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AMERICAN SAMOA INTER-ISLAND WATERWAYS SERVICES

APPLICANT: PAGO PAGO, PORT OF

Marine Highway Route: M-AS1

Designated: 2019

Project Snapshot: The Port of Pago Pago enhances both intra-island and inter-island transportation to the outer islands to ultimately promote the development and growth of these relatively isolated areas. Current transportation options for the outer islands include only ocean and air transportation. The Commercial Harbor System to the outer islands is via the ferry system which operates to support the shipping of cargo. The ferries operate to the outer islands every two weeks carrying all types of freight including, dry and frozen goods, hazardous materials (ex. fuel, propane, butane, and other petroleum products), vehicles and construction materials. Cargo is transported regularly; and charters are scheduled by local and federal agencies, utility companies, construction companies, and families to move goods, materials, and people.

Attributes: As a designated Marine Highway project, the Port of Pago Pago will improve both intra-island and inter-island transportation to the other islands to promote the development and growth of the other islands. The expansion of this service will increase the amount of freight moved while promoting the development and growth throughout American Samoa, making this Project Designation a valuable contributor to the America's Marine Highway System.

BATON ROUGE – NEW ORLEANS SHUTTLE SERVICE

APPLICANT: NEW ORLEANS, PORT OF

Marine Highway Route: M-55

Designated: 2016

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

Attributes: The Port of New Orleans moves approximately 30,000 containers annually, as the rate structure is competitive with regional trucking rates. The service is continually growing and the volumes are expected to increase and divert more cargo for additional shipping options for the customer. It also facilitates maritime commerce by reducing intermodal costs, emissions, highway congestion and maintenance, increasing public safety, and meeting market demand for greater inland transportation capacity.

BRIDGEPORT TO JEFFERSON PORT FERRY SERVICE

APPLICANT: CONNECTICUT PORT AUTHORITY

Marine Highway Route: M-95

Designated: 2019

Project Snapshot: This ferry service operates between Bridgeport, CT, and Port Jefferson, NY, known as the Long Island Sound along the M-95 Marine Highway Route. The service runs various times daily utilizing three ferries carrying both passengers, cars, and over the road trucks. The purpose of the service is to transport trucks across Long Island Sound at a rate less than over the road transit costs. It will also reduce congestion on Long Island and the highways, bridges, and tunnels leading to Interstate 95 into Connecticut and New England.

Attributes: The Bridgeport to Port Jefferson ferry service currently removes about 9,000 trucks from the road annually and relieves landside congestion on Long Island, the bridge crossings, and along the I-95 corridor in New York and Connecticut. This totals approximately 45,000,000 vehicular miles annually. The Ferry Service Expansion includes the development of a new state-of-the-art ferry terminal (Barnum Landing) for the Bridgeport & Port Jefferson Steamboat Company in Bridgeport, CT. The terminal is combining ferry operations with community-oriented commercial and retail uses. The facility also preserves and enhances an existing commercial marine cargo facility, and result in domicile for new Bridgeport-based tug and barge operations

CAPE MAY – LEWES FERRY

APPLICANT: DELAWARE RIVER AND BAY AUTHORITY

Marine Highway Route: M-95

Designated: 2020

Project Snapshot: The Cape May – Lewes Ferry (CMLF) is owned and operated by the Delaware River and Bay Authority (DRBA), a bi-state governmental agency. The Ferry travels 14-nautical miles between Lewes Ferry Terminal (Eastern Delaware) and Cape May Ferry Terminal (Southern New Jersey). The Ferry makes approximately 4,600 crossings annually, avoiding an 85-minute highway route trip.

Attributes: The Ferry transports approximately 7,000 commercial trucks yearly, removing around 169 highway round-trip miles and 3 hours of travel per trip. The CMLF operates three roll-on/roll-off passenger (ROPAX) vessels, each carrying approximately 100 standard-sized vehicles and 800 passengers. This service benefits the community by transporting commercial vehicles along the bay, which reduces the environmental footprint, congestion, and road maintenance.

CHAMBERS COUNTY – HOUSTON CONTAINER ON BARGE EXPANSION SERVICE

APPLICANT: CHAMBERS COUNTY

Marine Highway Route(s): M-10 and M-146

Designated: 2018

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

Attributes: This service substantially reduces the length and number of the heavyweight freight trips on I-146 and I-10, thus easing congestion, reducing emissions and creating an alternative cargo transfer option. The service alleviates millions of road miles annually and seeks enhancements that are aligned with DOT's objectives of environmental sustainability and increased economic competitiveness in the region. It also provides a significant alternative to the already congested corridor into and out of Houston, which improves the livability of communities that are experiencing high traffic volumes.

