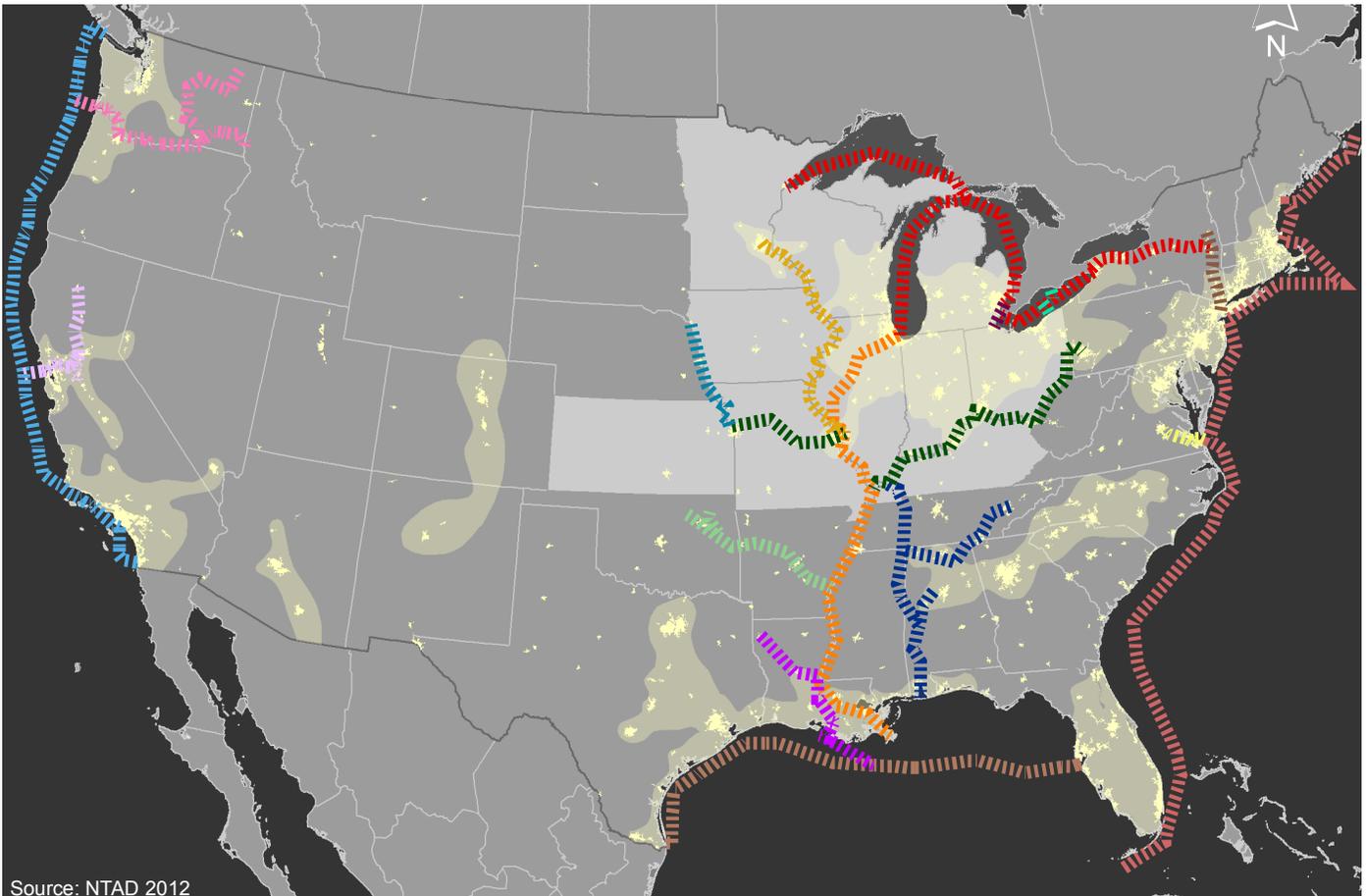


# MID-AMERICA

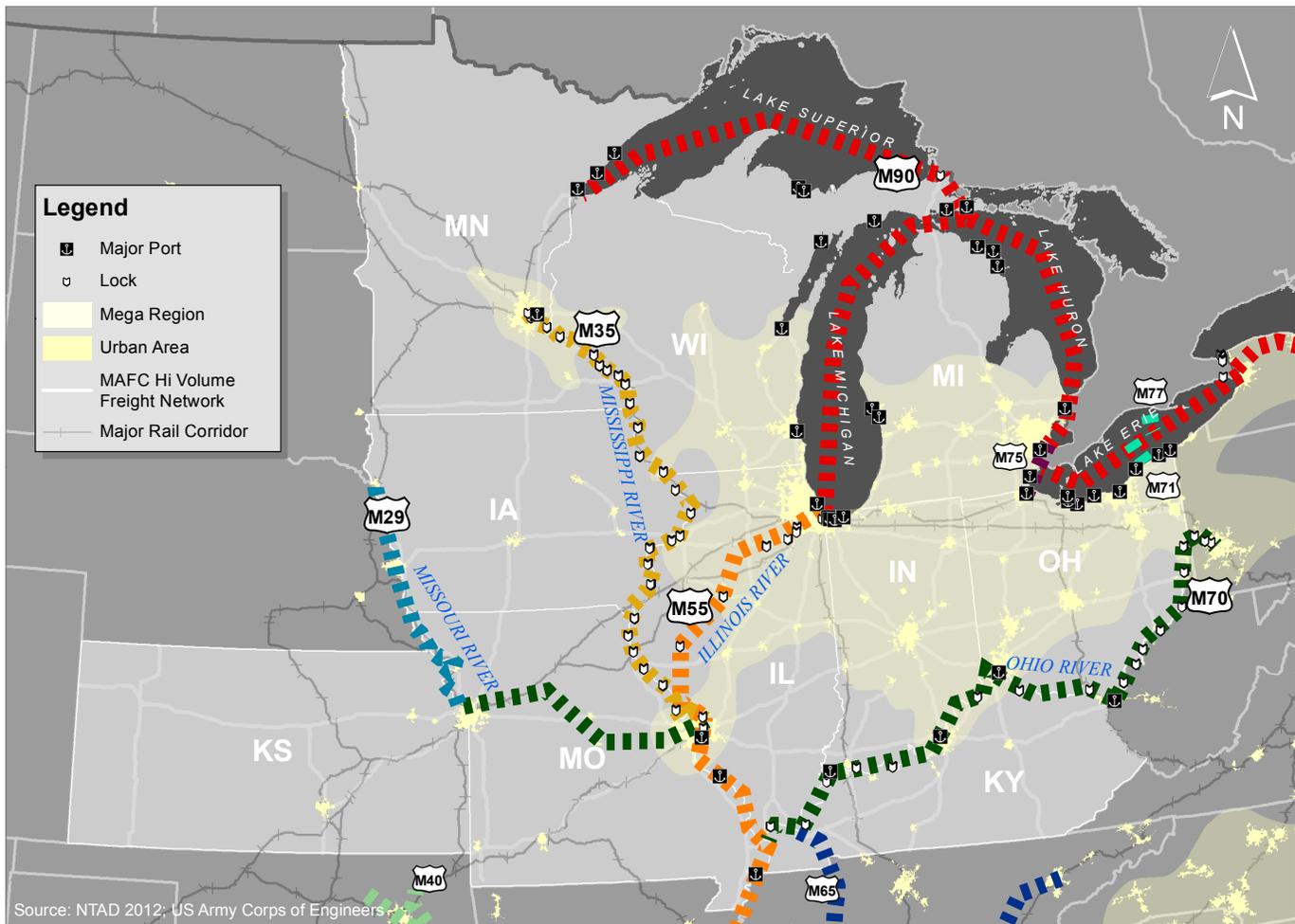


## FREIGHT COALITION

### Marine Highways and Marine Freight Development in the MAFC



# MAFC Marine Highways



State DOTs and their planning partners in the public and private sector are taking steps to better understand, advocate for, and integrate maritime freight into their state and regional transportation and economic development systems. This MAFC marine development working session provides a scan of current marine development efforts and state marine activities in the MAFC region. This session also provides case examples of three important components of these marine development efforts: multi-agency collaboration, market research and market development, and integration of marine economic development and transportation planning and development.

After concluding the presentations, a focused working session is planned to address institutionalizing maritime freight in agency planning and programs, advancing market share for the waterways, and in general advancing maritime freight efforts across our region. The presentations and following discussions will be added to the final version of this document to provide a summary of current activities and identification of strategies and approaches that MAFC partners can take to create the freight transportation systems needed to advance our economy and communities.

The final version of this document will be published at [midamericafreight.org/events/2014-annual-meeting](http://midamericafreight.org/events/2014-annual-meeting).

