



Corridor Planning Organizations and Ports ***I-95 Corridor: A Marine Highway Corridor***



**George Schoener, Executive Director
I-95 Corridor Coalition**

*Maritime Economic Development Workshop
July 13, 2010*



Who We Are:

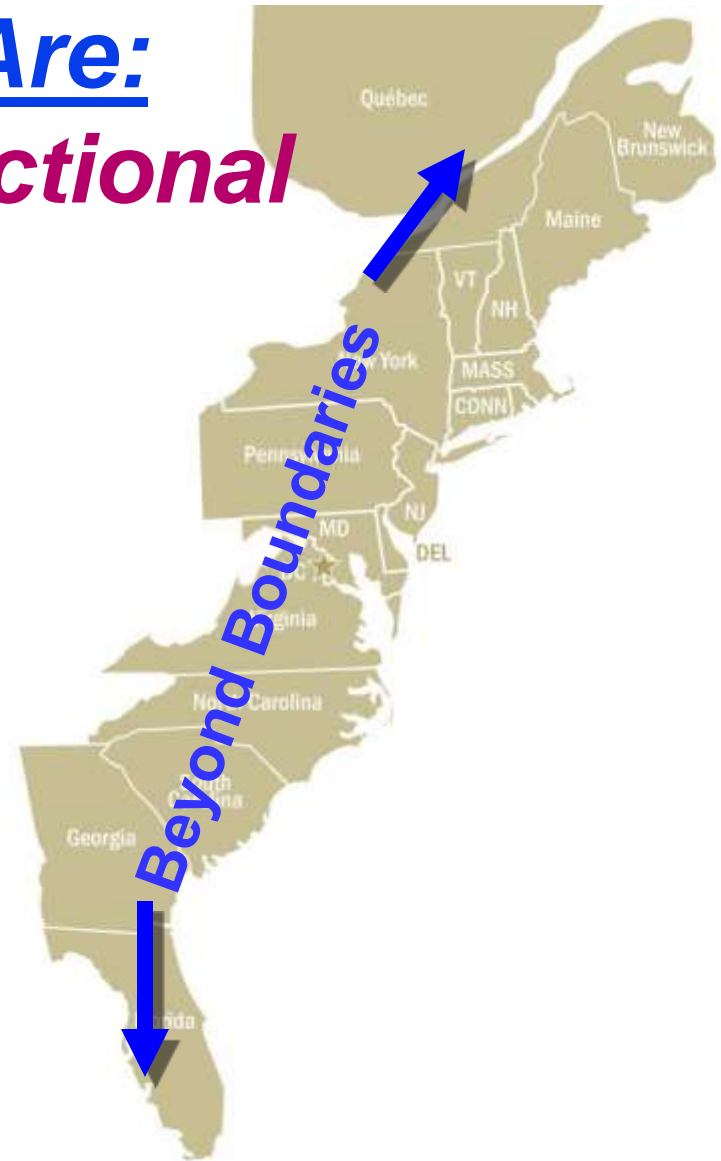
- A partnership of transportation agencies, toll authorities and related organizations
- A forum for key decision and policy makers to address transportation issues of common interest





Who We Are: *Multi-Jurisdictional*

- 2 Canadian Provinces
(Quebec, New Brunswick)
- 16 States, the District of Columbia
 - \$4.5 trillion economy (40% of US GDP)
 - 21% of nation's road miles;
35% of nation's VMT
 - 5.3 billion tons of freight shipments annually





Who We Are: *Multi-Modal*

- 40,000 National Highway System Miles
- 22,000 miles of Class I rail mileage
- 46 major seaports
- 103 commercial airports

Focus is on long distance
passenger travel and freight movement





Who We Are: ***Multi-Disciplinary***

**Public Agency:
Federal, State, MPO, Local**

Port Authorities

Railroads

I-95 Corridor Coalition

Planning/Operations

Trucking

**Public Safety/
Law Enforcement**



Partners and Stakeholders in the I-95 Marine Highway Corridor



Ports:

- Landlords
- Terminal operators
- Port associations

Public Sector:

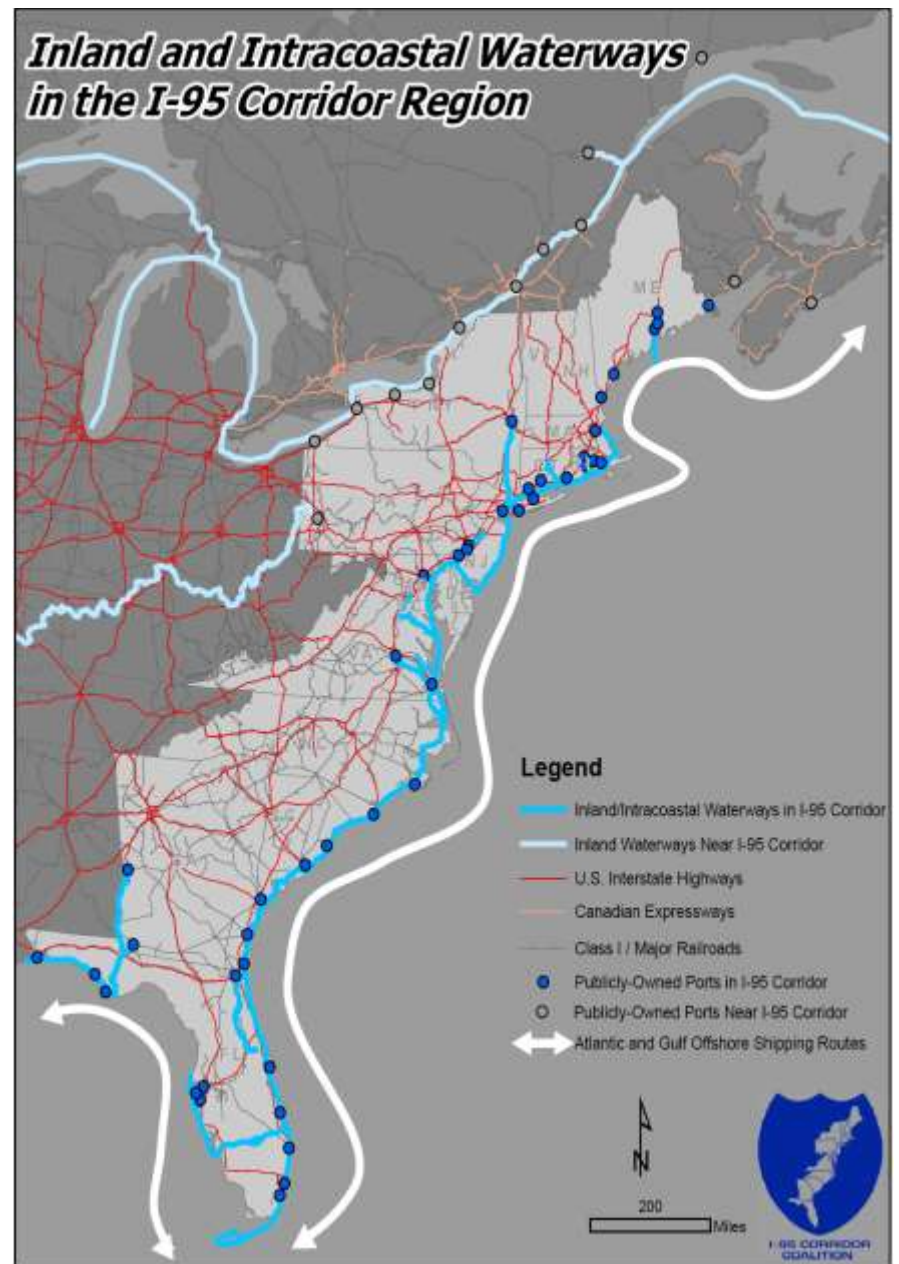
- State DOTs and State Agencies
- MPOs, municipalities, and other regional and local partners
- Economic development agencies

Maritime Industry:

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

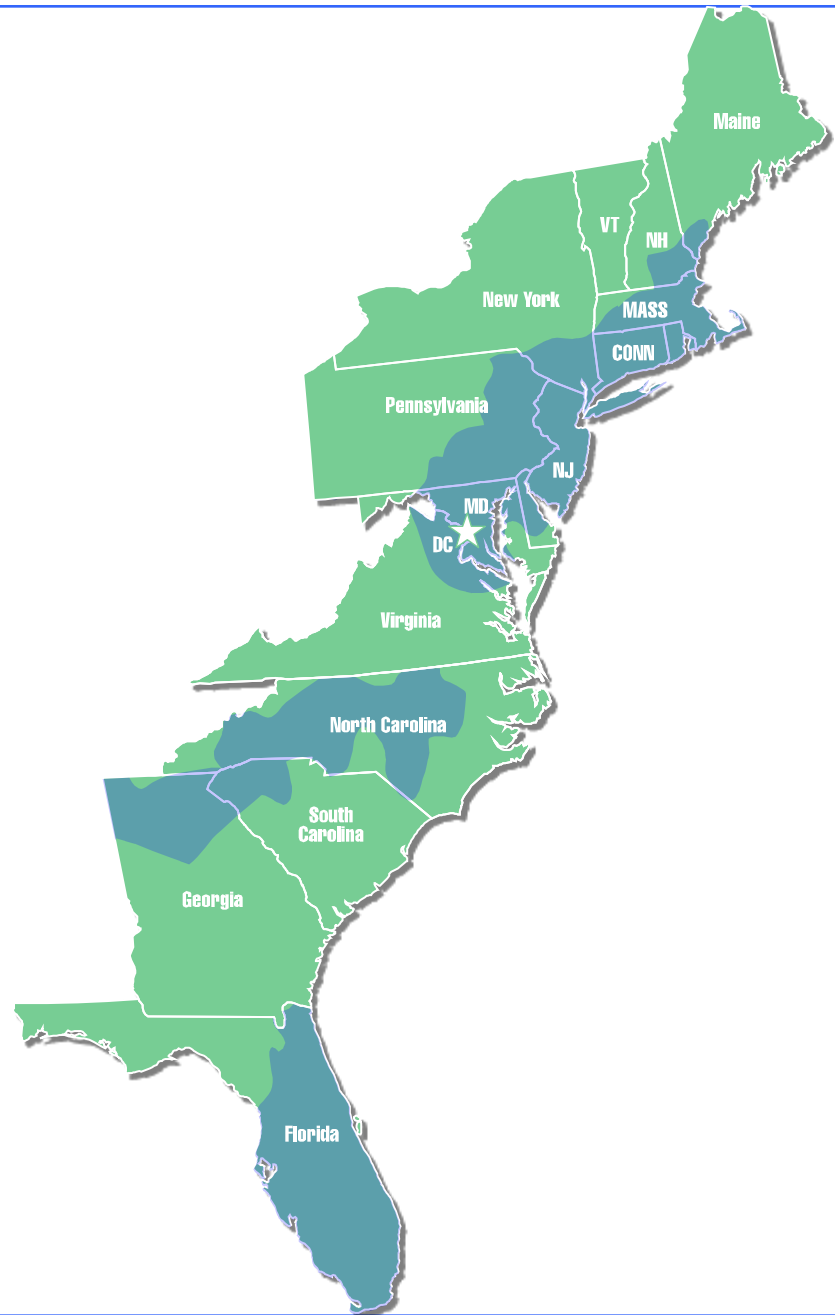


Marine Transportation System in the I-95 Marine Highway Corridor





***Travel Among and
within its
3 Mega Regions
Supports the Region's
Economic Vitality***





2040 Strategic Vision Study: FRAMEWORK FOR THE FUTURE





***Continuing a
“Business as Usual”
Approach to
Transportation Will Lead
to Dire Consequences***





A Better Way: A Strategic Vision for Transportation in the Region in 2040

- Significant change is needed to support continuing economic growth in a Carbon Constrained Environment





A Set of Consensus Policy Principles Guided Development of the 2040 Vision

- Support continuing economic growth
- Support sustainable environmental and energy policies
- Support sustainable land use practices
- Provide a balanced multimodal transportation system





What will it take to Achieve the Vision?

