

Hudson River Food Corridor Initiative

Sponsor: *New York City Soil & Water Conservation District*

Corridors: *M-95 & M-87 Marine Highway Corridors (Sponsors: I-95 Corridor Coalition & New York State DOT)*

Initiative Snapshot: The Hudson River Food Corridor Initiative will study the feasibility of an alternate means of transporting fresh produce from agricultural regions in North-Central New York near the Hudson River and Long Island to the New York-Newark Metropolitan Area. Analysis will consider development of an intermodal option including utilizing refrigerated containers, a Marine Highway service and alternative energy sources to power the refrigeration during transport and storage.

Attributes: The vast majority of fresh produce arriving in the New York metropolitan area comes by truck, which contributes to congestion on area bridges, tunnels and roads. A Marine Highway option, if feasible, could help reduce travel delays caused by this traffic. In addition, by integrating refrigerated containers in the process, it may help reduce spoilage of fresh produce, further increasing supply chain efficiency. Utilization of alternative energy sources in the service could further reduce greenhouse gas emissions.

The U.S. Department of Transportation will work with the New York City Soil & Water Conservation District, the I-95 Corridor Coalition & New York State DOT to better understand the feasibility, benefits and potential efficiencies of this alternative. Analysis and research will further help develop the concept and identify specific opportunities where DOT can provide support.

New Jersey Marine Highway Initiative

Sponsor: New Jersey Department of Transportation

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

Initiative Snapshot: Home to significant freight-related industries, including a major international East Coast seaport, the State of New Jersey seeks to develop a network of Marine Highway services as components of the New Jersey Marine Highway Platform Initiative. The Platform would consist of a system of waterborne freight projects between five New Jersey hubs and the States of New York, Massachusetts, Rhode Island, Connecticut, Maryland and Virginia.

Attributes: In developing the New Jersey Marine Highway Platform, multiple agencies are collaborating with private sector groups in a statewide effort to seek environmentally and financially sustainable solutions. Developing Marine Highway projects can improve New Jersey's multi-modal freight system by adding capacity in this densely populated state, while helping to reduce emissions, address fuel consumption and increase highway safety. This initiative can capitalize on existing container-on-barge and other surface transportation freight systems while exploring options to bring new services on line.

The U.S. Department of Transportation will work with the New Jersey DOT and the I-95 Corridor Coalition to better understand the feasibility, benefits and potential efficiencies that can be derived from this initiative. Analysis and research will further help develop the concept and identify specific opportunities where the Department of Transportation can provide support.

East Coast Marine Highway Initiative

Sponsors: *Ports of New Bedford, Baltimore, & Canaveral*

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

Project Snapshot: The East Coast Marine Highway Initiative proposes to develop a service utilizing a fleet of existing and new-build U.S. flag vessels to transport both international containers and trailers along the I-95 Corridor. The service would utilize ports near I-95, including New Bedford, Baltimore and Canaveral, offering multiple medium and long-haul options for shippers along the corridor. Each of these three ports has or is developing the infrastructure necessary to accommodate the proposed service.

Attributes: This Initiative is a corridor focused public-private effort that has considerable support. The I-95 Corridor accounts for 35 percent of the nation's vehicle miles and accommodates over 5.3 billion tons of freight annually. By proposing to construct new vessels as part of the initiative, sponsors can achieve greater emissions and efficiency benefits and help sustain the Nation's vital shipyard industrial base. A Marine Highway service along this corridor could provide public benefits such as reduced congestion and greenhouse gas emissions, energy conservation and increased safety for the vehicles transiting the corridor. Additionally, a service of this type could add valuable resiliency to this vital component of the surface transportation network.

The U.S. Department of Transportation will work with sponsors of both the Corridor and Initiative to better understand the feasibility, benefits and potential efficiencies of the East Coast Marine Highway Initiative. Analysis and research can help identify specific opportunities that could advance this Initiative to a regularly scheduled service.

West Coast Hub-Feeder Initiative

Sponsor: *Humboldt Bay Harbor, Recreation & Conservation District*

Corridor: *M-5 Marine Highway Corridor (Sponsor: West Coast Corridor Coalition)*

Initiative Snapshot: The West Coast Hub-Feeder Initiative proposes development of an intermodal distribution network along the coastlines of Washington, Oregon and California. Two related but distinct freight markets can be served by this Initiative: domestic freight moving from wholesale to retail centers and international containers via a hub-and-spoke system along the coast.

Attributes: The West Coast Hub-Feeder Initiative can offer desirable freight transportation improvements such as reducing emissions, increasing fuel efficiency and routing freight away from highly congested corridors. Fully developed, this Initiative can offer a future alternative to landside north-south freight transportation along Interstate-5 while reducing emissions in several “Non-Attainment” air quality zones along the corridor. This is a significant corridor within the national freight system.

The U.S. Department of Transportation will work with the Humboldt Bay Harbor, Recreation and Conservation District and the West Coast Corridor Coalition to develop a better understanding of the feasibility, benefits and potential efficiencies this proposed Hub-Feeder might offer. Research and planning efforts will help advance the concept and identify specific Marine Highway opportunities.

Golden State Marine Highway Initiative

Sponsors: *The Ports of Redwood City, Hueneme and San Diego; and the Humboldt Bay Harbor, Recreation and Conservation District*

Corridor: *M-5 Marine Highway Corridor (Sponsor: West Coast Corridor Coalition)*

Project Snapshot: The Golden State Marine Highway Initiative is a joint effort by four California ports to improve the efficiency of freight movement. The initiative proposes development of a Marine Highway linking California's deepwater ports and coastal harbors to form an 1,100 mile road and rail alternative for goods movement within California.

Attributes: Fully implemented, the Golden State Marine Highway Initiative could provide an alternative to domestic north-south freight traffic along Interstate-5 in California. This could provide some relief to considerable annual truck delays in several urban areas of California and relieve some of Southern California's freight rail congestion identified by the U.S. Department of Transportation.

The U.S. Department of Transportation will work with the sponsors of this initiative to develop analysis of the feasibility, benefits and potential efficiencies this initiative might offer. Research and planning efforts will help advance the concept and identify specific Marine Highway opportunities within the State of California.

Illinois- Gulf Marine Highway Initiative

Sponsors: *Heart of Illinois Regional Port District*

Corridor: *M-55 Marine Highway Corridor (Sponsor: Missouri Department of Transportation)*

Project Snapshot: The Illinois-Gulf Marine Highway Initiative will examine the development opportunities for a Marine Highway service between U.S. Gulf Coast seaports and Peoria, IL via the Mississippi and Illinois Rivers. The service would employ tug/barges to transport cargoes including trailers, international and domestic shipping containers and rolling stock to support Illinois' robust manufacturing base. The scheduled expansion of the Panama Canal and recent and planned Gulf Coast container terminal improvements may offer increased opportunities for an all-water route linking the Midwest's industrial capacity and international markets.

Attributes: Fully implemented, This initiative could attract more than 37,000 annual shipments along this 830-mile segment of the I-55 Marine Highway Corridor, which sees as much as 50 percent of its traffic in the form of trucks in some areas. This initiative could provide public benefits such as reduced congestion and greenhouse gas emissions ,energy conservation and increased safety for the vehicles transiting the corridor

The U.S. Department of Transportation will work with Heart of Illinois Regional Port District and the Missouri Department of Transportation to better understand the feasibility, benefits and potential efficiencies of an Illinois-Gulf Marine Highway. Analysis and research can help identify specific opportunities that could advance this Initiative to a regularly scheduled service.