## Mid-America Freight Coalition

The Mid-America Freight Coalition (MAFC) is a regional organization that cooperates in the planning, operation, preservation, and improvement of transportation infrastructure in the Midwest. The ten states of the AASHTO Mid-America Association of State Transportation Officials (MAASTO) share key interstate corridors, inland waterways, and the Great Lakes. The MAFC is funded by the National Center for Freight & Infrastructure Research & Education and the DOTs of the ten member states.

# M35—WATERWAY OF THE SAINTS

## OVERVIEW

**Length:** ~636 miles.

**Route:** Minneapolis, MN (Lock #1) to St. Louis, MO (between locks #25 & #26, near Grafton, Illinois).

**Major ports:** Minneapolis, St. Louis.

**Major cities/markets:** Minneapolis, La Crosse, Dubuque, Quad Cities, St. Louis.

## QUESTIONS AND ANSWERS

*Description of current waterway/port infrastructure projects and any previous TIGER awards for waterway/port infrastructure projects for this marine highway?*

The Iowa DOT is in the process of submitting a TIGER Planning Grant proposal (due April 25, 2014). Led by a consultant and supported by five states, the planning study will include significant outreach to the Army Corps of Engineers, economic development groups, river transportation providers and shippers, and agencies responsible for transportation planning at the local and regional levels. Goals of the study will be to assess the current state of river navigation, evaluate ways to increase the efficiency and reliability of the lock and dam system, and evaluate opportunities to increase utilization of the Upper Mississippi River.

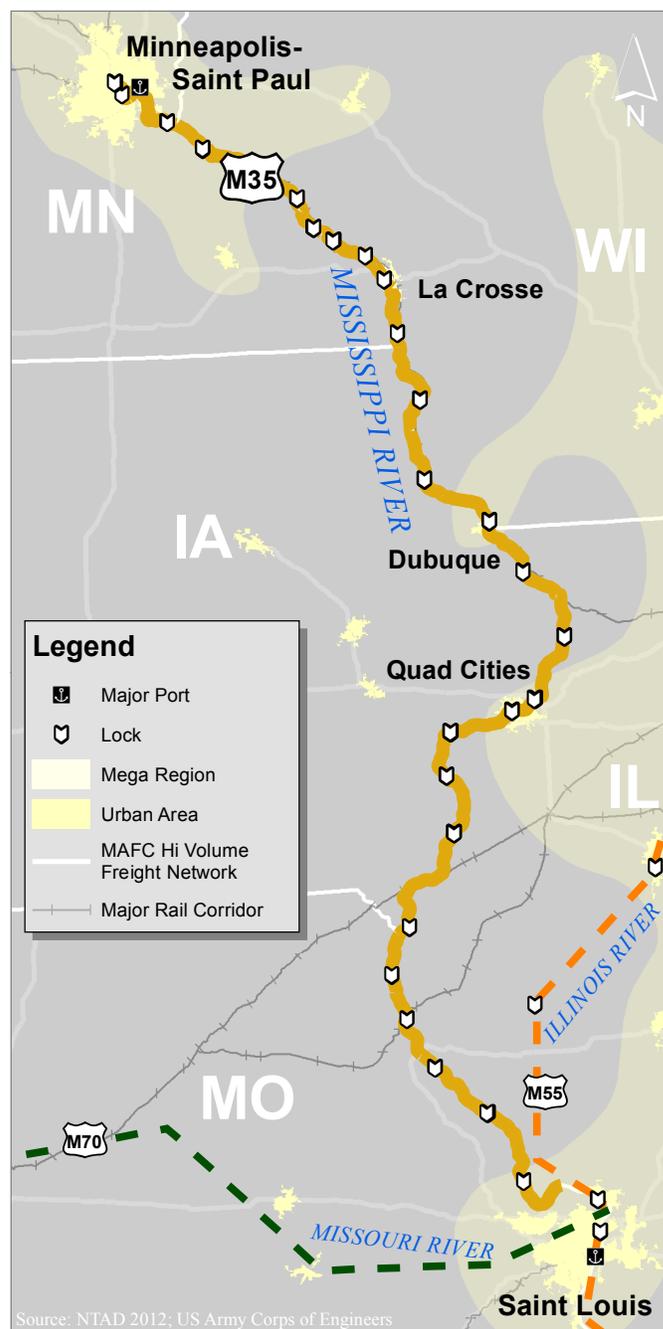
*Any users currently shipping containers, roll-on/roll-off equipment, OSOW, or project cargo? What cargos appear to be appropriate for continuation or RORO on this corridors? Are volume estimates available?*

No known users.