CNMI FREIGHT IMPROVEMENT PROJECT

APPLICANT: COMMONWEALTH PORTS AUTHORITY

Marine Highway Route: M-GNM1

Designated: 2021

Project Snapshot: The Project Designation will expand the marine operations of containers between the Port of Guam and Commonwealth Ports Authority (CPA) ports of Saipan, Tinian, and Rota. The Commonwealth of the Northern Mariana Islands is exploring expanding its maritime capacities, safety, and efficiency for shipping inter-island cargo and commodities.

Attributes: The import of necessary commodities such as food, fuel, and construction materials are limited to air and sea transportation. Because air transportation is subject to weight and size limitations, ocean freight services are the most economical mode of transportation for inter-island movement of freight and hazardous materials. CPA is seeking to increase capacity and provide safe and efficient shipping of inter-island cargo and commodities.

CROSS GULF CONTAINER EXPANSION PROJECT

APPLICANT: BROWNSVILLE, PORT AND MANATEE, PORT

Marine Highway Route: M-10

Designated: 2010

Project Snapshot: The Cross-Gulf Container Expansion Project seeks to expand the frequency and capacity of an existing container-on-barge service operating between Port of Brownsville in Texas, and Port Tampa and Port Manatee in Florida. This service also attracts shippers that transport overweight and oversized freight between the two ports.

Attributes: The M-10 Marine Highway Route offers 450-mile savings in transit between Texas and Florida, which offers considerable public benefits and external cost savings over the 1,200-mile land route. The service will optimize intermodal supply-chain transportation from Brownsville, located at the border of Mexico, to distribution centers in Tampa Bay

CROSS SOUND FERRY ENHANCEMENT PROJECT

APPLICANT: I-95 CORRIDOR COALITION

Marine Highway Route: M-95

Designated: 2010

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

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

DAVISVILLE/BROOKLYN/NEWARK PORT CONTAINER ON BARGE SERVICE

APPLICANT: QUONSET DEVELOPMENT CORPORATION

Marine Highway Route: M-95

Designated: 2018

Project Snapshot: This Port of Davisville/Brooklyn/Newark Container on Barge Service will operate between Brooklyn, NY, and Newark, NJ, to the Port of Davisville, RI. The barge service will operate a dedicated trip twice a week utilizing one 800 TEU capacity deck barge transporting north and southbound import and export cargo via the East River, Long Island Sound, Block Island Sound, and Narraganset Bay.

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

DETROIT/WAYNE COUNTY FERRY PROJECT

APPLICANT: DETROIT/WAYNE COUNTY PORT AUTHORITY

Marine Highway Route: M-75

Designated: 2010

Project Snapshot: The Detroit/Wayne County Ferry Project is a cross-border service between Detroit, Michigan, and Windsor, Ontario, focused on transporting through the waterway using land border crossings.

Attributes: The Detroit/Wayne County Ferry can help transport passengers and belongings as an alternative to the two busiest border crossings in North America – the Ambassador Bridge and Detroit-Windsor Tunnel. The project’s proposal has identified 6,000 workers who commute between Windsor, Ontario, and Detroit daily, including 4,000 local health care workers as potential ridership to mitigate landside congestion.

EVERETT PORT PUGET SOUND CONTAINER ON BARGE SERVICE

APPLICANT: EVERETT, PORT OF

Marine Highway Route: M-5

Designated: 2018

Project Snapshot: This project supports the container-on-barge (COB) service for aerospace cargoes between the Port of Everett, Mount Baker Terminals and the Northwest Seaport Alliance (NWSA). This project enables the Port to expand its current M-5 aerospace COB service to a new non-aerospace COB service along M-5 Marine Highway in Puget Sound. It connects the Port of Everett to NWSA Terminals in Seattle and Tacoma. This project also creates new opportunities for COB movement between Puget Sound ports providing regional shippers with viable options to improve productivity by diverting volume from congested highways in Puget Sound to our marine highway

Attributes: This Project has the potential to generate measurable public benefits along the M-5, which experiences about 136,800 Vehicle Miles Traveled (VMT) from local roads and highways. In addition, it promises to save maintenance and repair costs due to the reduction of VMT on the road network that results in fewer trucks on the road, which saves lives, reduce carbon emissions, reduce highway maintenance, lower transportation cost for shippers, and provide economic opportunities in the region. The service provides shippers with transportation alternatives by utilizing the waterway system.

