

# Marine Highway 70 / 29

A scenic view of a river, likely the Ohio River, with a city skyline in the background. A prominent yellow bridge spans the river, and a tall skyscraper is visible on the left. The sky is clear and blue. The water is blue with gentle ripples. On the right bank, there are green trees and a piece of rusted metal protruding from the water.

TIGER VI  
RURAL PLANNING GRANT APPLICANT  
APRIL 2014

## An “Inland Marine Highway” for Freight Transportation

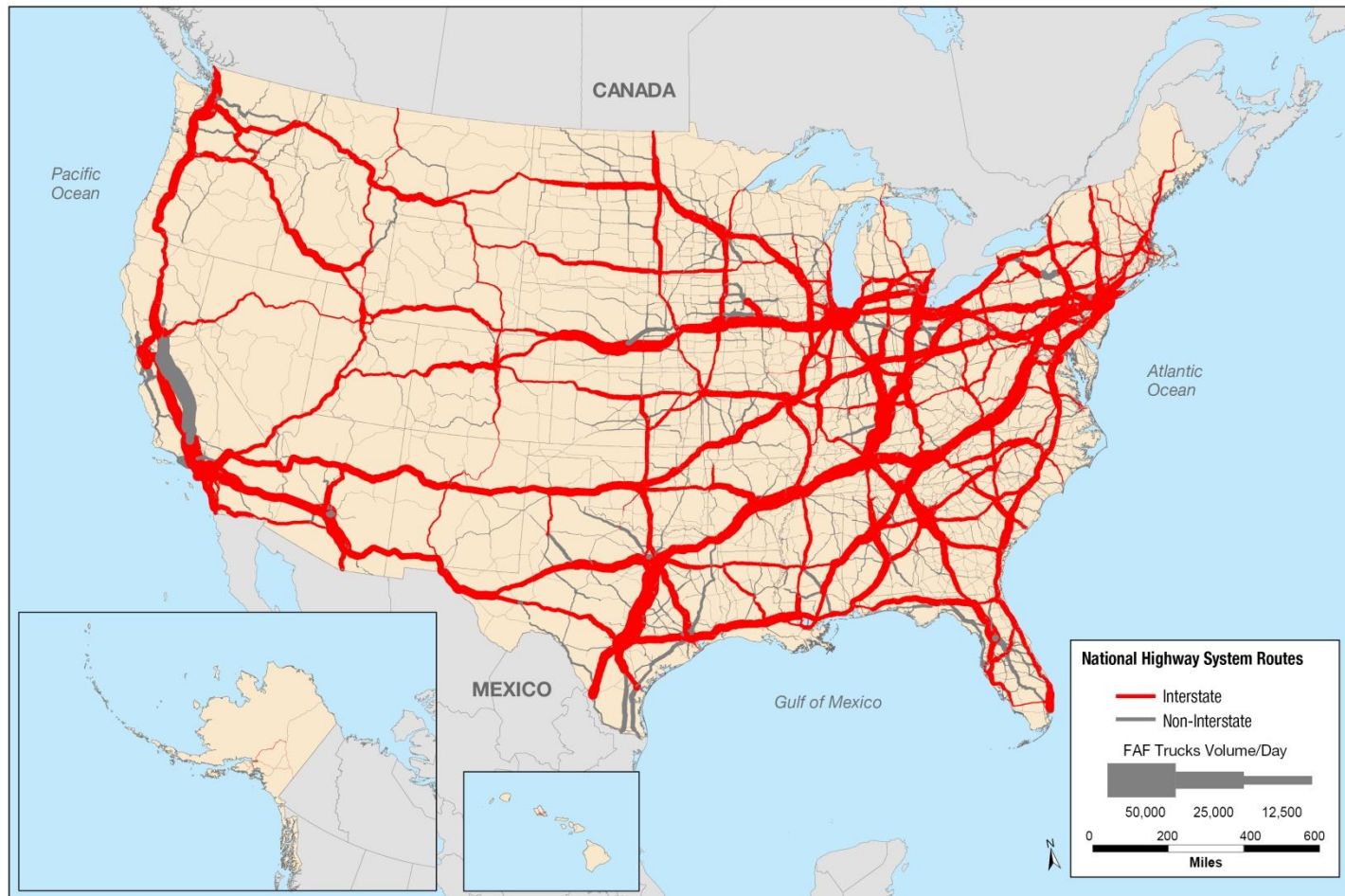


### Inland Marine Highway

- 12,000 miles of commercially navigable channels
- 240 lock sites
- 38 States

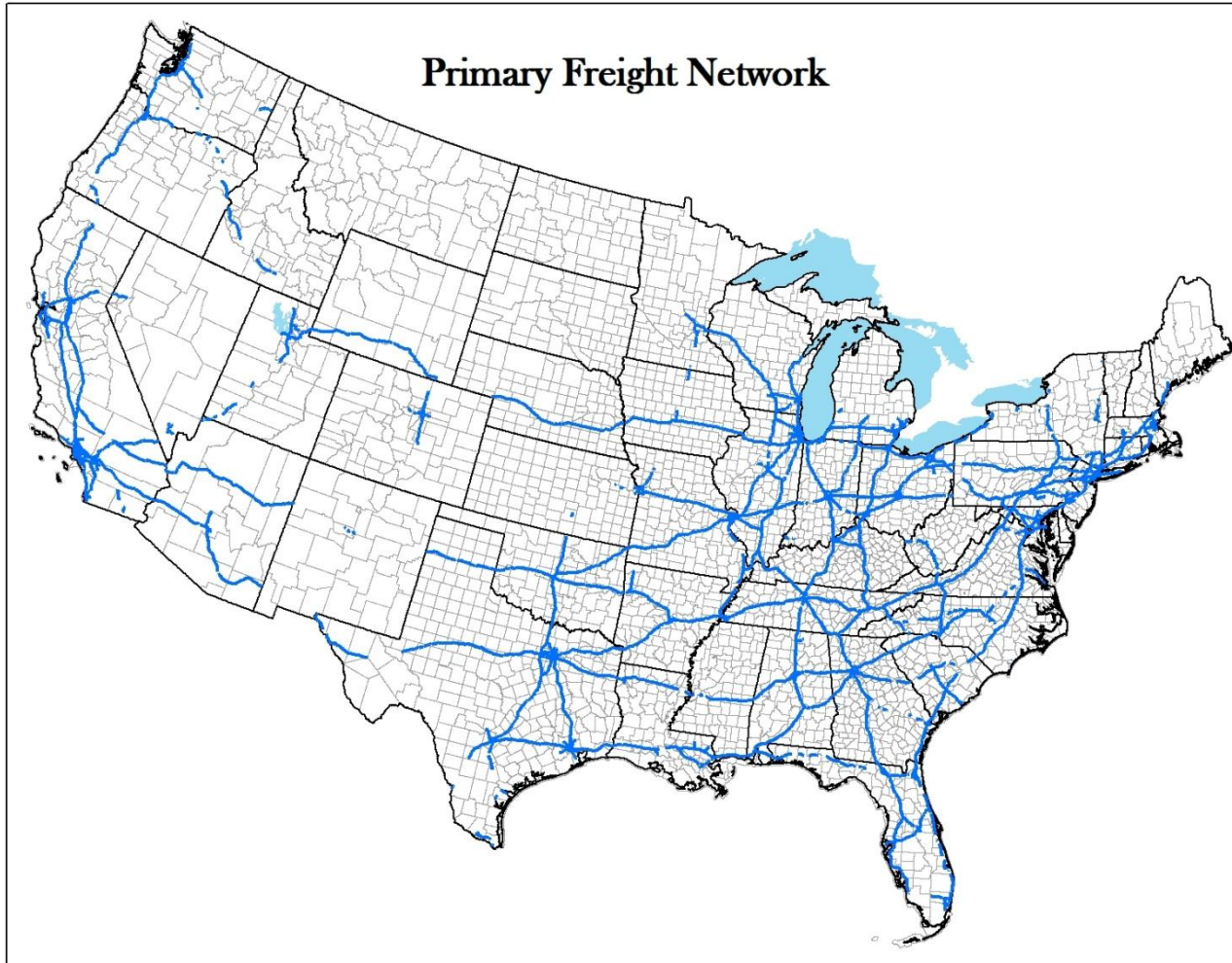
# US Interstate System (future)