## DESCRIPTION OF OPERATIONAL ISSUES

**Seasonality:** Dependent on weather and ice. The 40 year average length of the navigation season in St. Paul is 255 days with the first tow arriving in mid to late March and the last leaving at the end of November.

**Infrastructure:** 25 locks total at an average age of 72 years: three locks are 30+ years past the design lives; 21 locks are between 20 and 30 years past the design lives, and one lock over its design life by around 10 years. Barges are restricted by the 600' length of the lock chambers requiring barge tows exceeding 600' to be uncoupled, both tripling the time needed to lock and increasing accident rates.



**Operational Rating (1-10; 1 = beginning, 10 = highway operations):** 1

## DOCUMENTS SPECIFIC TO M35

**Waterway Brochure:** [http://www.iowadot.gov/systems\\_planning/pdf/WaterwayBrochure.pdf](http://www.iowadot.gov/systems_planning/pdf/WaterwayBrochure.pdf)

## PEOPLE AND AGENCIES

M35	Agency	Name	Email Address	Telephone Number
<b>Sponsors</b>	Illinois Department of Transportation	Kevin Schoeben	kevin.schoeben@illinois.gov	217-557-5434
<b>Supporters</b>	Iowa Department of Transportation	Garrett Pedersen	garrett.pedersen@dot.iowa.gov	515-239-1520
	Minnesota Department of Transportation	Patrick Phenow	Patrick.phenow@state.mn.us	651-366-3672
	Missouri Department of Transportation	Cheryl Ball	Cheryl.ball@modot.mo.gov	573-526-5578
	Wisconsin Department of Transportation	Sheri Walz	shariA.walz@dot.wi.gov	608-267-9319



# M55—ILLINOIS & MISSISSIPPI RIVERS

## OVERVIEW

**Length:** ~1,400+ miles.

**Route:** Lake Michigan at Chicago, Illinois to New Orleans, Louisiana.

**Major ports:** Chicago, St. Louis, SE MO Port, Elvis Stahr Harbor, Memphis, Vicksburg, Baton Rouge, South Louisiana, New Orleans, Plaquemines.

**Major cities/markets:** Chicago, Peoria, St. Louis, Memphis, Baton Rouge, New Orleans.

## QUESTIONS AND ANSWERS

*Description of current waterway/port infrastructure projects and any previous TIGER awards for waterway/port infrastructure projects on this marine highway?*

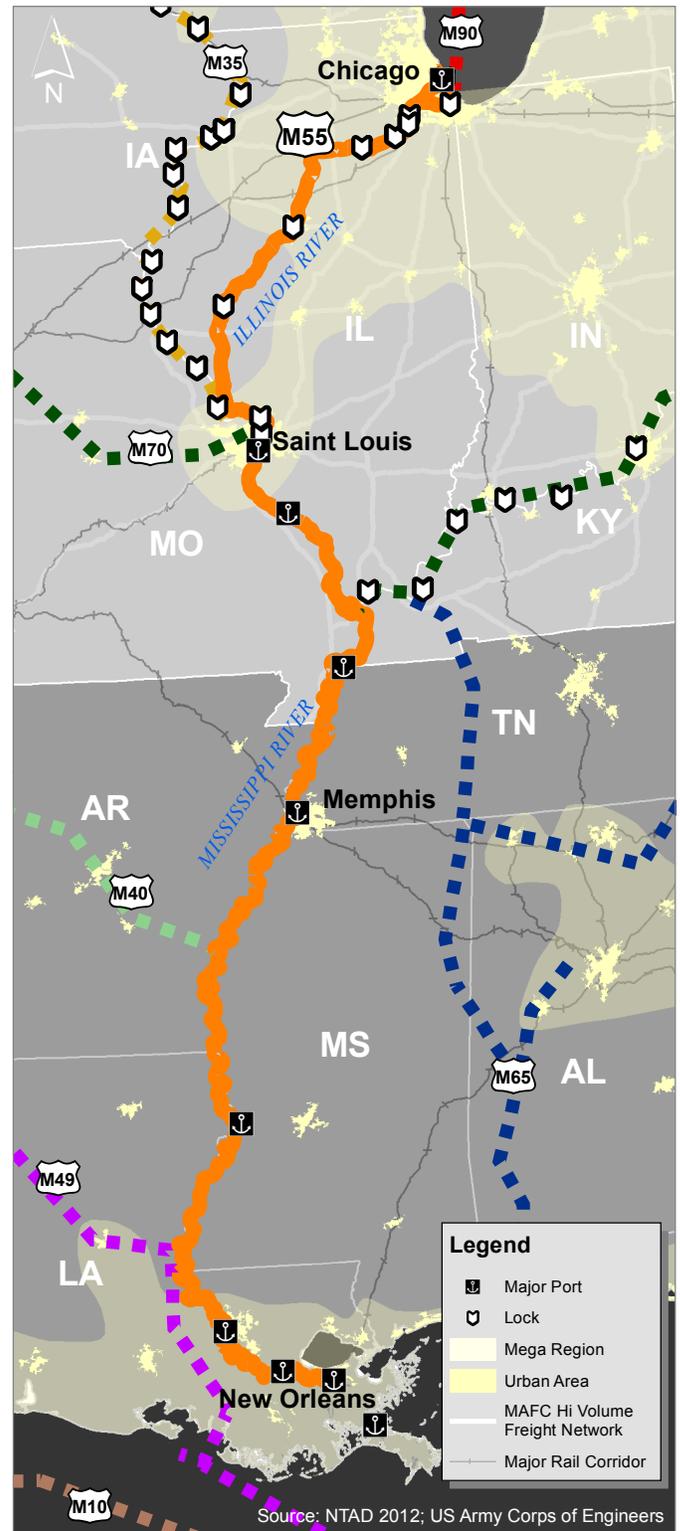
### **The Southwestern Illinois Intermodal Freight Transportation Hub**

