



IMTS Steering Committee Meeting

Economic Impact of Illinois Marine Transportation System

Online Meeting

May 13, 2020



ILLINOIS MARINE TRANSPORTATION SYSTEM PLAN



Illinois Department of Transportation



Agenda

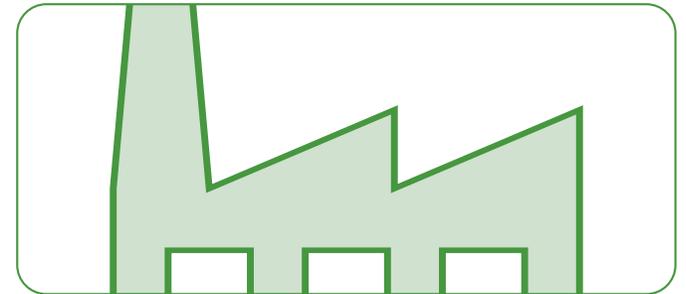
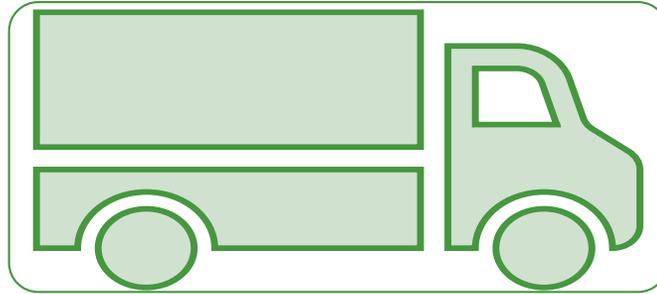
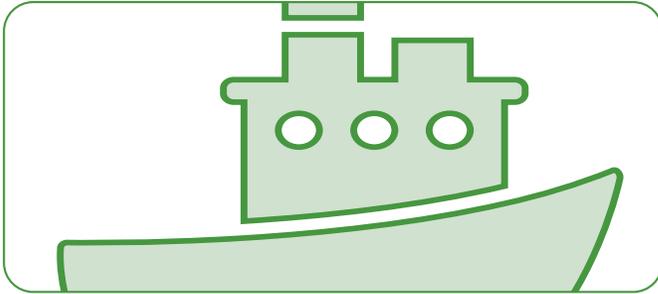
ILLINOIS MARINE TRANSPORTATION SYSTEM PLAN

- **Components of economic impact analysis**
- **Data discovery**
- **State level impacts**
- **Process of regionalizing to district handling**



Three Kinds of Marine Activity Captured

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Marine Industry

- Sea/Coastal Water Transportation **(4831)**
- Inland Water Transportation **(4832)**
- Support Activities for Water Transportation **(4883)**
- Ship Building/Repair **(33661)**

Marine Supporting

- Trucking
- Rail
- Warehousing / Distribution

Marine Users

- Industries Activity Producing / Consuming Commodities Moving via water

Services to Freight

Shipper / Consignee



Sources For Estimation: **Marine Industry**

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Coastal / Inland Water Transportation

Captures: Establishments providing water transportation

Source: **Quarterly Census of Employment and Wages**

Only State level – Suppression!

Support Activity - Water Transportation

Captures: Establishments providing cargo handling, harbor operations, navigational services to shipping

Source: **Quarterly Census of Employment and Wages**

Ship Building / Repair

Captures: barge, ship Production, repair

Source: **IMPLAN, InfoUSA**

Method: Scale point locations of businesses to Implan Levels



Sources For Estimation: **Marine Supporting**

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Trucking / Rail (Feeder)

Captures: Services feeding marine traffic

Source:

Waterborne Commerce Statistics Center

FAF

IMPLAN

Method: Estimation of transportation margins on value

Warehousing

Captures: Storage for marine associated cargo

Source: **InfoUSA Establishment Data**

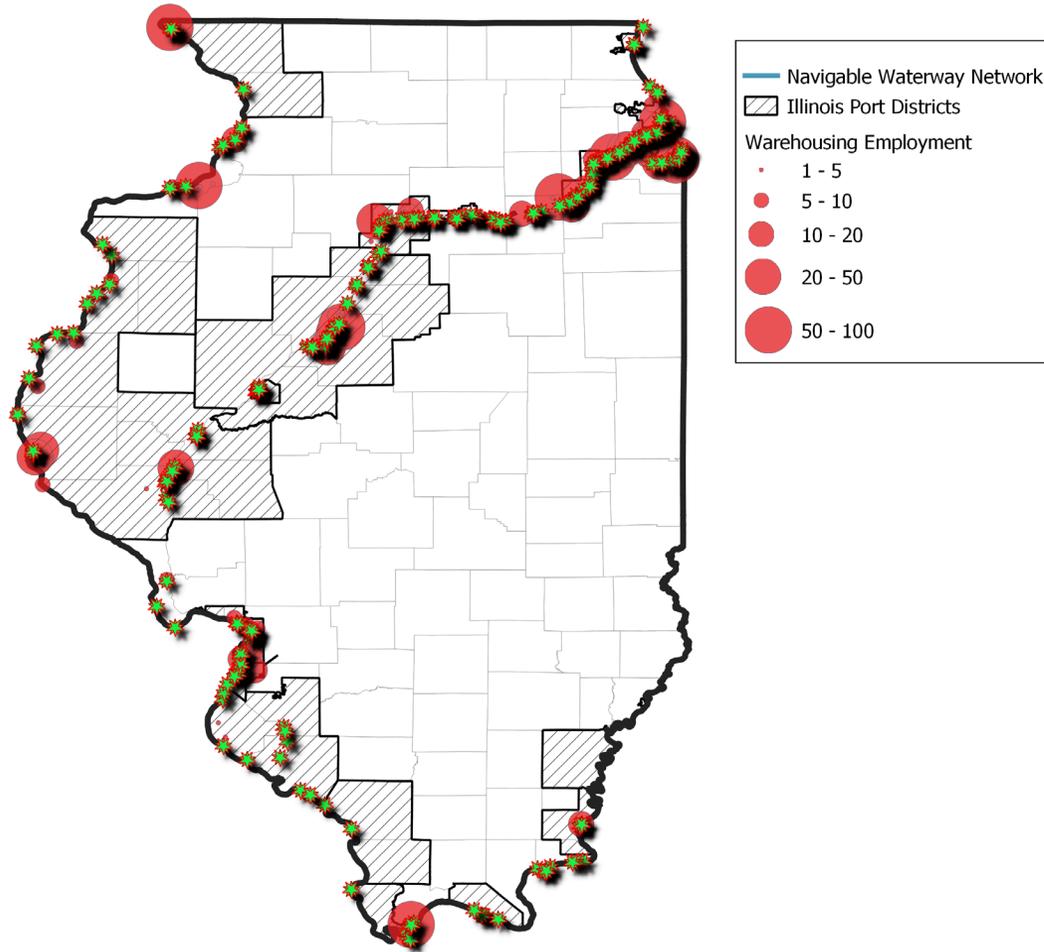
Method: 1-5 mile buffer around the waterways





Warehousing Versus Terminals

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- Show co-location of buffered warehouse with docks
- Source:
 - » Waterborne Commerce's Masterdock
 - » InfoUSA

No allocation methodology necessary, point located



Quantifying Marine User Impacts

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- **How much of Illinois industry activity is enabled by IMTS?**
- **Talking about how businesses source goods**
 - » What goods, what industries, how much?
- **How much of inputs, outputs are moving via water vs other?**
- **Requires tying regional freight data into economic models**
 - » **Simple geographic employment counts overestimate**
 - ✓ Industries diverse in use of modes of transportation
 - Counts imply 100% usage
 - ✓ Requires ability to identify ALL businesses involved across the state
 - Businesses outside of district use facilities within boundary



