

Cross Sound Ferry Enhancement Project

Sponsor: Connecticut Department of Transportation

Corridor: M-95 Marine Highway Corridor (Sponsor: I-95 Corridor Coalition)

Project Snapshot: The Cross Sound Ferry Enhancements Project would improve three passenger/vehicle ferries operating between New London, Connecticut and Orient Point, Long Island. Combined, the enhancements would increase capacity and efficiency of the service while reducing vessel emissions, further improving the service's footprint.

Attributes: This service provides 12,000 one-way vessel trips each year along a 16-mile water route, eliminating a 166-mile highway drive through congested portions of Long Island, New York City and Connecticut along the I-95 Corridor. The project offers the opportunity to increase capacity, saving nearly 500,000 additional highway miles. One of many public benefits offered by this project is improved livability through reduction of traffic in highly congested urban centers. Other benefits include emissions reductions, energy savings and landside transportation infrastructure maintenance savings.

The U.S. Department of Transportation will work with the Connecticut Department of Transportation, the I-95 Corridor Coalition and other Federal Departments to identify appropriate actions to help expand capacity, reduce emissions and improve fuel efficiency of the vessels.

New England Marine Highway Expansion Project

Sponsor: Maine Department of Transportation

Corridor: M-95 Marine Highway Corridor (Sponsor: I-95 Corridor Coalition)

Project Snapshot: The Northeast Marine Highway Expansion Project will expand an existing container-on-barge service operating between Newark, New Jersey, Boston, Massachusetts and Portland, Maine. This will be accomplished by design and construction of an articulated tug and barge that rigidly connects the two vessels. This will provide more reliable service because it can operate in rougher weather than the traditional towed barges currently in use.

Attributes: In the past three years, the existing Marine Highway service moved over 12,000 truckloads of freight between Maine and New Jersey, freeing the I-95 Corridor of this traffic. With additional shippers indicating support for a more reliable Marine Highway service, this project has the potential to offer additional relief to the busy I-95 corridor while reducing greenhouse gas emissions and conserving fuel. A strong public-private partnership is in place to support and promote the service. Public benefits that will be derived from this project include reduction of travel delays and congestion at urban centers, increased fuel efficiencies and improved surface transportation system resiliency.

The Department of Transportation will work with Maine Department of Transportation, Maine Port Authority, and the I-95 Corridor Coalition to help identify appropriate actions that can help the service meet demand.

Cross Gulf Container Expansion Project

Sponsors: Ports of Brownsville, TX & Manatee, FL

Corridor: M-10 Marine Highway Corridor (Sponsor: Mississippi Department of Transportation)

Project Snapshot: The Cross Gulf Container Expansion Project seeks to expand the frequency and capacity of an existing container-on-barge service operating between Brownsville, TX and Port Manatee, FL. Currently operating with a single vessel, departures from either port are at 10-day intervals. By adding a second vessel, the frequency of service doubles, an important factor in attracting additional shippers. This service also attracts shippers that transport overweight and oversized freight between the two ports.

Attributes: Because the M-10 Marine Highway offers a 450 mile one-way savings in transit between the two ports served, this service offers considerable public benefit and external cost savings over the 1,200-mile land route. The service spans five States and ten major metropolitan areas, providing public benefits to each of them in the form of congestion relief, greenhouse gas reductions, energy savings and reduced road maintenance costs, especially considering the overweight status of much of the cargo.

The U.S. Department of Transportation will work with the project's sponsor and the Mississippi Department of transportation to help expand the service and achieve the increase in benefits likely to result.

Tenn- Tom Freight Project

Sponsor: Port of Itawamba, MS

Corridor: M-65 Marine Highway Corridor (Sponsor: Tennessee-Tombigbee Waterway Development Authority)

Project Snapshot: The Tenn-Tom Freight Project is a new container-on-barge service between the Port of Itawamba on the Tennessee-Tombigbee Waterway (Tenn-Tom) and the Port of Mobile, AL. It will serve as the inland leg for new deep draft Gulf Coast container terminals.

Attributes: This Project will help the M-65 Corridor accommodate freight traffic. The I-65 corridor currently sees 3,150 truck trips on a daily basis and is forecast to grow to 25,000 daily long haul truck trips by 2035, according to the U.S. Department of Transportation. A significant proportion of intermodal traffic moving to the Northeastern region of Mississippi currently travels by rail to and from ports in California to an intermodal hub in Memphis, then by truck to Mississippi. This service, if successful, would offer a nearly all-water route for such freight via the Panama Canal and the Tenn-Tom Waterway. Public benefits of this project include enhancing system resiliency from disastrous events, reducing emissions and increasing energy efficiencies.

The U.S. Department of Transportation will work with the Port of Itawamba and the Tennessee-Tombigbee Waterway Development Authority to take appropriate actions aimed at helping to implement the project.