FERNANDINA EXPRESS M-95 CONTAINER ON BARGE SERVICE

APPLICANT: FERNANDINA, PORT OF

Marine Highway Route: M-95

Designated: 2019

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

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

FREEPORT PORT CONTAINER ON BARGE & HEAVY-LIFT CORRIDOR SERVICE

APPLICANT: FREEPORT, PORT OF

Marine Highway Route: M-69

Designated: 2018

Project Snapshot: The service combines a new barge service with a heavy-lift truck corridor, which consolidates shipments. The project provides manufacturers in Freeport, TX, with new transportation alternatives allowing local manufacturing facilities to have 24-hour access to the port multimodal container yard container-on-barge and Heavy-Lift Corridor Service at the Port of Freeport. Containers at this facility will be loaded to their maximum, safe design capacity providing new transportation efficiencies and cost savings.

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

GREAT LAKES SHUTTLE SERVICE

APPLICANT: MILWAUKEE, PORT OF

Marine Highway Route: M-90

Designated: 2017

Project Snapshot: This project is a proposed service between the Port of Milwaukee and the Port of Muskegon on Lake Michigan. The service is operated by Eco Ships which is a container liner service that will use offshore supply vessels to operate the service that has partnered with the Port of Milwaukee. It provides a service that will move commercial trucks, containers and break-bulk cargos on a regular, fixed schedule. Customers who have expressed interest in this service are shippers of agricultural products located primarily in Western Michigan and the Milwaukee area.

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

GUAM MARINE TRANSPORTATION ENHANCEMENT INITIATIVE

APPLICANT: GUAM , PORT AUTHORITY OF

Marine Highway Route(s): M-GNM1, M-H1, and M-5

Designated: 2021

Project Snapshot: This Project Designation will expand and continue to promote inbound and outbound cargo within the islands of Guam and the Commonwealth of the Northern Mariana Islands (CNMI). Service providers transporting freight utilize U.S. ports in Hawaii and on the West Coast before making their way through Guam and the CNMI.

Attributes: The Project Designation will positively impact the economic growth for Guam residents and enhance services provided to the U.S. West Coast and Hawaii. The existing service is vital to the resident's livelihood and the island's economy. The Final Rule for the America's Marine Highway Program allows the designation of projects between non-contiguous routes, allowing designation between Guam-CNMI, Hawaii, and the U.S. West Coast.

GULF ATLANTIC MARINE HIGHWAY PROJECT

APPLICANTS: I-95 CORRIDOR COALITION & MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Marine Highway Route(s): M-95 and M-10

Designated: 2010

Project Snapshot: The Gulf Atlantic Marine Highway Project will distribute international and domestic containers between the Gulf, Mid-Atlantic and South Atlantic Coasts, on a modern 1300 Twenty-Foot vessel of ten U.S. flag vessels that employ cutting-edge environmental and efficiency technologies.

Attributes: The Gulf Atlantic Marine Highway Project is a public-private effort to develop a Marine Highway Service. Because of its considerable scope and routes, this project will provide measurable relief to 400 miles of I-10 that are already operating at an unacceptable level of service and more than a dozen major freight truck bottlenecks along I-95 identified by the U.S. Department of Transportation. Considerable emissions benefits and energy savings will result from the implementation of this project.

HARBOR HARVEST LONG ISLAND SOUND PROJECT

APPLICANT: CONNECTICUT PORT AUTHORITY

Marine Highway Route(s): M-87, M-95, and M-295

Designated: 2018

Project Snapshot: This service crosses the Long Island Sound is opening fresh produce markets in both Connecticut and New York. By opening the market to fresh produce, farmers are having new opportunities for expansion at a fraction of the cost of shipping frozen products. The goal of this service is to provide cost-competitive and reliable waterborne transportation for farmers and manufacturers by connecting Harbor Harvest's East Norwalk, CT, distribution point with the Glen Cove, NY, terminal as well as the communities of Great Neck, NY, and Huntington, NY.

Attributes: By reducing truck traffic through the New York City metropolitan area, this project is improving road safety, reduce carbon emissions, reduce highway maintenance costs, and lower transportation costs for shippers. This project provides a sustainable and marketable transportation option to the more than 3,000 farms and nearly 100 wineries thus providing for additional economic opportunities in the region.

HAWAII COMMERCIAL HARBORS SYSTEM SHIPPING SERVICES

APPLICANT: HAWAII DEPARTMENT OF TRANSPORTATION

Marine Highway Route(s): M-H1 and M-5

Designated: 2020

Project Snapshot: The Pacific Ocean serves as Hawaii’s interstate highway system, which is critical to sustaining interstate commerce between Hawaii and the continental U.S. as well as intrastate commerce between the islands. Hawaii’s isolation underscores the state’s reliance on its commercial harbors system as a marine highway in the same way the continental U.S. relies on the interstate highway system. This designation expands and improves existing trans-Pacific and inter-island shipping services within M-H1 and between M-5.