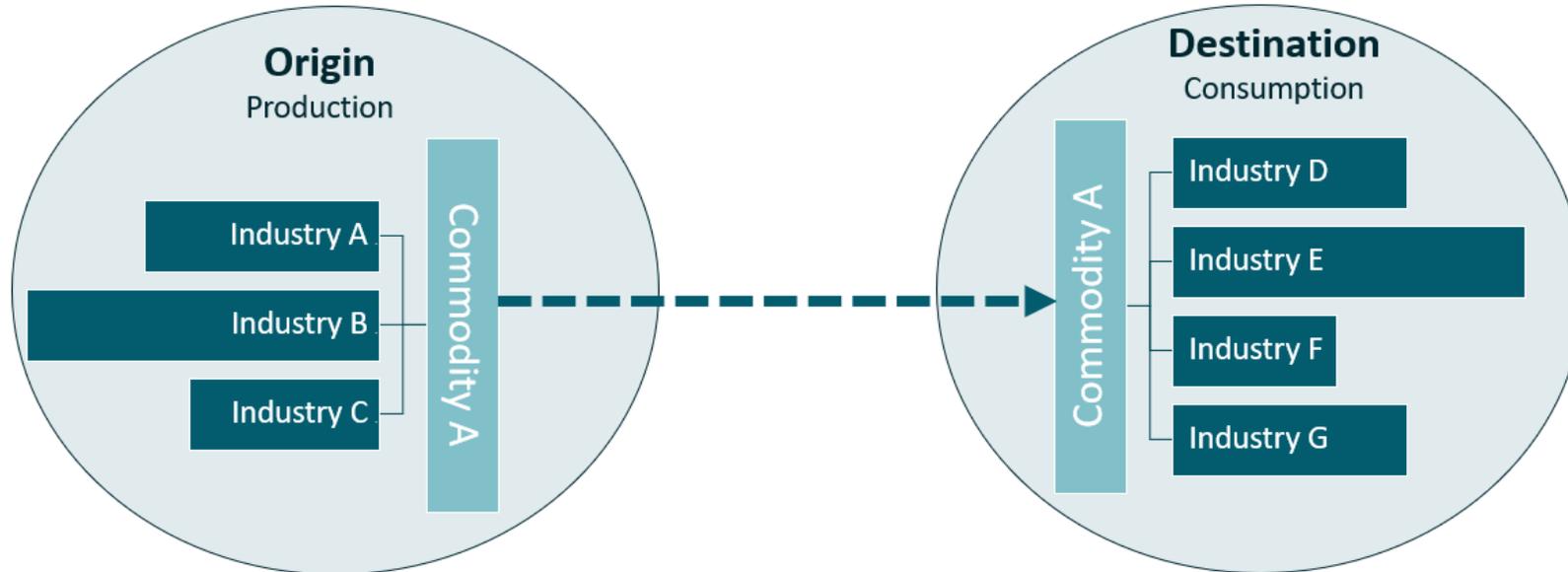
Sources For Estimation: **Marine Users**

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Counting all flows in relation to Illinois moving domestically via water

- **Marine Users (Illinois Businesses)**

- ♦ Captures: Value of share of Illinois-centric businesses using marine commerce
- ♦ Source:
 - ◇ FHWA's Freight Analysis Framework (**FAF**)
 - ◇ **IMPLAN**
- ♦ Method:
 - ◇ Adjust for double counting
 - ◇ Allocate to Industry

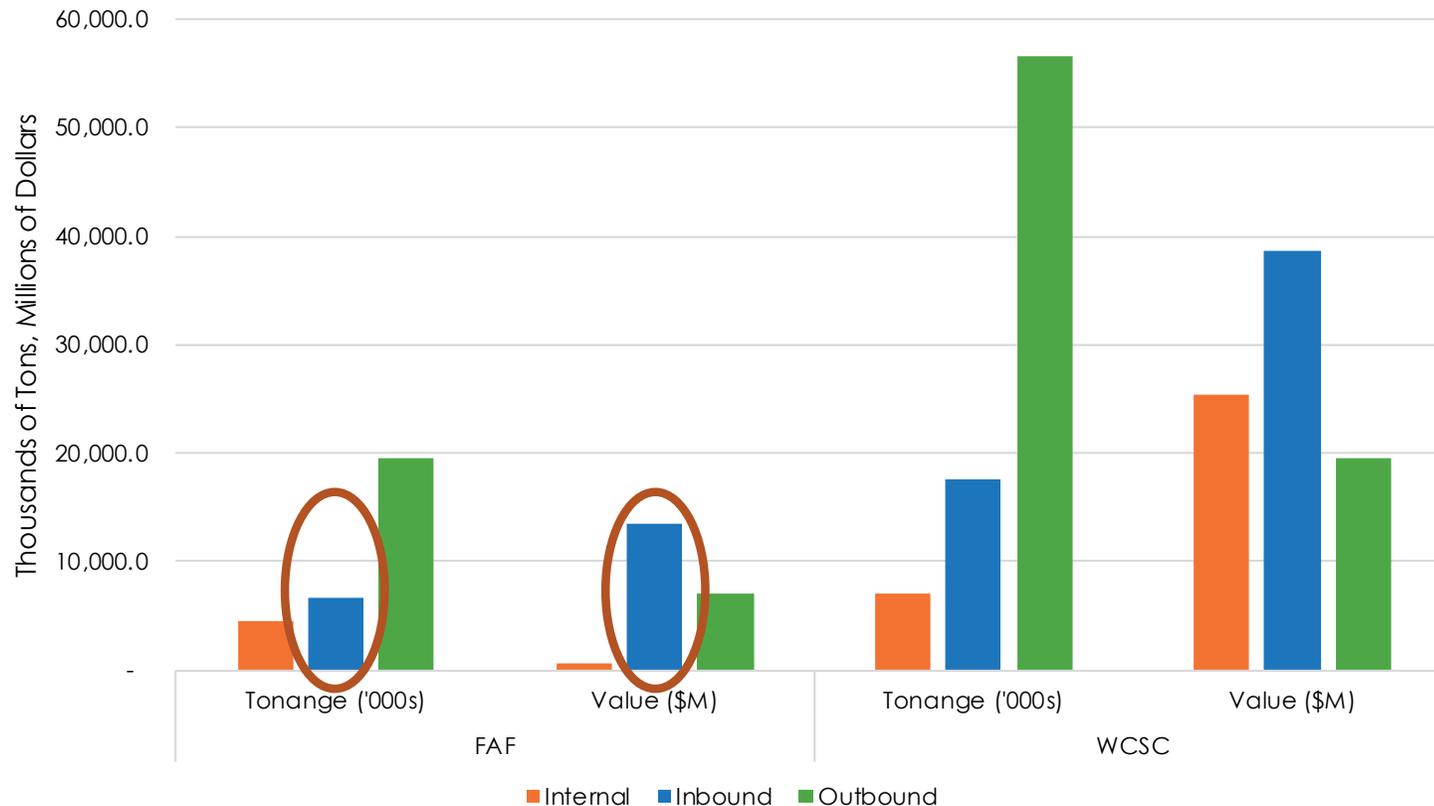




Comparison of Sources and What they Capture

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Comparison of Freight Volumes Between Data Sources
(2017)



| | FAF | | WCSC | |
|--------------|-----------------|-----------------|-----------------|-----------------|
| | Tonage ('000s) | Value (\$M) | Tonage ('000s) | Value (\$M) |
| Internal | 4,571.0 | 554.6 | 7,101.0 | 25,418.0 |
| Inbound | 6,656.7 | 13,412.9 | 17,637.0 | 38,576.0 |
| Outbound | 19,543.1 | 7,111.2 | 56,558.0 | 19,618.0 |
| Total | 30,770.8 | 21,078.7 | 81,296.0 | 83,612.0 |

*Not shown: WCSC Unknown Commodity Goods

** WCSC Value Estimates based on Value per Ton ratios from FAF

*** FAF Imports and Exports Classified as "Inbound", "Outbound"



Nuances in Imported Cargo

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Search Panel

Submit Reset WISERTrade: US State Port

List rows by: Show all Ports of Unlading

State: Illinois

Port Unlading: Total all Ports

Port Entry: Chicago, Illinois

Partner Country: Total all Countries

Flow/Time Series: Imports

Unit of quantity: Vessel value

Sort by: 2020 Q1 YTD

Report Display: Bottom

Chart Options: NEW (user's guide)

Capturing Sealed Containers Transported to Chicago (Port of Entry) From Container Ports

Create PDF Create Word Create Excel Create CSV

Destination State: Illinois Trade flow: Imports Unit: Vessel value (Mil)

