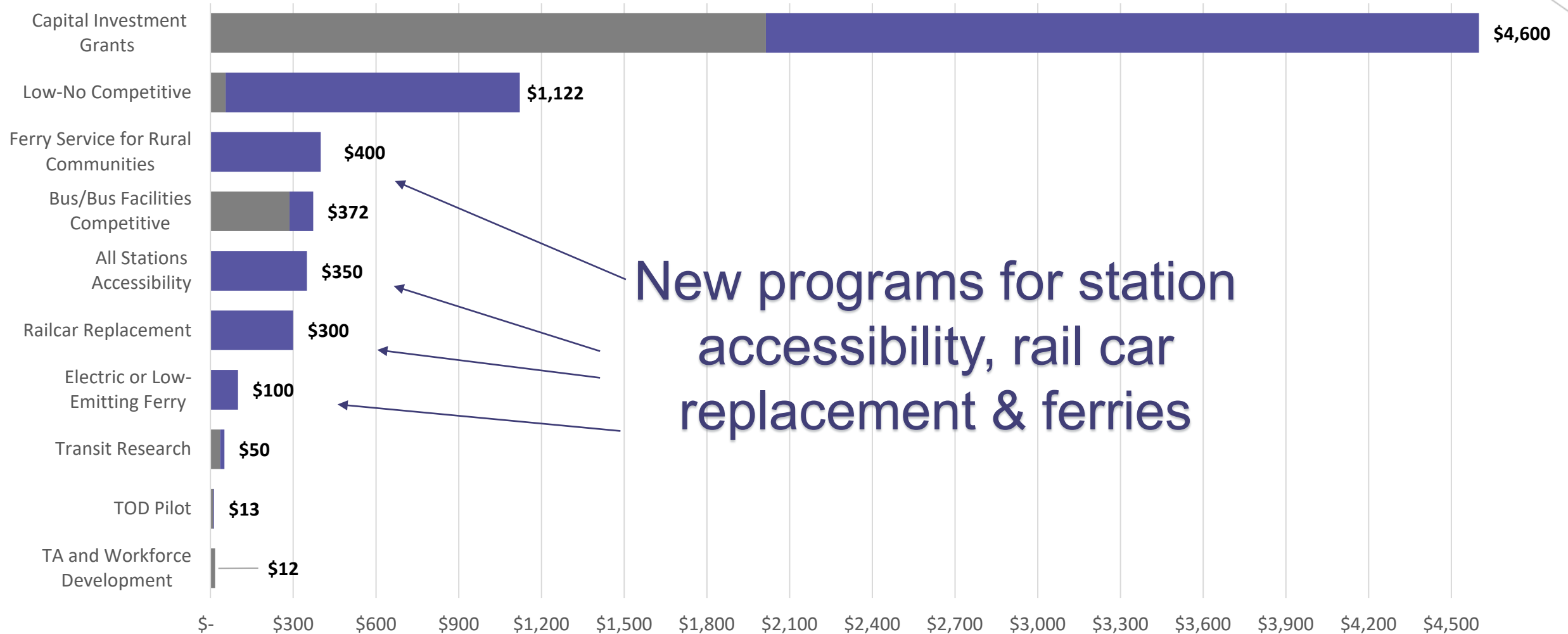
- Rail Car Replacement
- Station Accessibility
- Low-No Ferries
- Rural Ferries

Creates New
Programs



Competitive & CIG Funding – FY21 to FY22

(Millions of Dollars)



Note: Transit Research includes Bus Testing and NTD

■ FAST FY21 ■ Additional Funding Under BIL (FY22)

Ferry Competitive Program Descriptions

- The **Passenger Ferry Grant Program (Passenger Ferry Program) (5307(h))** provides funding for capital projects to purchase, replace, or rehabilitate passenger ferries, terminals, and related facilities and equipment.
- The **Electric and Low-Emitting Ferry Pilot Program (Low-No Ferry Program) (IIJA § 71102)** provides funding for the purchase of electric or low-emitting ferry vessels that reduce emissions by using alternative fuels or on-board energy storage systems and related charging infrastructure to reduce emissions or produce zero onboard emissions under normal operation.
- The **Ferry Service for Rural Communities Program (Rural Ferry Program) (IIJA § 71103)** provides funding for capital, operating and planning assistance for ferry service that operated a regular schedule at any time during the five-year period ending March 1, 2020.