Attributes: Eighty percent of all consumer goods, including food and fuel, are imported to Hawaii, with 98.6% of these goods received and processed through its ports. The delivery of goods via ocean transportation supports every facet of Hawaii's economy and other industries. This Designation reinforces the importance of maritime transportation as Hawaii's economic lifeline. The M-H1 encompasses nine active commercial ports that comprise the Hawaii Commercial Harbors, has commercial freight flow with ports located on the M-5.

HELENA HARBOR M-55

APPLICANT: HELENA PORT

Marine Highway Route(s): M-55

Designated: 2020

Project Snapshot: Helena Harbor Port Authority has partnered with SEACOR SCF, a container-on-barge operator, to add a terminal to an existing container-on-barge route that travels between Baton Rouge, LA and Memphis, TN. The travel time is 9 to 10 days per roundtrip sailing. Stops can be made at Helena Harbor with imports on the northbound trip, and empties can be brought from Memphis, TN to Helena Harbor if needed on the southbound trip.

Attributes: Containers will move northbound to Helena and will be discharged at the port. The container-on-barge operation will continue North to Memphis and beyond. The southbound service will provide empties as needed and can pick up export loads. This partnership will benefit the port greatly as it begins to diversify its logistics services from mainly handling bulk to handling containers.

HOUSTON GATEWAY & GULF CONTAINER ON BARGE CENTRAL NODE

APPLICANT: PORT OF HOUSTON AUTHORITY

Marine Highway Route(s): M-10, M-49, M-55, M-65, M-69, M-146

Designated: 2019

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

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

HUDSON RIVER MARINE HIGHWAY SERVICE

APPLICANT: TOWN OF COEYMANS

Marine Highway Route(s): M-95 and M-295

Designated: 2020

Project Snapshot: This service offers lower costs by transporting freight via the marine highways rather than via truck on highways to New York City Capital District Region. By utilizing the waterway system, the service(s) will provide shippers with transportation alternatives and relief from driver availability and hours of service constraints.

Attributes: From Newark, NJ, to Port of Coeymans, the Hudson River Corridor links the Greater New York Metropolitan area (55 Mile Radius) to the NY Capital District Region (55 Mile Radius). This option will reduce freight congestion on road and rail transportation networks, improve safety, redundancy networks, and infrastructure costs while providing environmental improvements. The other proposed service from Hunts Point to/from Port of Coeymans (NY Capital District Region) will reach the Fish & Produce Markets of Hunts Point in NYC and the food distribution centers of Newark, NJ. The services will address congestion on the George Washington and Tappan Zee Bridges.

ILLINOIS INTERSTATE SHUTTLE

APPLICANT: AMERICA'S CENTRAL PORT

Marine Highway Route(s): M-55

Designated: 2016

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

Attributes: This project provides agricultural shippers with new economically efficient, safer, more environmentally sustainable transportation options. It has the potential to generate a measurable public benefit along the I-55 corridor. The I-55 Corridor has about 35,000 trucks daily in Illinois. This service would provide relief between Peoria and Chicago, Illinois, as about one-third of the containers move between these points along I-55 to/from railheads.

JAMES RIVER CONTAINER EXPANSION PROJECT

APPLICANT: VIRGINIA PORT AUTHORITY

Marine Highway Route: M-64

Designated: 2010

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

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

LAKE ERIE SHUTTLE SERVICE

APPLICANT: MONROE, PORT OF

Marine Highway Route: M-90

Designated: 2016

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

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

M-10/M-95/M-2 MARINE HIGHWAY PROJECT

APPLICANT: PORT EVERGLADES

Marine Highway Route(s): M-10, M-95, and M-2

Designated: 2020

Project Snapshot: This designation is adding a stop at Port Everglades to the already existing service between Port of Houston and Port of San Juan. This will enable the port to start an all-water service between these three ports. This short-sea U.S.-flagged service will reduce truck traffic on our nation's roadways by shipping goods more efficiently by ship.

Attributes: The U.S. flagged vessel, National Glory, owned and operated by National Shipping of America (NSA), currently operates between the Port of Houston, TX, and the Port of San Juan, PR. The line will allocate up to 50 slots or 100 TEUs for the Texas to Florida route to initiate the service based on demand; consequently, this service will create a direct link between Central Texas and South Florida, and continuing shipping goods to Puerto Rico.