Average Daily Long-Haul Traffic on the NHS: 2040



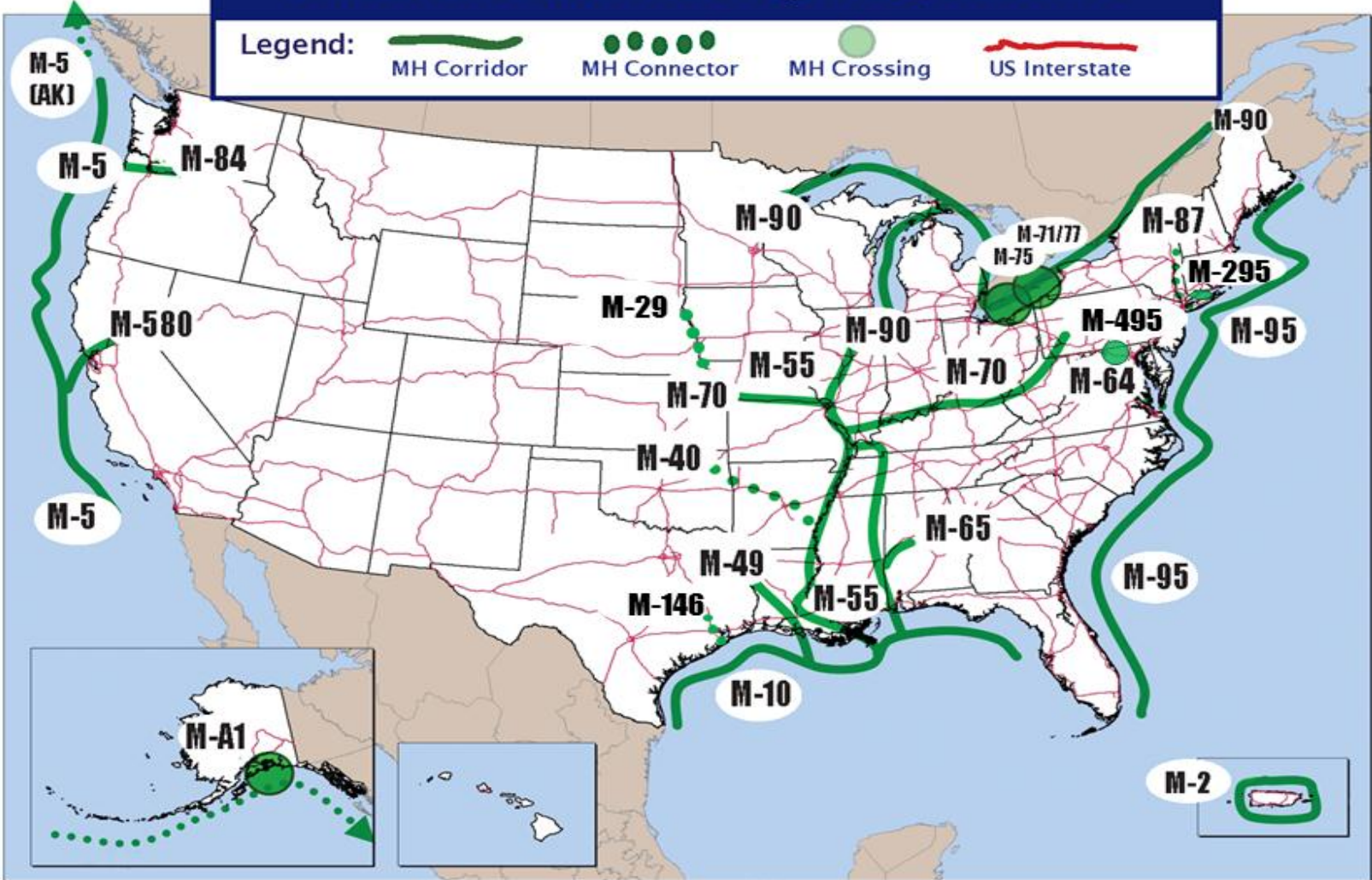
**Notes:** Long-haul freight trucks typically serve locations at least 50 miles apart, excluding trucks that are used in movements by multiple modes and mail. NHS mileage as of 2011, prior to MAP-21 system expansion.  
**Source:** U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, *Freight Analysis Framework*, version 3.4, 2013.

# Primary Freight Network (Proposed)



# America's Marine Highway Routes

Legend:  MH Corridor  MH Connector  MH Crossing  US Interstate



Disclaimer: This map is not a navigation tool. This is a representation to the approximate locations.