Port Unlading: All Ports Of Unlading Port Entry: Chicago, Illinois

Partner Country: Total all Countries Order: Desc

Rows selected: 163 User Name: slandau

Drill Down: All States All Partner Countries All Ports of Entry

| Rank | Codes | Description | ANNUAL 2017 |
|------|-------|--------------------------|-------------|
| | | TOTAL ALL PORTS UNLADING | 19,340 |
| 1 | 2704 | Los Angeles, Calif. | 6,583 |
| 2 | 1003 | Newark, N.J. | 2,386 |
| 3 | 2709 | Long Beach, Calif. | 3,983 |
| 4 | 1401 | Norfolk, Va. | 1,868 |
| 5 | 3002 | Tacoma, Wash. | 2,201 |
| 6 | 1001 | New York, N.Y. | 255 |
| 7 | 3001 | Seattle, Wash. | 793 |
| 8 | 3901 | Chicago, Illinois | 822 |
| 9 | 1101 | Philadelphia, Pa. | 100 |

FAF 4.5.1 Data:

| fr_inmode | ForeignMode | Import_all | dms_mode | DomesticMode | 2017Curval | 2017KTons |
|-----------|-------------|------------|----------|-----------------------|------------|-----------|
| 3 | Water | Import_all | 1 | Truck | 6475.4 | 1096.7 |
| 3 | Water | Import_all | 2 | Rail | 403.9 | 124.1 |
| 3 | Water | Import_all | 3 | Water | 12076.7 | 2478.9 |
| 3 | Water | Import_all | 5 | Multiple modes & mail | 245.7 | 26.5 |
| 3 | Water | Import_all | 6 | Pipeline | 0.0 | 0.2 |
| 3 | Water | Import_all | TOTAL | Total | 19201.8 | 3726.5 |

WISERTrade: State Exports/Imports by Port Database
 Data provided by WISERTrade, at <http://www.wisertrade.org>, from US Census Bureau, Foreign Trade Division



Validation of Numbers Pulled

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[Domestic Flows](#)

[Import Flows](#)

[Export Flows](#)

interested in tabulating FAF⁴ data to examine import flows moved from foreign regions to domestic destinations. Geographies for this type of flow include foreign origin region, zone of transportation consists of two types, the domestic mode and the inbound mode used between a foreign origin region and the zone of entry. Import shipments that do not move beyond the domestic mode" category.

thousands of tons for weight, millions of dollars for value, and millions for ton-miles. Forecasts for 2020 and beyond are for the baseline scenario. Data before the FAF4 base period (1997) differ across years, and thus are not strictly comparable. The current data is version 4.5.1.

| Year | Foreign Origin | US Entry Region | Foreign Mode | Measure |
|--------|------------------------------------|---|------------------------------------|--------------|
| 2007 ▲ | Combine total (no specific info) ▲ | FAF zone-specific Port Zone (sort by state) ▼ | Combine total (no specific info) ▲ | Select All ▲ |
| 2012 | Select all | Savannah GA | Select all | Tons |
| 2013 | 801 Canada | Rest of GA | 1 Truck | Ton-Mile |
| 2014 | 802 Mexico | Honolulu HI | 2 Rail | Values |
| 2015 | 803 Rest of Americas | Rest of HI | 3 Water | |
| 2016 | 804 Europe | Idaho | 4 Air (include truck-air) | |
| 2017 ▼ | 805 Africa | Chicago IL-IN-WI (IL Part) ▼ | 5 Multiple modes & mail | |

| Distance Band | Commodity | Domestic Mode | Domestic Destination |
|------------------------------------|------------------------------------|------------------------------------|-----------------------|
| Combine total (no specific info) ▲ | Combine total (no specific info) ▲ | Combine total (no specific info) ▲ | state-specific info ▼ |
| Select all | Select all | Select all | Washington DC |
| 1 Below 100 | 01 Live animals/fish | 1 Truck | Florida |
| 2 100 - 249 | 02 Cereal grains | 2 Rail | Georgia |
| 3 250 - 499 | 03 Other ag prods. | 3 Water | Hawaii |
| 4 500 - 749 | 04 Animal feed | 4 Air (include truck-air) | Idaho |
| 5 750 - 999 | 05 Meat/seafood | 5 Multiple modes & mail | Illinois |

Clear Results

[>>Download Results as a CSV file](#)

Submit

| FR | INMODE | DMS ORIG | DMS DEST | DMS MODE | Total M\$ in 2017 | Total Current M\$ in 2017 |
|-------|--------|----------------------------|----------|----------|-------------------|---------------------------|
| Water | | Chicago IL-IN-WI (IL Part) | Illinois | Water | 11,922.64 | <u>12,076.68</u> |