M-35/M-70 CONTAINER ON BARGE SERVICE

APPLICANT: INDIANA, PORTS OF

Marine Highway Route(s): M-35 and M-70

Designated: 2018

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

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

M-495 POTOMAC RIVER COMMUTER FERRY PROJECT

APPLICANT: NORTHERN VIRGINIA REGIONAL COMMISSION

Marine Highway Route: M-495

Designated: 2015

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

Attributes: The commuter ferry service will easily connect to other existing modes of public transit, bike, and walking choices. This system will bring a waterborne component that integrated into the region's current transportation system results in the increased modal choice to avoid traffic congestion, greater system-wide resiliency, increase the ability to move freight and sensitive packages between locations.

M-5 COASTAL CONNECTOR

APPLICANT(S): PORT OF SAN DIEGO, PORT OF BELLINGHAM, AND CALIFORNIA DEPARTMENT OF TRANSPORTATION

Marine Highway Route: M-5

Designated: 2021

Project Snapshot: The service is planning to transport goods on barges between Bellingham, Washington; Southern Oregon; and San Diego, California. This Project Designation is seeking to increase regional cargo interests with alternative modal options, reducing truck traffic along interstate highway I-5, and shipping costs.

Attributes: This service has received strong support from lumber producers and receivers, as well as cargo companies repositioning empty containers and refrigerated cargo equipment in San Diego, CA, back to Southern Oregon and Bellingham, WA. The service would establish a northbound/southbound barge service for under-resourced shippers and commodities near mid-sized U.S. West Coast ports.

M-55/M-35 CONTAINER ON BARGE PROJECT

APPLICANT: MRCTI (MISSISSIPPI RIVER CITIES TOWN INITIATIVE)

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

Marine Highway Route(s): M-55 and M-35

Designated: 2015

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

Attributes: MRCTI is comprised of entities located in all 10 states that border the Mississippi River. This project's uniqueness relies on the support from a broad spectrum of public and private stakeholders including State DOTs, local Metropolitan Planning Organizations, vessel operators, ports and terminals, local governments, and shippers. The regional collaboration supporting this project promotes initiatives to attract investments, provide modal choices, grow jobs, and move to sustainable economies.

M-70 BARGE SERVICE IN THE PORTS OF CINCINNATI, NORTHERN KENTUCKY AND BEYOND

APPLICANT: CENTRAL OHIO RIVER BUSINESS ASSOCIATION

Marine Highway Route: M-70

Designated: 2018

Project Snapshot: The project uses barge transportation to replace trucks to connect Nucor Steel's manufacturing facility in Gallatin, KY, with customers in the Cincinnati to Louisville Marine Highway Route on the M-70. The concept employs local barge service instead of flatbed tractor-trailers to transport steel coils. Arriving at the Port of Louisville, the coils can either find an efficient railroad connection or go out by truck for local delivery to customers.

Attributes: This project is the second Designated Project on the M-70 with great potential to attract shippers to use the expanded service. The applicant provided quantified estimates of the public benefits generated through congestion reduction, emissions reductions, energy savings, and landside infrastructure maintenance savings. This project relies on regularly scheduled regional barge service replacing about 500 tractor-trailers monthly with barge transportation on the central Ohio River.

M-90 TRANSBAY FREIGHT SERVICE PROJECT

APPLICANT: CITY OF STURGEON BAY

Marine Highway Route: M-90

Designated: 2021

Project Snapshot: This Project Designation will divert the transportation of goods, large vessel modules, and material-handling equipment from the highway to the waterways between Marinette/Menominee, Sturgeon Bay, and Green Bay.

Attributes: The Designation will enhance public and private partnership with stakeholders to ensure long-term sustainability and growth of the service. It will improve the cost-effective shipping service by lowering costs for that region, which will enable businesses to maintain existing jobs and potentially create new ones. It will also reduce congestion and safety risks by removing large, oversized shipments from the state's roadways.

MID-ATLANTIC BARGE SERVICE

APPLICANT: VIRGINIA, PORT OF

Marine Highway Route: M-95

Designated: 2017

Project Snapshot: This Project expands the frequency of an existing service between Hampton Roads, VA, Baltimore, MD, and Philadelphia, PA. The Virginia Port Authority (VPA), in partnership with Columbia Coastal Transport, LLC, operates this Marine Highway service on a semi-weekly basis. In 2015, the Mid-Atlantic Barge Service moved nearly 33,700 containers between the three-port facilities.

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

MISSOURI RIVER CONTAINER ON BARGE PROJECT

APPLICANT: MISSOURI DEPARTMENT OF TRANSPORTATION

Marine Highway Route: M-55, M-29, M-70, and M-10

Designated: 2021

Project Snapshot: This designation will be transporting agricultural commodities in containers from ports and terminals along M-29, M-70, and M-55 routes in the central Missouri region to ocean ports along the Gulf and on the M-10.