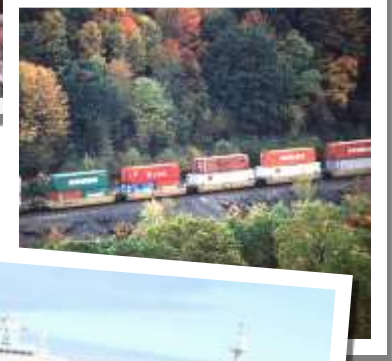
- **Greater use of alternative modes**
- Increased vehicle fuel efficiency
- Increased use of alternative fuels
- Reduced rate of VMT growth
- Aggressive transportation system management
- Additional highway capacity





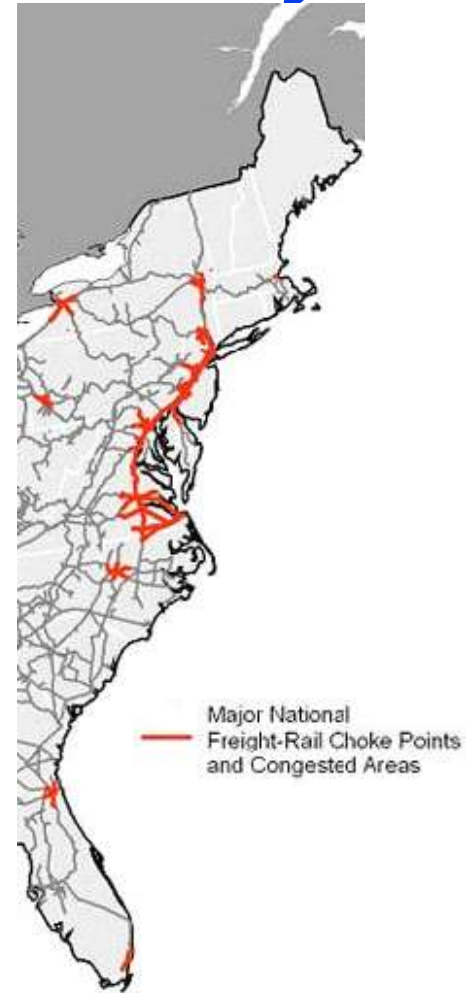
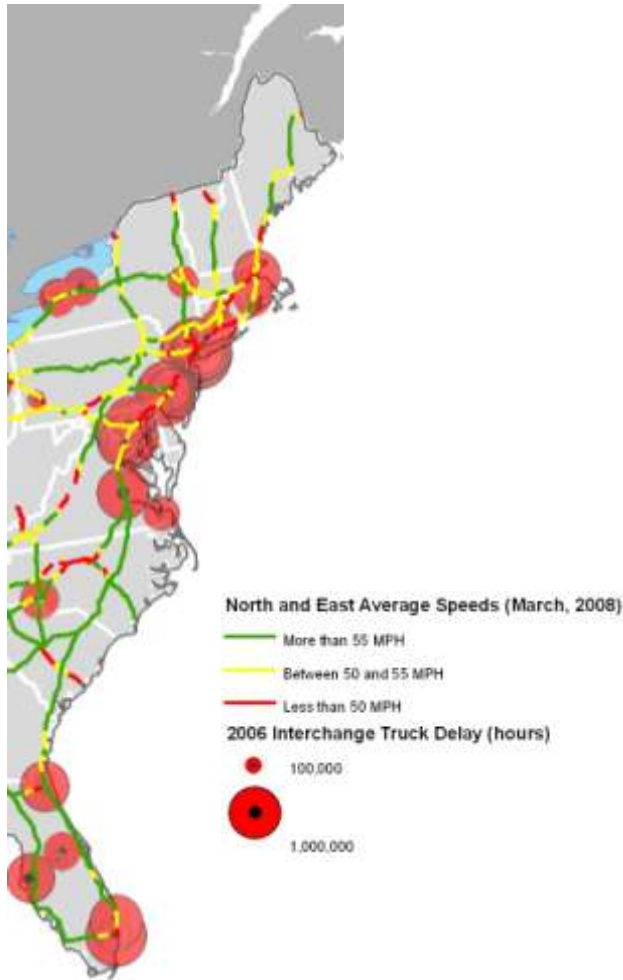
A Multimodal Transportation System Enables Greater Use of Non-Highway Modes