<https://faf.ornl.gov/fafweb/Extraction3.aspx>

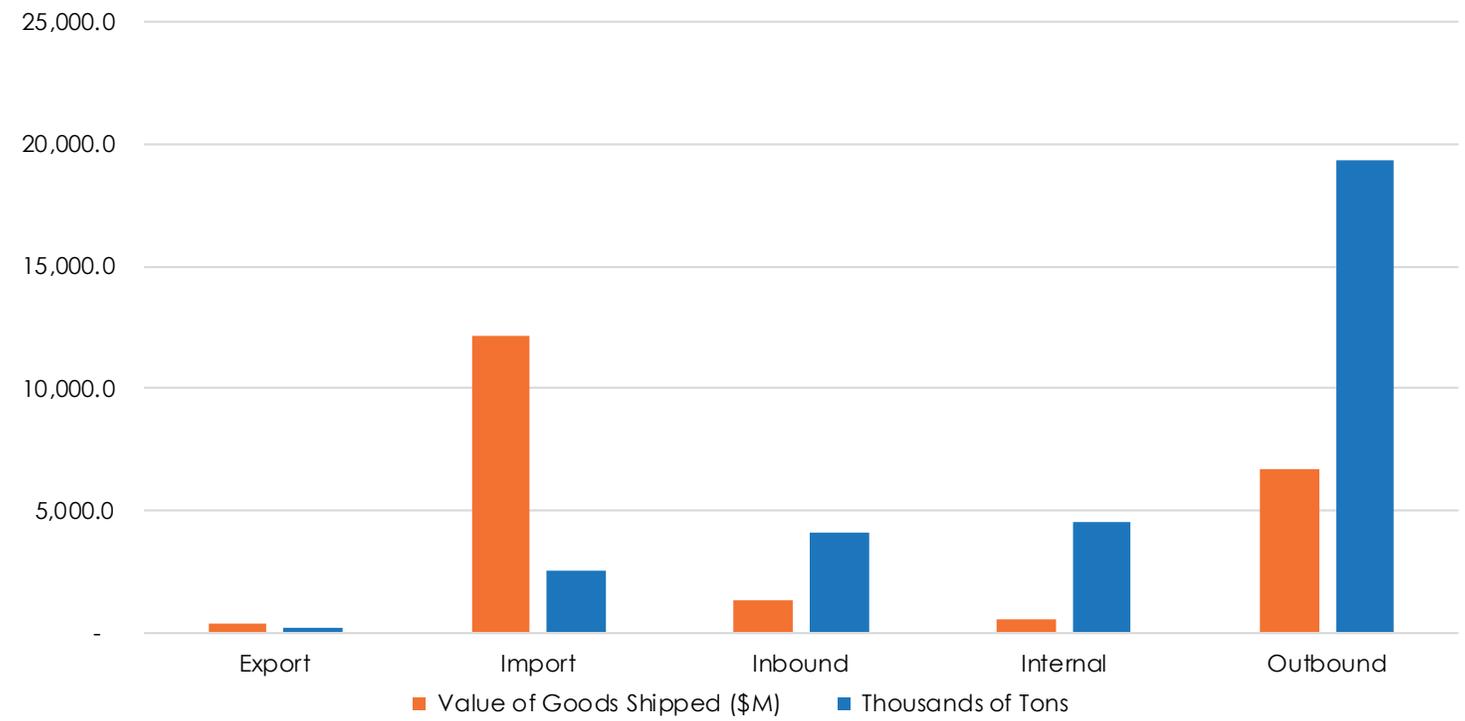


Composition of Marine Cargo by Direction

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| Value of Illinois Waterborne Commerce by Direction, Commodity (\$M) | | | | | |
|---|----------------|-----------------|--------------|--------------|----------------|
| SCTG Commodity | Inbound | Import | Internal | Export | Outbound |
| 2 Cereal grains | 16.9 | 21.2 | 60.3 | 3.2 | 958.3 |
| 3 Other ag prods. | 582.1 | 125.8 | 122.6 | 27.5 | 3,151.1 |
| 4 Animal feed | - | 77.5 | - | 5.0 | 83.4 |
| 5 Meat/seafood | - | 215.4 | - | 9.2 | - |
| 6 Milled grain prods. | - | 174.8 | - | 1.5 | - |
| 7 Other foodstuffs | - | 441.3 | - | 10.6 | - |
| 8 Alcoholic beverages | - | 303.2 | - | 19.7 | - |
| 9 Tobacco prods. | - | 2.0 | - | - | - |
| 10 Building Stone | - | 0.1 | - | - | - |
| 11 Natural sands | - | 0.2 | 3.6 | 0.1 | 7.9 |
| 12 Gravel | - | 1.6 | 12.4 | - | 5.3 |
| 13 Nonmetallic minerals | 22.8 | 5.5 | - | 0.2 | - |
| 16 Crude petroleum | 184.4 | - | 1.3 | 3.3 | 6.8 |
| 17 Gasoline | - | - | - | 2.6 | 152.0 |
| 18 Fuel oils | - | 0.2 | 248.0 | 6.6 | 57.3 |
| 19 Coal-n.e.c. | 77.4 | 0.1 | 106.5 | 0.1 | - |
| 20 Basic chemicals | 199.8 | 398.5 | - | 7.7 | 2,063.5 |
| 21 Pharmaceuticals | - | 146.7 | - | 0.1 | - |
| 22 Fertilizers | 118.3 | 4.1 | - | - | - |
| 23 Chemical prods. | - | 518.9 | - | 13.3 | - |
| 24 Plastics/rubber | - | 1,105.8 | - | 11.6 | - |
| 25 Logs | - | - | - | 0.1 | - |
| 26 Wood prods. | - | 176.7 | - | 0.5 | - |
| 27 Newsprint/paper | - | 69.4 | - | 2.6 | - |
| 28 Paper articles | - | 109.5 | - | 0.1 | - |
| 29 Printed prods. | - | 41.0 | - | 2.2 | - |
| 30 Textiles/leather | - | 473.1 | - | 1.8 | - |
| 31 Nonmetal min. prods. | 90.7 | 322.2 | - | 7.0 | 55.7 |
| 32 Base metals | - | 437.9 | - | 1.9 | 69.2 |
| 33 Articles-base metal | - | 277.3 | - | 26.5 | - |
| 34 Machinery | - | 713.0 | - | 153.7 | - |
| 35 Electronics | - | 3,171.5 | - | 28.3 | - |
| 36 Motorized vehicles | - | 918.5 | - | 19.9 | - |
| 37 Transport equip. | - | 27.7 | - | 1.7 | - |
| 38 Precision instruments | - | 765.0 | - | 23.9 | - |
| 39 Furniture | - | 635.7 | - | 1.4 | - |
| 40 Misc. mfg. prods. | - | 356.0 | - | 10.4 | - |
| 41 Waste/scrap | 1.6 | 17.1 | - | 8.4 | 87.8 |
| 43 Mixed freight | - | 64.3 | - | 0.4 | - |
| Total | 1,294.0 | 12,118.8 | 554.7 | 413.1 | 6,698.3 |

Illinois Marine Cargo: Value and Tonnage

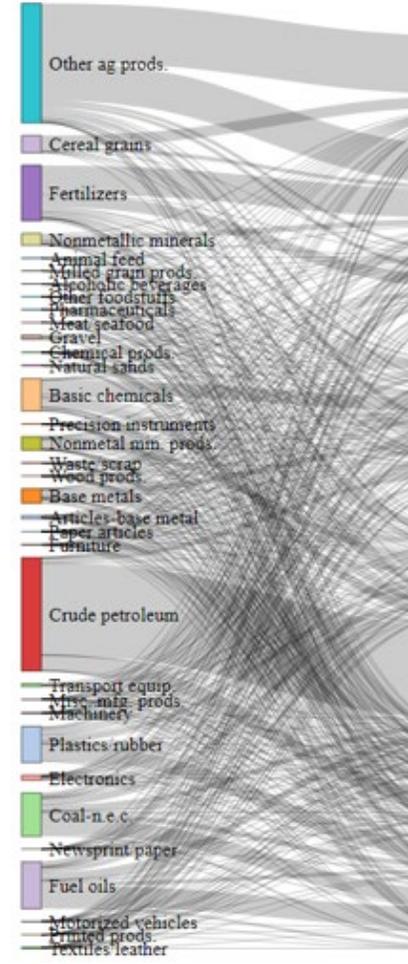




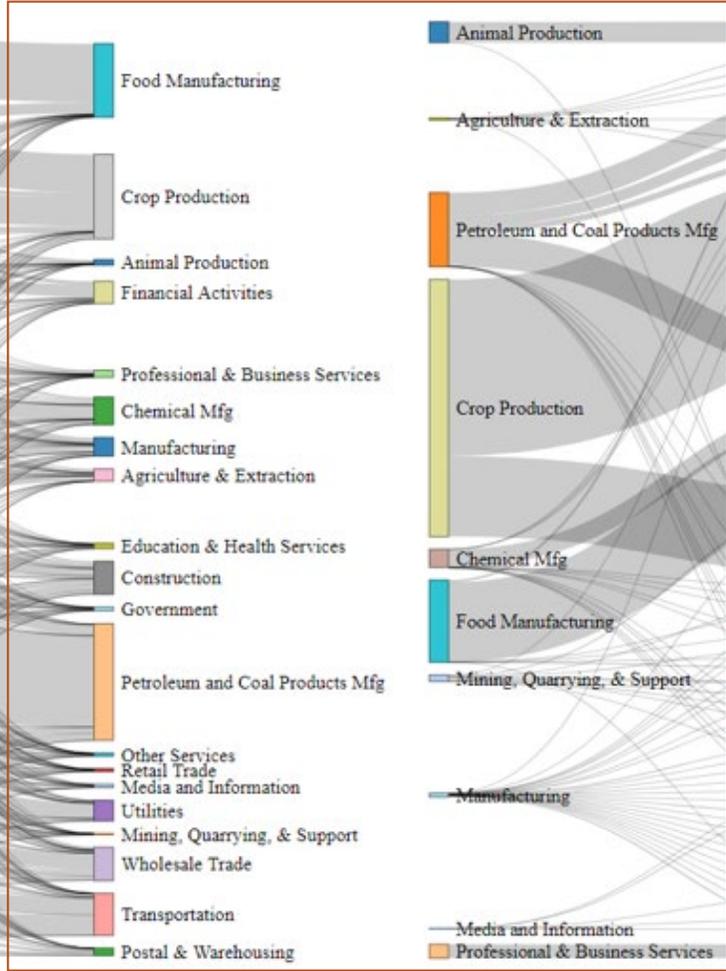
Capturing Economic Movements

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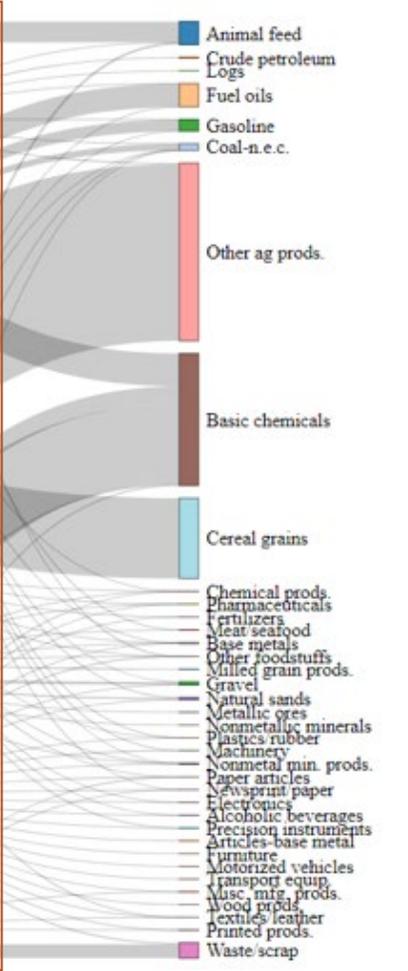
Inbound Freight