Attributes: MoDOT is partnering with private entities to provide customers a logistical alternative to transport agricultural products in containers originating from within Central Missouri along Marine Highways M-29, M-70, and M-55 to reach international markets through coastal ports on the Gulf on the M-10 . This designation will support customers to shift agricultural commodities from bulk transportation to container on barge service to reach international markets more competitively.

MORROW PORT BARGE SERVICE EXTENSION

APPLICANT: MORROW, PORT OF

Marine Highway Route: M-84

Designated: 2019

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

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

NEW ENGLAND MARINE HIGHWAY EXPANSION PROJECT

APPLICANT: MAINE DEPARTMENT OF TRANSPORTATION

Marine Highway Route: M-95

Designated: 2010

Project Snapshot: The Northeast Marine Highway Expansion Project expands an existing container-on-barge service operating between Newark, NJ, Boston, MA, and Portland, ME. This is accomplished by the design and the construction of an articulated tug and barge that rigidly connects the two vessels, which is more reliable because it can operate in rougher weather than traditional towed barges.

Attributes: The Marine Highway service moves over 12,000 truckloads of freight between Maine and New Jersey, freeing the I-95 Corridor of this traffic. With additional shippers indicating support for a more reliable Marine Highway service, this project offers additional relief to the busy I-95 corridor while reducing greenhouse gas emissions and conserving fuel. A strong public-private partnership supports and promotes the service.

NEW YORK HARBOR CONTAINER & TRAILER ON BARGE SERVICE

APPLICANTS: NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION & PORT AUTHORITY NY/NJ

Marine Highway Route: M-95, M-295 and M-87

Designated: 2015

Project Snapshot: This project includes Container on Barge services within New York Harbor connecting the Red Hook Container in Brooklyn, NY, to the Red Hook Barge Terminal in Newark, NJ; an existing service between Global Container Terminal in Bayonne, NJ, and its sister terminal in Staten Island, Global Container Terminal in New York; and a route that provides access to origins/destinations east of the Hudson River for freight arriving/departing from the Port of Newark Container Terminal in New Jersey. The service also includes ferry terminals in New York City for more purpose-built marine highway vessels.

Attributes: The Port Authority of New York and New Jersey handles various types of freight within the region and internationally and with the New York City Economic Development Corporation are attracting E-Commerce logistic companies, international package delivery companies, home furnishing retailers, and food and beverage distributors to divert freight from the highways to the waterways.

NORTH CAROLINA CONTAINER ON BARGE SHUTTLE OPERATION

APPLICANT: CHOWAN COUNTY

Marine Highway Route(s): M-95 and M-64

Designated: 2020

Project Snapshot: The container-on-barge service along the existing M-95 and M-64 Marine Highway routes will run between Riverbulk Terminal in Edenton, NC, to locations within the Port of Virginia, and operate utilizing a 200 TEU capacity deck barge for Lo/Lo cargo and/or Ro/Ro cargo. All cargo will transit the Chowan River, Albemarle Sound, and the Intercoastal Waterway.

Attributes: The service will operate under SEACOR Inland River and SEACOR AMH LLC, with Riverbulk Terminal providing stevedoring and commercial services in Edenton. The North Carolina Container on Barge Shuttle Operation will promote the maritime markets, create short and long-term jobs, increase maritime access to Chowan County, and reduce shipper costs to take advantage of marine highway opportunities.

NORTH CAROLINA FERRY SYSTEM

APPLICANT: NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FERRY DIVISION

Marine Highway Route: M-95

Designated: 2020

Project Snapshot: The NCFS runs twenty-two ferries, with seven regular routes owned and operated by the North Carolina Department of Transportation Ferry Division. The ferries carry users across the Currituck and Pamlico Sounds, and the Cape Fear, Neuse, and Pamlico Rivers of North Carolina. The North Carolina Ferry System transported nearly 800,000 vehicles in the previous year.

Attributes: This service is currently generating measurable public benefits along the M-95 by transporting about 9,000 trailer trucks yearly that reduced roughly 199.8K miles driven on local roads and highways. The North Carolina Ferry customers are in rural communities that heavily rely on this ferry service to transport consumable goods, concessions, supplies, equipment, and palletized and/or containerized agricultural products

NY/NJ PORT TO CONNECTICUT PORT TRAILER ON BARGE SERVICE

APPLICANT: CONNECTICUT PORT AUTHORITY

Marine Highway Route: M-95

Designated: 2019

Project Snapshot: This service runs between Brooklyn, NY, and Newark, NJ, to Bridgeport, CT, and other ports in the New England region. This service operates utilizing a 440 and 640 TEU capacity deck barge for Lo/Lo cargo and a barge for Ro/Ro cargo. The route initially commences from Brooklyn to Bridgeport and continues to various ports up and down the New England Coast. Both north and southbound import and export cargo transit the East River, Long Island Sound, the New England coast, and intercoastal waterways.

