



May 28, 2009

Mr. Michael Gordon, Acting Director
Office of Marine Highways and Passenger Service
USDOT - Maritime Administration
1200 New Jersey Avenue, SE, Room W21-315
Washington, DC 20590

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Dear Acting Director Gordon:

On behalf of the I-95 Corridor Coalition and its member agencies, I am pleased to submit this application for designation of the I-95 Marine Highway Corridor by the U.S. Maritime Administration, pursuant to 46 CFR Part 393. Working with the U.S. Maritime Administration on behalf of and with our members and our extensive network of partners, the I-95 Corridor Coalition hopes to take advantage of the existing designation of the I-95 Corridor by USDOT as a Corridor of the Future, coupled with our experience supporting multi-jurisdictional projects, to advance the opportunities presented by the America's Marine Highways Program.

Our vision for the I-95 Marine Highway corridor is a network of interconnected facilities, encompassing the waterways paralleling and complementing the Interstate 95 highway and rail network on the Eastern Seaboard from Maine to Florida, including coastal shipping lanes in the Atlantic, the Atlantic Intracoastal Waterway, and an extensive network of inland waterways connecting the coast to inland markets; access points and terminals where freight is transferred from land to sea; and multimodal landside connections to the surface transportation system.

The I-95 Corridor Coalition, in coordination with its partners along the Eastern Seaboard, including those who have submitted their own respective applications for designation of portions of the I-95 Marine Highway corridor, is in a unique position to advance America's Marine Highway Program. The Coalition is an established mechanism for interagency, multi-jurisdictional problem solving. Such an entity is crucial to advancing a concept as complex as a Marine Highway, since the ultimate decision-makers need to understand existing barriers and how they can be overcome to make the concept a reality. The letters of support that accompany this application are testament to our true partnership with entities in the corridor that will be vital to the successful development and implementation of Marine Highway infrastructure and services.

The region represented by the I-95 Corridor Coalition and the I-95 Marine Highway accounts for more than 1/3 of the nation's population and more than 1/3 of the nation's GDP. The future transportation system of the I-95 Corridor will need to be agile, efficient, and truly multimodal, offering options to both passengers and freight that can accommodate future growth in travel demand. No single mode will be able to handle the growth, and even if every mode maintains the market share it has today, the entire industry is facing daunting challenges.

To accommodate future growth in passenger and freight demand within a carbon-constrained environment, the I-95 Corridor Coalition and its partners have proposed a vision for the future of

the Corridor that calls for diversification of transportation investments to make the best use of maritime and landside infrastructure. Existing infrastructure will require large investments to maintain a state-of-good-repair, let alone meet capacity expansion needs. Certain key bottlenecks may never be resolved without focusing on optimization of each and every mode of transportation. Environmental concerns, energy conservation and reduction in emissions to facilitate clean air will also require an investment in all modes of transportation within the corridor region.

The I-95 Corridor Coalition's role is envisioned as the following:

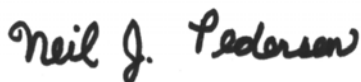
- Facilitate coordination among Marine Highway studies, projects and services, serving as a "table" to convene inter-regional parties in the Corridor who will benefit from proposed Marine Highway projects; Play a lead role in coordinating information exchanges regarding Marine Highway projects and activities undertaken by stakeholder in the region and nationally to share information on the best practices and lessons learned;
- Assist in coordinating information exchange and new research on commodity flows and potential markets for services over the Marine Highway, working with stakeholders as business models for new services are developed;
- Identify and establish performance measures in collaboration with the Maritime Administration for evaluating potential new Marine Highway services; and
- Update roles and responsibilities in response to changing conditions.

The I-95 Corridor Coalition specifically does NOT envision its role as selecting, advancing, or prioritizing Marine Highway projects under this or any future initiative. It is anticipated that these activities will be led by MARAD or a public agency project sponsor. The Coalition will stand ready, where applicable, to serve as an "honest and neutral broker" to assist MARAD and its members and stakeholders regarding Marine Highway activities in the Corridor as outlined above.

As transportation professionals, working individually in our respective agencies and collectively within the I-95 Corridor Coalition, we have seen the importance of coming together to examine and address major transportation issues and investments to insure a robust and viable transportation system today and in the future. The cost of transportation failure—failing to address congestion, failing to keep up with growth and trade, failing to fix major automobile and truck bottlenecks, and failing to fix major freight- and passenger-rail chokepoints, and failing to maximize the potential of transportation infrastructure across all modes—will be economic failure. We look forward to working with U.S. Maritime Administration to ensure a successful economic recovery and future growth of the I-95 Corridor and the U.S. as a whole.

If you have any questions regarding this application, please do not hesitate to contact George E. Schoener, our Executive Director, who is leading this effort on behalf of the I-95 Corridor members. He may be reached at geschoener@comcast.net or (703) 389-9281.

Sincerely,



Neil Pedersen
Chairman, I-95 Corridor Coalition Executive Board, and
Administrator, Maryland State Highway Administration



America's Marine Highway Program

*Application for Designation of the
I-95 Marine Highway Corridor*



May 2009

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Introduction

The I-95 Corridor, which stretches through 15 Eastern Seaboard states from Maine to Florida, is a critical component of the nation's transportation system. In 2008, the I-95 Corridor was designated as a Corridor of the Future by the Federal Highway Administration, in recognition of its strategic significance to the entire nation's economy. The region accounts for more than 1/3 of the nation's population and more than 1/3 of the nation's GDP.

In the I-95 Corridor, the Marine Highway Program presents a unique opportunity to reduce congestion and alleviate bottlenecks. The Corridor's extensive surface transportation system is coupled with the willingness of the Coalition's and MARAD's partners in the region to support Marine Highway services and supporting infrastructure. The I-95 Marine Highway is already an integral piece of the Corridor's multi-modal transportation system. Enhancements and additions to the I-95 Marine Highway could result in significant, positive impacts on the performance of the region's transportation system, benefiting the entire U.S. economy while reducing the impacts of freight and passenger transportation on the environment, reducing transportation-related energy consumption, and improving transportation safety.

The Corridor's multimodal transportation system carries a significant portion of the nation's passenger and freight traffic. However, growth in travel demand, coupled with constraints on the ability to expand surface transportation infrastructure, have resulted in widespread congestion and severe bottlenecks whose impacts can be felt throughout the region, and even across the nation and across borders. As will be illustrated in this application, this corridor stands out as a leading candidate in the country for Marine Highway transportation services. The corridor's needs, like the volumes of passengers and freight handled in the corridor and the corridor's share of the nation's economy, are proportionally greater than any other region in the country.

The I-95 Corridor Coalition and its members have long recognized the potential for addressing transportation congestion, infrastructure needs, and transportation system redundancy. Prior Coalition work, including Phase I of the I-95 Corridor Coalition's Short-Sea Shipping initiative, has focused on port access issues and the viability of coastal shipping, recognizing that the corridor's marine transportation infrastructure and services are critical components of a reliable multimodal, corridor-wide transportation system.

This application sets forth the reasons to support the designation of the Intracoastal and Inland Waterway and related waterway networks of the I-95 Corridor region as a Marine Highway Corridor. Working with the U.S. Maritime Administration (MARAD) on behalf of and with our Members and our extensive network of partners, the I-95 Corridor Coalition hopes to take advantage of the existing designation by USDOT as a Corridor of the Future (COF), coupled with our experience supporting multi-jurisdictional projects, to advance the opportunities presented by the Marine Highway Corridors Program.



In accordance with 46 CFR Chapter II Part 393, this proposal is organized as follows:

- **Section 1, The I-95 Marine Highway Corridor**, provides a description of the I-95 Marine Highway marine and surface transportation infrastructure in the corridor, along with existing and projected passenger and freight flows in the corridor.
- **Section 2, The I-95 Marine Highway Corridor Stakeholders**, provides an overview of the various partners that will be involved in development, implementation, and ongoing operation of Short Sea Transportation services in the corridor, including addressing obstacles and impediments to successful and viable operations.
- Finally, **Section 3, Benefits of Marine Highway Services in the I-95 Corridor**, defines performance measures that we propose to use to evaluate proposed services and summarizes work that has been done to quantify the benefits of Marine Highway services.

1.0 The I-95 Marine Highway Corridor

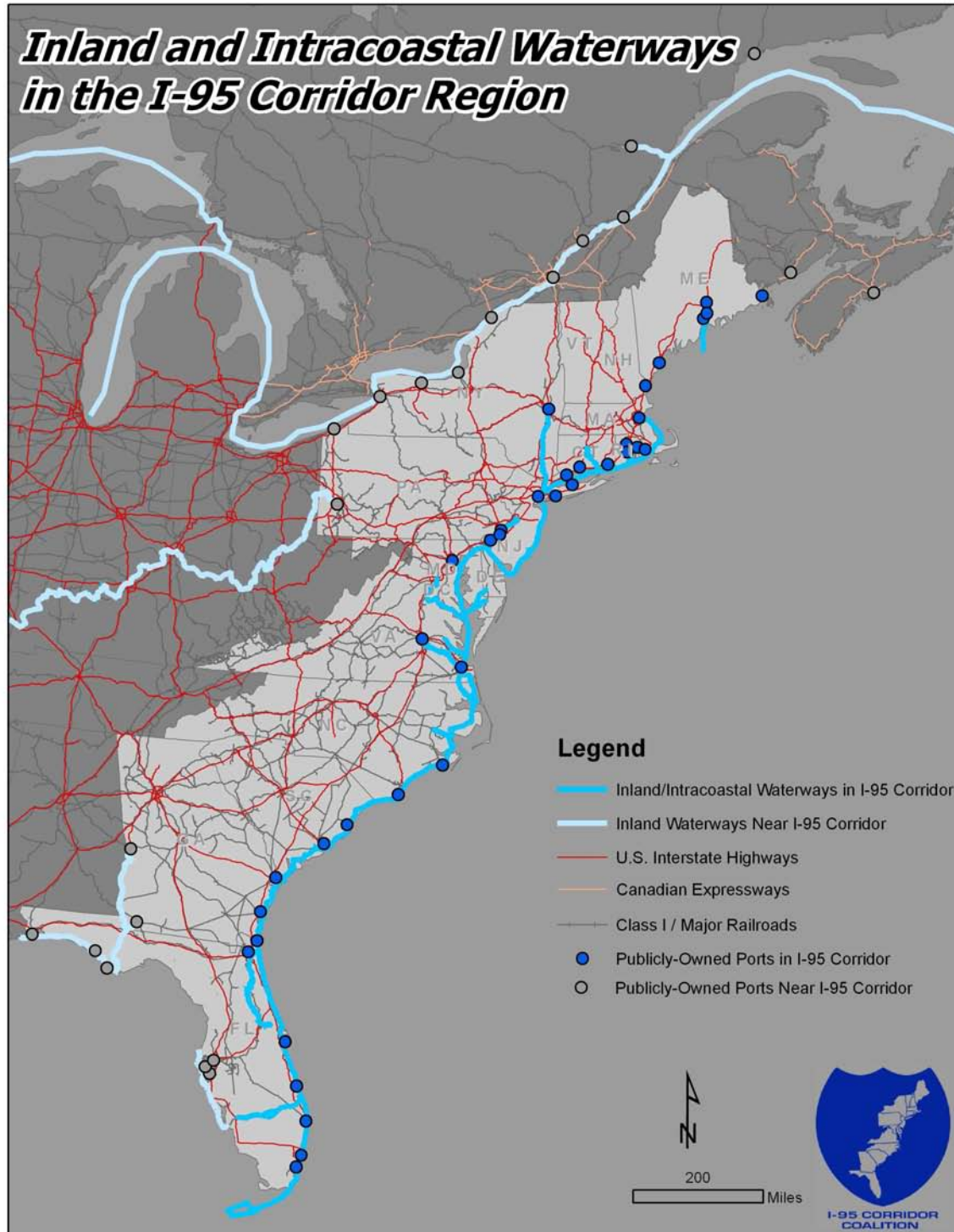
As shown in Figure 1, the I-95 Marine Highway Corridor is:

- 15 U.S. States that account for 39 percent of the nation's GDP and house 37 percent of the nation's population;
- Waterways paralleling and complementing the Interstate 95 highway and rail network on the Eastern Seaboard from Maine to Florida, including coastal shipping lanes in the Atlantic, the Atlantic Intracoastal Waterway, and an extensive network of inland waterways connecting the coast to inland markets;
- Over 50 coastal and inland ports in the 15 State region;
- Access points and terminals where freight is transferred from land to sea;
- Multimodal landside connections to the surface transportation system;
- 907,000 miles of highway (23 percent of total highway mileage in the U.S.);
- 30,495 miles of total freight railroad track, or 22 percent of the national total;
- 1,111 heavy-rail directional route-miles (primarily intercity routes), or 70 percent of the national total, in addition to commuter rail and transit services;
- 18 of the nation's top 50 commercial service airports, with approximately 235 million enplanements, or 32 percent of the national total.

This overview of the I-95 Marine Highway Corridor describes the Marine Transportation System (Section 1.1) and the Surface Transportation System (Section 1.2), and it summarizes Passenger and Freight Flows in the I-95 Marine Highway Corridor (Section 1.3).



Figure 1 Marine Transportation System in I-95 Marine Highway Corridor



1.1 Marine Transportation System

The I-95 Marine Highway Corridor encompasses one of the world's most extensive and active marine transportation systems. Although the economy and transportation system of the region both have evolved from Colonial times, both still benefit tremendously from open ocean, deepwater trade routes via the Atlantic Ocean and Gulf of Mexico that link the Coalition region to the rest of the world.

The Atlantic Ocean and the Gulf of Mexico also provide opportunities for domestic movement of cargo via oceangoing vessels, and the Atlantic and Gulf Intracoastal Waterways provide more protected channels for smaller passenger and freight ferries, barges, and other vessels. These major trade routes connect to a vast network of inland waterways that carry freight between inland industrial, farming, and population centers and deepwater seaports.



Figure 1 shows a representation of major inland and coastal waterways in the Corridor and how they serve as an extension of the surface transportation system. Specifically, the I-95 Marine Highway Corridor is defined as those coastal and inland waterways along the Eastern Seaboard from Maine to Florida that complement and interchange passenger and freight traffic with Interstate Highway 95 and other highway and rail corridors.

The map demonstrates the potential for Marine Highway services of various types in the I-95 Corridor, including short-distance freight ferries, medium-distance bottleneck bypasses, and long-distance interregional transport of freight along the corridor. Existing services, such as those operated by Columbia Coastal, SeaBridge, Buchanan Marine, 64 Express, and Trailer Bridge, have demonstrated the viability of Marine Highway services in a handful of markets, but the geographical extent and frequency of service offered by current operators has not yet enabled the Marine Highway to capture a meaningful share of the market for freight transportation in the Corridor. Various obstacles to Marine Highways—and the roles of the I-95 Corridor Coalition and our partners in overcoming these obstacles—will be discussed in Section 2.3 of this proposal.

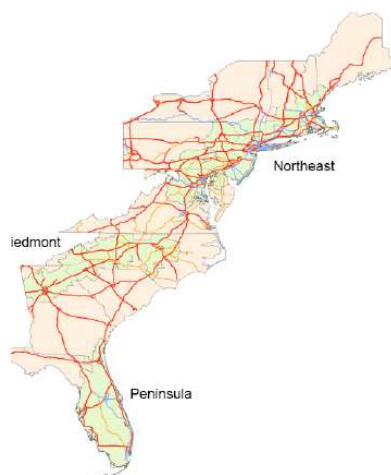
Although the Marine Highway concept is still in its infancy, marine transportation in general continues to thrive in the I-95 Marine Highway Corridor. The Corridor includes more than 50 coastal and inland ports, most of which consist of multiple terminals, in addition to privately-owned and -operated seaport terminals. The Corridor is home to 15 of the largest 50 marine ports in the United States (as ranked by total throughput). These ports



handle approximately 582.7 million short tons of cargo, or 26 percent of the national total. The Corridor is also lined with less congested, smaller niche ports that could play a vital part in the developing marine highway service network. Since the larger ports often have capacity constraints, for example, on berths and on-dock storage, smaller ports could absorb the demand for marine highway services and accommodate the loading, off-loading and storage facilities necessary for a viable service.

Many of the port facilities in the I-95 Corridor have the capability to handle both deepwater ocean-going vessels and shallow-draft vessels that are commonly used for Marine Highway services, but their berths, on-dock storage space, cranes, and other landside infrastructure are at or above capacity, and they currently have no economic incentive nor do they have the resources to provide space for Marine Highway services to operate. Long haul ocean carriers are easily able to outbid Marine Highway service providers for current terminal space and have the resources to construct new terminals, as evident in ongoing construction and plans for new terminals at ports up and down the Corridor. However, it should be noted that niche and inland ports in the Corridor may have available capacity to support Marine Highway service development.

**Figure 2 Major Highways in I-95
Marine Highway
Corridor**



**Figure 3 Major Rail Lines in I-95
Marine Highway
Corridor**



1.2 Surface Transportation Infrastructure in the I-95 Corridor

The I-95 Marine Highway Corridor's multimodal transportation system is among the most complex and densely developed in the world. I-95 itself runs 1,917 miles from Maine to Florida, but the I-95 Marine Highway Corridor includes 907,000 miles of highway (23 percent of the nation's total) and over 30,000 miles of rail track (22 percent). Highway and rail facilities, which move the bulk of the long-distance freight in the corridor, are connected to potential Marine Highway access points at seaports by a network of highways, local streets, and rail spurs.

In addition to I-95 itself, which forms the backbone of the highway network in the corridor, and the network of north-south rail main lines that parallel I-95 from Maine to Florida, the I-95 Marine Highway Corridor includes:

- Parallel reliever highway and rail facilities that share the burden of transporting inter-city passengers and freight along the East Coast with I-95 and the rail main lines.
- Connecting roadways and rail lines that serve coastal ports not adjacent to I-95 and the Class I rail main lines. These connectors are in some cases subject to congestion and are often paralleled by nearby navigable waterways, as is the case with I-64 between Hampton Roads and Richmond.
- Major crossings like the Alfred H. Smith Memorial Bridge, the furthest south Hudson River freight rail crossing, connecting Southern New England to the rest to the U.S.; the George Washington Bridge between New York and New Jersey; the Woodrow Wilson Bridge connecting Maryland and Virginia; and the Seaboard Coast Rail Bridge over the Savannah River linking Georgia and South Carolina.

Although we have not included an inventory of all marine and surface transportation facilities in this proposal, we anticipate that an initial task after designation of the I-95 Marine Highway Corridor will be to conduct such an inventory with MARAD and with the cooperation of our partners and stakeholders.

The I-95 Marine Highway Corridor includes 42 of the nation's top 100 metropolitan areas based on population and economic activity. Five of the top 10 metropolitan economies (i.e., New York, Washington, D.C., Philadelphia, Boston, and Atlanta) in the United States are in the I-95 Marine Highway Corridor. The development of metropolitan areas in the region are pretty well understood; less well understood are the new patterns formed where such metropolitan areas tend to blur together into larger complexes. These complexes have recently been labeled as "megaregions." The Regional Plan Association has identified 10 such megaregions in the United States, 3 of which are in the I-95 Marine Highway Corridor (highlighted in green in Figures 2 and 3 on the previous page): the Northeast Megaregion, generally extending from Southern Maine to Northern Virginia; the Piedmont Megaregion in North Carolina, South Carolina, and Georgia; and the South Florida Megaregion.



Users of urban area highways in the I-95 Marine Highway Corridor are experiencing significant and growing delay caused by recurring congestion. The Texas Transportation Institute (TTI)¹ 2007 Urban Mobility Report indicates that the 32 million highway users traveling in the coalition region's urban areas currently experience more than 1.3 billion hours of delay. This delay costs these users more than \$25 billion in lost time. On average, each individual user loses one full-time workweek of time while sitting in traffic every year (41 hours annually). Compared to free flow conditions, urban congestion causes vehicles in the I-95 Marine Highway Corridor to burn approximately 0.9 billion additional gallons of fuel annually; that amount of fuel generates around 2.1 million metric tons of CO₂ emissions and costs the users an additional \$3.2 billion².

The need to address congestion in the Coalition is perhaps best illustrated by the FHWA's forecasted changes in highway congestion levels. Figure 4 shows peak period congestion levels in 2002. Figure 5 shows the anticipated peak period highway congestion levels in 2035.