Illinois Industries



Outbound Freight



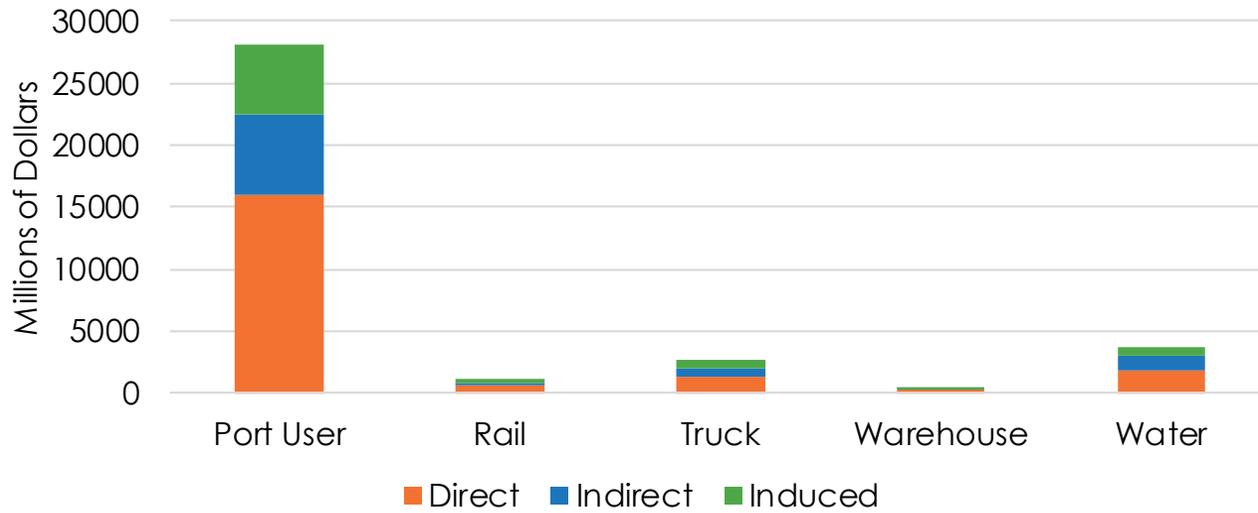


Statewide Impact: by Type of Activity

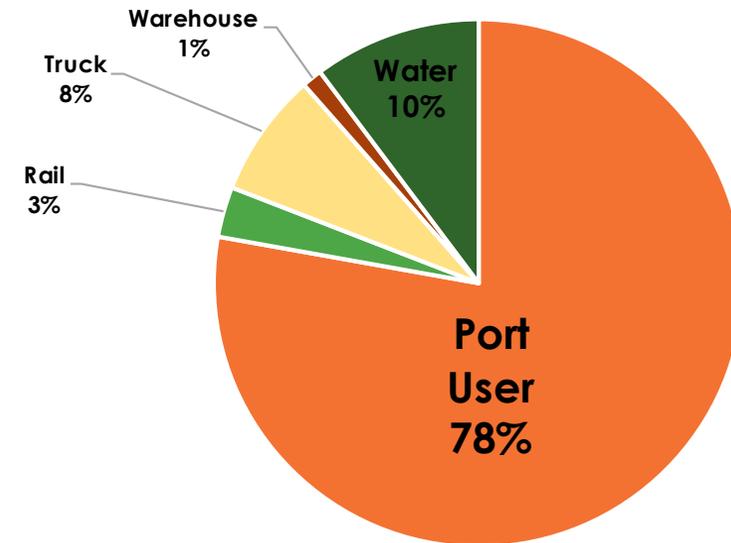
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| Impact Type | Direct Impact | | | | Total Impact | | | |
|--------------|-----------------|----------------|-------------------|-----------------|------------------|-----------------|-------------------|-----------------|
| | Employment | Income (\$M) | Value Added (\$M) | Output (\$M) | Employment | Income (\$M) | Value Added (\$M) | Output (\$M) |
| Port User | 59,372.9 | 3,681.5 | 6,216.1 | 15,968.5 | 127,481.4 | 7,815.2 | 13,286.5 | 28,035.3 |
| Rail | 1,704.7 | 302.4 | 368.1 | 564.1 | 4,913.2 | 489.8 | 689.3 | 1,109.8 |
| Truck | 8,015.9 | 513.4 | 617.8 | 1,314.0 | 16,581.8 | 1,013.2 | 1,472.5 | 2,749.3 |
| Warehouse | 1,831.0 | 117.9 | 140.0 | 216.4 | 3,299.3 | 198.6 | 283.1 | 446.5 |
| Water | 3,757.7 | 301.2 | 539.0 | 1,790.7 | 14,353.2 | 966.2 | 1,629.7 | 3,683.4 |
| Total | 74,682.2 | 4,916.4 | 7,880.9 | 19,853.6 | 166,628.9 | 10,483.1 | 17,361.1 | 36,024.4 |

Composition of Total Impacts (Economic Output)



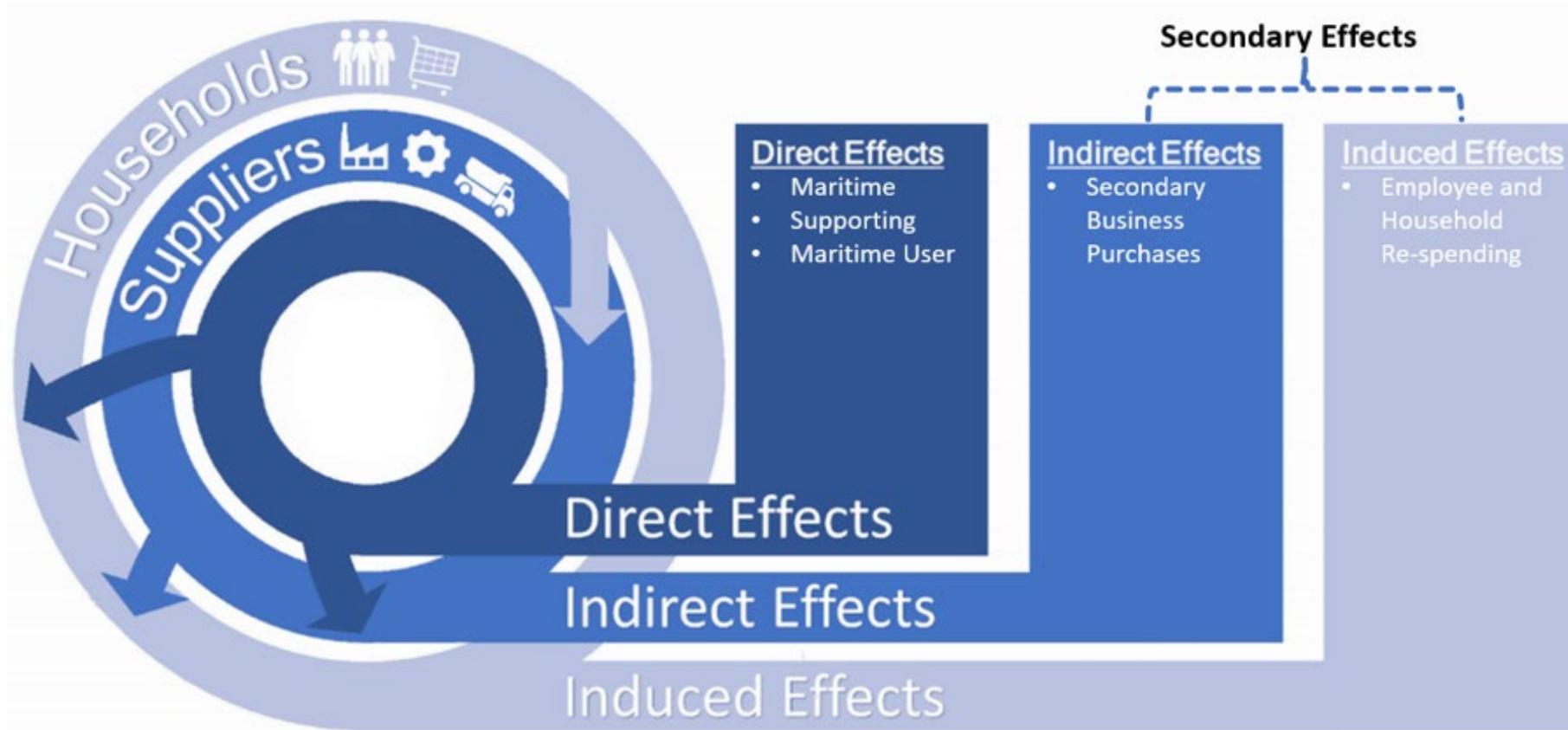
Total Output by Activity (\$M)