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

OSWEGO PORT- GREAT LAKES CONTAINER SERVICE

APPLICANT: PORT OF OSWEGO

Marine Highway Route(s): M-71, M-75, M-77, and M-90

Designated: 2019

Project Snapshot: This Project Designation allows the Port of Oswego to expand its reach into national containerized cargo movement (from agricultural products, project cargo, heavy lift, petroleum products, international containerized cargo movement, etc.). The service designation connects the Port of Oswego to the Port of Monroe for an alternative to trucking raw materials via highway. The designation also creates new opportunities to move containerized goods around the Great Lakes.

Attributes: This service eases congestion at two international border crossings (Buffalo and Detroit/Windsor) and provides much-needed relief to the growing truck driver shortage. The Marine Highway Project Designation provides the Port the federal support to expand its services at an economically viable rate and improving the service for existing customers.

PADUCAH-MCCRACKEN CONTAINER ON BARGE MARINE HIGHWAY PROJECT

APPLICANT: PADUCAH-MCCRACKEN COUNTY RIVERPORT AUTHORITY

Marine Highway Route(s): M-65 and M-55

Designated: 2016

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

Attributes: Paducah-McCracken Riverport is the most northern ice-free port in the region that can serve as a diversion port for St. Louis and the Upper Mississippi River ports during winter months and water restriction periods, which provides reliability to the network of the COB services.

PHILADELPHIA - CANAVERAL DIRECT SERVICE

APPLICANTS: PHILADELPHIA REGIONAL PORT AUTHORITY AND CANAVERAL PORT AUTHORITY

Marine Highway Route: M-95

Designated: 2017

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

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

PORT OF BEAUMONT

CONTAINER ON BARGE SERVICE

APPLICANT: PORT OF BEAUMONT

Marine Highway Route(s): M-10 and M-69

Designated: 2020

Project Snapshot: The Port of Beaumont Container on Barge Service project will be an intermodal transfer facility that will allow manufacturers to use the Marine Highway system as an alternative to existing truck and rail infrastructure. The service will permit around-the-clock access by regional manufacturing facilities to an intermodal container marshaling area accessible by the designated routes. Because of its location on port property, containers handled at this facility will be loaded to their maximum design capacity.

Attributes: The container-on-barge (COB) service on the M-10 and M-69 Marine Highways will move cargo between Port facilities in Southeast Texas via the Gulf Intracoastal Waterway. In partnership with Iron Horse Terminals, the Port of Beaumont COB operation is projected to reduce truck miles traveled annually by 417,000 miles.

PORT OF HARLINGEN

CONTAINER ON BARGE SERVICE

APPLICANT: THE PORT OF HARLINGEN AUTHORITY

Marine Highway Route(s): M-10, M-69, and M-95

Designated: 2020

Project Snapshot: The container-on-barge (COB) service will expand its current shipping services along the M-69, M-10, and connecting to the M-95 Marine Highways to reach the Port of Wilmington. This Project Designation will allow the Port to enhance freight shipping to increase the economic opportunities and competitiveness of the port through COB logistics services.

Attributes: The requested Project Designation will provide the Rio Grande Valley, located on the southernmost portion of Texas, a more cost-effective, safer, and efficient transportation option for shippers into and out of the area. Creating additional logistics services in the area will allow agricultural companies to increase their competitiveness. The Port of Harlingen is partnering with Tetra Hemp Company, LLC, from Rio Grande Valley, Texas, and Renaissance Fiber, from Wilmington, NC, to transport hemp to produce fiber products such as car parts and cat litter via the Marine Highway rather than via trucks.

PORT OF PONCE

CONTAINER ON BARGE SERVICE

APPLICANT: PORT OF PONCE AUTHORITY

Marine Highway Route(s): M-2, M-95, and M-10

Designated: 2020

Project Snapshot: The container of barge service is seeking to utilize the Marine Highways M-95 and M-10 to expand services and the transportation of commodities, like alcohol on FLEXITANKs, technological products, furniture, agriculture, and refrigerated food-grade items to Port of Houston, TX and the Port of New Orleans, LA, to and from Puerto Rico.

Attributes: The Port of Ponce (Ponce) is the second largest port in Puerto Rico after the Port of San Juan. Due to Puerto Rico's geography, the only viable transportation to the island is through the waterways. The island's existence is based on the freight entering and leaving the island. The Marine Highway Project will be designating the existing service transporting cargo, and the program will support its plans to expand the service by increasing freight transportation between three non-contiguous routes.