¹ The 2007 Urban Mobility Report, Texas Transportation Institute, September 2007
http://tti.tamu.edu/documents/mobility_report_2007_wappx.pdf (accessed October 2, 2008)

² At \$3.50 per gallon

Figure 4 National Highway System Congestion in 2002 and 2035

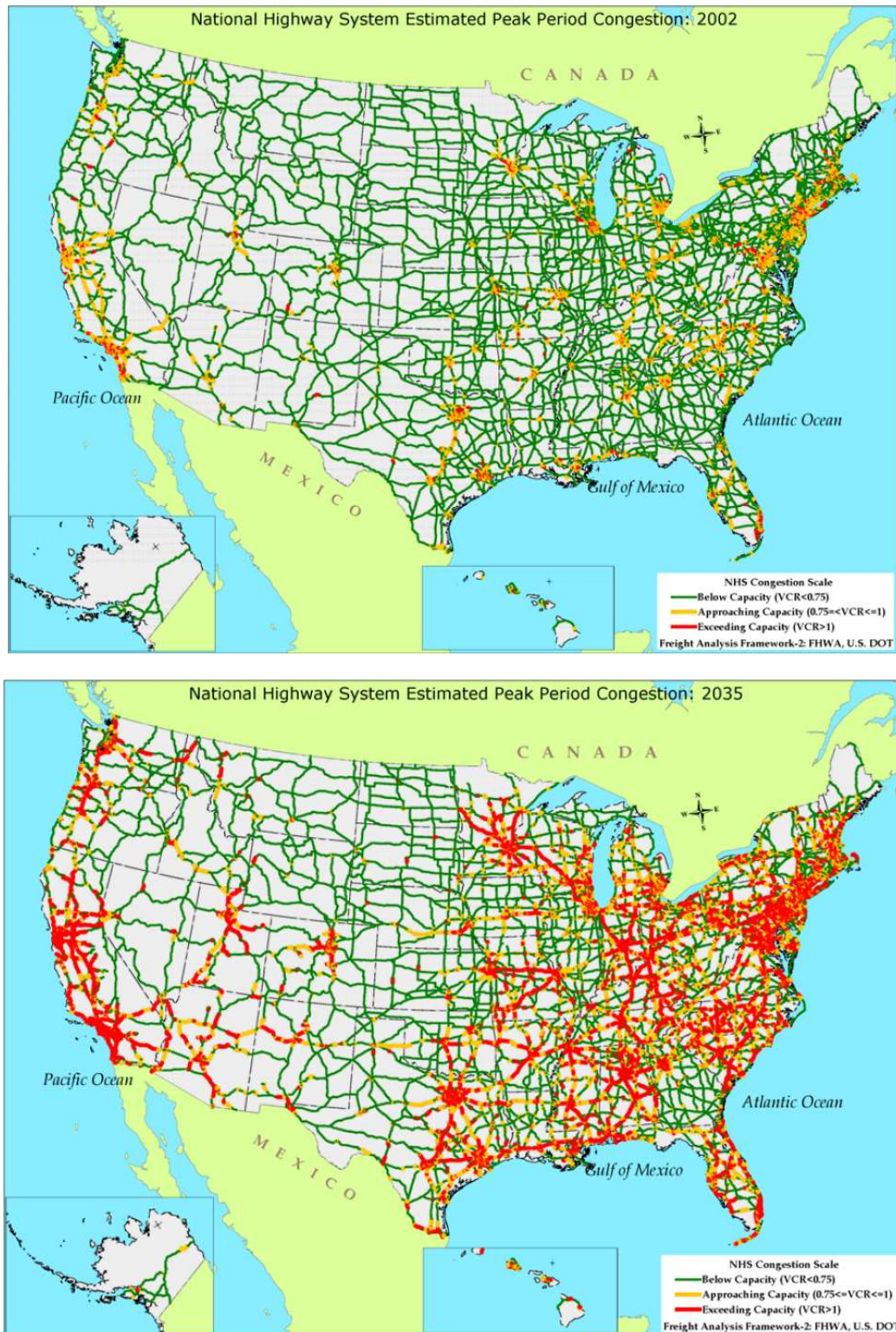
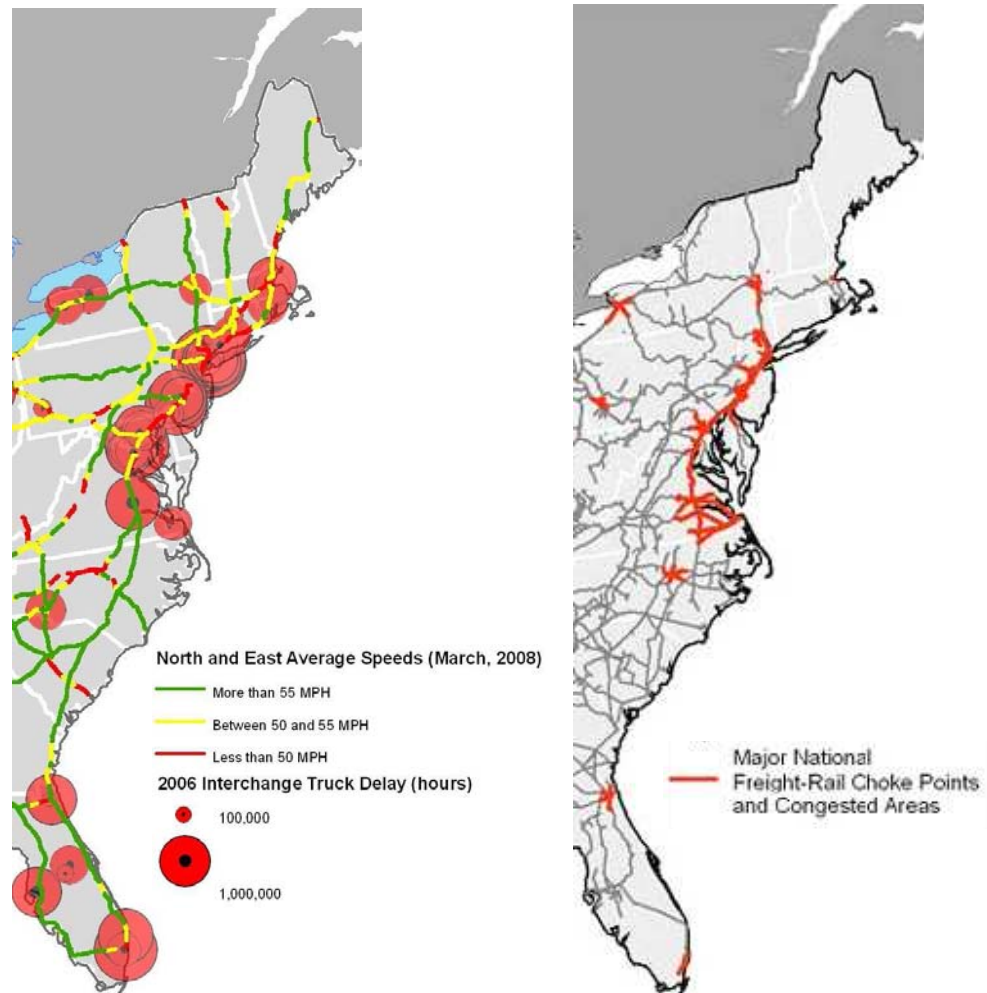


Figure 5 Major Chokepoints in the Surface Transportation System



Source: I-95 Corridor Coalition

Table 1 Worst 30 bottlenecks in the I-95 Marine Highway Corridor by annual vehicle hours of delay

Rank	Interchange	Annual Vehicle Delay	State	Rank	Interchange	Annual Vehicle Delay	State
1	I-70 at I-695	11,417,552	MD	16	I-76 at I-676	7,922,123	PA
2	I-95 at NJ-4	11,099,297	NJ	17	I-278 at Battery Tunn and Qns Expwy	7,873,598	NY
3	I-95 at FL-736	10,298,102	FL	18	I-10 at I-95	7,695,900	FL
4	FL-836 at FL-959	10,244,512	FL	19	I-278 at Ver-razano-Narrows Bridge	7,447,886	NY
5	I-264 at I-64	9,969,025	VA	20	I-85 at GA-316	7,370,852	GA
6	I-95 at FL-870	9,706,925	FL	21	I-495 at I-95 and I-395	7,344,878	VA
7	I-95 at I-495	9,631,877	MD	22	I-678 at Grand Central Parkway	7,298,581	NY
8	I-495 at Exit 33	9,538,857	NY	23	I-695 at I-95 (N.)	7,282,847	MD
9	I-95 at I-595	9,324,739	FL	24	I-83 at I-695	7,258,216	MD
10	I-678 at NY-25A	8,969,544	NY	25	I-76 at I-476	7,240,823	PA
11	I-95 at NY-9A	8,942,619	NY	26	I-279 at I-376, PA-51, PA-19, and PA-121	7,129,429	PA
12	I-695 at I-95 (S.)	8,874,336	MD	27	I-95 at US-90	7,079,537	FL
13	I-275 at Ashley Dr.	8,847,191	FL	28	Southern State Parkway at Exit 25A	6,818,157	NY
14	I-95 at I-476	8,729,765	PA	29	I-678 at Cross Island Parkway	6,689,121	NY
15	I-695 at I-83 and MD-25	8,070,402	MD	30	I-76 to US-30	6,538,348	PA

Source: I-95 Corridor Coalition, based on initial draft of Mid-Atlantic Truck Operations (MATOps) Study Report.



Major highway bottlenecks cause tens of thousands of hours of delay each day, week, and year to commuters, business travelers, truckers, and shippers and receivers. We can identify at least 65 major highway bottlenecks in the I-95 Marine Highway Corridor, most of them at urban Interstate interchanges. The maps in Figure 5 show the major highway and rail bottlenecks in the Corridor. Highway bottlenecks are shown in terms of hours of truck delay. Table 1 lists the top highway bottlenecks in the Corridor. All are in locations where a Marine Highway could provide an alternate route to bypass congestion.

The cost of transportation failure—failing to address congestion, failing to keep up with growth and trade, failing to fix major automobile and truck bottlenecks, failing to fix major freight- and passenger-rail chokepoints, and failing to maximize the potential of transportation infrastructure across all modes—will be economic failure.

The continuing growth in the variability of travel time through these bottlenecks is perhaps more problematic than the total amount of delay. In this era of just-in-time business and just-in-time delivery, travel plans must be based on the highest expected delay, rather than average delay. This is imposing a significant additional cost on travelers, carriers, and shippers. And with traffic volumes expected to almost double in the next 30 years, new bottlenecks will emerge, delay costs will grow, and trip reliability will deteriorate even further.