Applicant: Tri-City Port District  
TIGER Round: TIGER 2009  
Urban/Rural: Urban  
TIGER Award: \$6,000,000  
Modal Administration: MARAD  
Project Type: Rail

**Project Description:** This involves the construction of a public harbor on the Mississippi River which will be used for barge loading and unloading. The primary products to be moved are liquid and dry bulk products which will interface with associated rail and truck connections. The project will allow the Tri-City Regional Port District to expand barge, rail and truck transportation systems in the region and allow shippers, including Midwest agricultural shippers, to move goods down the Mississippi River from Illinois to the Gulf of Mexico without the use of a lock. This expands the export trade for U.S. agricultural products by enhancing the movement of agricultural products down the Mississippi River, provides substantial efficiencies and better service for Midwest shippers by combining barge, rail and truck facilities at one location and creates the northernmost ice-free port on the Mississippi River south of the U.S. system of river locks.

### **Northwest Tennessee Port (Lake County)**

Applicant: Tennessee DOT  
TIGER Round: TIGER 2010  
Urban/Rural: Rural  
TIGER Award: \$13,000,000  
Modal Administration: MARAD  
Project Type: Port



*Project Description:* Tiger II dollars will be used to build a port and harbor facility on the Mississippi River, at Cates Landing in Tennessee. Dock facilities will be constructed and additional, necessary, on-site improvements will be made to create a connection between barge traffic at the port and truck freight movement. The port will be the deepest between Baton Rouge and St. Louis. The project is near multiple interstates and will be constructed following the guidelines of Clean Ports USA. This supports economic development in one of the poorest areas of the country, with over 37 percent of residents living beneath the poverty line.

**Port of New Orleans Rail Yard Improvements**

Applicant: Board of Commissioners of the Port of New Orleans  
 TIGER Round: TIGER 2011  
 Urban/Rural:Urban  
 TIGER Award: \$16,738,246  
 Modal Administration: MARAD  
 Project Type: Port

*Project Description:* The Port of New Orleans will renovate a specialized rail yard at the Louisiana Avenue terminal along the Mississippi River. The project has two components: (1) construction of a new 12-acre freight rail intermodal terminal, and (2) resurfacing and fortifying a 4-acre storage yard that is used for ultra-heavy project cargoes. The objective of the project is to reduce congestion, facilitate the movement of marine and rail cargo, stimulate international commerce, and maintain this small but essential port asset in a state of good repair.

*Any users currently shipping containers, roll-on/roll-off equipment, OSOW, or project cargo? What cargos appear to be appropriate for continuation or RORO on this corridor? Are volume estimates available?*

No known users.

**DESCRIPTION OF OPERATIONAL ISSUES**

**Seasonality:** The Illinois River will close to traffic when ice becomes an issue.

**Infrastructure:** 10 locks total: 8 on the Illinois River and 2 on the Upper Mississippi. All lock and dams on the Illinois and Mississippi Rivers, besides the Melvin Price, have exceeded their design life of 50 years, and are in dire need of repair and modernization. Barges are restricted by 110’x600’ lock chambers requiring barge tows exceeding 600’ to be uncoupled- both tripling the time needed to lock and increasing accident rates. Immediate – O’Brien, LaGrange, Lock 27. The presence of Asian Carp, or threat, is also of concern to traversing the locks.

**Operational Rating (1-10; 1 = beginning, 10 = highway operations):** 1

**DOCUMENTS SPECIFIC TO M55**

**M55 Marine Highway Initiative:** <http://www.modot.org/othertransportation/freight/documents/M-55MarineHighwayInitiativeStudy-FinalReport11June2013.pdf>

**PEOPLE AND AGENCIES**

M55	Agency	Name	Email Address	Telephone Number
<b>Sponsors</b>	Missouri Department of Transportation	Cheryl Ball	Cheryl.Ball@modot.mo.gov	573-526-5578
	Illinois Department of Transportation	Kevin Schoeben	kevin.schoeben@illinois.gov	217-557-5434
<b>Supporters</b>	Southeast Missouri Regional Port Authority		semoport@semoport.com	573-264-4045
	Ohio Department of Transportation	Mark Locker	Mark.Locker@dot.state.oh.us	614-466-2347

# M70 & M29—OHIO, MISSISSIPPI, AND MISSOURI RIVERS



## OVERVIEW

**Length:** ~1,541 miles (M70); ~366 miles (M29).

**Route:** Pittsburgh, PA to Port of Kansas City, MO (M70); Port of Kansas City, MO to Sioux City, IA (M29).

**Major ports:** Port of Pittsburgh, Port of Huntington-Tri State, Port of Cincinnati, Port of Louisville, Port of Mount Vernon, Port of SE Missouri, Port of St. Louis, Port of Kansas City.

**Major cities/markets:** Pittsburgh, Cincinnati, Louisville, St. Louis, Kansas City.

## QUESTIONS AND ANSWERS

*Description of current waterway/port infrastructure projects and any previous TIGER awards for waterway/port infrastructure projects for this marine highway?*

A TIGER VI Planning Grant is under development for the M70-M29 Marine Highway Corridor. Marshall University, the University of Kentucky Transportation Center, and the Port of Kansas City are sponsoring the Rural Planning Corridor Grant application. The planning grant is broken down into five phases:

1. The identification of beneficial users within the market area of the M70 corridor.
2. In person interviews to identify barriers to market entry for containerized vessels.
3. An economic viability and environmental sustainability study of Next Generation Innovative River Vessels versus current container on barge services.
4. An infrastructure outlook/inventory/needs assessment.
5. A workforce development component.

If awarded, there is a good chance the five working groups from the M70 Marine Highway Pilot Project (Market Analysis, Infrastructure, Operations and Service, Communication, and Energy) will serve on the advisory groups. The goal of the M70 Marine Highway Pilot Project is to get a viable demonstrative project going.