Gulf Atlantic Marine Highway Project

Sponsors: The Port of Galveston & South Carolina State Ports Authority

Corridor: M-95 & M-10 Marine Highway Corridors (Sponsors: I-95 Corridor Coalition & Mississippi Department of Transportation)

Project Snapshot: The Gulf Atlantic Marine Highway Project will distribute international and domestic containers between the Gulf , Mid-Atlantic and South Atlantic Coasts, on a modern fleet of ten U.S. flag vessels that employ cutting-edge environmental and efficiency technologies. These 1300 Twenty-Foot Equivalent Unit (TEU) vessels will be built in U.S. shipyards and crewed by U.S. mariners.

Attributes: The Gulf Atlantic Marine Highway Project is a public-private effort to develop a Marine Highway service that could be operational by the completion of the Panama Canal expansion in 2014. Because of its considerable scope and routes, this project, if fully implemented, could provide measureable relief to 400 miles of I-10 that are already operating at an unacceptable level of service and more than a dozen major freight truck bottlenecks along I-95 identified by the U.S. Department of Transportation. Considerable emissions benefits and energy savings could result from implementation of this project. The Gulf-Atlantic route also includes the movement of large volumes of hazardous materials, which, if transported by water, could improve safety and security.

The U.S. Department of Transportation will work with the Project and Corridor Sponsors to identify appropriate actions that will help develop the proposed service.

Detroit/ Wayne County Ferry Project

Sponsor: Detroit/Wayne County Port Authority

Corridor: M-75 Detroit-Windsor Marine Highway Crossing
(Sponsor: Detroit/Wayne County Port Authority)

Project Snapshot: The Detroit/Wayne County Ferry Project is a proposed cross-border passenger service between Detroit, Michigan and Windsor, Ontario focused on transporting commuters who currently transit the waterway using land border crossings. This will be the first water-based passenger service within the Port of Detroit to Windsor, Ontario, Canada.

Attributes: The Detroit/Wayne County Ferry can help transport passengers as an alternative to the two busiest border crossings in North America – the Ambassador Bridge and Detroit-Windsor Tunnel. Proponents of the project have identified 6,000 workers who commute between Windsor, Ontario and Detroit daily, including 4,000 local health care workers as potential ridership. These crossings are the source of significant traffic bottlenecks and would benefit from reduced rush-hour traffic. This project would also provide a redundant route should the nearby border crossings be disrupted for any reason.

The U.S. Department of Transportation will work with the Detroit/Wayne County Port Authority to help identify appropriate actions and resources necessary to help implement the service to reduce congestion and travel delays at this critical border crossing.

Trans-Hudson Freight Connector Project

Sponsor: The Port Authority of New York & New Jersey

Corridor: M-95 Marine Highway Corridor (Sponsor: I-95 Corridor Coalition)

Project Snapshot: The Trans-Hudson Freight Connector Project proposes to expand both quality and capacity of an ongoing cross-harbor rail float service operating between New Jersey and Brooklyn in New York Harbor. This will be done by placing a second barge in service following capacity improvements at the rail yard terminals at each end of the service.

Attributes: This Project can offer direct benefits to the New York metropolitan area by expanding the use of freight rail, which can free the roads of four trucks for every railcar moved. Freight that does not move by rail and rail float must travel to/from New York via truck using one of the few New York area water crossings that often experience gridlock. Public benefits resulting from expansion of the existing service include reduction of urban congestion and emissions, conservation of energy, and an increase in transportation safety. The movement of building materials, steel beams, consumer goods and the rapidly expanding practice of shipping municipal solid waste via containers constitutes an excellent growth opportunity for this Marine Highway.

The U.S. Department of Transportation will work with the Port Authority of New York & New Jersey and the I-95 Corridor Coalition to identify appropriate actions that would help bring the project to fruition.

James River Container Expansion Project

Sponsor: Virginia Port Authority

Corridor: M-64 Marine Highway Connector (Sponsor: Richmond Regional Planning District Commission)

Project Snapshot: The James River Container Expansion Project will expand an existing container-on-barge service between Hampton Roads and Richmond, VA by increasing the frequency of service. It will also initiate a container shuttle service between four terminals in the Hampton Roads area, shifting the freight from local urban roads to the waterborne alternative.

Attributes: Begun in 2008 with first-year projections of transporting 4,000 containers, the service exceeded initial estimates by more than 50 percent, and moved more than 6,000 containers in the first year. The I-64 corridor has been identified by the U.S. Department of Transportation as a major freight bottleneck, causing up to 500,000 hours of vehicle delays annually, making it a good candidate for alternative freight movement. This service offers enhanced public benefits because it utilizes low emission engines and ultra low sulfur fuel.

The U.S. Department of Transportation will work with the Virginia Port Authority and the Richmond Regional Planning District Commission to identify appropriate actions that will help implement the proposed Marine Highway expansion.