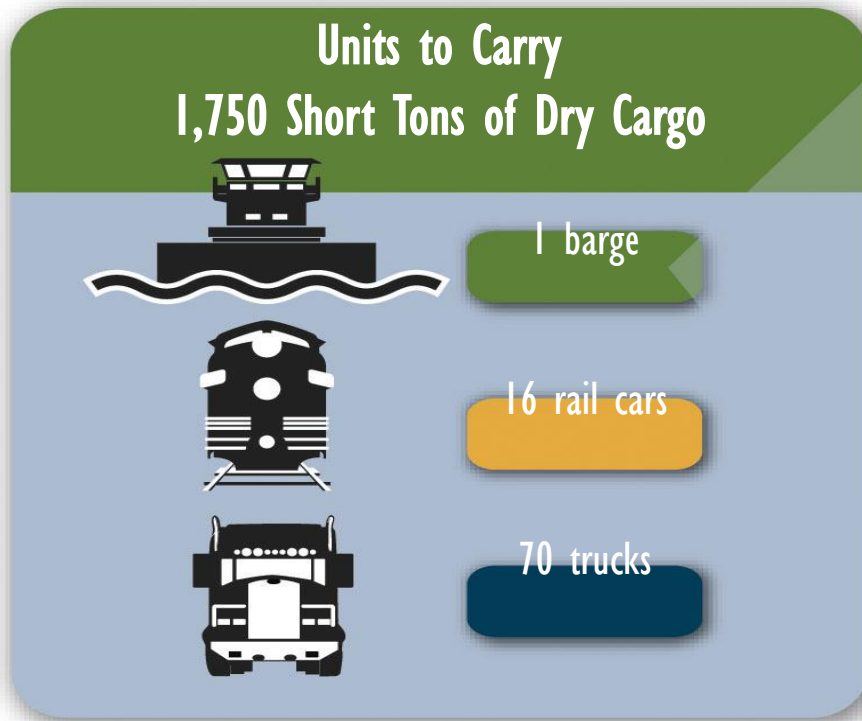
# River Economics



Each year, 624 million tons of waterborne cargo transit the inland waterways.

- This equals 14% of all intercity freight, valued at nearly **\$70 billion**.

# Easing Rail and Highway Congestion in Our Communities



One loaded covered hopper barge carries 58,333 bushels of wheat, enough to make almost 2.5 million loaves of bread.

# Easing Rail and Highway Congestion in Our Communities



A loaded tank barge carries 27,500 barrels of gasoline, enough to keep about 2,500 automobiles running for an entire year.