*Any users currently shipping containers, roll-on/roll-off equipment, OSOW, or project cargo? What cargos appear to be appropriate for continuation or RORO on this corridor? Are volume estimates available?*

No known users.

## DESCRIPTION OF OPERATIONAL ISSUES

**Seasonality:** The Ohio River’s navigational season is, for the most part, a 365 day a year operation. Some seasons however, like the previous winter, will cause the navigation to halt because of ice.

The nominal/typical navigation season, controlled by the US Army Corps of Engineers, within the Missouri River lasts 8 months commencing in St. Louis on April 1st, and closing December 1st. The navigation season for Kansas City is three days later on both ends. Overall, the season can be extended under favorable conditions. Navigation flow targets, measured in cubic feet per second, are set at 41k for full service and 35k for minimum service. 31 million acre feet in the six Upper Missouri reservoirs are needed on March 1st to feasibly have a navigation season. Shipping on the Missouri River requires a minimum depth of 8 feet.

**Infrastructure:** A total of 22 locks span the length of the M70 Marine Highway, with one lock located on the Mississippi River’s portion of the highway, and 21 locks located on the Ohio. The three locks in Pennsylvania restrict barge tows to 600’ in length, while the rest of the locks on the highway allow for barge tows up to 1,200’ in length. The Missouri River does not have a lock system but instead relies on flow management through a series of six main-stem dams.

**Operational Rating (1-10; 1 = beginning, 10 = highway operations): 2**

## DOCUMENTS SPECIFIC TO M70 AND M29

**Olmstead Cost Update:** [http://www.usace.army.mil/Portals/2/docs/civilworks/Project%20Planning/peer/OlmstedCostUpdate\\_IEPR.pdf](http://www.usace.army.mil/Portals/2/docs/civilworks/Project%20Planning/peer/OlmstedCostUpdate_IEPR.pdf)

## PEOPLE AND AGENCIES

M70	Agency	Name	Email Address	Telephone Number
<b>Sponsor</b>	Ohio Department of Transportation	Mark Locker	Mark.Locker@dot.state.oh.us	614-466-2347
<b>Supporters</b>	Illinois Department of Transportation	Kevin Schoeben	kevin.schoeben@illinois.gov	217-557-5434
	Missouri Department of Transportation	Cheryl Ball	Cheryl.Ball@modot.mo.gov	573-526-5578
	Missouri Chamber of Commerce	Daniel Mehan	dpmehan@mochamber.com	573-634-3511
	Cape Girardeau Area MAGNET	John Mehner	jmechner@capechamber.com	573-334-5000
M29	Agency	Name	Email Address	Telephone Number
<b>Sponsors</b>	Missouri Department of Transportation	Cheryl Ball	Cheryl.Ball@modot.mo.gov	573-526-5578
	Port Authority of Kansas City	Branden Leay Criman	bcriman@kcportauthority.com	816-559-3720
<b>Supporters</b>	Kansas DOT	John Maddox	johnm@ksdot.org	785-296-3228
	Mid-America Regional Council	Daryl Fields	dfields@MARC.org	816-474-4240
	St. Joseph Area Transportation Study Organization	Andy Clements		816-271-4653
	Inland River Ports and Terminals Association	Aimee Andres	admin@irpt.net	618-877-8496

# M90—GREAT LAKES & ERIE CANAL



## OVERVIEW

**Length:** ~1,300 miles.

**Route:** Lake Superior, Lake Michigan, Lake Huron, Lake Erie, Lake Ontario, the Saint Lawrence River.

**Major ports:** Port of Duluth, MN-Superior, WI; Chicago, IL; Two Harbors, MN; Detroit, MI; Cleveland, OH; Toledo, OH; Indiana Harbor, IN; Port of Thunder Bay, Port of Hamilton, Port of Montreal, Port of Quebec.

**Major cities/markets:** Major Cities/Markets: Chicago, Milwaukee, Detroit, Toledo, Cleveland, Buffalo, Rochester, Toronto, Montreal, Quebec.

## QUESTIONS AND ANSWERS

Description of current waterway/port infrastructure projects and any previous TIGER awards for waterway/port infrastructure projects for this Marine highway?

**Port of Oswego: East Terminal Intermodal Connector**  
Applicant: Port of Oswego Authority

TIGER Round: TIGER 2013

Urban/Rural: Rural

TIGER Award: \$1,527,000

**Project Description:** TIGER funds will be used to construct a roadway embedded with heavy rail tracks, connecting the Port's main East Terminal to a six-acre secure, open-storage area to accommodate increased freight rail traffic. The roadway connector will utilize the existing right-of-way to accommodate both truck and rail traffic. The project will also add two 1,500 foot side tracks which will expand the Port's rail car storage capacity by 67 percent.

### Port of Duluth Intermodal

Applicant: Duluth Seaway Port Authority

TIGER Round: TIGER 2013

Urban/Rural: Urban

TIGER Award: \$10,000,000

**Project Description:** TIGER funds will be used to rebuild and expand a 28-acre general cargo dock at the Port of Duluth-Superior and connect the site to existing road and rail infrastructure. The project will transform

underutilized Docks C & D, currently in deficient condition, into a fully functional intermodal facility to support existing industries and the growth of new commerce throughout the Midwest. The Minnesota Department of Transportation and the Port of Duluth also will provide financial support for the project.

*Any users currently shipping containers, roll-on/roll-off equipment, OSOW, or project cargo? What cargos appear to be appropriate for continuation or RORO on this corridor? Are volume estimates available?*

OSOW freight (renewable wind production components for example) and project cargo. The Port of Cleveland has launched its non-stop to Europe route servicing containerized freight this spring.

## DESCRIPTION OF OPERATIONAL ISSUES

**Seasonality:** The navigational season for ocean-going ships runs from approximately late March to late December. However, ice breaking allows the season to be extended for ships operating within a single lake.