M-55/M-35 Container on Barge Project

Sponsor: America's Central Port, Inland Rivers, Ports & Terminals Association, Mississippi Rivers Cities and Towns Initiative, Lake Providence Port Commission; Natchitoches Parish Port Commission, Port of Memphis, Port of Milwaukee, Port of New Orleans, Rosedale Bolivar Port Authority, St. Louis Port Authority, City of New Orleans Business Alliance, City of Natchez, City of Dubuque, City of Hickman, City of La Crosse, City of Clinton, City of Vidalia, City of Memphis, City of Saint Louis, City of Grafton and Madison County Community Development

Corridor: M-55 and M-35 Marine Highway Corridors

Project Snapshot: This project is a container-on-barge service from New Orleans to Chicago with scheduled stops along the proposed route in Memphis and St. Louis and subsequent routes to and from ports along the M-55 and M-35 Marine Highway Routes. Over three million residents populate this marine highway route, with some of these areas being located in rural and impoverished locations. This project has the ability to revitalize some of these areas and recreate the strong heritage of river transportation. In addition, this project provides quantified estimates of the public benefits generated from congestion reduction, emission reductions, energy savings and landside infrastructure maintenance savings.

Attributes: This project's sponsors are comprised of entities located in all 10 states that border the Mississippi River. This project is unique in that it has support from a broad spectrum of public and private stakeholders including State DOTs, local metropolitan planning organizations, vessel operators, ports and terminals, local governments, and shippers. The regional collaboration supporting this project will support initiatives to attract investment, provide modal choice, grow jobs and move to sustainable economies.

M-495 Potomac River Commuter Ferry Project

Sponsor: Northern Virginia Regional Commission

Corridor: M-495 Marine Highway Crossing

Project Snapshot: This project is a commuter ferry service connecting work and residential centers located along the Potomac, Occoquan and Anacostia Rivers. The proposed ferry project would provide a waterborne alternative for moving passengers and freight within the region and would increase the resiliency of the existing regional transit system in times of emergency. The first proposed service route during the beta test phase would connect the City of Alexandria with the Joint Base Anacostia/Bolling and the new Department of Homeland Security's St. Elizabeth Campus nearby. The second proposed service route for the beta test phase would connect Alexandria and the Navy Yard.

Attributes: The commuter ferry service will easily connect to other existing modes of public transit, bike and walking choices. This system will bring a waterborne component that integrated into the region's current transportation system and will result in: increased modal choice to avoid traffic congestion, greater system-wide resiliency, increase ability to move freight and sensitive packages between locations, additional commuter transportation choices, an ability to move people out of Washington, DC during emergency situations, a reduction of single occupancy vehicles whose occupants will choose for time savings, and a new environmentally friendly commuter option.

New York Harbor Container and Trailer-on- Barge Service

Sponsor: New York City Economic Development Corporation and the Port Authority of New York and New Jersey

Corridor: M-95 Marine Highway Corridor

Project Snapshot: This project expands two existing services to include one planned service within New York Harbor. The first service, which has been operating since 1994, is a container-on-barge service connecting the Red Hook Container (RHCT) in Brooklyn, New York to the Red Hook Barge Terminal (RHBT) in Newark, New Jersey. The second existing service is a container-on-barge-service between Global Container Terminal in Bayonne, New Jersey (GCT-Bayonne) and its sister terminal in Staten Island, Global Container Terminal-New York. The third service is a proposed new route that will provide access to origins/destinations east of the Hudson River for freight arriving/departing from the Port of Newark Container Terminal (PNCT) in New Jersey through RHCT.

Attributes: The Port Authority of New York and New Jersey handles various types of cargo such as automobiles, liquid and dry bulk, break bulk, and specialized cargo. There are currently 54 container cranes at the facilities. Within the region there is a wide selection of freight forwarders, brokers, financial firms and post services. Additional public benefits include: CO2 reduction, reduced fuel consumption, safety benefits, highway maintenance cost savings, reduction of landside congestion, noise reduction, creation of long-term jobs and substantiate the national significance of our river system.

Container on Barge and Heavy-Lift Corridor Service at the Port of Freeport

Sponsor: Port of Freeport, Texas

Corridor: M-69 Marine Highway

Project Snapshot: The proposed Project will combine a new barge service with a heavy-lift truck corridor, which will consolidate shipments and provide a more efficient supply chain with fewer impacts on the environment and transportation system. The project will provide manufacturers in Freeport, TX with new transportation alternatives allowing local manufacturing facilities to have 24-hour access to the port multimodal container yard via a designated heavy lift corridor. Containers at this facility will be loaded to their maximum, safe design capacity providing new transportation efficiencies and cost savings.

Attributes: Containers moving from the Port of Freeport and the Port of Houston now travel by truck, mainly on Highway 288 and Interstate 45 for a distance of approximately 80 miles each way. Transporting an initial 6,000 containers per year by marine highway service will eliminate approximately 960,000 vehicle miles traveled from the already congested highways.

Philadelphia-Canaveral Direct Service

Sponsors: Philadelphia Regional Port Authority,
Canaveral Port Authority

Corridor: M-95 Marine Highway

Project Snapshot: The Project is a domestic marine highway service that will provide a low-cost, waterborne freight alternative for goods moving between the regions around Philadelphia and Central Florida. This project will increase competitiveness and efficiencies in the eastern U.S. transportation system while also providing congestion relief, improved safety, and reduced road maintenance costs along the heavily congested I-95 corridor. The service will utilize a conventional tug and barge tow on a regular fixed schedule.