The cost of transportation failure—failing to address congestion, failing to keep up with growth and trade, failing to fix major automobile and truck bottlenecks, failing to fix major freight- and passenger-rail chokepoints, and failing to maximize the potential of transportation infrastructure across all modes—will be economic failure. When cars and trucks are delayed for hours on the road, the costs are passed back to shippers and receivers, and eventually to their customers. The costs of the additional pavement and bridge maintenance are passed back to state and local highway and transportation agencies and eventually to the taxpayers. And when transportation costs are passed back to businesses and households, they increase the cost of doing business and the cost of living, weakening the economic vitality and global competitiveness of the local, state, and national economies.

Transportation system congestion is a critical concern to the Coalition's members in the I-95 Marine Highway Corridor. Our state departments of transportation, our public and private transportation authorities, and our transportation carrier companies exist to move people and goods and to ensure our region's and our nation's social, economic, and environmental well being. If the Corridor's transportation systems do not work efficiently and reliably, our regional and national economies are at risk. The Corridor's metropolitan areas and mega-regions are national and global centers of education, finance, government, high-tech manufacturing, and agriculture. They are tightly integrated and interdependent economies. Innovation, productivity, and trade are the keys to the Corridor's and the nation's future. And transportation of freight, people, and information is the foundation and enabler of innovation, productivity, and trade.

1.3 Passenger and Freight Flows in the I-95 Marine Highway Corridor

The product of Phase I of the I-95 Corridor Coalition's Short-Sea Shipping initiative, the *Short Sea and Coastal Shipping Options* report, includes a preliminary assessment of the potential for new or enhanced short-sea shipping operations within the I-95 Marine Highway Corridor. The report concluded that there is potential market for waterborne transport of stone, minerals, and ores within the I-95 Marine Highway Corridor, and there is



potential for transport of pharmaceutical and chemical products and petroleum products into and out of the Corridor over a Marine Highway. In particular, the report recommended that transport of hazardous materials by Marine Highway services would remove the danger that shipment of these goods by truck or rail presents to high-density population centers on the East Coast.

In addition to bulk materials, the Phase I report and subsequent outreach to Marine Highway stakeholders in the I-95 Corridor has revealed strong support for domestic movements of 53-foot containers and truck trailers via barge services along the corridor. These roll-on/roll-off barge services could move parallel to I-95, bypassing significant freight bottlenecks, or they could serve as lateral connectors, linking the highway and rail backbones of the I-95 Corridor to seaports on the coast where existing highway and rail facilities are capacity constrained.

Since the Phase I report was published in 2005, the world's economy has changed dramatically in multiple dimensions, reducing the relevance of even recent freight flow analyses. For example, an unprecedented escalation in the price of fuel in 2007 and early 2008, and a corresponding collapse in late 2008, had a measurable effect on logistics patterns. While the cost of fuel was high, freight that previously entered the U.S. at West Coast ports to be shipped by truck or rail to the East Coast was instead shipped by more fuel-efficient ocean vessels directly to East Coast ports. This rather sudden shift (which was expected to happen, but more gradually over a longer period of time) created bottlenecks at East Coast ports and increased congestion on rail and highway routes leading away from the ports.

While fuel prices have declined significantly from their peaks, congestion in the surface transportation system continues to increase the cost of transporting freight across the country from West Coast ports to East Coast consumer markets. Freight shippers and carriers have been aware of these trends in part due to publications and information exchanges facilitated by the I-95 Corridor Coalition and its partners, but fresh economic



analyses performed as a result of the fuel price spike revealed potential new market opportunities for a Marine Highway in the I-95 Corridor. The new 64 Express barge service between the Port of Richmond and the Hampton Roads ports in Virginia is one example of a service that benefited from a shift in both economics and attitudes towards Marine Highways.

Since 2005, it also has become clear that the long-proposed Panama Canal expansion will become a reality, enabling much larger ships to call at East Coast ports. Distribution of freight from mega container ships will require substantial investments in rail, highway, and Marine Highway networks and infrastructure in the I-95 Corridor. No one mode can expect to accommodate the enormous flows of bulk and containerized goods that are expected in the future as the world economy recovers from its current recession. Likewise, the Marine Highway corridor itself will need to take advantage of all available port facilities and waterways to efficiently move and distribute freight along the corridor.

To accommodate future growth in passenger and freight demand, the I-95 Corridor Coalition and its partners have proposed a vision for the future of the Corridor that calls for diversification of transportation investments to make the best use of maritime and landside infrastructure. Existing infrastructure will require mammoth investments to maintain a state-of-good-repair, let alone meet capacity expansion needs. Certain key bottlenecks may never be resolved by simply expanding existing facilities due to right-of-way constraints, environmental justice concerns, sustainability considerations, and political opposition.

The future transportation system of the I-95 Corridor will need to be agile, efficient, and truly multimodal, offering options to both passengers and freight that can accommodate future growth in travel demand. No single mode will be able to handle the growth, and even if every mode maintains the market share it has today, the entire industry is facing daunting challenges. The next section provides an overview of how the I-95 Corridor Coalition is positioned to help its members and partners address and overcome these challenges.

2.0 The I-95 Marine Highway Corridor Stakeholders

Marine Highways are not new to the I-95 Corridor Coalition. The organization had formed what might be called a “Marine Highway Coalition” many years prior to the publication of Federal Register notice announcing this program. The I-95 Corridor Coalition has an excellent relationship with MARAD and the many public-sector and private-sector partners that will be involved in the successful development and implementation of the I-95 Marine Highway corridor.

2.1 The I-95 Corridor Coalition

The I-95 Corridor Coalition is an alliance of transportation agencies, toll authorities, and related organizations, including public safety, from the State of Maine to the State of Florida, with affiliate members in Canada. The Coalition provides a forum for key decision and policy makers to address transportation management and operations issues of common interest. This volunteer, consensus-driven organization enables its myriad state, local and regional member agencies to work together to improve transportation system performance far more than they could working individually. The Coalition has successfully served as a model for multi-state/ jurisdictional interagency cooperation and coordination since 1993.



2.2 The I-95 Corridor Coalition's Short Sea Transportation Partners

The I-95 Corridor Coalition has been actively engaged with MARAD in the Marine Highways Program since its inception. The Coalition released Phase I of its “Short-Sea and Coastal Shipping Options” Study in November 2005. The study involved extensive stakeholder outreach and coordination and resulted in the formation of a stakeholders group within the Coalition that has remained engaged in an effort to resolve institutional, capacity, and operational obstacles to expanding Marine Highway services in the Coalition region. Figure 6 summarizes the categories of stakeholders involved in the Coalition's Short-Sea Shipping initiative. Appendix A contains a full list of Coalition members.



Figure 6 Partners and Stakeholders in I-95 Marine Highway Corridor



Ports:

- Landlords
- Terminal operators
- Port associations

Public Sector:

- State DOTs and state agencies
- MPOs, municipalities, and other regional and local partners
- Economic development agencies

Maritime Industry:

- Marine Highway service providers
- Landside freight carriers
- Freight shippers and receivers
- Labor

The Coalition, particularly through the work of its Intermodal Committee, in addition to examining port and marine highway issues through research studies, has remained at the forefront of efforts to engage stakeholders and advance dialogue and opportunities for Short Sea Transportation and Marine Highway services in the region. In December 2007, the Coalition sponsored a webinar to promote discussion among members about potential business models for Marine Highway transportation in the region. In May 2008, the Coalition held an East Coast Port Summit, in coordination with its annual meeting, to engage seaport operators, port authorities, Metropolitan Planning Organizations, State Departments of Transportation, and other stakeholders in a discussion of how to better coordinate port planning in the Corridor and nationwide. An additional Short Sea Shipping webcast was held in January, 2009 to update stakeholders on the status of "America's Marine Highway Initiative". A list of webcast participants is attached to submission as Appendix C. This effort allowed the Coalition to solicit guidance and input from members and stakeholders for the Coalition's responses to the Notice of Proposed Rulemaking and submission by the Coalition of this proposal requesting designation of the I-95 Corridor region as part of the Marine Highway System. This activity found overwhelming support for the Coalition to advance this application to US DOT to designate the 15-state Corridor region as a Marine Highway Corridor. Further, a number of entities within the Coalition region have submitted responses to MARAD's Notice of Proposed Rulemaking supporting designation of the I-95 Corridor region.

2.3 Roles and Responsibilities of Partners in the I-95 Corridor

In order for the Marine Highways Program to be successful, each partner listed in Figure 6 above needs to play an active and constructive role in developing and implementing waterborne services on the Marine Highway. This section provides an overview of how the I-95 Corridor Coalition currently envisions these roles and responsibilities, but with the caveat that in discussions with MARAD and with its members and partners, these roles and responsibilities are likely to evolve as the program becomes better-defined.



MARAD

MARAD is authorized by the Secretary of Transportation to administer America's Marine Highway Program. As part of these responsibilities, MARAD will recommend which corridors should be designated as Marine Highway corridors by the Secretary of Transportation. The Coalition envisions the following additional roles of MARAD in the I-95 Marine Highway Corridor in particular

- Assist in coordinating with other U.S. Department of Transportation agencies to elevate the importance and priority of Marine Highways in the national transportation policymaking and planning, making the Marine Highway an integral part of the nation's transportation network;
- Assist in coordinating with other Federal agencies, such as the Department of Defense US TRANSCOM, to determine, for example, where marine highways can complement current service modes for transporting goods to be exported to overseas military installations;
- Assist the I-95 Corridor Coalition in identifying additional stakeholders that the Coalition should engage in the initiative;
- Identify and continue efforts to resolve institutional and regulatory obstacles to Marine Highway transportation at a Federal level;
- Continue to support industry efforts to develop a suitable vessel to support Marine Highway services;
- Provide information about benefits and costs of Marine Highway services and port potential based on previous studies;
- Build an inventory of Marine Highway related infrastructure, resources, and freight flows to advance the efficient movement of cargo and people on the Marine Highway and to identify strategic investments to support the emerging network;



- Work with the I-95 Corridor Coalition, ports, port authorities, MPOs, state DOTs, and trucking and logistics firms to identify and recommend solutions to physical and institutional issues at Marine Highway access points;
- Provide outreach and streamline communication between industry, shippers, ports, and MPOs to stimulate the critical dialogue needed to move freight and people on the Marine Highway;
- Continue to lead discussions and consensus building about institutional issues surrounding Marine Highway services, such as labor and regulatory costs;
- Outline incentives to encourage the development of new vessels and services that will operate on the Marine Highway; and
- Provide information regarding potential solutions, roles, and responsibilities based on interagency and public-private agreements.