**Infrastructure:** Soo Locks, Welland Canal (eight locks) St. Lawrence River (six locks).

**Operational Rating (1-10; 1 = beginning, 10 = highway operations):** 6

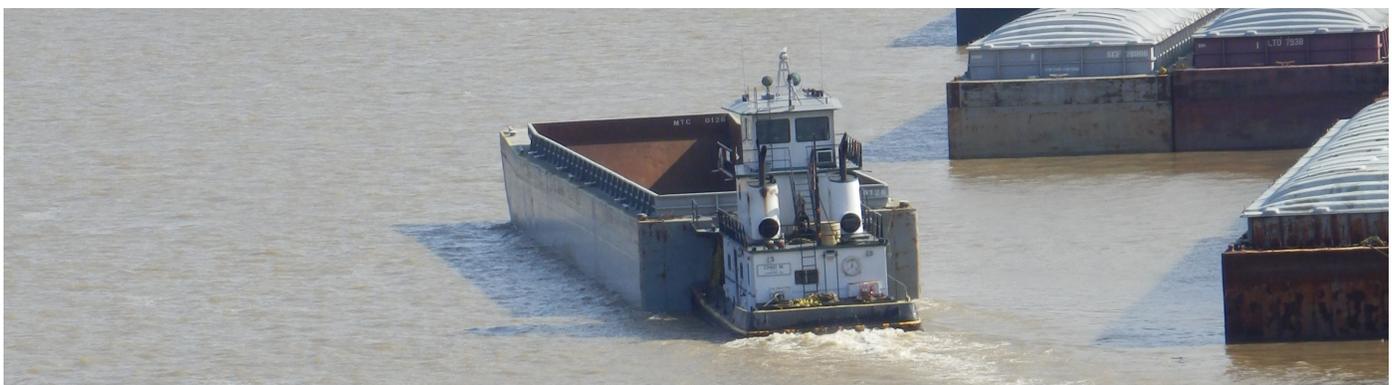
## DOCUMENTS SPECIFIC TO M90

The M90 Marine Highway does not have specific reports, but the Council of Great Lakes Governors has recently created some momentum in the Great Lakes and St. Lawrence River regions. The maritime task force created by the June 1, 2013 Great Lakes-St. Lawrence River Maritime Initiative Resolution will present their recommendations to the Council's Executive Meeting April 25th-26th, 2014. The task force was charged with 'developing financing options for the maintenance or replacement of aging infrastructure, and provide such initial recommendations to the Great Lakes Governors and Premiers'.

**CGLG Maritime Initiative:** <http://www.cglg.org/projects/Maritime/index.asp>

## PEOPLE AND AGENCIES

M90	Agency	Name	Email Address	Telephone Number
<b>Sponsor</b>	Ohio Department of Transportation	Mark Locker	Mark.Locker@dot.state.oh.us	614-466-2347
<b>Supporters</b>	Cleveland-Cuyahoga County Port Authority	William Friedman	william.friedman@portofcleveland.com	216-241-8004
	Wisconsin DOT	Sheri Walz	SheriA.Walz@dot.wi.gov	608-267-9319
	Monroe County (NY) Planning & Dev. Dept.	Judith A. Seil	mcplanning@monroecounty.gov	585-753-2000
	New York State DOT	Richard Hendrick	rhessinger@dot.state.ny.us	518-457-6195
	Lake Carriers Association	James Weakley	weakley@lcaships.com	440-333-9995



# MARINE FREIGHT INITIATIVES

This section provides a general overview of marine freight initiatives in each of the ten MAFC states, based on answers to a brief set of questions posed to each DOT.

## IOWA

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*Brief description of your state's waterway support capabilities and if port and water staffing is available?*

Iowa has no central state port authority; however, one quasi port authority exists in SE Iowa. Docks are predominately operated by private companies.

*Briefly describe the port governance/structure. What is the DOT's role? Who else is involved?*

The DOT's current role is to provide support to the waterway activities within Iowa, the inclusion of waterways in its multi-modal planning efforts, and other times 'as needed'. The planning team, seven staff, provides this support with 'waterway planning' specifically mentioned in the position description of the Freight/Rail Planner- Sam Hiscocks (515-239-1004, samuel.hiscocks@dot.iowa.gov).

*Marine highways that your Agency is sponsoring, or actively pursuing development for?*

M35 TIGER Planning Grant. Also involved in multiple activities related to the Upper Mississippi River.

*Description, if any, of state policy and funding programs?*

No dedicated funding or programs at this point in time. It is expected the role of waterways will increase in future on the heels of the M35 TIGER Planning Grant, and other activities and interest surrounding the Upper Mississippi River.

*Is the marine mode accounted for in your state's freight planning activities?*

Yes

## ILLINOIS

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*Brief description of your state's waterway support capabilities and if port and water staffing is available?*

Current waterway oversight is fragmented, since 3 state agencies in Illinois have responsible aspects of port development, regulations and navigation purposes. Illinois Department of Transportation, Illinois Department of Natural Resources and Department of Commerce & Economic Opportunity .

*Briefly describe the port governance/ structure. What is the DOT's role? Who else is involved?*

19 Public Ports, while only 6 are active/operational

*Description, if any, of state policy and funding programs?*

TBA

*Marine highways that your Agency is sponsoring, or actively pursuing development for?*

Sponsor M35, Co-Sponsor M55, Participant M70

*Is the marine mode accounted for in your state's freight planning activities?*

Yes

## INDIANA

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*Brief description of your state's waterway support capabilities and if port and water staffing is available?*

The Ports of Indiana is a statewide port authority, established in 1961 under legislative code 8-10-1-1, and is composed of three ports (Burns Harbor, Jeffersonville, and Mount Vernon) and a central office. Staff amongst the four offices currently totals 27. The Ports of Indiana is 'dedicated to developing and maintaining a world-class port system that operates as an agile, strategically-driven, self-funded enterprise dedicated to growing Indiana's economy'. The Ports of Indiana Commission is a bi-partisan board appointed by the governor to serve as the board of directors.

*Briefly describe the port governance/ structure. What is the DOT's role? Who else is involved?*

Indiana DOT works on projects with the Ports of Indiana; and in particular, will coordinate on issues such as intermodal connectors. DOT handles freight planning activities for the ports.

*Description, if any, of state policy and funding programs?*

Nothing embedded within DOT. State funds are filtered to the ports via the commission.

*Marine highways that your Agency is sponsoring, or actively pursuing development for?*

None.

*Is the marine mode accounted for in your state's freight planning activities?*

Yes.

