



U.S. Department of Transportation  
Federal Transit Administration

**BIPARTISAN  
INFRASTRUCTURE  
LAW**

**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:**  
**ELECTRIC OR LOW-EMITTING FERRY PILOT PROGRAM**

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
Electric or Low-Emitting Ferry Pilot Program	\$50	\$50	\$50	\$50	\$50

Note: In addition to \$50 million provided in the Bipartisan Infrastructure Law, the law authorizes an additional \$50 million per year in funding subject to annual appropriations.

**Program Purpose:** The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, establishes an Electric or Low-Emitting Ferry Pilot Program that makes federal funding available to provide grants for the purchase of electric or low-emitting ferries and the electrification of or other reduction of emissions from existing ferries.

**Statutory References:** IIJA § 71102, IIJA Division J

**Program Requirements:** Funding will be allocated to projects on a competitive basis, from proposals submitted to FTA in response to Notices of Funding Opportunities.

- At least one grant shall be for a ferry service that serves the state with the largest number of marine highway system miles.
- At least one grant shall be for a bi-state ferry service with an aging fleet; and whose development of zero- and low-emission powered ferries will propose to advance the state of the technology toward increasing the range and capacity of zero emission power source ferries.

**Eligible Recipients:** Will be identified in a Notice of Funding Opportunity.

**Eligible Activities:** 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 use of alternative fuel means:

- (A) methanol, denatured ethanol, and other alcohols
- (B) a mixture containing at least 85 percent of methanol, denatured ethanol, and other alcohols by volume with gasoline or other fuels;

- (C) natural gas;
- (D) liquefied petroleum gas;
- (E) hydrogen;
- (F) fuels (except alcohol) derived from biological materials;
- (G) electricity (including electricity from solar energy); and
- (H) any other fuel that is not substantially petroleum and that would yield substantial energy security and environmental benefits.