Attributes: In addition to providing a financially self-sustaining marine highway service, this project will relieve congestion, increase system resiliency and capacity for freight movement, and will have a positive impact on the local businesses in Philadelphia, southern New Jersey, northern Delaware, and central Florida because shippers in these regions will have new transportation alternatives and choices, resulting in a less congested, more efficient and more competitive transportation system.

Mid-Atlantic Barge Service

Sponsors: Port of Virginia

Corridor: M-95 Marine Highway

Project Snapshot: This Project expands the frequency of an existing service between Hampton Roads, VA, Baltimore, MD, and Philadelphia, PA. The Virginia Port Authority, in partnership with Columbia Coastal Transport, LLC, operates a marine highway service on a semi-weekly basis. In 2015, the Mid-Atlantic Barge Service moved nearly 33,700 containers between the three port facilities. However, there is substantial room for expanding the frequency of the service and thus, increasing its capacity.

Attributes: The Virginia Port Authority is centrally located along the Mid-Atlantic and is a major gateway port along the East Coast handling various types of cargo including containerized cargo, rolling stock, liquid and dry bulk, break bulk and specialized cargo. Within the region there is a wide selection of freight forwarders, brokers, financial firms and military installations. With larger vessels calling at fewer ports along the East Coast, the burden is increasing on our landside transportation system. Expanding services such as Mid-Atlantic Barge Service will greatly enhance the resiliency of our transportation system along the U.S. East Coast.

Great Lakes Shuttle Service

Sponsors: Port of Milwaukee, WI

Corridor: M-90 Marine Highway

Project Snapshot: This project is a proposed service on the M-90 Marine Highway Route (Lake Michigan) between the Port of Milwaukee and the Port of Muskegon. The proposed service will be operated by Eco Ships as a container liner service utilizing offshore supply vessels. Eco Ships has partnered with the Port of Milwaukee to provide a service that will move commercial trucks, containers and break bulk cargos on a regular, fixed schedule. Customers who have expressed interest in this service ship consumer and agricultural products and are centered primarily in western Michigan and the Milwaukee area.

Attributes: The proposed service would provide a dedicated commercial shipping route linking Wisconsin and West Michigan. In addition to the support of both State DOTs, Metropolitan Planning Organizations and other local stakeholders, this project will reduce congestion through the Chicago metro area as well as road maintenance costs and air emissions. More importantly, the service will provide shippers in the region a new, competitive, efficient, reliable alternative.

Illinois Intrastate Shuttle

Sponsor: America's Central Port, Granite City, Illinois

Corridor: M-55 Marine Highway Route (Illinois River)

Project Snapshot: The Illinois Intrastate Shuttle Project will improve movement of freight –both internationally and domestically- that travel north-south of Interstate 55 which stretches from Chicago to Granite City, Illinois. The service will operate on the segment of the Illinois River located between Chicago, Illinois, and the Great Lakes Granite City, Illinois near St. Louis, Missouri (M-55).

Attributes: This project can provide agricultural shippers with new economically efficient, safer, more environmentally sustainable transportation options. It has the potential to generate a measurable public benefit along the I-55 corridor. The I-55 Corridor has about 35,000 trucks daily in Illinois. This project would provide relief between Peoria, IL and Chicago, IL as about one-third of the containers move between these points along I-55 to/from rail heads. Additional public benefits include: emission benefits, safety benefits, reduction of landside congestion and the creation of long-term jobs

The U.S. Department of Transportation will work with America's Central Port and Route Sponsors to identify appropriate actions and resources that will bring the project to fruition.

Baton Rouge – New Orleans Shuttle

Sponsor: Port of New Orleans, Louisiana

Corridor: M-55 Marine Highway Route (Mississippi River)

Project Snapshot: The Baton Rouge-New Orleans Container-on-Barge Shuttle service will operate between the Port of Greater Baton Rouge and the Port of New Orleans, Louisiana. The terminal stevedoring operations will be managed by SEACOR AMH, LLC in the Port of Greater Baton Rouge and will interface with the cargo owners and ocean carriers to ensure an on-time, efficient, and cost effective service. The project has the potential to relieve surface transportation travel delays – which will pull approximately 2,000 short hauls out of the congested I-10 Corridor between Baton Rouge and New Orleans, Louisiana.

Attributes: The Port of New Orleans expects approximately 200 round trip containers per week. The service rate structure is competitive with regional trucking rates. As the service grows, volumes will increase to approximately 400 round trip containers per week. This project will divert more cargoes to increase shipping options for the customer. Additional public benefits include: reduction of landside congestion, reduce fuel consumption/carbon footprint, emission benefits, attract investments, creation of long-term jobs and increased system safety.

The U.S. Department of Transportation will work with the Port of New Orleans and Route Sponsors to identify appropriate actions and resources necessary to assist in the reduction of congestion in this region.

Lake Erie Shuttle

Sponsor: Port of Monroe, Michigan

Corridor: M-90 Marine Highway Route (Lake Erie)

Project Snapshot: The Lake Erie Shuttle on the M-90 will carry cargo for Ford Motor Company and other shippers between the Port of Monroe, Michigan, Cleveland Ohio, with the possibility of adding Detroit and Buffalo to the rotation.