## KENTUCKY

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*Brief Description of your state's waterway support capabilities, and if port and water staffing is available?*

Kentucky has seven active public ports and four developing. All are part of city and or county government. They have differing levels of staff from one to thirty. Most contract actual stevedoring activities. Kentucky is part of four USACE districts: Louisville, Nashville, Huntington, and Memphis. Each public port coordinates as need with Corp and Coast Guard Offices.

Kentucky has 10 water ferries: six run by city/county with Ferry Authorities, two by National Parks, one by KYTC (yes we have Ferry Boat Captain and Deck Hand as job descriptions), and one private. All are having a hard time maintaining a stable of stable Ferryboat Captains (pun intended).

All of this water transportation is supported by the KYTC-Division of Planning, Modal Programs Branch of Casey Wells (30% water), Carol Brent (40% all freight), and Lynn Soporowski (20% all freight)... along with all the other freight programs: rail, roadway, freight, etc.

*Briefly describe the Port Governance Structure. What is the DOT's role? Who else is involved?*

The public ports are part of city/county government. Their budgets and scopes of work are part of that governmental unit.

DOT/KYTC provides technical support, funding for roads/signage leading to the port (intermodal connectors), administers KY Legislative Waterway Access Grants. Funding for KYTC staff for these activities comes from Federal SPR dollars. Grants, started FY 2013 to the present, are for \$500K annually of State General Fund (since it is against KY's state constitution to spend road fund on anything but roads).

KY's Water Transportation Advisory Board (WTAB) reviews, determines eligibility, and prioritizes projects from the proposals received. These are sent to the Secretary for review and final approval.

*Description, if any, of state policy and funding programs?*

AS of FY 2010 KY has a Water Transportation Advisory Board (WTAB) KRS 174.200, .205, .210. This legislation set up "buckets" for infrastructure and marketing funding. The FY 2013 Budget included \$500,000 for access improvements, however this was General Fund, and not a permanent designation of funds...just biennial budget by biennial budget. It has been renewed in the latest budget bill.

(1) WTAB is established as an advisory body to the executive and legislative branches of government on matters pertaining to water transportation. It is composed of seven (7) members: four (4) members representing the Commonwealth's public riverports, two (2) at-large members, and one (1) member representing Kentuckians for Better Transportation; all appointed by the Governor to 4 year terms.

174.205 Duties of WTAB:

(1) Advise the Transportation Cabinet, the Cabinet for Economic Development, the Governor's Office, and the General Assembly on matters relating to water transportation;

(2) Recommend action to enable the Commonwealth to make best use of its waterways and riverports for future economic growth;

(3) Assist in defining the duties and functions of positions within state government responsible for water transportation;

(4) Recommend criteria for setting priorities for funding riverport marketing initiatives under the riverport marketing assistance trust fund established in

KRS 154.80-140 (Not yet funded)

(5) Evaluate applications submitted by riverports for grants under the riverport marketing assistance trust fund and make recommendations to the granting authority on the disbursement of those funds (Not yet funded)

(6) Recommend criteria for setting priorities for funding riverport improvements under the riverport financial assistance trust fund established in KRS 174.210; and (Funded as part of the budget bill in the FY 2013 and FY 2015 legislative budget; Not guaranteed to continue).

(7) Evaluate applications submitted by riverports for grants under the riverport financial assistance trust fund and make recommendations to the granting authority on the disbursement of those funds. (Two years of funding has been distributed @ \$500,000 per year with a 50/50 match from port.)

*Marine highways that your agency is sponsoring or actively supporting development for?*

Kentucky is part of Marine Hwy 70. KYTC staff is part of two subcommittees: infrastructure and commodities. KY's UTC is active as well and partners with WV and other UTCs.

## **KANSAS**

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*Brief description of your state's waterway support capabilities and if port and water staffing is available?*

No central port authority. Leavenworth County, while not home to any port facilities, operates a port authority to assist with industrial site development. Municipalities operate docks, as do private companies along the Missouri River.

*Briefly describe the port governance/ structure. What is the DOT's role? Who else is involved?*

While the Port Authority of Kansas City and St. Joseph Port Authority, being in close proximity to Kansas, are responsible for port activities on the Missouri River, they both are located in Missouri. Kansas DOT pays attention to activities along the Missouri River, and monitors rail and truck traffic into and out of the river ports as well as inland ports. The inland Port of Catoosa in Tulsa, OK, is an example.

*Marine highways that your Agency is sponsoring, or actively pursuing development for?*

M29.

*Description, if any, of state policy and funding programs?*

None.

*Is the marine mode accounted for in your state's freight planning activities?*

Yes.

## **MICHIGAN**

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*Brief description of your state's waterway support capabilities and if port and water staffing is available?*

There are 37 commercial cargo ports and 21 ferry route services in, to and from the state of Michigan. There are three port authorities in the state: Detroit/Wayne County, Monroe, and St. Joseph.

*Briefly describe the port governance/ structure. What is the DOT's role? Who else is involved?*

Michigan DOT is involved in the marine sector in a number of ways.

- In conjunction with Michigan's DNR and Department of Environmental Quality, MDOT coordinates (with a number of interested parties) maintenance dredging of federal commercial navigation channel.
- Special projects such as the new Soo lock.
- Conducts analysis of various federal marine issues such as the Great Lakes/St. Lawrence Seaway navigation season extension, St. Lawrence Seaway tolls and marketing, and national maritime policy.
- Provides technical assistance to shippers, carriers, local communities, and other state or federal agencies, maintains the state's commercial marine transportation facilities, works cooperatively with the Michigan Sea Grant College program directing and assisting research projects, and is an active member of AASHTO's Standing Committee of Water Transportation.

*Description, if any, of state policy and funding programs?*

MDOT's funding is limited to:

- Ferry Assistance Program: operating and capital assistance to ferry operators providing service to islands with year round populations and marine as the lone transportation option.
- Detroit/Wayne County Port Authority: operating assistance to the Detroit/Wayne County Port Authority as required by state law. This annual assistance is generally between \$300k-\$500k, and requires a 1-2 match from Detroit and Wayne County.

*Marine highways that your Agency is sponsoring, or actively pursuing development for?*

M90, and the Council of Great Lakes Governors.

*Is the marine mode accounted for in your state's freight planning activities?*

Yes.