PORT OF RARITAN TERMINAL FACILITY

APPLICANT: NEW JERSEY DEPARTMENT OF TRANSPORTATION

Marine Highway Route: M-95

Designated: 2021

Project Snapshot: This service will run from Port Raritan located in New Jersey to various locations in New York City. It is seeking to accommodate Ro-Ro barges for wheeled containers and dry vans, ferries for trucks with drivers, Lo-Lo barges for offshore wind-energy turbine components, and diverse unitized cargo types with on-site open/covered storage and trans-loading.

Attributes: The designation will mitigate landside congestion by eliminating more than 230,000 truck vehicle miles of travel per year and facilitate marine highway transportation on the designated M-95 route to New York City. It will support the growth of regional industries by providing more reliable, lower-cost transportation options, along with vitally needed capacity for New Jersey's planned and future wind energy development initiatives.

SEATTLE-BAINBRIDGE ISLAND FERRY SERVICE

APPLICANT: WASHINGTON STATE FERRIES - WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

Marine Highway Route: M-5

Designated: 2019

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

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

SOUTH CAROLINA PORTS AUTHORITY CONTAINER ON BARGE SERVICE

APPLICANT: SOUTH CAROLINA PORT AUTHORITY

Marine Highway Route: M-95

Designated: 2018

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

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

SPURRING ECONOMIC ADVANTAGES WITH LOGISTICAL INVESTMENTS FOR NEW CONNECTIVITY (SEA LINC) PROJECT

APPLICANT: OXNARD HARBOR DISTRICT – THE PORT OF HUENEME

Marine Highway Route: M-5

Designated: 2020

Project Snapshot: The service proposes connectivity between U.S. Seaports along Marine Highway M-5, to shift cargo from the Interstate Highway System to ocean-going vessels. This Project connects SeaTac Marine (Fox Avenue Terminal in Seattle, WA) to the Port of Hueneme, and it would create stops at the Port of San Diego, Port of Los Angeles, Port of Long Beach, and the Port of Coos Bay, developing additional commercial value propositions. SeaTac Marine Services/Seay Corporation will serve as the barge operator and transporter of finished lumber building materials to Southern California markets.

Attributes: The SEA LINC Project aligns port assets and marine service providers with MARAD's AMH Program objective to reduce landside congestion and increase the use of domestic marine transportation by supporting the development of transportation options for shippers. This service will utilize an 11,000-ton barge that will remove, primarily on the I-5, 200 truck trips with every journey and 2,400 truck miles per round trip.

TRANS-HUDSON FREIGHT CONNECTOR PROJECT

APPLICANT: PORT AUTHORITY OF NEW YORK AND NEW JERSEY

Marine Highway Route: M-95

Designated: 2010

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

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

VIRGIN ISLANDS FREIGHT EXPANSION

APPLICANT: VIRGIN ISLANDS PORT AUTHORITY

Marine Highway Route(s): M-V1, M-95 and M-2

Designated: 2020

Project Snapshot: Just about everything used or consumed by the U.S. Virgin Islands, including food, clothing, machinery, mail, furniture, vehicles, building supplies, and medical equipment, enters the islands via the ports. The Port Authority touches the lives of every single resident and visitor in the U.S. Virgin Islands. The project designation will enhance both inbound and outbound cargo.

Attributes: Ships currently carry containerized cargo from ports located on Marine Highways M-95 (Florida) and M-2 (Puerto Rico) to the M-V1 (U.S. Virgin Islands). The service is proposing to expand freight transportation between these three non-contiguous routes.

WALLOPS ISLAND M-95 INTERMODAL BARGE SYSTEM

APPLICANT: VIRGINIA COMMERCIAL SPACE FLIGHT AUTHORITY

Marine Highway Route: M-95

Designated: 2019

Project Snapshot: Situated along America’s Marine Highway Route M-95, Virginia Space’s Mid-Atlantic Regional Spaceport (MARS) is located at NASA’s Wallops Flight Facility on the Eastern Shore of Virginia. It functions as a unique location offering many different strategic purposes for various government agencies and departments. The designation will enhance the capabilities to provide for intermodal research opportunities and opportunities to continue workforce development in technical jobs; move transportation of oversized and hazardous cargo to waterways from rail and road; support various interagency intermodal infrastructure’s needs and enable classified advancements that improve interoperability, redundancy, and research in our nation’s transportation system; reduce the need for large-scale infrastructure enhancements contracts for the launching and recovery of reusable spacecraft (XS-1 Spaceplane).

Attributes: This project will support the transportation of rocket parts through the Marine Highways to the existing site capabilities at Wallops Island, VA, enhance STEM research opportunities, protect the local communities, and spur high-tech/high-paying jobs in a predominately rural area.