The I-95 Corridor Coalition

The I-95 Corridor Coalition's role is envisioned as the following:

- Facilitate coordination among Marine Highway studies, projects and services, serving as a "table" to convene inter-regional parties in Corridor whose jurisdictions are purported to benefit from proposed Marine Highway projects for discussion, feedback, and issue analysis;
- Play a lead role in coordinating information exchanges regarding Marine Highway projects and activities undertaken by stakeholders in the Corridor and nationally to share information on the best practices and lessons learned.
- Assist in coordinating information exchange and new research into commodity flows and potential markets for services over the Marine Highway, working with stakeholders as business models for new services are developed;
- Identify and establish performance measures in collaboration with the Maritime Administration for evaluating potential new Marine Highway services; and
- In discussion with members and stakeholders, continuously update roles and responsibilities in response to changing conditions.

The I-95 Corridor Coalition specifically does NOT envision its role as selecting, advancing, or prioritizing Marine Highway projects under this or any future initiative. It is anticipated that these activities will be led by MARAD or a public agency project sponsor. The Coalition will stand ready, where applicable, to serve as an "honest and neutral broker" to assist MARAD and its members and stakeholders regarding Marine Highway activities in the Corridor as outlined above.

Ports (Landlords, port authorities, and terminal operators)

Ports, including landlords, port authorities, and terminal operators, control the access points to the I-95 Marine Highway. Ports would participate in the initiative in the following roles:

- Public-entity ports may serve as the sponsor of a Marine Highway Corridor project having some relation specifically to their jurisdiction
- Provide the critical land/water interface to support the flow of people and freight on surface transportation systems;
- Provide the intermodal connectors and terminal infrastructure;
- Assist in identifying physical and institutional issues at Marine Highway access points;
- Assist in identification of current and future landside access issues and potential solutions;
- Assist in regional commodity flow analysis to determine how commodities are expected to move between Marine Highway access points and from the access points to surrounding regions;
- Use relationships with maritime industry to obtain and evaluate data about proposed Marine Highway services and potential Marine Highway users;
- Support development of business models for services over the Marine Highway;
- Plan, support and seek funding opportunities for Marine Highway infrastructure (dredging, ro/ro ramps, pier improvements, truck staging, large aprons for trucking operations, "last mile" highway and rail improvements, etc.); and
- Play a role in community endorsement of Marine Highway projects to gain buy-in of key stakeholders and work with communities to address challenges of increased truck and rail traffic on port access routes.



Public Sector Agencies (including DOTs, MPOs, and municipal governments)

Similar to MARAD, other public sector agencies are envisioned to participate in the following manner:

- DOT's, MPOs and or municipal agencies, as public entities, may, individually or collectively serve as the sponsor of a Marine Highway Corridor project having some relation specifically to their jurisdiction(s);
- Assist in coordinating with other state, regional and municipal agencies to elevate the importance and priority of Marine Highways in transportation policymaking and planning arenas;
- Integrate Marine Highway planning and other freight transportation considerations and needs into the MPO and state planning and programming processes;
- Assist the I-95 Corridor Coalition in identifying additional stakeholders that the Coalition should engage in the initiative;
- Identify and continue efforts to resolve institutional and regulatory obstacles to Marine Highway services at a state and municipal level;
- Continue to support industry efforts to develop a suitable vessel to support Marine Highways;
- Provide information about benefits and costs of Marine Highway services and Marine Highway access point suitability based on previous studies;
- Work with the I-95 Corridor Coalition, ports, port authorities, trucking and logistics firms, and labor organizations to identify and recommend solutions to physical and institutional issues at Marine Highway access points;
- Continue to lead discussions and consensus building about institutional issues surrounding Marine Highway services, such as labor and regulatory costs;
- Identify and develop opportunities to partner with the private sector to fund Marine Highway improvements; and
- Provide information regarding potential solutions, roles, and responsibilities based on interagency and public-private agreements.

Private Sector and Labor

Private sector partners include shippers and receivers who are creating demand for freight movement, and in some cases influence or control how that freight is moved; Marine Highway service operators; surface transportation system operators like trucking companies and rail lines; and labor organizations. The role of the private sector is envisioned to include the following:

- Assist the Coalition and its members in developing its list of stakeholders and reaching out to them;
- Provide data regarding general costs and benefits of Marine Highway services;
- Help identify institutional and regulatory issues specific to proposed new Marine Highway services;
- Help identify potential solutions to vessel availability problem;
- Provide data regarding potential customers for proposed Marine Highway services;
- Assist in collection and analysis of regional commodity flow analysis related to land-side transport of goods to and from Marine Highway access points and assist in gathering data regarding benefits of services operating over Marine Highways;
- Participate in discussions and consensus building about institutional issues surrounding Marine Highway services, such as labor and regulatory costs; and
- Serve as a direct channel of communication to MARAD and key decision makers to articulate the logistical challenges regarding the successful implementation of the Marine Highway and help develop strategic steps to address these challenges.



2.4 Overcoming Impediments to Marine Highways in the I-95 Corridor



Investments in the I-95 Marine Highway Corridor could make Marine Highways a more viable option for domestic freight movement and distribution in the I-95 Corridor, but there are several barriers to this expansion. MARAD's Marine Highways Program will provide a forum to bring together the Coalition and all the partners listed above to propose an approach to overcome barriers that makes efficient use of each partner's strengths and available resources.

The Coalition's advantage is that it is an established mechanism for interagency, multi-jurisdictional problem solving. Such an entity is crucial to advancing a concept as complex as a Marine Highway, since the ultimate decision-makers need to understand what barriers are and how they can be overcome to make the concept a reality. Barriers to the I-95 Marine Highway, and Marine Highways across the country, include:

- **Availability of suitable Marine Highway access points and waterway channels.** Physical and institutional obstacles unique to each access point and the waterways connecting them will need to be overcome before widespread Marine Highway services can be successful in the long run. Working with MARAD and all its partners, upon designation the I-95 Corridor Coalition proposes to conduct an inventory of potential Marine Highway access points and waterways, gathering basic information and then applying performance measures and criteria to screen out those that would not be conducive at all to Marine Highway services. The remainder could be classified based on the extent of investment necessary to launch Marine Highway services of various types, similar to the functional classifications applied to surface highways.
- **Landside access.** Many ports do not have the landside access or waterside equipment and infrastructure necessary to support Marine Highway services. Those that do are often large, load center ports that cater to major international steamship lines and may not have space to accommodate Marine Highway operations. State Departments of Transportation and Metropolitan Planning Organizations could play an important role in identifying constraints and deficiencies in existing routes used to access ports. For example, the Delaware Valley Regional Planning Commission (DVRPC) conducted a detailed inventory of its National Highway System Intermodal Connectors, with the intent of identifying future improvement projects. Many prior studies on Marine Highway transportation, including Phase I of the I-95 Corridor Coalition's own initia-

tive, have identified landside access as a major obstacle to the success of Marine Highway services. However, in the absence of data to determine where trucks and rail cars would travel to and from the ports on each end, it is often difficult to know where resources should be directed to provide adequate landside access to support development of the Marine Highway. The Coalition could work with its partners to conduct a detailed commodity flow analysis to answer questions about potential new markets for Marine Highway services within and connecting to the I-95 Marine Highway Corridor.

- **Vessel availability.** There are very few vessels suitable for transporting goods over the Marine Highway, and those that are available require a substantial investment from a carrier. This is where the trucking industry has a major advantage: There are few barriers to enter the motor carrier industry and it is relatively inexpensive to do so. MARAD and several private-sector firms are working on cost-effective designs for vessels that could support Marine Highway services. The Coalition will look to MARAD and the private sector to continue the vessel design and development process and keep an open dialogue with the Coalition and its members about regulatory and financial issues that are inhibiting the construction and deployment of these vessels.
- **Labor and regulatory costs.** Labor costs at ports and various regulatory constraints drive up the costs of Marine Highway operations, making it a less viable option compared to truck and rail. The Coalition's Phase I report and various other reports have identified and described these issues. For example, the Harbor Maintenance Tax increases the per-container cost of shipping domestic freight, while the Jones Act requires that ships engaged in domestic maritime trade (e.g., calling on more than one U.S. port sequentially) be U.S.-built, U.S.-owned, U.S.-flagged, and U.S.-operated. Both the Harbor Maintenance Tax and the Jones Act are key obstacles to expanding the use of Marine Highway operations in the region. One approach taken by Marine Highway operators has been to attempt to drive down the costs of Marine Highway operations to negate the effects of these costs, but these measures are not viable in the long term. As part of the Marine Highways Program, the I-95 Corridor Coalition will continue to look to MARAD and others to continue the conversations between regulatory agencies, lawmakers, and the private-sector operators of Marine Highway services regarding potential statutory and regulatory changes. These discussions could identify and potentially address regulatory issues in a way that levels the playing field for Marine Highways.

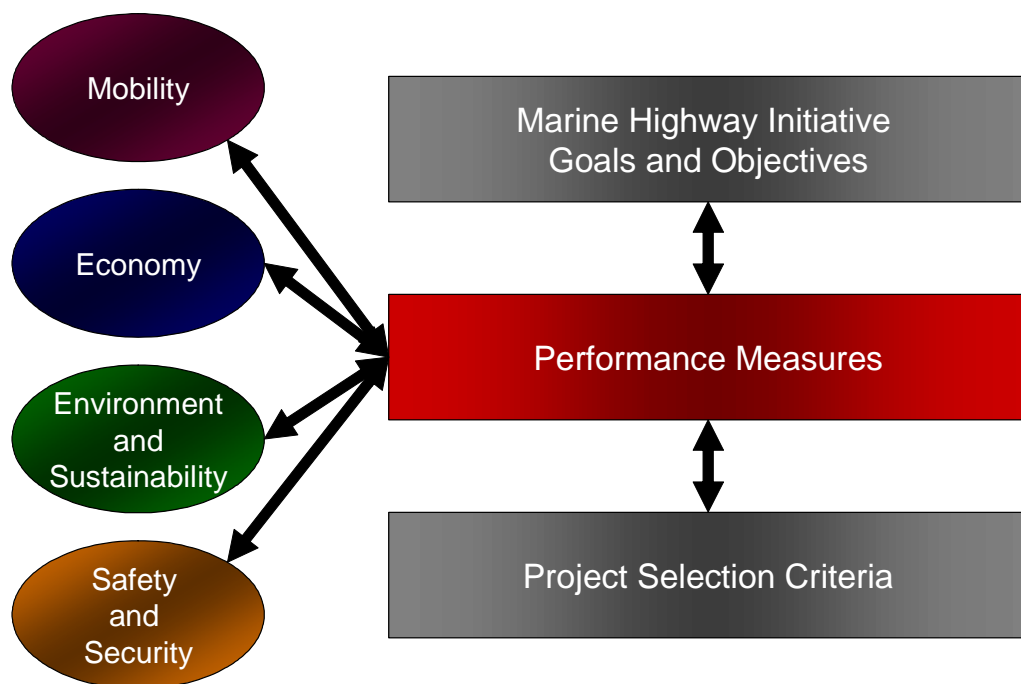


3.0 Benefits of Marine Highways in the I-95 Corridor

Although the costs and benefits of landside transportation investments have been well-studied, many shippers, port operators, and planners are less certain about the potential environmental and congestion impacts that could be accrued from Marine Highways.³ As stated in the previous section, the I-95 Corridor Coalition's role in the I-95 Marine Highway Corridor will be to help its members and other stakeholders quantify the benefits of proposed services so that the feasibility of proposed services can be evaluated.