## MINNESOTA

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*Brief description of your state's waterway support capabilities and if port and water staffing is available?*

No central state port authority, however four Port Authorities are located throughout the state: Duluth, St. Paul, Red Wing, and Winona. While Duluth and St. Paul have dedicated staff to port activities, Red Wing and Winona are part of the overall municipal governments with any staff having other responsibilities besides the ports. Within the state DOT, Patrick Phenow (651-366-3672; Patrick.Phenow@state.mn.us) is the point person.

*Briefly describe the port governance/ structure. What is the DOT's role? Who else is involved?*

The DOT's role is to administer the Port Development Assistance Program, as well as to coordinate, advocate, and integrate waterways into the state's multi-modal freight planning activities. MnDOT has recently created a draft Statewide Ports & Waterways Plan.

<http://www.dot.state.mn.us/ofrw/waterways/waterways.html>

*Description, if any, of state policy and funding programs?*

The Minnesota legislature, via bonding dollars, funds the Port Development Assistance Program. The program, \$25 million for 33 projects to date, provides up to 80% of project costs to upgrade facilities and infrastructure, and to rehabilitate and expand port capacity.

<http://www.dot.state.mn.us/ofrw/waterways/pdap.html>

*Marine highways that your Agency is sponsoring or actively pursuing development for?*

M35 and M90.

*Is the marine mode accounted for in your state's freight planning activities?*

Yes.

## MISSOURI

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*Brief description of your state's waterway support capabilities and if port and water staffing is available*

Port Authorities in Missouri are at the county level and subject to their county boards. The Missouri Port Authority Association is a collection of the port authority directors, which meets to discuss things such as best practices. Typically, the port authorities have a director and one other staff person. The Port Authority of Kansas City is also responsible for the riverfront area and the businesses, parks, and other entities located there.

*Briefly describe the port governance/ structure. What is the DOT's role? Who else is involved?*

Missouri DOT is responsible for administering funds from the state legislature, advocating for the port authorities, and representing Missouri maritime interests on a regional and national level.

*Description of, if any, of state policy and funding programs?*

The Missouri legislature currently does not allow the DOT to spend funds on non-road projects. State policy directing the governance of port authorities in the state of Missouri fall under state statute 68.

*Marine highways that your Agency is sponsoring or actively pursuing development for?*

M29, M35, M55, and M70.

*Is the marine mode accounted for in your state's freight planning activities?*

Yes.



## OHIO

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*Brief description of your state's waterway support capabilities and if port and water staffing is available*

There are 54 Port Authority's established in the state of Ohio. Most of the port authorities do not own equipment or infrastructure, but use the authority to leverage economic development opportunities. Roughly 15 of these port authorities have physical capacity of some sort. Larger port authorities such as Cleveland and Toledo have staffs of 10-15 people.

*Briefly describe the port governance/ structure. What is the DOT's role? Who else is involved?*

ODOT's marine activities are located within the Maritime and Freight Program, under the Division of Planning. It has one person on staff: Mark Locker. Mark serves on the Ohio Port Authority Council at varying levels of engagement, supports Jobs Ohio as it focuses on 3P investments and economic development, maintains a maritime asset database, and represents the maritime interest in freight studies and long range planning efforts within Ohio as well as Ohio's maritime interest on the regional and national level.

*Description of, if any, of state policy and funding programs?*

There are no set programs and associated funding streams from ODOT; however, ODOT leverages its knowledge and expertise to works as a match-maker by assisting port authorities and other interested parties with federal, state, and local funding opportunities.

*Marine highways that your Agency is sponsoring, or actively pursuing development for?*

M70, M71/77, M90.

*Is the marine mode accounted for in your state's freight planning activities?*

Yes.

## WISCONSIN

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*Brief description of your state's waterway support capabilities and if port and water staffing is available.*

### ***WisDOT Harbors and Waterways Program***

Assisting Great Lakes and Mississippi River harbor communities in maintaining and improving waterborne commerce since 1979

Program Manager: Sheri Walz 608-267-9319 or [sheria.walz@dot.wi.gov](mailto:sheria.walz@dot.wi.gov)

Website: <http://www.dot.wisconsin.gov/localgov/aid/hap.htm>.

### ***DOA Wisconsin Coastal Management Program***

Dedicated to preserving and improving access to the natural and historic resources of Wisconsin's Great Lakes coasts since 1978.

Phone: 608-267-7982 or [coastal@wisconsin.gov](mailto:coastal@wisconsin.gov)

Website: <http://www.doa.state.wi.us/divisions/intergovernmental-relations//Wisconsin-Coastal-Management>

### ***WDNR***

Restoration, remediation and protection of the Great Lakes and Mississippi River.

Website: <http://dnr.wi.gov/topic/water.html>

### ***UW Sea Grant***

Full-time Sea Grant Coastal Engineering specialist, Gene Clark.

Provides coastal engineering expertise and port/harbor/marina engineering assistance to Wisconsin's state and local government officials, contractors, and lakeshore property owners in all Wisconsin coastal counties.

*Briefly describe the Port Governance Structure. What is the DOT's role? Who else is involved?*

- DOT serves as a resource and a funding program for Wisconsin ports, which are managed locally by community, county, regional and private organizations.
- The Wisconsin Commercial Ports Association (WCPA) was created in 2001 by the municipal commercial ports of Wisconsin to promote and grow Wisconsin's waterborne transportation.

*Description, if any, of state policy and funding programs?*

- WisDOT Harbor Assistance Program, approximately \$6M annually and over \$100M since 1980 to support maintenance and improvement of waterborne commerce in Wisconsin.
- DOA Coastal Management, approximately \$1.5M annually to restore coastal resources.
- WDNR, visit <http://dnr.wi.gov/Aid/Grants.html> and click on "water" for water related funding.
- UW Sea Grant coastal engineering expertise, Gene Clark. Visit: <http://www.seagrant.wisc.edu/home/Default.aspx?tabid=541>

*Marine highways that your agency is sponsoring or actively supporting development for?*

Co-sponsor with Iowa, Illinois, Minnesota and Missouri of M35 application for designation of the Upper Mississippi River from St. Louis to the Twin Cities as the M35 Marine Highway Connector, "Waterway of the Saints."

*Is the marine mode accounted for in your state's freight planning activities?*

Yes



## Contact Information

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