Units to Carry  
27,500 Barrels of Liquid Cargo

1 barge



46 rail cars



144 trucks



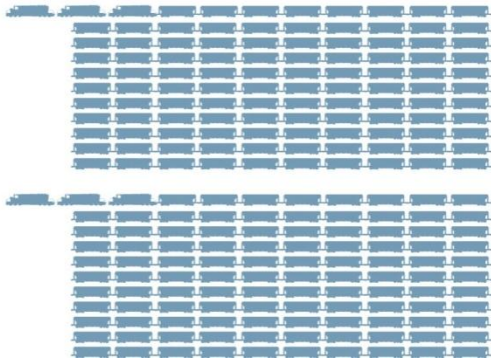


# One 15-Barge Tow Equals 216 Rail Cars or 1,050 Trucks

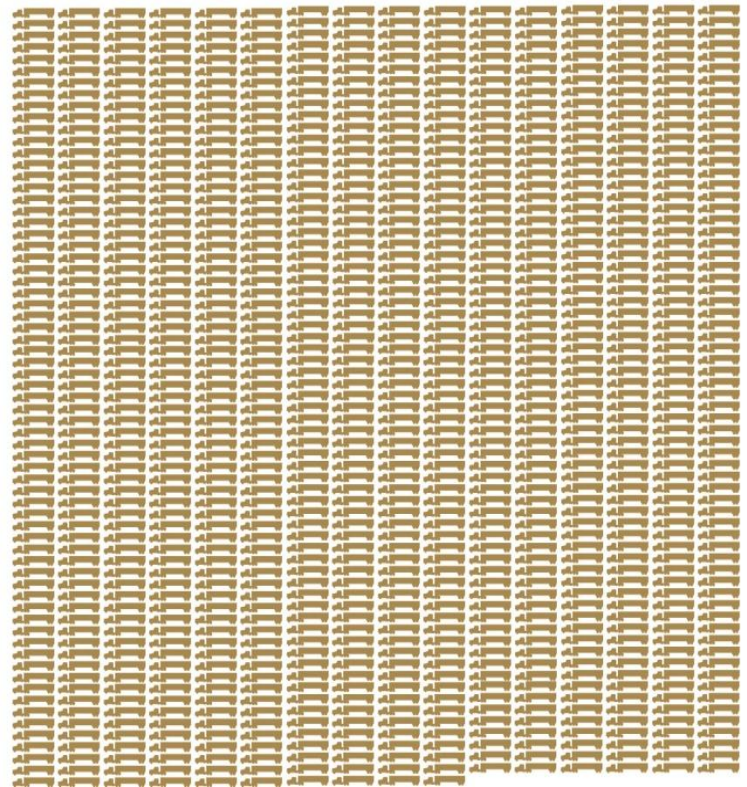
One 15-Barge Tow



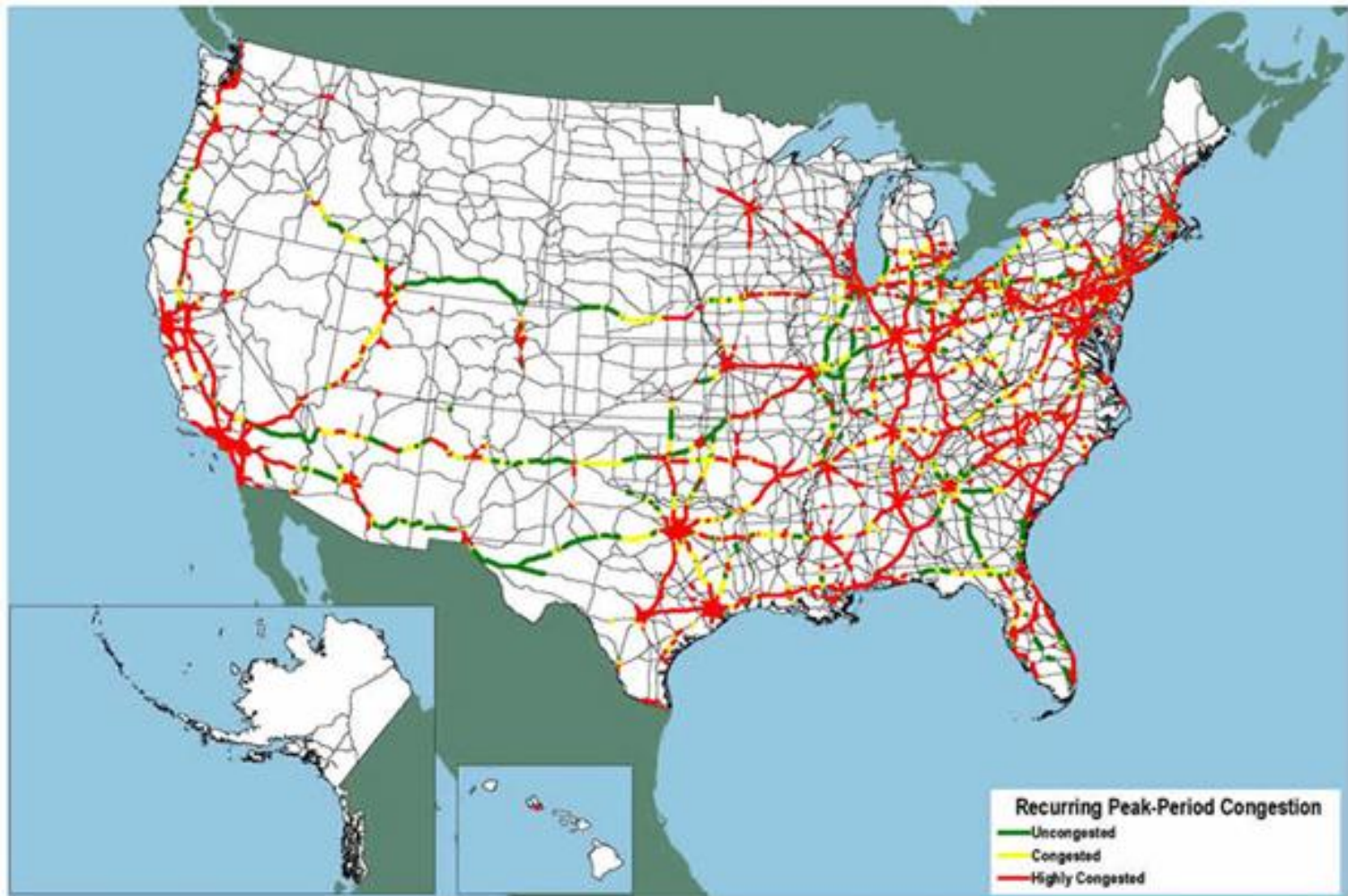
216 Rail Cars + 6 Locomotives



1,050 Large Semi Tractor-Trailers



# Easing Highway Congestion on our Interstates



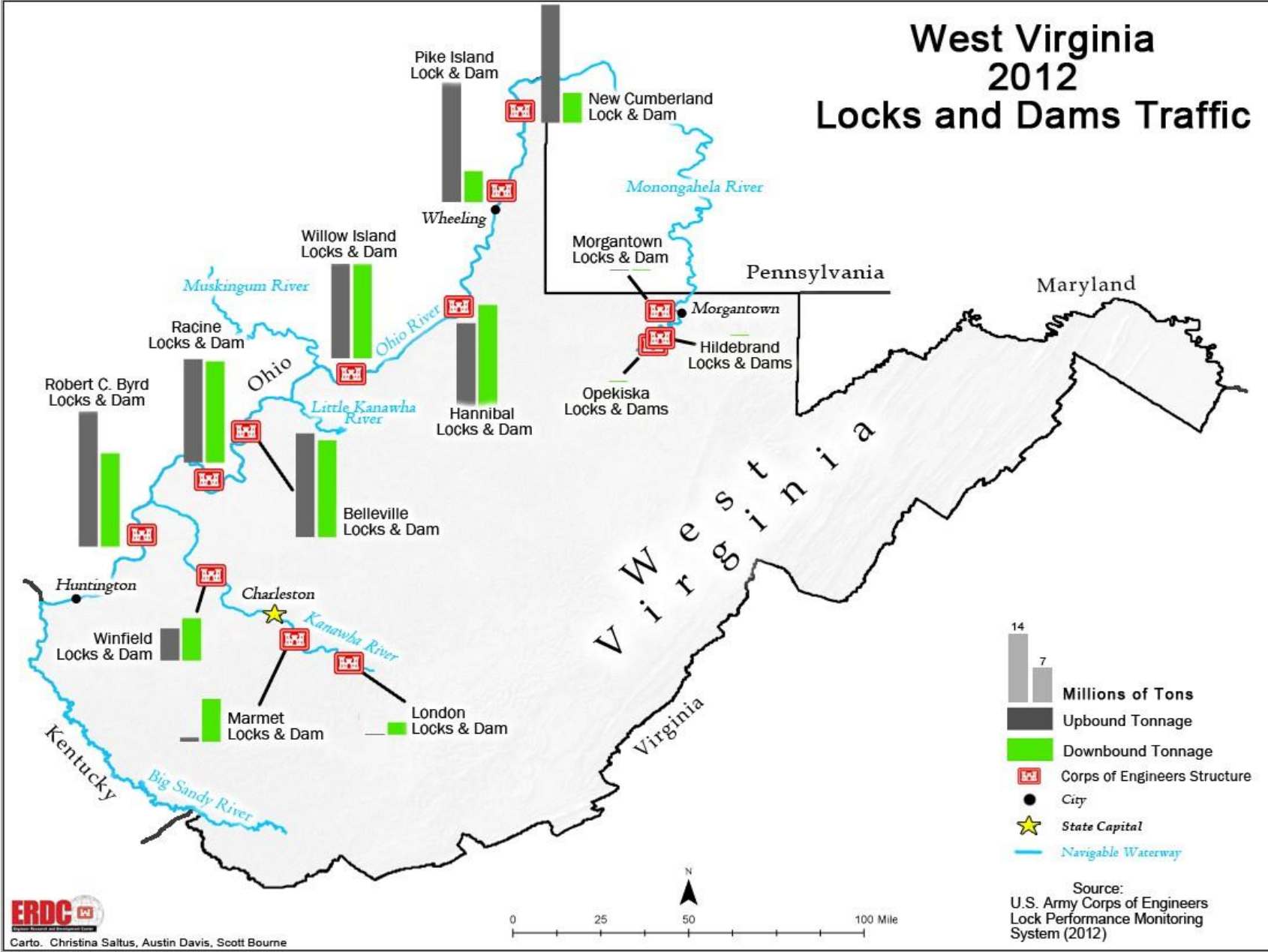
# INTER-STATE Cooperation the key

## *Marine Highway 70 Working Group*

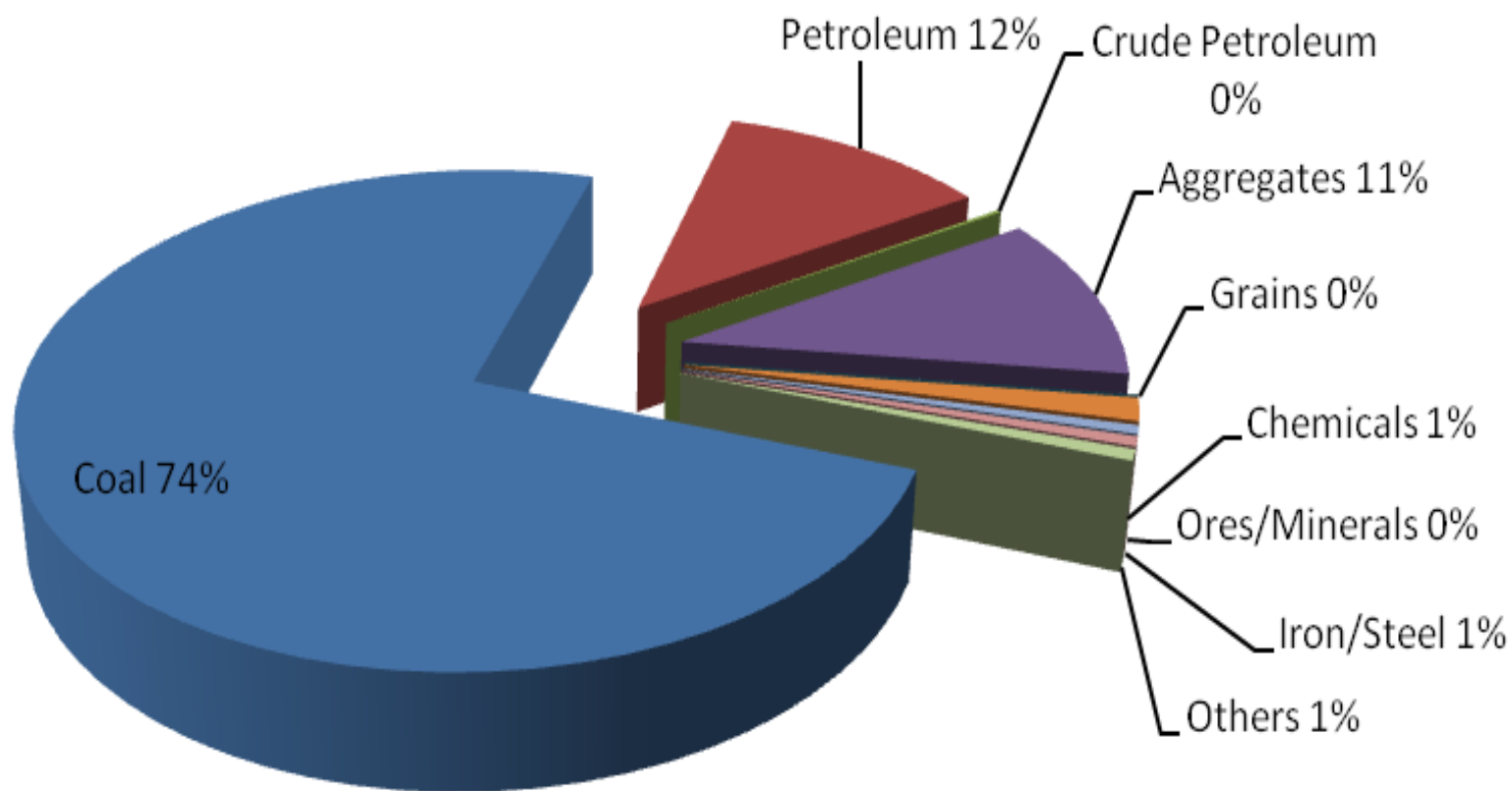
### *Five working group coalition*

- *(1) Market Analysis (looking at and mapping out freight flows and manufacturing distribution centers along the M-70)*
- *(2) Infrastructure (identifying infrastructure gaps needed to support reliable scheduled service)*