Attributes: This project proposes the use of existing vessels for a feeder service. This service uses the latest technology that will reduce the customer's delays, misplaced containers, and improve visibility of freight. The project possesses a strong marketing program with support from Ford Motor Company. Additional public benefits include: highway maintenance cost savings, reduction of landside congestion, environmental benefits, safety benefits and noise reduction.

The U.S. Department of Transportation will work with the Port of Monroe, Detroit/Wayne County Port Authority and the Route Sponsor to identify appropriate actions and resources that will help develop the proposed service.

Paducah-McCracken Container on Barge Marine Highway Project

Sponsor: Paducah-McCracken County Riverport Authority

Corridor: M-65 and m-55 (Tennessee-River- Tombigbee Waterway, Ohio River, Cumberland River and Mississippi River)

Project Snapshot: The Paducah-McCracken Riverport is located at the confluence of four major rivers, the Tennessee River-Tombigbee Waterway, Ohio River, Cumberland River, and less than 50 miles from the Mississippi River. This port is considered as the crossroads for the heartland's Marine Highway Routes for domestic and international movement. The Container on Barge project will provide the region with direct water connections to/from the U.S. Gulf of Mexico ensuring year-round movement of cargo.

Attributes: Paducah-McCracken Riverport is the most northern ice free port in the region. It can serve as a diversion port for St. Louis and the Upper Mississippi River ports during winter months and water restriction periods, which provides additional reliability to the network of the COB services. Additional public benefits include: emission benefits, safety benefits, reduction of landside congestion, attract investments and the creation of long-term jobs.

The U.S. Department of Transportation will work with Paducah-McCracken County Riverport Authority and Route Sponsors to identify appropriate actions and resources that will bring the project to fruition.

Port of Davisville/Brooklyn/Newark Container on Barge Service

Applicant: Quonset Development Corporation

Corridor: M-95 Marine Highway Route

Project Snapshot: This Port of Davisville/Brooklyn/Newark Container on Barge Service will run between Brooklyn, New York and Newark, New Jersey to the Port of Davisville in Rhode Island. The barge service will include a dedicated run twice a week utilizing one 800 TEU capacity deck barge transporting north and south bound import and export cargo via the East River, Long Island Sound, Block Island Sound, and Narraganset Bay.

Attributes: The proposed project will pull approximately 83,200 containers off the road and relieve landside congestion within Newark, NJ, the Borough of Brooklyn, NY, along I-278, on bridge crossings, and along the I-95 corridor in New York, Connecticut, and Rhode Island, a total of 14,976,000 vehicular miles annually. Because there will be fewer trucks on the road this project has the potential to save lives, reduce the carbon footprint, lower transportation cost for shippers and provide additional economic opportunities in the region.

The U.S. Department of Transportation will work with the Quonset Development Corporation and the Route Applicant to identify appropriate actions and resources that will bring the project to fruition.

Harbor Harvest Long Island Sound Project

Applicant: Connecticut Port Authority

Corridor: The M-87, M-95 and M-295 Marine Highways

Project Snapshot: This new service across Long Island Sound will open fresh produce markets in both Connecticut and New York. By opening the market to fresh produce, the farmers will have new opportunities for expansion at a fraction of the cost of shipping frozen product. The project has significant potential for growth and additional routes are planned for the near future. The goal of this service is to provide cost-competitive and reliable waterborne transportation for Connecticut and Long Island farmers and manufacturers by connecting Harbor Harvest's East Norwalk, CT distribution point with the Glen Cove, NY terminal as well as the communities of Great Neck, NY and Huntington, NY.

Attributes: By reducing truck traffic through the New York City metropolitan area, this project will improve road safety, reduce carbon emissions, reduce highway maintenance cost, and lower transportation cost for shippers. This project will provide a sustainable and marketable transportation option to the more than 3,000 farms and nearly 100 wineries thus providing for additional economic opportunities in the region. In addition, the service provider is currently constructing a new hybrid-electric drive cargo vessel at the Derektor Shipyard in Connecticut. The vessel will employ a state-of-the-art, zero-emission, lithium battery hybrid propulsion system that can rapidly recharge at the load and discharge locations. This system also allows the vessel to operate safely with minimal crewing.

The U.S. Department of Transportation will work with the Connecticut Port Authority and the Route Applicant to identify appropriate actions and resources that will bring the project to fruition.

M-35/M-70 Container on Barge Service

Applicant: Ports of Indiana

Corridor: M-35 & M-70 (Ohio River and Upper Mississippi River)

Project Snapshot: This project is a container-on-barge operation beginning at the Port of Indiana-Mount Vernon on the Ohio River to (1) Pittsburgh, Pennsylvania, with subsequent stops along the proposed route in Indiana, Ohio and Kentucky; and, (2) to St. Paul, Minnesota with subsequent stops along the proposed route in Illinois, Indiana, Missouri and Iowa. This operation will support a waterway transportation network on the river that will deliver vital goods between three major gateway ports, establish new trade networks with significant public benefits and create a foundation for future trade growth.