Eligible Applicants

Passenger Ferry Program:

- Designated/Direct Recipients of Section 5307 Funding
- States (including Territories of the United States)
- Federally-recognized Tribes

Low-No Ferry Program:

- Designated/Direct Recipients of Section 5307 Funding
- Designated/Direct Recipients of Section 5311 Funding, including
 - States and Territories
 - Federally-recognized Tribes

Rural Ferry Program:

- States and territories in which eligible service is operated.

Eligible Projects

Low-No Ferry Program:

- Capital projects for the purchase of electric or low-emitting ferry vessels that reduce emissions by using alternative fuels or on-board energy storage systems and related charging infrastructure to reduce emissions or produce zero onboard emissions under normal operation.

Rural Ferry Program:

- Capital, Operating (50% match required), or Planning



Statutory Selection Considerations

Low-No Ferry Program:

From FY 2022 through FY 2026, at least one project for:

- a ferry service that serves the State with the largest number of Marine Highway System miles
- a bi-State ferry service with an aging fleet and whose development of zero- and low-emission power source ferries will propose to advance the state of the technology toward increasing the range and capacity of zero-emission power source ferries as identified by FTA.

Rural Ferry Program:

- For \$196 million appropriated under the BIL: passenger ferry service that operated at least one segment between two rural areas located more than 50 sailing miles apart For \$13 million appropriated in the Consolidated Appropriations Act, 2022: passenger ferry service that operated at least one segment more than 20 sailing miles between two rural areas



Eligible Projects

Low-No Ferry Program Eligible Fuels as defined in statute:

- methanol, denatured ethanol, and other alcohols
- a mixture containing at least 85 percent of methanol, denatured ethanol, and other alcohols by volume with gasoline or other fuels;
- natural gas;
- liquefied petroleum gas;
- hydrogen;
- fuels (except alcohol) derived from biological materials;
- electricity (including electricity from solar energy); and
- any other fuel that is not substantially petroleum and that would yield substantial energy security and environmental benefits, construction, replacement, or rehabilitation of ferries, terminals, related infrastructure, and related equipment (including fare equipment and communication devices).



Authorized Funding: Passenger Ferry, Low-Emitting Ferry Pilot, and Ferry Service for Rural Communities

Program Component	FY 2022 Enacted (in millions)	FY 2023 (in millions)	FY 2024 (in millions)	FY 2025 (in millions)	FY 2026 (in millions)
Passenger Ferry 5307(h)	\$36.5	\$30	\$30	\$30	\$30
Electric or Low-Emitting Ferry Pilot (Minus Oversight)	\$49	\$49	\$49	\$49	\$49
Ferry Service for Rural Communities (Minus Oversight)	\$209	\$196	\$196	\$196	\$196
Joint Ferry Program TOTAL	\$294.5	\$275	\$275	\$275	\$275

DOT Awards a Record \$380M in Grants to Ferries Systems in the U.S.



Largest portion on the 2023 grants goes to Alaska for repair and replace its Marine Highway ferries (AMHS)

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Using the 2021 Bipartisan Infrastructure Law, the U.S. Department of Transportation's Federal Transit Administration is awarding a record amount of grants designed to modernize and enhance ferry services in different parts of the

ICYMI—A 'Big Fat Deal in Alaska'

Last week, U.S. Senator Lisa Murkowski (R-Alaska) joined U.S. Transportation Secretary Pete Buttigieg and Federal Transit Administration Administrator Nuria Fernandez in announcing more than \$285 million in federal funding from the *Infrastructure Investment and Jobs Act* (IIJA) for the Alaska Marine Highway System (AMHS) for operations, vessel acquisitions, shoreside infrastructure, and reduced environmental impact.

The funding for Alaska accounts for nearly 75 percent of the awards announced across the nation. This is the first round under the IIJA's newly established Electric or Low Emitting Ferry Pilot Program and the Ferry Service for Rural Communities Program—which Senator Murkowski created and prioritized as a lead author of the bipartisan infrastructure law. Additional funding should be made available in each of the next three fiscal years.