Understanding Composition of Impacts

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Statewide Impact: by Industry

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| Impact by Industry | | | | | | | | |
|-----------------------------------|---------------|--------------|-------------------|---------------|----------------|---------------|-------------------|---------------|
| Industry | Direct Impact | | | | Total Impact | | | |
| | Employment | Income (\$M) | Value Added (\$M) | Output (\$M) | Employment | Income (\$M) | Value Added (\$M) | Output (\$M) |
| Crop Production | 5,635 | 266 | 548 | 1,645 | 6,337 | 291 | 603 | 1,856 |
| Food Manufacturing | 2,124 | 147 | 289 | 1,578 | 2,439 | 167 | 327 | 1,787 |
| Water Transportation | 2,079 | 192 | 402 | 1,510 | 2,103 | 194 | 407 | 1,527 |
| Truck Transportation | 8,560 | 548 | 660 | 1,403 | 10,593 | 679 | 816 | 1,736 |
| Transportation Equipment Mfg | 1,898 | 144 | 232 | 1,368 | 2,020 | 153 | 246 | 1,438 |
| Construction & Bldgs | 6,406 | 435 | 617 | 1,231 | 7,793 | 532 | 748 | 1,477 |
| Chemical Mfg | 1,233 | 163 | 377 | 1,230 | 1,469 | 197 | 473 | 1,480 |
| Machinery Mfg | 2,119 | 220 | 388 | 998 | 2,221 | 230 | 406 | 1,043 |
| Media & Information | 683 | 62 | 279 | 742 | 2,447 | 231 | 657 | 1,621 |
| Health Care and Social Assistance | 5,794 | 337 | 401 | 656 | 15,884 | 937 | 1,082 | 1,744 |
| Computer and Electronic Mfg | 1,582 | 153 | 282 | 655 | 1,663 | 159 | 294 | 684 |
| Rail Transportation | 1,758 | 312 | 380 | 582 | 2,011 | 357 | 434 | 665 |
| Plastics & Rubber Products Mfg | 1,451 | 110 | 199 | 535 | 1,671 | 127 | 229 | 616 |
| Petroleum and Coal Products Mfg | 131 | 26 | 144 | 488 | 233 | 47 | 280 | 989 |
| Fabricated Metal Mfg | 1,801 | 130 | 210 | 488 | 2,376 | 172 | 273 | 635 |
| Rest of Industries | 31,429 | 1,671 | 2,473 | 4,745 | 105,369 | 6,010 | 10,085 | 16,724 |
| Total | 74,682 | 4,916 | 7,881 | 19,854 | 166,629 | 10,483 | 17,361 | 36,024 |



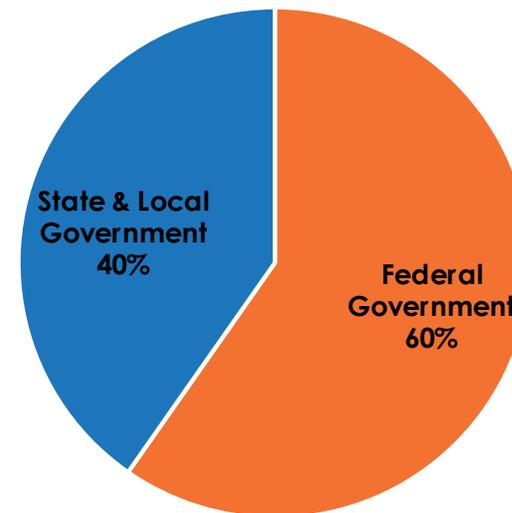
Statewide Impact: Tax Revenue Impact Estimation

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| Collector | Tax Type | Total Tax Impact (\$M) |
|-------------------------------------|-----------------------------|------------------------|
| Federal Government | Income/Profits | 567.2 |
| | Social Insurance Tax (FICA) | 1,057.3 |
| | Miscellaneous Fees & Taxes | 107.0 |
| State & Local Government | Motor Vehicle License | 17.7 |
| | Income/Profits | 123.5 |
| | Miscellaneous Fees & Taxes | 61.8 |
| | Sales tax | 446.7 |
| | Property Tax | 518.8 |
| | Social Insurance Tax (FICA) | 0.1 |
| | Total | |

Source: IMPLAN Estimate of Preceding Impacts

Total Tax Impact



Port District Estimation

Regionalizing State Level Impacts to Districts



ILLINOIS MARINE TRANSPORTATION SYSTEM PLAN



Illinois Department of Transportation

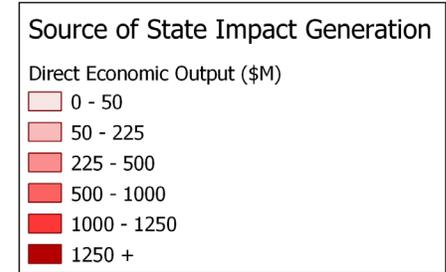
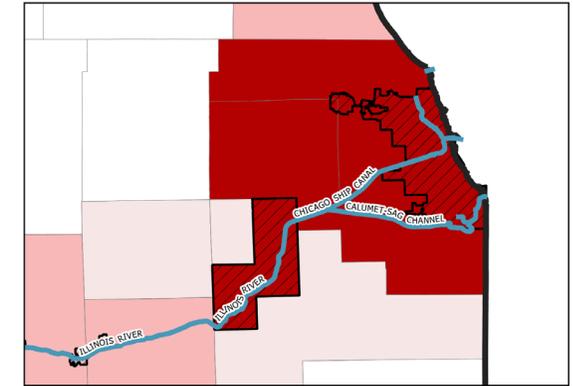
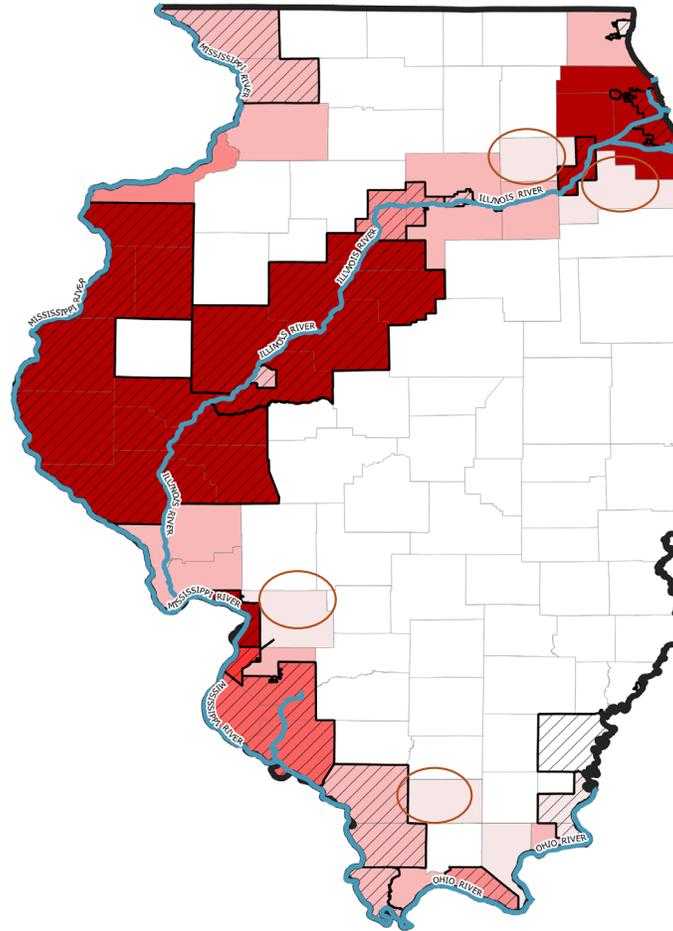