Attributes: The Project will result in fewer trucks on the road which will save lives, reduce carbon emissions, reduce highway maintenance, lower transportation cost for shippers, and provide economic opportunities in the region. It is fully anticipated that the service will provide shippers with transportation alternatives by utilizing the waterway system.

The U.S. Department of Transportation will work with the Ports of Indiana and the Route Applicant to identify appropriate actions and resources that will bring the project to fruition.

South Carolina Ports Authority Container on Barge Service

Applicant: South Carolina Port Authority (SCPA)

Route: M-95 (Wando and Cooper Rivers)

Project Snapshot: This is a proposed new container-on-barge service sought in response to the municipal growth around the South Carolina Ports Authority (SCPA) terminals near portions of the Wando and Cooper Rivers. The service will facilitate development of a container-on-barge operation between existing SCPA facilities. By operating and managing a barge operation which moves containers from SCPA terminals to areas closer to the rail yards, SCPA is focused on significantly reducing traffic, improving air quality and lowering noise and infrastructure impacts on areas around the marine terminals.

Attributes: This project can substantially reduce the length and number of truck trips on I-526 thus easing congestion, reducing emissions and creating an alternative cargo transfer option. The Service is a just one part of the Port Authority's successful Rapid Rail Program where container is moved directly from large ships to the barge. The project has excellent regional public/private partnership and support.

The U.S. Department of Transportation will work with the Ports of Indiana and the Route Applicant to identify appropriate actions and resources that will bring the project to fruition.

Port of Everett Puget Sound Container on Barge Service

Sponsor: Port of Everett

Corridor: M-5

Project Snapshot: This project supports the COB service for aerospace cargoes between the Port of Everett, Mount Baker Terminals and the Northwest Seaport Alliance. It project will enable the Port of Everett to expand its current M-5 aerospace COB service to a new non- aerospace COB service along M-5 Marine Highway in Puget Sound. It will connect the Port of Everett to Northwest Seaport Alliance (NWSA) Terminals in Seattle and Tacoma. This will allow the Port to build on its experience and successful aerospace COB model to meet the increasing needs of non-aerospace industries in the Everett, WA area. This project will also create new opportunities for COB movement between Puget Sound ports. The use of COB service for non-aerospace containers will provide regional shippers with viable options to improve productivity by diverting volume from congested highways in Puget Sound to our marine highway

Attributes: This Project has the potential to generate measurable public benefit along the M-5, which experiences about 136,800 Vehicle Miles Traveled (VMT) from local roads and highways. In addition, it promises to save approximately \$6,416 of maintenance and repair costs due to the reduction of VMT on the road network.

The Project will result in fewer trucks on the road, which will save lives, reduce carbon emissions, reduce highway maintenance, lower transportation cost for shippers, and provide economic opportunities in the region. It is fully anticipated that the service will provide shippers with transportation alternatives by utilizing the waterway system.

Chambers County –Houston Container on Barge Expansion Service

Sponsor: Chambers County , TX

Corridor: M-10 and M-146

Project Snapshot: This Project will move cargo by barge through the M-146 and M-10 Marine Highway approximately 25 miles, connecting Chambers County to the Houston Ship Channel and Port of Houston. At the time of it's designation this service has eliminated over 16,000 trucks from an already congested Houston Metropolitan area and other regions along the Gulf Coast. This existing operation has a proven track record of success in the reduction of landside congestion, roadway maintenance and harmful emissions.

Attributes: This service substantially reduces the length and number of the heavy weight freight trips on I-146 and I-10, thus easing congestion, reducing emissions and creating an alternative cargo transfer option.

The service alleviates millions of road miles annually and will now seek enhancements that are aligned with DOT's objectives of environmental sustainability and increased economic competitiveness in the region.

It also provides a significant alternative to the heavy weight corridor into and out of Houston which can improve the livability of communities that will be experiencing considerably less truck traffic.

American Samoa Inter-Island Waterways Services

Sponsor: Port of Pago Pago, American Samoa

Corridor: AS-1

Project Snapshot: The Port of Pago Pago will enhance both intra-island and inter-island transportation to the outer islands to ultimately promote the development and growth of these relatively isolated areas. Current transportation options for the outer islands include ocean and air transportation. The Commercial Harbor System to the outer islands is via the ferry system which operates to support shipping of cargo that is containerized, breakbulk (household good, construction material, merchandise and in bulk (fuel, petroleum products, liquid natural gas.

The ferries operate to the outer islands every two weeks carry all types of cargo including, dry and frozen goods, hazardous materials (ex. fuel, propane, butane, and other petroleum products), vehicles and construction materials. Cargo is transported loose, containerized, palletized, and in bulk. In between regular planned trips, charters are scheduled by other local and federal agencies, utility companies, construction companies, and families to move goods, materials, and people.

Attributes: For this project proposal, the vessel targeted to be replaced is the SILI. Built in 1981, the vessel was originally designed and used as a supply ship for oil rig platforms in the Gulf of Mexico. It was purchased in 2004, reconditioned and reconfigured so it could safely be used as a passenger/cargo inter-island ferry vessel. By having another vessel, cargo and passenger trips can be better scheduled to accommodate both without interruption to either end.