- *(3) Operations (identifying transit times, optimal schedules, and point to point pricing structures)*
- *(4) Communications (mapping communication coverage gaps along the M-70/M-29)*
- *(5) Various aspects of fuel/energy transportation (both existing and emerging resources)*

# West Virginia 2012 Locks and Dams Traffic



## West Virginia 2012 River Traffic



Source: Waterborne Commerce Statistics

(Tons in Thousands)

Are the Waterways

Half Full Or Half Empty?



# ***Challenges and Opportunities Going Forward***

Challenges include

- An aging Inland Waterways infrastructure
  - System of Locks and Dams at end of design life
- Workforce availability questions
- Uncertainty about future potential

# *Challenges and Opportunities Going Forward*

## **Container on Barge**



## **New Commodity Groups**





# Marine Highway 70/29 Consortium

- TIGER VI Application submitted April 2014
- Rural Planning Grant
- TIGER VI
  - \$600 million available
  - \$9.5 billion requested (15:1)
  - 797 Applications
- Unsuccessful – this time

# Marine Highway 70/29 Plan: Inventory Phases

- **Phase 1:** identification of existing beneficial users located within the M70/M29 market region via a **web-based geospatial analysis tool**.
- **Phase 2:** **interviews with beneficial users.**

# Marine Highway 70/29 Plan: Assessment Phases

- **Phase 3:** economic viability and environmental benefit analysis of the next generation inland navigation vessel/trip analysis
- **Phase 4:** analysis of gaps in intermodal inland navigation port infrastructure within the project region.