A number of recent studies provide some helpful guidelines and evidence which can help stakeholders better understand the potential benefits associated with Marine Highways. These benefits can be broadly categorized into four types of measures, including mobility, environment and sustainability, economy, and safety and security. As shown in Figure 7, these performance measures are linked to the goals of the Marine Highways Program, and they will be linked to project selection criteria to be defined as part of a collaborative effort between the Coalition's Marine Highway partners and stakeholders.

Figure 7. Performance Measurement Framework for Future Proposed I-95 Marine Highway Corridor Projects



³"Short Sea Shipping on the East Coast of North America: An analysis of opportunities and issues," Dalhousie University, 2006, 26, 27.

3.1 Mobility Benefits

Currently, Marine Highway services transport less than 2 percent of all domestic freight in the United States, and passenger ferries transport a negligible proportion of intercity passenger trips. If, through a concerted effort to expand the Marine Highway system, this share could be increased, the entire country's freight and passenger mobility could benefit. Although rail, over-the-road, and marine transportation operators can sometimes be viewed as competitors, it is not realistic to assume that current mode shares can be sustained in the future. There simply is not enough capacity in the surface transportation system to accommodate expected future growth in passenger and freight demand; there are not enough resources to fund the level of landside capacity expansion that is needed; and there are formidable (and perhaps insurmountable) regulatory and political obstacles to overcome before many major capacity expansions could even begin construction.

Marine Highways and passenger ferries, therefore, should not be viewed as a competitor for surface highways and rail. It is an additional and integral component of the I-95 Corridor's transportation system that, if planned and implemented carefully, can make the entire East Coast multimodal transportation system operate more efficiently. In an efficient system, passengers and freight that currently absorb capacity in the highway and rail system could be shifted to the Marine Highway via services that are tailored to specific market segments. Barges are well suited for the movement of large quantities of low-value goods such as bulk commodities and raw materials at relatively low cost. Higher-speed passenger and freight ferries could bypass rail and highway bottlenecks and provide service to end points outside congested areas.

The potential for Marine Highways is not limited to bulk cargoes, commuters, and tourists. Intermodal traffic, including containers and 53-foot truck trailers, also could benefit from Marine Highways by helping trucks avoid time- and fuel-wasting bottlenecks. The higher-value commodities hauled in intermodal containers would need to compete on time with other modes via an efficient Marine Highway operation. As truck trailers and containers shift from other modes to Marine Highways, more valuable freight and passenger trips can make use of the capacity released by the containers and truck trailers that have shifted to the Marine Highway.

A detailed 2004 market analysis of Marine Highway services between selected North Atlantic and South Atlantic ports conducted by Global Insight concluded that Marine Highways could be cost-competitive with alternative modes if marine terminal expenses, vessel capital and crew costs could achieve "best in class" levels for U.S.⁴

⁴ "Four Corridor Case Studies of Short Sea Shipping Services," Global Insight, August 2006.

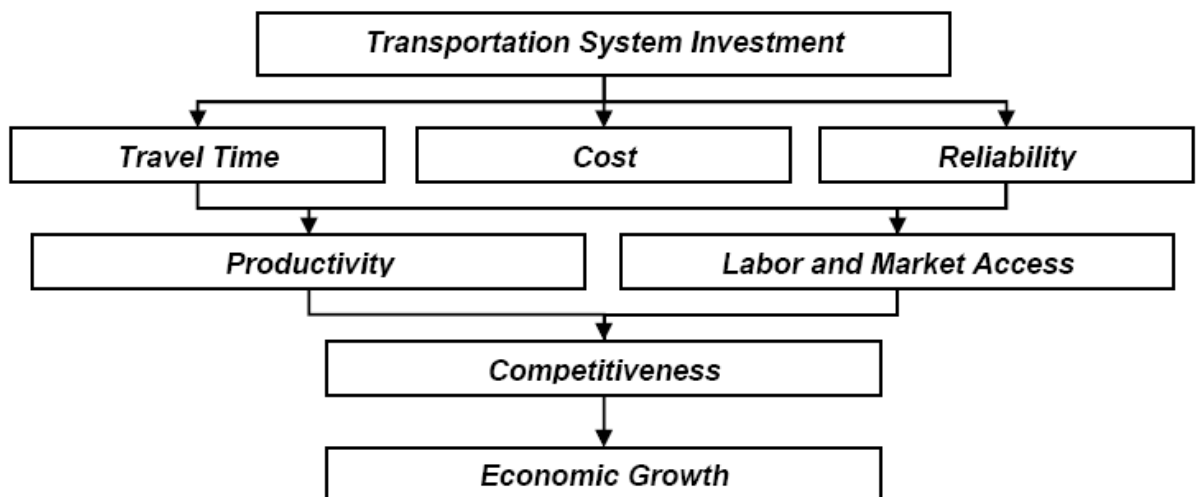


3.2 Economic Benefits

The economic impacts of highway congestion impose significant costs on businesses in the I-95 Corridor. Economic benefits of transportation investments fall into three categories. First, businesses and people traveling in the corridor for personal trips can realize **direct benefits** in terms of reduced travel times (and reduced labor costs), reduced vehicle operating and maintenance costs, and reduced costs associated with accidents. Increased reliability and predictability of freight travel times allows businesses to reduce inventories in warehouses and rely more on just-in-time deliveries, and transportation service providers can make better use of their employees and vehicles as they no longer need to pad their schedules. These direct savings can be passed on to customers, or they can be used to make investments in capital and new facilities. Reduced travel times can translate to labor cost savings and increased productivity as the same driver can now travel further, opening up new markets to a business. Firms also can access a larger pool of potential employees due to the transportation investment. The economic benefits of increased access to labor pools affect employees as well as employers, and these economic benefits all give the United States a competitive edge in the global marketplace.

Second, the economy realizes **indirect benefits** as these hypothetical businesses spend money on additional supplies and raw materials, builds new facilities, and hires new employees. Third, **induced benefits** accrue to the entire economy as these new employees spend money on food, housing, services, and consumer goods. Figure 8 shows how a transportation system investment flows through the economy, increasing a region's competitiveness and spurring economic growth.

Figure 8. Economic Benefits of Transportation System Investments



Departments of Transportation, rail operators, and others responsible for expanding and maintaining transportation infrastructure will directly benefit from reduced maintenance and capital construction costs. The extent of these benefits can be estimated once specific projects are proposed in the corridor. Although full implementation of Marine Highways is not expected to result in a reduction in rail and highway traffic in the I-95 Marine Highway Corridor, there is great potential to absorb some share of future growth in traffic that otherwise would travel on already overburdened highway and rail infrastructure.



Shipping freight over the Marine Highway also could increase the productivity of the trucking and rail industries, provide opportunities to renew the domestic shipbuilding and maritime industry, and spur economic growth in and around the port communities that link the Marine Highways to the surface transportation system. These specific benefits are not the only benefits of Marine Highways, but they are examples of the types of benefits that could be expected.

Direct productivity benefits for the intercity passenger and freight transportation industries. By way of example, a Marine Highway vessel can transport 150 trailers with an 11-person crew. Truck drivers would be needed for local drayage trips on each end of the Marine Highway, while the need for long-distance drivers (subject to daily and weekly hours of service limitations) might be reduced. Drayage jobs would draw upon local labor pools, and be attractive for drivers who wish to sleep at home every night. Likewise for the rail industry, rail cars shipped via a short-distance “rail float” service could reduce the need to haul railcars long distances over crowded tracks simply to circumnavigate a geographic obstruction like the Hudson River.

Domestic shipbuilding and other maritime-dependent jobs. Marine Highways also provide business opportunities for shipbuilders, port operators, and the support services such as fuel companies and tugboat repair and maintenance facilities.⁵

⁵ “America’s Deep Blue Highway: How Coastal Shipping Could Reduce Traffic Congestion, Lower Pollution, and Bolster National Security,” Institute for Global Maritime Studies, September 2008, 83-85.



Indirect and induced benefits to port communities. Coupled with tax incentives for businesses which develop or renovate ports and terminals for the short sea shipping and ferry market, job creation and the generation of local tax revenue could enhance the economy in and around port communities.⁶

Inland and intracoastal waterways directly serve 38 states throughout the nation's heartland as well as the states on the Atlantic seaboard, the Gulf Coast and the Pacific Northwest. The shippers and consumers in these states depend on the inland waterways to move about 630 million tons of cargo valued at over \$73 billion annually. For inland shippers, \$10.67 per ton is saved by shipping by inland vessel rather than alternate modes. This translates into over \$7 billion in savings annually. Consumers in the I-95 Corridor and beyond would benefit from these lower transportation costs.

3.3 Environmental and Sustainability Benefits

Inland and coastal short sea shipping could help the United States reduce its carbon emissions attributable to transportation. Existing inland barges and ferries are far more fuel efficient than cars, trucks and trains, particularly for freight transportation. According to a 2007 Texas Transportation Institute report, an inland barge can achieve 576 ton-miles per gallon, compared to 155 ton-miles by truck and 413 ton-miles by railroad.⁷ Although coastal marine vessels operating on conventional diesel fuel emit more sulfur oxides (SOx), nitrogen oxides (NOx), and particulate matter (PM) than trucks, a carefully managed advancement of cleaner marine fuels could result in significant reductions in emissions of SOx, NOx, and PM.⁸

A single Marine Highway vessel carrying 80 tractor-trailers at 20 knots will burn approximately five gallons of diesel fuel every mile. When compared to the fuel economy of 80 tractor-trailers operating simultaneously, the vessel performs far more efficiently. The ship therefore has better fuel economy, as long as it operates at a speed which allows for fuel economy better than 1/80 of the fuel economy realized by tractor-trailers, which occurs at any speed below approximately 27 knots. An increase in speed by 50 percent increases fuel consumption by 300 percent.⁹

In order to compete with land modes for transporting higher value goods than typical barges, Marine Highway services should be able to operate at speeds at or in excess of 20

⁶ US Short Sea Shipping: Prospects and Opportunities, Center for Maritime Studies, United States Merchant Marine Academy, 2004.