- **A marine highway network reduces the number of trucks on the region's highways**
- **Improved port access enhances intermodal connectivity**
- Transit ridership is tripled in concert with transit oriented development
- Passenger rail ridership increases 8-fold
 - Reduces aviation and highway congestion
- Freight rail ton miles increase 20% over trend projection





Major Chokepoints in the Surface Transportation System



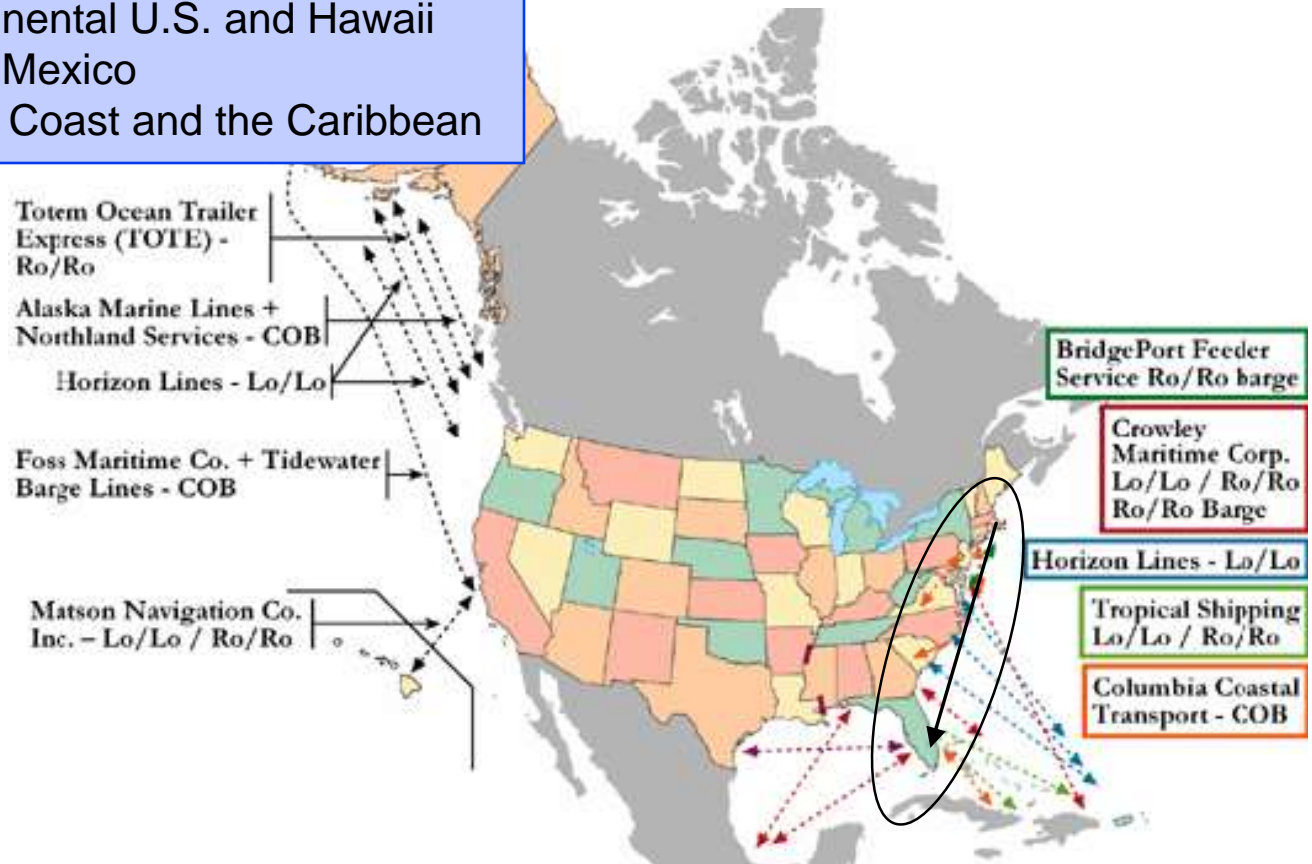


I-95 Marine Highway:

A Potentially Underdeveloped Market

U.S. Coastal Marine Highway System

- Considerable marine highway shipping:
 - Between the continental U.S. and Alaska
 - Between the continental U.S. and Hawaii
 - Within the Gulf of Mexico
 - Between the East Coast and the Caribbean





Impediments to Marine Highways in the I-95 Corridor

- Availability of suitable Marine Highway access points and waterway channels
- Landside access
- Vessel availability
- Labor and regulatory costs



I-95 Corridor Coalition Marine Highway Working Group



Intermodal Committee

**Committee Co-Chairs
Staff Support**

Marine Highway Working Group

Kristin Decas
Executive Director,
New Bedford
Harbor Development
Commission

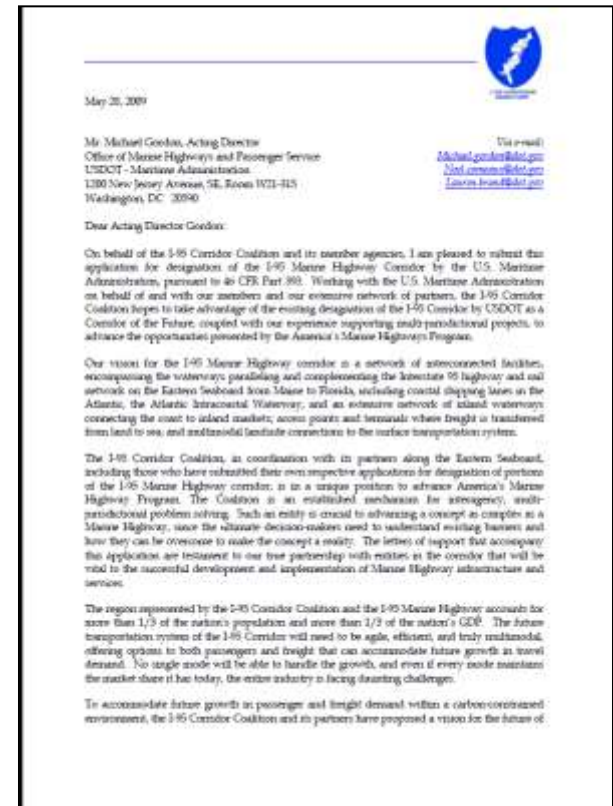
Barbara Nelson
Principal Planner,
Richmond Regional Planning
District Commission

**Other representatives of
Coalition member agencies and
other MHS/SSS Stakeholders**



I-95 Corridor Coalition Activities Related to MHS

- Submitted application for designation of I-95 Corridor as a Marine Highway Corridor (*Awaiting response from USDOT - MARAD*)
- Provided letters to agencies with MHS project applications indicating willingness to work with designated project recipients





Potential Role of Coalition in I-95 Marine Highway Corridor

- Provide support to MARAD/Marine Highway stakeholders in Corridor
 - Education, outreach, information sharing opportunities, technical resources
 - Multi-state/jurisdiction planning efforts
- Facilitate coordination among Marine Highway studies, projects and services in Corridor
 - Serve as a “table” to convene inter-regional parties in Corridor whose jurisdictions are purported to benefit from proposed marine highway projects for discussion/feedback/issue analysis
 - Assist agencies/stakeholders in defining/utilizing common metrics for project selection/evaluation
 - ◆i.e. Project scoring system, performance measures
- (The Coalition’s role would neither be to pick winners and losers nor to prioritize proposals for Marine Highway services)

