

CONSTRUCTION OF FERRY BOATS AND FERRY TERMINAL FACILITIES PROGRAM

Draft

This program's continues largely unchanged from TEA-21, but with a significant funding increase. The program is administered by the Federal Highway Administration and was established by Congress in the 1991 federal transportation law ISTEA (Intermodal Surface Transportation Efficiency Act).

Purpose

To provide funding for the construction of ferry boats and ferry terminal facilities. The law adds the establishing of an information database of ferry systems, routes, vessels, passengers and vehicles carried.

Funding

\$323,000 million over six years. \$20M of each year's authorization is set aside for projects within the marine highway systems that are part of the NHS in three states: Alaska (\$10M annually), New Jersey (\$5M) and Washington (\$5M). Each year's remaining funds are available to be earmarked in that year for projects.

Year	2004	2005	2006	2007	2008	2009	Total
Nationwide <i>authorization</i> (before administrative fees)	\$38	\$38	\$55	\$60	\$65	\$210	\$323
Minus 3-state setaside for Alaska, New Jersey, and Washington.	\$20	\$20	\$20	\$20	\$20	\$20	\$120
Remaining funding for annual appropriations earmarking (all states are eligible).	\$18	\$18	\$35	\$40	\$45	\$47	\$203

Priority for earmarked funding will be given to projects that:

- provide critical access to areas not well served by other modes of surface transportation
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- carry the greatest number of passengers in passengers-only service

Matching funds requirement

Congress typically requires 20% in non-federal matching funding to qualify for accepting the federal funds under this program.

Eligible Recipients

Publicly-owned ferry systems. Public agency partners of a public-private partnership may receive funds. Privately owned and/or operated agencies are ineligible to receive federal funds except through a public-private partnership.

Eligible Projects and/or activities

Funds shall be used to construct auto and/or passenger-only ferry boats and ferry terminal facilities within the United States and its territories. Ferry boats and facilities must:

- link a route classified as a public road other than an Interstate,
- be either publicly owned, operated, or majority publicly owned,
- not be operated in foreign or international waters (unless specifically permitted under federal law).

Other Program features

USDOT is required to establish a national ferry database by August 2006. It must be updated every 2 years and be readily available to the public. The database will contain information regarding routes, vessels, passengers and vehicles carried, funding sources, and other useful information.

FAQs and Issues for Washington State

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