Economic Impact Generation by Port District

ILLINOIS MARINE TRANSPORTATION SYSTEM PLAN

| Marine Impact Attributed to District of Handling | | | | |
|---|-----------------|-----------------|------------------|-----------------|
| Port District | Direct | | Total | |
| | Employment | Output (\$M) | Employment | Output (\$M) |
| Outside District | 23,371.1 | 6,318.2 | 52,690.1 | 11,437.7 |
| Alexander-Cairo Port District | 193.6 | 54.8 | 456.1 | 100.3 |
| Massac-Metropolis Port District | 1,070.6 | 331.2 | 2,557.3 | 599.2 |
| Mid-America Intermodal Authority Port District | 6,631.7 | 1,585.3 | 13,913.4 | 2,896.5 |
| Ottawa Port District | 558.3 | 147.2 | 1,253.6 | 269.0 |
| Seneca Regional Port District | 162.4 | 52.8 | 394.0 | 94.1 |
| Shawneetown Regional Port District | 53.5 | 12.5 | 114.6 | 22.8 |
| Southwest Regional Port District | 3,628.4 | 1,080.6 | 8,713.3 | 1,985.9 |
| Upper Mississippi River International Port District | 741.5 | 182.1 | 1,604.5 | 331.4 |
| Waukegan Port District | 46.4 | 13.2 | 106.8 | 23.6 |
| America's Central Port District | 5,317.0 | 1,426.8 | 11,980.4 | 2,591.5 |
| Havana Regional Port District | 598.5 | 171.8 | 1,384.5 | 313.3 |
| Heart of Illinois Regional Port District | 12,922.9 | 3,196.1 | 27,623.6 | 5,797.6 |
| Illinois International Port District | 9,915.4 | 2,797.2 | 22,851.2 | 5,068.8 |
| Illinois Valley Regional Port District | 884.9 | 241.6 | 1,992.4 | 435.7 |
| Jackson-Union Counties Regional Port District | 198.6 | 55.5 | 453.4 | 100.5 |
| Joliet Regional Port District | 5,205.0 | 1,313.0 | 11,320.5 | 2,377.7 |
| Kaskaskia Regional Port District | 3,182.3 | 873.5 | 7,219.3 | 1,578.8 |
| Total | 74,682.2 | 19,853.6 | 166,628.9 | 36,024.4 |

Warning! Counties with impacts, but not touching water are locations of shipbuilding/repair. Circled





Approximating Regional Activity

ILLINOIS MARINE TRANSPORTATION SYSTEM PLAN

All the Moving Parts:

- ✓ **Port Users**
 - Masterdock Plus, InfoUSA Derived
- ✓ **Inland / Great Lakes Water Transportation**
 - Split by Type of County
 - Based on Port User Volume
- ✓ **Support Transportation**
 - Based on Port User Volume
- ✓ **Warehousing**
 - *Already Point Located*
- ✓ **Ship Building/Repair**
 - *Already Point Located*
- ✓ **Truck (Feeder)**
 - Volume, Masterdock Plus, InfoUSA Derived
- ✓ **Rail**
 - Volume, Masterdock Plus, InfoUSA Derived

‘Mobile’ Services are a function of volume they handle

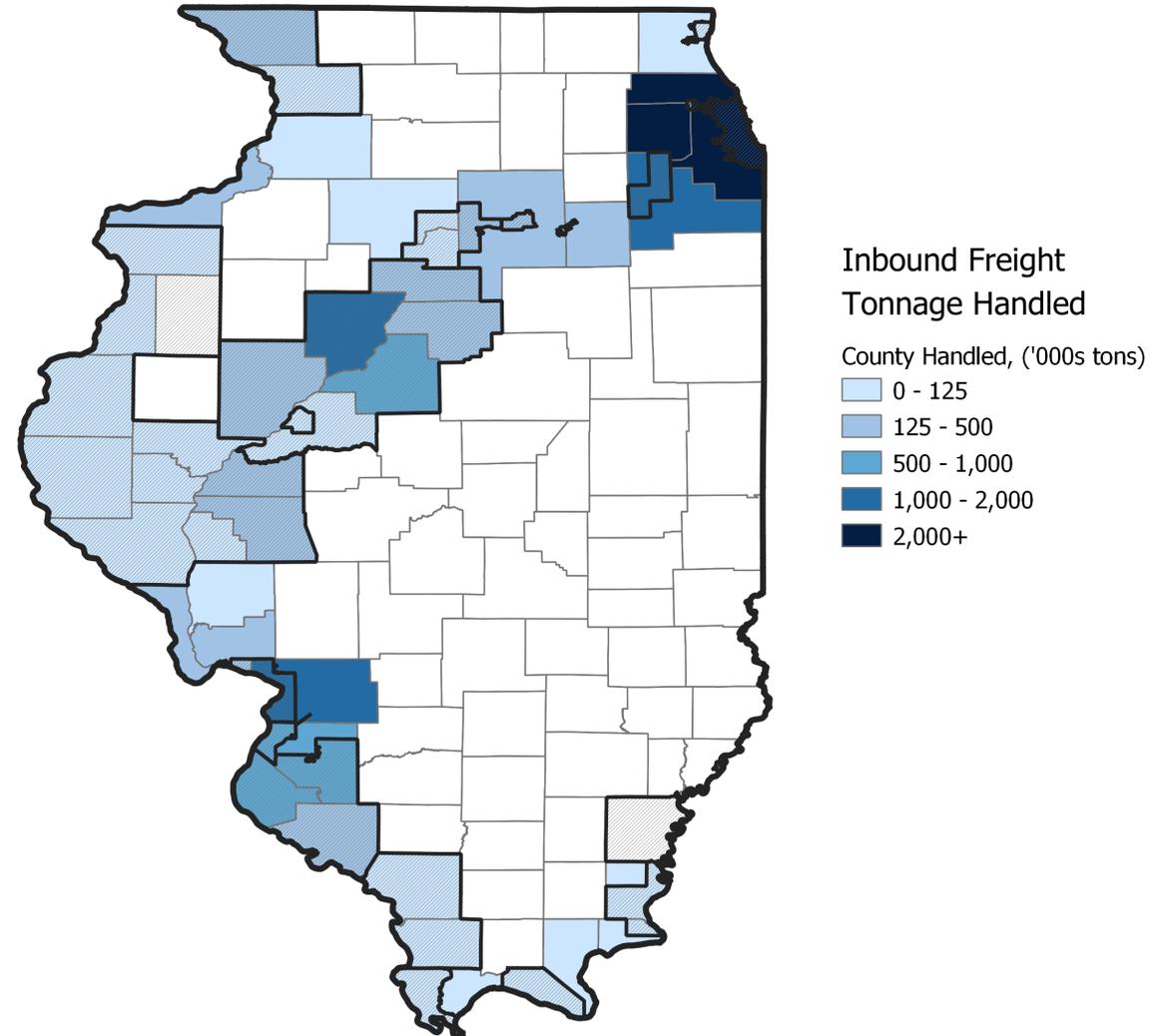
‘Rooted’ Services are geolocated and fixed position



Getting From State to County

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1. USE County-Direction-River Section forecasts of 14 WCSC commodities from teammates
2. Go to WCSC and derive crosswalk between more detailed WCSC ~107 commodities that define the 14 with SCTG Codes
3. Get WCSC total tonnage data by river section with detailed 107 commodities
4. Allocate volumes in aggregate forecast to SCTG via more detailed crosswalk
 1. Creates measures of supply or demand for more detailed SCTG commodities
 2. Normalize by across counties by commodity (and direction)
5. **Handle 'unknown' Import Commodities :**
Assign based on commodity neutral average





Getting From County to County-District

ILLINOIS MARINE TRANSPORTATION SYSTEM PLAN

Starting From: County-Commodity-Direction Data

- 1. GIS to determine Which Counties have multiple Districts/Unincorporated Waterfront**
- 2. Get WCSC Masterdock Plus data**
 1. Terminals by County/District
 2. Commodities Handled
- 3. Use implan to create lists of NAICS which produce or consume Commodities**
- 4. For each business in county, assign to nearest dock the estimated sales from InfoUSA**
- 5. Normalize dock measures to get county split**



Port District Profiles

- Example of Economic Impacts in the IMTSP



AMERICA'S CENTRAL PORT DISTRICT

America's Central Port District is located in southwestern Illinois, in the St. Louis metropolitan area. Its boundaries consist of the following townships within Madison and Jersey Counties: Granite City, Venice, Nameoki, Chouteau, Wood River, Alton, Godfrey, Elsah, and the City of Grafton.