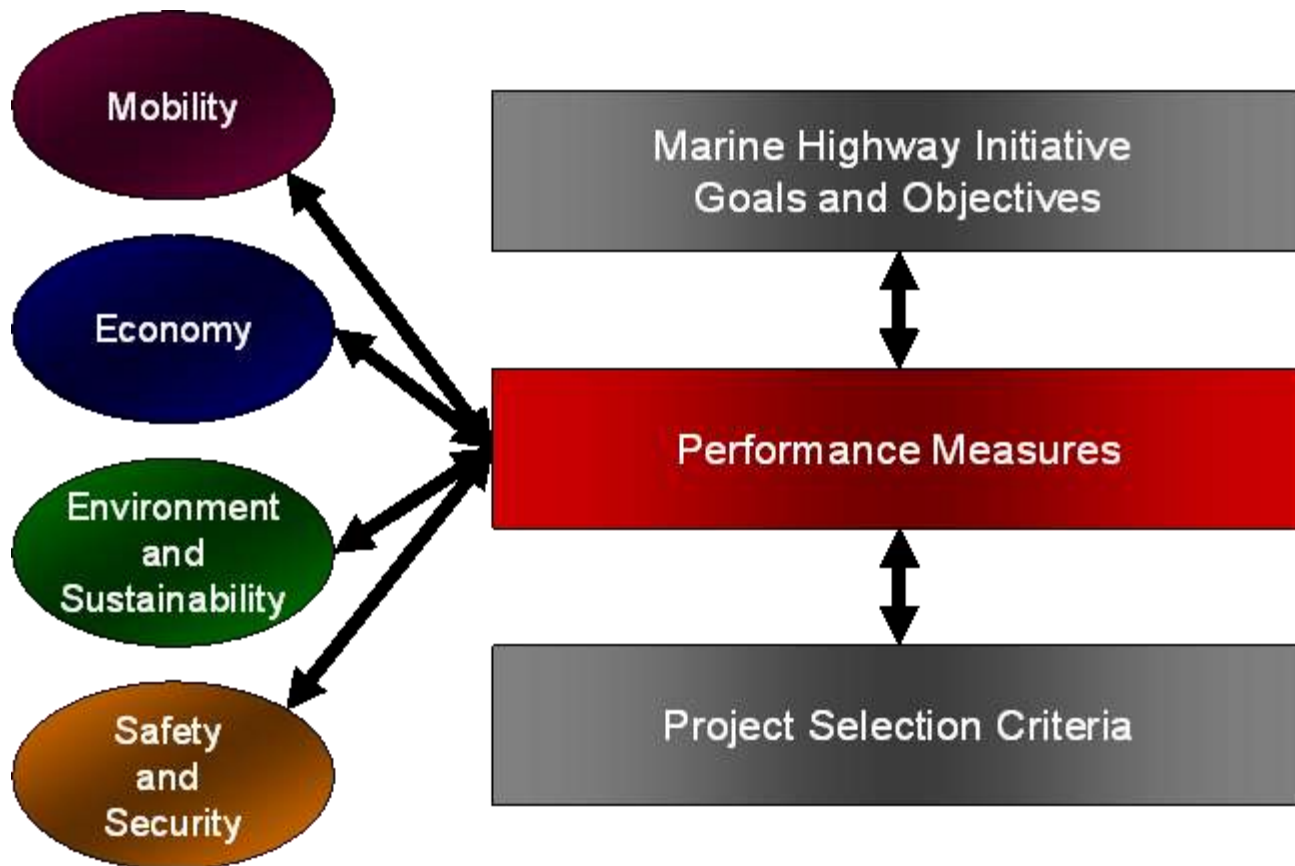


George Mason University (GMU) Consortium for Marine Highway Freight System Research Project

- The GMU Consortium research will focus on a systematic approach for examining the viability of marine highways as an alternate freight transportation.
- The results will serve as a first line decision process on cost and benefits for helping the initial decision process by transportation policy makers, port authorities and communities.
- The products will be validated by selecting waterway routes and operating conditions to relieve I-95 freight congestion, In the North Eastern region.
- I-95 Corridor Coalition participating and serving on project advisory board.



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





Questions?