

Cross Sound Ferry Enhancement Project

Applicant: *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

Applicant: *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

Applicant: 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 and the Mississippi Department of transportation to help expand the service and achieve the increase in benefits likely to result.

Tenn- Tom Freight Project

Applicant: *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

Applicant: *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 measurable 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

Applicant: *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

Applicant: 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

Applicant: *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

Applicant: *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 applicants 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

Applicant: *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

Applicant: *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

Applicant: *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

***Applicant: 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

Applicant: 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

Applicant: 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

Applicant: *America's Central Port, Granite City, Illinois*

Route: *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 the Route Applicant to identify appropriate actions and resources that will bring the project to fruition.

Baton Rouge – New Orleans Shuttle

Applicant: Port of New Orleans, Louisiana

Route: 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 the Route Applicant to identify appropriate actions and resources necessary to assist in the reduction of congestion in this region.

Lake Erie Shuttle

Applicant: Port of Monroe, Michigan

Route: 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 Applicant to identify appropriate actions and resources that will help develop the proposed service.

Paducah-McCracken Container on Barge Marine Highway Project

Applicant: Paducah-McCracken County Riverport Authority

Route: 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 the Route Applicant 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

Route: 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

Route: 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 Derecktor 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

Route: 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.

Chambers County –Houston Container on Barge Expansion Service

Sponsor: *Chambers County , TX*

Route: *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.

Port of Everett Puget Sound Container on Barge Service

Sponsor: *Port of Everett*

Route: *M-5*

Project Snapshot: This 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.