Expansion of this service through the upgrade of ferries, the potential to increase the amount of freight moved while promoting the development and growth throughout American Samoa, makes this Project Designation a valuable contributor to America's Marine Highway System.

Wallops Island M-95 Intermodal Barge System

Sponsor: Virginia Commercial Space Flight Authority

Corridor: M-95

Project Snapshot: Situated along America's Marine Highway Route M-95, Virginia Space's Mid-Atlantic Regional Spaceport (MARS) is located at NASA's Wallops Flight Facility on the Eastern Shore of Virginia. It functions as a unique location offering many different strategic purposes for various government agencies and departments. MARS is proposing a new Port to be located on Wallops Island with the following Project Objectives:

- Enhance MARS capabilities to provide for intermodal research opportunities and provide opportunities to continue workforce development in technical jobs.
- Move transportation of oversized and hazardous cargo to waterways vs. rail and road.
- Support various interagency intermodal infrastructure's needs and enable classified advancements that improve interoperability, redundancy, and research in our nation's transportation system.
- Reduce the need for large-scale infrastructure enhancements that would be required for MARS to be awarded contracts to launch and recover reusable spacecraft (XS-1 Spaceplane).

Attributes: This project will grow existing site capabilities at Wallops Island, enhance STEM research opportunities, protect the local communities, and spur high-tech/high-paying jobs in a predominately rural area. It is for these reasons that Virginia Space is seeking to obtain MARAD's designation as a Marine Highway Project for the MARS Port.

M-95 Fernandina Express Container on Barge Service

Sponsor: Port of Fernandina

Corridor: M-95

Project Snapshot: This inaugural barge service has the capacity to service all coastal seaports located along the Atlantic seaboard including Charleston, SC and will begin with service to the mega-hub port of Savannah. The need to reduce truck traffic carrying exports destined for the massive container port, as well as imports bound for the Florida and Southwest Georgia market in return can be mitigated significantly with this service, and offset the environmental and quality of life impacts produced by the high volume of truck traffic on I-95

Attributes: The Port of Fernandina is a deepwater port located in Nassau County, the northernmost county on the Atlantic coast in Florida that borders Georgia and has been used as a base for traders for several hundred years. Only 2.2 miles from the open ocean, the port is somewhat limited in footprint size but has tremendous potential to increase the handling of intermodal cargo thanks to its container handling capability and on-dock rail service and proximity to the fastest growing region (Southeast) in the United States

Port of New York/New Jersey to Connecticut Ports Trailer on Barge Service

Sponsor: Connecticut Port Authority

Corridor: M-95

Project Snapshot: This service will run between Brooklyn, NY and Newark, NJ to Bridgeport, CT and other ports in New England. This service will operate utilizing a 440 and 640 TEU capacity deck barge for Lo/Lo cargo and a barge for Ro/Ro cargo. The route will initially commence as Brooklyn to Bridgeport. As demand increases the barge(s) will call various ports up and down the New England Coast. Both north and southbound import and export cargo will transit the East River, Long Island Sound, the New England coast, and intercoastal waterways.

Attributes: The metropolitan tri-state area and New England's ability to serve its consumer markets is increasingly threatened by its heavy reliance on trucking goods over an aging and congested roadway network, while non-highway freight modes remain underdeveloped and underutilized. With a dependence on trucks and a forecast of increased demand for goods movement, the metropolitan tri-state area, and New England is on course for increasingly severe highway congestion and travel delays. The purpose of the NY/NJ to New England Barge Service is to provide a service capable of delivering imports bound for Connecticut and New England, and exports from New England departing from the Port of New York and New Jersey, at a rate less than over the road transit costs. This service is also designed to reduce congestion in the NY/NJ port area and on the highways, bridges, and tunnels that connect to Interstate 95 into New England.

Port of Oswego Great Lakes Container Service

Sponsor: Connecticut Port Authority

Corridor: M-71, M-75, M-77 and M-90

Project Snapshot: This Project Designation will allow the Port of Oswego to expand its reach into national containerized cargo movement (from agricultural products, project cargo, heavy lift, petroleum products, international containerized cargo movement, etc.) The new service requesting designation will initially connect the Port of Oswego to the Port of Monroe to provide an alternative to trucking raw materials for the automotive industry. The designation will also create new opportunities to move containerized goods around the Great Lakes. The project can also be expanded to transport grain in containers, or any other goods that the Port currently handles, including new commodities.

Attributes: This service will initially ease congestion at two international border crossings (Buffalo and Detroit/Windsor) and provide much-needed relief to the growing truck driver shortage. Also, being awarded a marine highway project designation will open grant opportunities for infrastructure improvements. This will allow the Port to expand its services at an economically viable rate, while also improving service for existing customers.

Port of Morrow Barge Service Extension

Sponsor: Port of Morrow

Corridor: M-84

Project Snapshot: This designation will allow the Port to build on a successful track record to meet the increasing needs of industries throughout the region while creating new opportunities for barge shipping to and from the ports along M-84. The use of this service will provide shippers with viable options to improve productivity by diverting volume from congested highways and rail networks to the marine highway. Specifically, this designation will support the rural economy surrounding the Port of Morrow and increase the economic competitiveness of the region and the United States by reducing transportation costs, relieving rail and highway congestion, creating jobs, and facilitating the movements of exports.