⁷ C. James Kruse et al, *A Modal Comparison of Domestic Freight Transportation Effects on the General Public*, Texas Transportation Institute, December 2007, 38.

⁸ Institute for Global Maritime Studies, 30.

⁹United States Merchant Marine Academy.

knots. Therefore, to maintain a competitive operating speed and a fuel consumption reduction relative to trucks, the ideal operating speed in the 80-trailer barge example is 20-27 knots. Natural gas vessels can obtain such an operating speed.¹⁰ In addition to the superior fuel economy of Marine Highways, the promise of reduced highway congestion allow truckers to drive faster and realize better fuel economy.¹¹

The regulatory environment is trending toward mandating stricter emissions standards on coastal vessels. In July 2008, the United States adopted MARPOL Annex VI, an international agreement on marine emissions, with the objective of reducing SOx emissions. The U.S. Environmental Protection Agency (EPA) has also mandated that coastal vessels burn ultra low sulfur diesel by 2012.¹²

3.4 Safety and Security Benefits

Marine Highways also stand to yield security benefits. Chief among these are redundancy to the national transportation network and the ability to shift movements of hazardous materials away from dense population centers on the East Coast.

Transportation System Redundancy. In the event of an emergency, in which land-side transportation infrastructure may be damaged or overburdened, the excess capacity available in waterways provides an alternative. An occasion in which waterways have been employed to provide transportation system redundancy during an emergency was September 11, 2001, when New York Waterway ferries responded immediately to transportation demand that was unmet by roads and subways which were inoperable after the attack. NY Waterway, which served 34,000 passenger trips on average prior to September 11, transported over 158,500 passengers that day, and ramped up service to accommodate 250,000 daily trips while subways and roads were repaired. Disasters such as bridge collapses, flooding, earthquakes, and major incidents can render the landside transportation system inoperable. An additional layer of transportation infrastructure, in water, offers an important substitute.¹³

Shipments of Hazardous Materials. The Marine Highway offers a much safer alternative for the transport of hazardous materials in the I-95 Corridor. Currently, many hazardous chemicals travel by truck or rail through dense population centers along the Eastern Seaboard. In addition to the risk presented by a collision or other accident, surface modes are more susceptible than the Marine Highway to man-made incidents. Law enforcement officials and the marine cargo community in general are very attuned to anomalies in ves-

¹⁰Institute for Global Maritime Studies, 40.

¹¹United States Merchant Marine Academy.

¹² Institute for Global Maritime Studies, 41.

¹³ Institute for Global Maritime Studies, 43-46.



sels, crew members, and other characteristics of marine transportation services. Shifting hazardous materials to the Marine Highway decreases potential for public exposure to the materials and increases the probability that an anomaly will be detected.

Appendix A: I-95 Corridor Coalition Members

TRANSPORTATION AUTHORITY MEMBERS

Delaware River & Bay Authority
Delaware River Port Authority
Delaware River Joint Toll Bridge Commission
Maine Turnpike
Maryland Transportation Authority
Massachusetts Turnpike
Metropolitan Transportation Authority
MTA: Bridges and Tunnels
MTA: Metro-North Railroad
New Jersey Transit
New Jersey Turnpike Authority
New York State Thruway Authority
North Carolina Turnpike Authority
Pennsylvania Turnpike Commission
Port Authority of NY & NJ
South Jersey Transportation Authority

DEPARTMENT OF TRANSPORTATION MEMBERS

Connecticut DOT
Delaware DOT
District of Columbia Department of Public Works
Florida DOT
Georgia DOT
Maine DOT
Maryland DOT (MD SHA)
Massachusetts Highway Department (& EOT)
New Hampshire DOT
New Jersey DOT
New York City DOT
New York DOT
North Carolina DOT
Pennsylvania DOT
Rhode Island DOT
South Carolina DOT
Vermont Agency of Transportation
Virginia DOT



OTHER MEMBERS

Amtrak
Federal Highway Administration
Federal Maritime Administration
Federal Motor Carrier Safety Administration
Federal Railroad Administration
Federal Transit Administration

ASSOCIATE MEMBERS

Georgia Regional Transportation Authority (GRTA)
Governors Highway Safety Association
Greater Bridgeport (CT) Transit Authority
Morris County Division of Transportation
New Bedford Harbor Development Commission
New Brunswick (Canada) DOT
New York State Bridge Authority
Philadelphia Office of Emergency Management
Potomac & Rappahannock Transportation Commission
Quebec Ministry of Transport

Appendix B: Letters of Stakeholder Support

Note: A wide variety of public and private stakeholders have participated in the I-95 Corridor Coalition's Marine Highway activities, including supporting the development and submission of this Request for Designation as a Marine Highway Corridor. This Appendix (B) includes letters from various I-95 Corridor Coalition member agencies and/or stakeholders in support of this Request for Designation. Additional letters are in process and anticipated to be received from other transportation agencies and stakeholders, including: Maryland DOT, New York State DOT, Delaware DOT, Delaware Valley Regional Planning Commission, and the Port Authority of New York & New Jersey. These letters will be forwarded to the USDOT's Maritime Administration under separate cover upon receipt.





STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE
NEWINGTON, CT 06131-7546



May 14, 2009

Mr. George E. Schoener
Executive Director
I-95 Corridor Coalition
1390 Piccard Drive, Suite 200
Rockville, MD 20850

Dear Mr. Schoener:

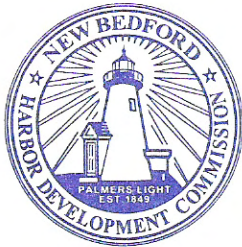
The I-95 Corridor Coalition stakeholders have continually expressed interest and support for a marine highway system as part of a multi-modal transportation system, including conducting research work for the potential for short sea shipping within and along the Eastern Seaboard. The Coalition's recently completed Strategic Vision study projects a desired modal system for the Eastern Seaboard to address movement of people and goods projected to 2040 and recognizes the marine highways as a component of the multi-modal transportation system required to meet the future mobility needs in the Corridor. As a member of the I-95 Corridor Coalition and a coastal state, the establishment of Marine Highway Corridors is fully supported

Recently, the New York Metropolitan Transportation Council advanced several Marine Highway proposals in response to the Maritime Administration's solicitation to agencies to produce their recommended waterway corridors, present and future, for passenger and freight use. The Council's recommendation included designating the East River and Long Island Sound as a possible freight corridor in the context with the movement of freight from New York to Boston. The Council's recommendation is fully supported, but it is urged that Connecticut's the three deep draft ports be included as part of the East River - Long Island Sound corridor.

The proposed East River – Long Island Sound marine route parallels the existing, congested I-95 interstate corridor and could add efficient freight and passenger carrying capacity in accordance with the concepts of the US Department of Transportation's "Corridors of the Future" initiative and with the intent of the Energy Independence and Security Act of 2007. Designation of this waterway as a Corridor under the America's Marine Highway program offers an opportunity to provide a substantial, sustainable improvement in the overall capacity of the national freight transportation system and a possible alternative to ground transportation in the movement of people.

Sincerely,

Charles C. Beck
Transportation Maritime Manager
Bureau of Aviation and Ports



NEW BEDFORD HARBOR DEVELOPMENT COMMISSION

May 28, 2009

Mr. George E. Schoener
Executive Director
I-95 Corridor Coalition
1390 Piccard Drive, Suite 200
Rockville, MD 20850

RE: America's Marine Highway Corridor Designation Support Letter

Dear Mr. Schoener:

The purpose for this letter is to indicate our organization's support towards the designation of the navigable waterway system near I-95 as a Designated Corridor in the America's Marine Highway Program. This is in concert with the interim final rule as published in the Federal Register on October 9, 2008 by the Maritime Administration.

The proposed marine route parallels the existing, congested I-95 interstate corridor and could add efficient freight and passenger carrying capacity in accordance with the concepts of the US Department of Transportation's "Corridors of the Future" initiative and with the intent of the Energy Independence and Security Act of 2007.

Our organization acknowledges the potential of the Marine Highway Program to mitigate congestion, reduce environmental impacts, enhance safety and reduce energy consumption. Additionally, designation of this waterway as a Corridor under the America's Marine Highway program offers an opportunity to provide a substantial, sustainable improvement in the overall capacity of the national freight transportation system.

Sincerely,

Kristin Decas
Executive Director



One Newark Center, 17th floor, Newark, NJ 07102
(973) 639-8400; fax (973) 639-1953; www.njtpa.org

Susan M. Zellman, Chairman
Mary K. Murphy, Executive Director

May 15, 2009

Mr. George E. Schoener, Executive Director
I-95 Corridor Coalition
1390 Piccard Drive, Suite 200
Rockville, MD 20850

RE: Support Letter for the I-95 Corridor Coalition
Application for Marine Highway Corridor Designation

Dear Mr. Schoener:

The North Jersey Transportation Planning Authority (NJTPA) region is located in the center of the Boston to Washington Corridor, the largest consumer market in the world. In addition to being the center of the consumer market, the NJTPA region is also the Corridor's goods movement hub with one of the most highly evolved and intricate networks of highways, rail, marine port and air cargo facilities in the country.

The purpose of this letter is to affirm North Jersey Transportation Planning Authority's support towards the designation of the navigable waterway system near I-95 as a Designated Corridor in the America's Marine Highway Program. This is in keeping with the interim final rule as published in the Federal Register on October 9, 2008 by the Maritime Administration.

The proposed marine route parallels the existing, congested I-95 interstate corridor and could add efficient freight and passenger carrying capacity in accordance with the concepts of the US Department of Transportation's "Corridors of the Future" initiative and with the intent of the Energy Independence and Security Act of 2007.

The North Jersey Transportation Planning Authority acknowledges the potential of the Marine Highway Program to mitigate congestion, reduce environmental impacts, enhance safety and reduce energy consumption. NJTPA has submitted both Comments to the final rule and Corridor Designation nominations for its region in earlier submissions to MARAD which are supportive of the requested designation by the I-95 Coalition. Additionally, designation of this waterway as a Corridor under the America's Marine Highway program offers an opportunity to provide a substantial, sustainable improvement in the overall capacity of the national goods movement system and particularly on the Eastern Seaboard.