FY22 Announcement includes \$286M for AKDOT & PF

Recipient	Program	Description	Award Amount
AKDOT&PF	Electric/Low-Emitting (Capital)	Funding to build an electric ferry.	\$46,214,008
AKDOT&PF	Rural Ferry (Capital)	Funding to build a new ferry to replace a nearly 60-year-old vessel (MV Tustumena). The new vessel, which will feature a diesel-electric propulsion system.	\$68,488,384
AKDOT&PF	Rural Ferry (Planning)	Funding to plan for the replacement of aging ferry vessels with diesel-electric hybrid vessels and develop the functional design of a new vessel.	\$8,591,616
AKDOT&PF	Rural Ferry (Capital)	Funding to modernize four Alaska Marine Highway System (AMHS) vessels.	\$72,065,545
AKDOT&PF	Rural Ferry (Capital)	Funding to upgrade the dock infrastructure in five Alaskan communities.	\$45,483,214
AKDOT&PF	Rural Ferry (Operations)	Funding for the operation of the Alaska Marine Highway System.	\$44,823,800

Amount Remaining To Be Awarded - Following 1/26/23 Selection

Program Component	FY 2022 Enacted (in millions)	FY 2023 Enacted (in millions)	FY 2024 (in millions)	FY 2025 (in millions)	FY 2026 (in millions)
Passenger Ferry 5307(h)	\$0	\$30	\$30	\$30	\$30
Electric or Low-Emitting Ferry Pilot (Minus Oversight)	\$0	\$0	\$49	\$49	\$49
Ferry Service for Rural Communities (Minus Oversight)	\$0	\$153	\$196	\$196	\$196
Joint Ferry Program TOTAL	\$0	\$183	\$275	\$275	\$275

FY22 Application Summary

Applications Received:

- 47 eligible applications from 16 States and 1 Territory requesting \$601,764,306.

FY22 Eligible Applications Received

	Projects	% of Projects *	Federal Amount Requested	% of Total Requested *
Passenger Ferry	25	53%	\$151,982,752	25%
Low-No Ferry	14	30%	\$191,027,280	32%
Rural Ferry	8	17%	\$258,754,274	43%



Application Review

Evaluation Criteria

1. Demonstration of Need

- FTA evaluated proposed projects on the quality and extent to which they demonstrate how the proposed project will address an unmet need for capital investment in passenger ferry vehicles, equipment, or facilities.

2. Demonstration of Benefits

- FTA evaluated how well the proposed project will improve the safety and state of good repair of the system or provide additional transportation options to potential riders within the service area. *For Low-No Ferry projects, how the project will reduce harmful emissions that impact local air pollution.*
- *For Planning Projects under the Rural Ferry Program, how the ferry service to be supported by the planning project provides additional transportation options.*

3. Planning and Local/Regional Prioritization

- FTA evaluated how the proposed project is consistent with local and regional long-range planning documents and reflect local government priorities.



Application Review

Evaluation Criteria (continued)

4. Local Financial Commitment

- FTA reviewed the source and availability of the local cost share.

5. Project Implementation Strategy

- FTA evaluated whether the project is ready to implement within a reasonable period of time and whether the applicant's proposed implementation plans are reasonable and complete.

6. Technical/Legal/Financial Capacity

- FTA evaluated whether the applicant has demonstrated the technical, legal, and financial capacity to undertake the project.



Application Review

Overall Rating

Projects received an overall rating of “**Highly Recommended**”, “**Recommended**”, “**Not Recommended**” or “**Ineligible**” as follows:

- **Highly Recommended:** Ratings of “Highly Recommended” in four or more criteria, and no ratings of “Not Recommended”.
- **Recommended:** Ratings of “Highly Recommended” in three or fewer criteria, and no ratings of “Not Recommended”.
- **Not Recommended:** Any ratings of “Not Recommended”.
- **Ineligible:** Project or applicant is outside statutory eligibility requirements.

Summary of FY22 Technical Reviews

Technical Rating Results

Proposal Ratings	# and % of Proposal Ratings	
Highly Recommended	38	65%
Recommended	8	14%
Not Recommended	1	8%





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