Attributes: This designation would support expanded barge shipment services along the federally designated M-84 Columbia River and Snake River Corridor. The Port has partnered with numerous public and private entities on the proposed project, which is expected to include additional shipments of solid waste; containerized export cargoes; wheat and other grains; high, wide and heavy freight; and other commodities.

Bridgeport to Port Jefferson Ferry Service

Sponsor: Connecticut Port Authority

Corridor: M-95

Project Snapshot: This existing ferry service operates along the M-95 Marine Highway Route. The service runs between Bridgeport, CT and Port Jefferson, NY and currently runs a minimum of ten times per day utilizing three ferries carrying both passengers, cars, and over the road trucks. This ferry service transits the Long Island Sound.

The purpose of the Bridgeport to Port Jefferson Ferry Service is to provide a service capable of transporting passengers, automobiles, and over the road trucks across Long Island Sound at a rate less than over the road transit costs. And to reduce congestion on Long Island and the highways, bridges, and tunnels leading to Interstate 95 into Connecticut and New England.

Attributes: The Bridgeport to Port Jefferson ferry service currently removes over 440,000 passenger vehicles and nearly 9,000 trucks off the road annually and relieves landside congestion on Long Island, the bridge crossings, and along the I-95 corridor in New York and Connecticut. This totals approximately 45,000,000 vehicular miles annually. The Ferry Service Expansion includes the development of a new state-of-the-art ferry terminal (Barnum Landing) for the Bridgeport & Port Jefferson Steamboat Company in Bridgeport, CT. The terminal will combine ferry operations with community-oriented commercial and retail uses. The facility will also preserve and enhance an existing commercial marine cargo facility, and result in a domicile for new Bridgeport-based tug and barge operations. Site features include ferry traffic staging, parking, community access pedestrian boardwalks, street hardscape improvements, and traffic controls. Along the shore improvements will include bulkheads, loading ramps (link spans) and dolphins. This project will add public amenities to the Bridgeport waterfront, improve local traffic flow, reduce travel times for ferry customers, reduce air emissions, alleviate traffic congestion on the crowded I-95/I-495 corridor, and generate economic development through short and long-term job creation

Seattle-Bainbridge Island Ferry Service

Sponsor: Washington State Ferries (WSF), a division of the Washington State Department of Transportation (WSDOT)

Corridor: M-5

Project Snapshot: The Seattle – Bainbridge Island service is Washington State Ferries (WSF) busiest route. Two diesel-electric Jumbo Mark II Class ferries transported more than 6.5 million riders and nearly 2.0 million vehicles on this service in 2018. The service offers a faster, more reliable, and safer alternative to the circuitous road connections where freight and passenger vehicles would otherwise travel along Interstate 5 (I-5) and State Route (SR) 16, as well as SR 3 and SR 305.

Attributes: WSF is the largest generator of Greenhouse Gas (GHG) emissions in WSDOT. WSDOT plans to convert its ferries to hybrid electric propulsion to reduce its carbon footprint by approximately 95 percent annually and enable the agency to reduce GHG emissions by 15 percent by 2025. The added benefit would be a corresponding saving in fuel costs, reduction of health hazards through major reductions in NO_x, SO_x and particulate emissions, and a substantial reduction in maintenance costs.

By obtaining this project designation, WSF will be able to pursue enhancement funding in the future for the Seattle – Bainbridge Island service. In addition to reducing and stabilizing operating costs this project designation may also assist in the reduced emissions and reliance on fossil fuels make for a more sustainable Marine Highway service.

Houston Gateway & Gulf Container on Barge Central Node

Sponsor: Port of Houston Authority

Corridor: M-10, M-49, M-55, M-65, M-69 and M-146

Project Snapshot: The Port of Houston Port Authority (PHA) is a navigation district and a political subdivision of the state of Texas with boundaries that are generally coterminous with Harris County, Texas. PHA owns and operates multiple terminals in Harris County, including its Barbour's Cut and Bayport container terminals. Proximate to the M-69, M-146, and M-10 America's Marine Highway Program (AMPH) network, PHA currently handles COB shipments calling at either the Barbour's Cut or Bayport terminal by docking barges at the deep water wharves and lifting containers with ship-to-shore (STS) cranes scaled to service ocean-going vessels. This project designation will allow the PHA will evaluate opportunities to apply for planning and equipment grants to (A) study future COB market demand and how best to accommodate current and forecast COB operations, and (B) scale and operate COB facilities efficiently.

Attributes: This project will reduce landside congestion through the creation of dedicated centralized Container on Barge facilities serving the M-69, M-146, and M-10 Marine Highways. Container on Barge volumes handled at PHA have been increasing steadily in recent years and have the potential to continue growing along with the economic prosperity of the Houston Gateway and Gulf Coast region. This project designation represents a crucial step in securing the long-term viability of COB operations in the region and in advancing overall regional competitiveness.