Sincerely,

Mary K. Murphy, Executive Director
North Jersey Transportation Planning Authority



May 19, 2009

Mr. George E. Schoener
Executive Director
I-95 Corridor Coalition
1390 Piccard Drive, Suite 200
Rockville, MD 20850

RE: America's Marine Highway Corridor Designation Support Letter

Dear Mr. Schoener:

The purpose for this letter is to indicate the North Carolina State Ports Authority's support of the designation of the navigable waterway system near I-95 as a Designated Corridor in the America's Marine Highway Program. This is in concert with the interim final rule as published in the Federal Register on October 9, 2008 by the Maritime Administration.

The proposed marine route parallels the existing, congested I-95 interstate corridor and could add efficient freight and passenger carrying capacity in accordance with the concepts of the US Department of Transportation's "Corridors of the Future" initiative and with the intent of the Energy Independence and Security Act of 2007.

The North Carolina State Ports Authority acknowledges the potential of the Marine Highway Program to mitigate congestion, reduce environmental impacts, enhance safety and reduce energy consumption. Additionally, designation of this waterway as a Corridor under the America's Marine Highway program offers an opportunity to provide a substantial, sustainable improvement in the overall capacity of the national freight transportation system.

Sincerely,

Thomas J. Eagar
Chief Executive Officer

cc: Alpesh Patel
NC Department of Transportation

NORTH CAROLINA STATE PORTS AUTHORITY

P.O. Box 9002, Wilmington NC 28402 ♦ Tel: 910-343-6232 ♦ Fax: 910-343-6237 ♦ e-mail: Tom_Eagar@NCPORTS.com



May 18, 2009

Mr. George E. Schoener
Executive Director
I-95 Corridor Coalition
1390 Piccard Drive, Suite 200
Rockville, MD 20850

RE: America's Marine Highway Corridor Designation Support Letter

Dear Mr. Schoener:

The purpose of this letter is to indicate our organization's support towards the designation of the navigable waterway system near I-95 as a Designated Corridor in the America's Marine Highway Program. This is in concert with the interim final rule as published in the Federal Register on October 9, 2008 by the Maritime Administration.

The proposed marine route parallels the existing, congested I-95 interstate corridor and could add efficient freight and passenger carrying capacity in accordance with the concepts of the US Department of Transportation's "Corridors of the Future" initiative and with the intent of the Energy Independence and Security Act of 2007.

Our organization acknowledges the potential of the Marine Highway Program to mitigate congestion, reduce environmental impacts, enhance safety and reduce energy consumption. Additionally, designation of this waterway as a Corridor under the America's Marine Highway program offers an opportunity to provide a substantial, sustainable improvement in the overall capacity of the national freight transportation system.

Sincerely,


J. Stanley Payne,
Chief Executive Officer

Port Canaveral

445 Challenger Road P.O. Box 267 Cape Canaveral, Florida 32920 USA
321.783.7831 888.767.8226 www.portcanaveral.org



Planning District Commission

Metropolitan Planning Organization

Town of
Ashland
Counties of
Charles City
Chesterfield
Goochland
Hanover
Henrico
New Kent
Powhatan
City of
Richmond
Executive Director
Robert A. Crum, Jr.

May 19, 2009

Mr. George E. Schoener
Executive Director
I-95 Corridor Coalition
1390 Piccard Drive, Suite 200
Rockville, MD 20850

RE: I-95 Corridor Designation Support Letter as America's Marine Highway

Dear Mr. Schoener:

At its May 14, 2009 meeting, the Richmond Area Metropolitan Planning Organization (MPO) took action to support the designation of the navigable waterway system near Interstate 95 (I-95) as a Designated Corridor in the America's Marine Highway Program. The opportunity to designate marine highway corridors as a component of the nation's multi-modal transportation system is founded in the Energy Independence and Security Act of 2007, with implementing guidance provided in the final rule for America's Marine Highway Program as published in the Federal Register on October 9, 2008 by the Maritime Administration.

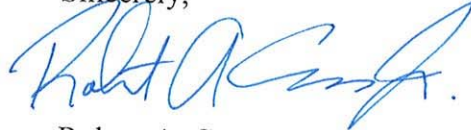
The proposed I-95 marine corridor parallels the existing, congested I-95 interstate highway, which carries a significant portion of the nation's passenger and freight traffic. In 2008, the I-95 Corridor was designated as a "Corridor of the Future" by the Federal Highway Administration in recognition of its strategic significance to the national economy. The region encompassing the I-95 Corridor accounts for more than thirty percent of the nation's population and a nearly equal contribution to the nation's Gross Domestic Product (GDP).

The Richmond Area MPO acknowledges the potential of the Marine Highway Program to mitigate congestion, reduce environmental impacts, enhance safety and reduce energy consumption. Additionally, designation of this waterway as a Corridor under the America's Marine Highway Program offers an opportunity to provide a substantial, sustainable improvement in the overall capacity of the national freight transportation system.

George E. Schoener
May 19, 2009
Page 2

Should you have any questions, please don't hesitate to contact Barbara Nelson at (804)323.2033.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert A. Crum, Jr.", with a stylized flourish at the end.

Robert A. Crum, Jr.
RRPDC Executive Director

RAC/BSN/

pc: Pierce R. Homer, Virginia Secretary of Transportation
Ivan Rucker, FHWA
Mary Lynn Tischer, VDOT
Jeff Kever, Virginia Port Authority
David McNeel, Port of Richmond
Camelia Ravanbakht, Hampton Roads MPO
Joe Vinsh, Tri-Cities MPO
Planning District 15 Chief Administrative Officers
Richmond Area MPO
Daniel N. Lysy, RRPDC
Barbara S. Nelson, RRPDC
Kim Scheeler, Greater Richmond Chamber
Rob Bradham, Greater Richmond Chamber



SOUTHEASTERN REGIONAL PLANNING & ECONOMIC DEVELOPMENT DISTRICT
88 BROADWAY ♦ TAUNTON, MA 02780-2557

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Rochester
Seekonk
Somerset
Swansea
Taunton
Wareham
Westport

May 27, 2009

Mr. George E. Schoener
Executive Director
I-95 Corridor Coalition
1390 Piccard Drive, Suite 200
Rockville, MD 20850

RE: America's Marine Highway Corridor Designation

Dear Mr. Schoener:

The staff of the Southeastern Regional Planning and Economic Development District is in full support of the designation of the navigable waterway system near I-95 as a Designated Corridor in the *America's Marine Highway Program*. This is in concert with the interim final rule as published in the Federal Register on October 9, 2008 by the Maritime Administration.

The proposed marine route parallels the existing, congested I-95 interstate corridor and could add efficient freight carrying capacity in accordance with the concepts of the US Department of Transportation's "Corridors of the Future" initiative and with the intent of the Energy Independence and Security Act of 2007.

Our agency serves as the support staff to the Metropolitan Planning Organization (MPO) for Southeastern Massachusetts. Our region, and the MPO, includes the busy ports of New Bedford and Fall River. The plans for adapting our ports to accommodate Short Sea Shipping barges are supported in our Regional Transportation Plan. We have also recently completed a Regional Truck Route Study that has identified future congestion issues and safety hazards on major trucking corridors including our region's three major interstate highways: I-95, I-495 and I-195. We acknowledge the potential of the Marine Highway Program to mitigate congestion, reduce environmental impacts, enhance safety and reduce energy consumption not only in our region, but up and down the East Coast.

The designation of this waterway as a Corridor under the America's Marine Highway program offers an opportunity to provide a substantial, sustainable improvement in the overall capacity of the national freight transportation system.

Sincerely,

Roland J. Hebert
Transportation Planning Manager/Deputy Director

cc: Kristin Decas, Port of New Bedford

Appendix C: Marine Highway Initiative - January 2009 Webcast Participants

I-95 Corridor Coalition Intermodal Committee Co-Chair

- Karen Ryan-Tobia, Port Authority of New York and New Jersey

I-95 Corridor Coalition Marine Highway Project Co-Chairs

- Kristin Decas, Harbor Development Commission, Executive Director; New Bedford Port Director
- Barbara Nelson, Richmond Regional Planning District Commission

Webcast Participants

- Walker Allen, Delaware Valley Regional Planning Commission
- Regina Aris, Baltimore Metropolitan Council
- Paul Bea, PHB Public Affairs
- Bob Beard, Port Authority of New York and New Jersey
- Dan Blevins, Wilmington Area Planning Council
- Roger Bohnert, USDOT Maritime Administration
- Deborah Bowden, Maryland Department of Transportation
- Lauren Brand, USDOT Maritime Administration
- Steve Brown, Port Authority of New York and New Jersey
- Alice Cheng, Cheng Solutions
- David Dawson, North Jersey Transportation Planning Authority
- Peter Drakos, Coastal Connect, LLC
- Earl Eisenhart, Council of State Governments – Eastern Regional Conferences
- Stephen Flott, SeaBridge USA, Inc.
- Paul Gessner, USDOT Maritime Administration

- John Henshaw, Maine Port Authority
- Robert James, Port Authority of New York and New Jersey
- Erik Johnson, Virginia Department of Transportation
- Nicole Katsikides, Maryland Department of Transportation
- Richard Lolich, USDOT Maritime Administration
- Heather Mantz, Virginia Port Authority
- Wayne McCormick, Marine Highway Advocate
- Robert McKeon, USDOT Maritime Administration
- Chris McKesson, Cal State University Center for Commercial Deployment of Transportation Technology
- Donovan Murray, Columbia Group
- Steve Nieman, The Tioga Group, Inc.
- Greg Oliver, Delaware Department of Transportation
- Mike Onder, USDOT Federal Highway Administration
- Marygrace Parker, I-95 Corridor Coalition Freight, Mobility, Safety and Security Coordinator
- Renee Proctor, Clark County Metropolitan Planning Organization
- Jim Pugh, USDOT Maritime Administration
- Walter Slocomb, Rhode Island Statewide Planning Program
- David Stein, Nation's Port
- Thomas Wakeman, Stevens Institute of Technology
- Sara Walfoort, Southwestern Pennsylvania Commission
- Roberta Weisbrod, Partnership for Sustainable Ports, LLP
- Mark Yonge, Maritime Transport and Logistics Advisors, LLC