# Marine Highway 70/29 Plan: Positioning Phases

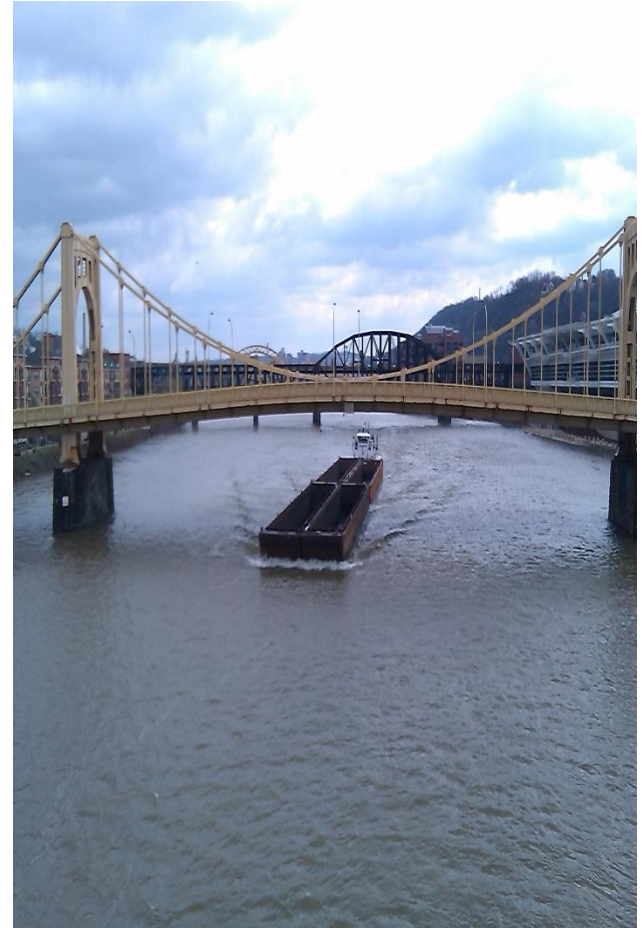
- **Phase 5** will be a **workforce development gap analysis** of both the waterborne and landside gaps in maritime employment targeting displaced manufacturing workers and returning veterans.

# Regional Value



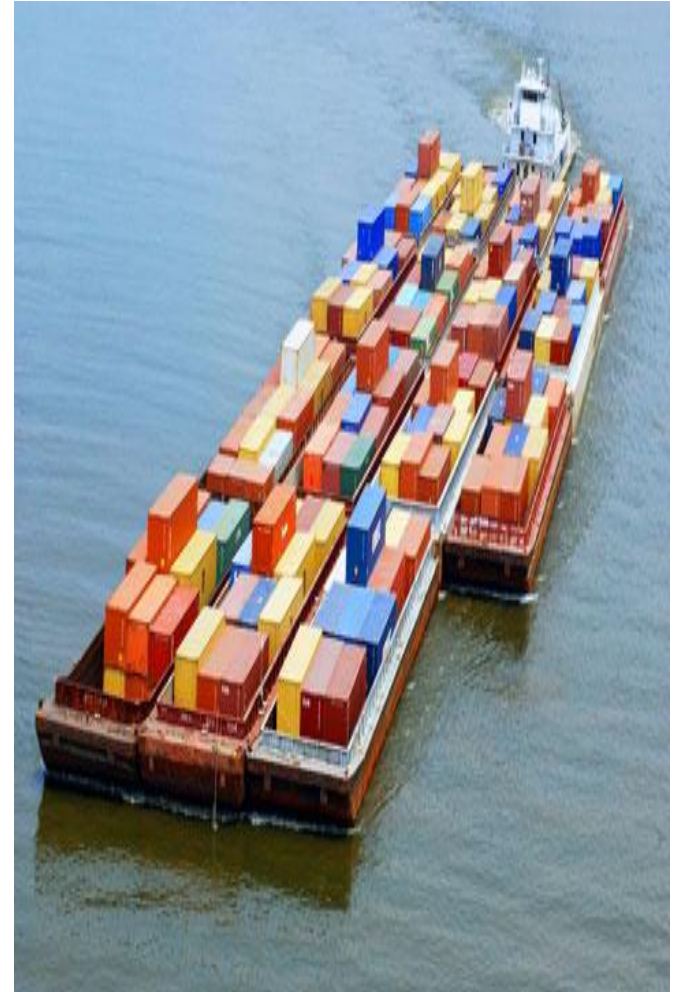
# Reasons for Continued Optimism

- 10 State Consortium
- Maximize value of existing system
- Prepare for future growth
- Broad base of support



# Reasons for Optimism

- Growing Demand for Goods Movement Options
- Panama Canal/Gulf Coast potential boom
- Congestion on Hwy/Rail network
- Cost/Environmental/Safety benefits of water transportation



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