Port District Biography

Strategically located in Southwestern Illinois the Port District has the benefit of being in one of the nation's largest metropolitan areas and access to its vast interstate network. The Port District owns 1,200 acres of mixed use land on the east bank of the Mississippi River and Chain of Rocks Channel in Granite City, Illinois. The property includes over 1.7 million sq. ft. of warehouse space, over 50,000 sq. ft. of office space, several development sites and 150 apartments. The Port is grouped into three sections the North Harbor, the South Harbor and the Rivers Edge Community.

1959



Illinois Legislature creates the Tri-City Regional Port District (America's Central Port).

1977



The port district is designated a grantee of Foreign Trade Zone (FTZ) No. 31. This designation gives companies that are approved to operate within the FTZ an economic advantage as they can reduce the costs of importing.

2000



President Clinton signed the National Defense Authorization Act of 2001. This act provides the transfer of 752 acres of the Charles Melvin Price Support Center to the Port District, this transfer doubles the acreage the port district own.

2011



The port district rebrands itself from Tri-City Regional Port District to its current name America's Central Port District.

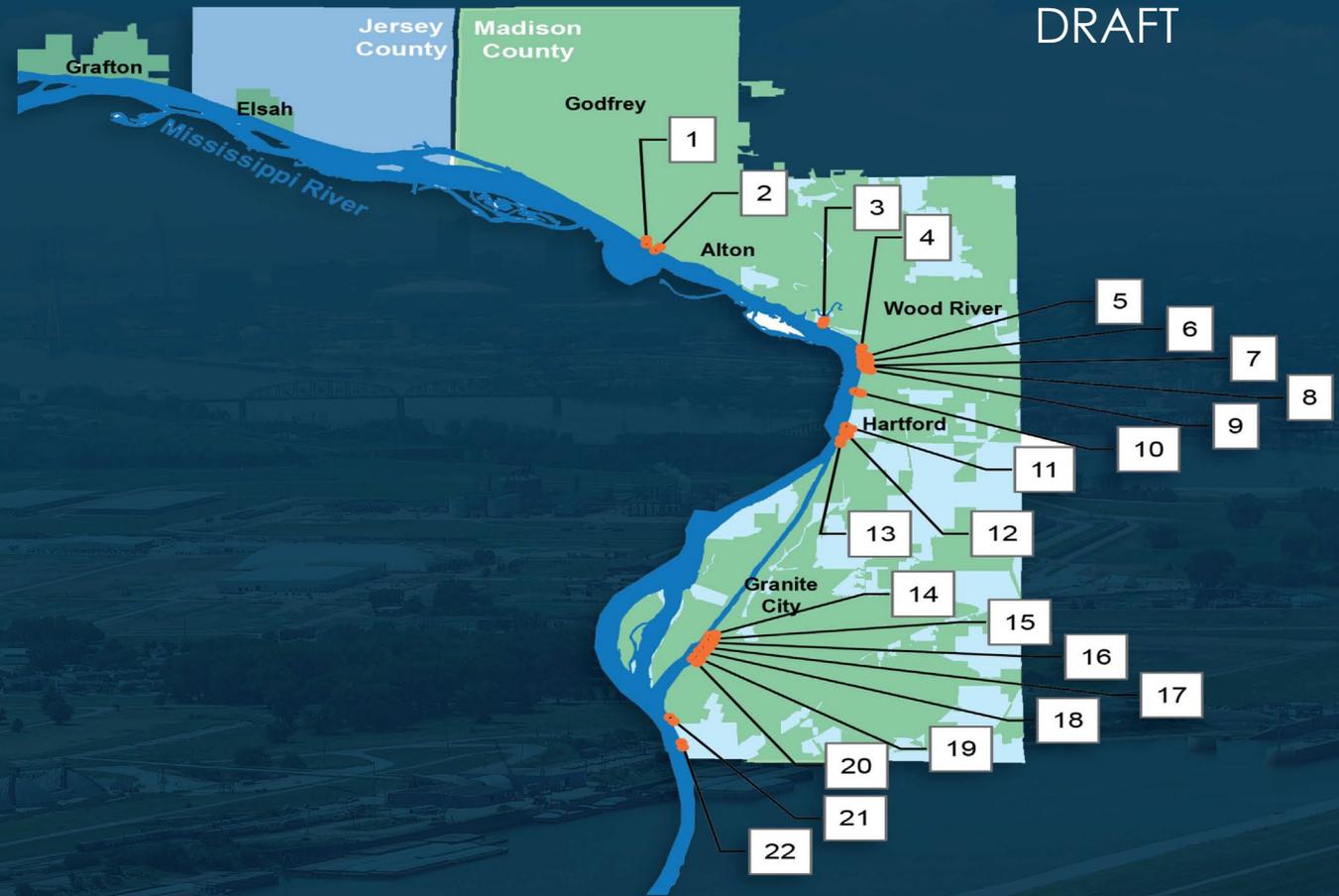
2015



The port district completed construction of the Madison Harbor project. The new harbor is located south of Lock 27 and added 9,600 feet of rail track, a new rail/truck/ barge terminal and general cargo barge dock. The project was the largest the Port undertook since its establishment.

AMERICA'S CENTRAL PORT DISTRICT

DRAFT



List of Terminals (Public and Private)

- 1** Bluff City Minerals, Alton Sand Dock
- 2** Ardent Mills, LLC
- 3** Koch Fertilizer Storage And Terminal, Wood River Terminal
- 4** Conoco Phillips, Wood River Refinery Docks No. 4
- 5** Conoco Phillips, Wood River Refinery Docks No. 3
- 6** Conoco Phillips, Wood River Refinery Docks No. 2
- 7** Conoco Phillips, Wood River Refinery Docks No. 1-4
- 8** Conoco Phillips, Wood River Refinery Docks No. 1
- 9** The Premcor Refining Group, National Maintenance & Repair, Hartford Plant Dock
- 10** Marathon Ashland Pipe Line, Jaco Landing Dock
- 11** Phoenix Terminal Co. Dock
- 12** Wood River Pipe Line Co. Dock
- 13** Conoco Phillips, Wood River Product and Marine Terminal Dock
- 14** America's Central Port, Roll-on/Roll-off Dock
- 15** Petroleum Fuel And Terminal Co., Granite City Dock
- 16** America's Central Port, SCF Lewis & Clark Marine, Fleeting
- 17** America's Central Port, SCF Lewis & Clark Marine, Red Dock
- 18** America's Central Port, SCF Lewis & Clark Marine , White Dock
- 19** America's Central Port, US Steel Dock
- 20** America's Central Port, SCF Lewis & Clark Marine, Midcoast Dock
- 21** America's Central Port, SCF Lewis & Clark Marine , Madison Harbor
- 22** Beelman River Terminals, Venice

Economic Impact

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| | PORT USER | MARINE INDUSTRY | MARINE SUPPORTING | TOTAL |
|--------------------|-----------|-----------------|-------------------|------------|
| Employment | X,XXX | X,XXX | X,XXX | XXXX |
| Income | \$XX.XM | \$XX.XM | \$XX.XM | \$XXX.XM |
| Value Added | \$XX.XM | \$XX.XM | \$XX.XM | \$X,XXX.XM |
| Output | \$XXX.XM | \$XX.XM | \$XX.XM | \$X,XXX.XM |

Port Owned Property Economic Impact

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| | |
|--------------------|----------|
| EMPLOYMENT | X,XXX |
| INCOME | \$XXX.XM |
| VALUE ADDED | \$XXX.XM |
| OUTPUT | \$XXX.XM |

CAPITAL NEEDS

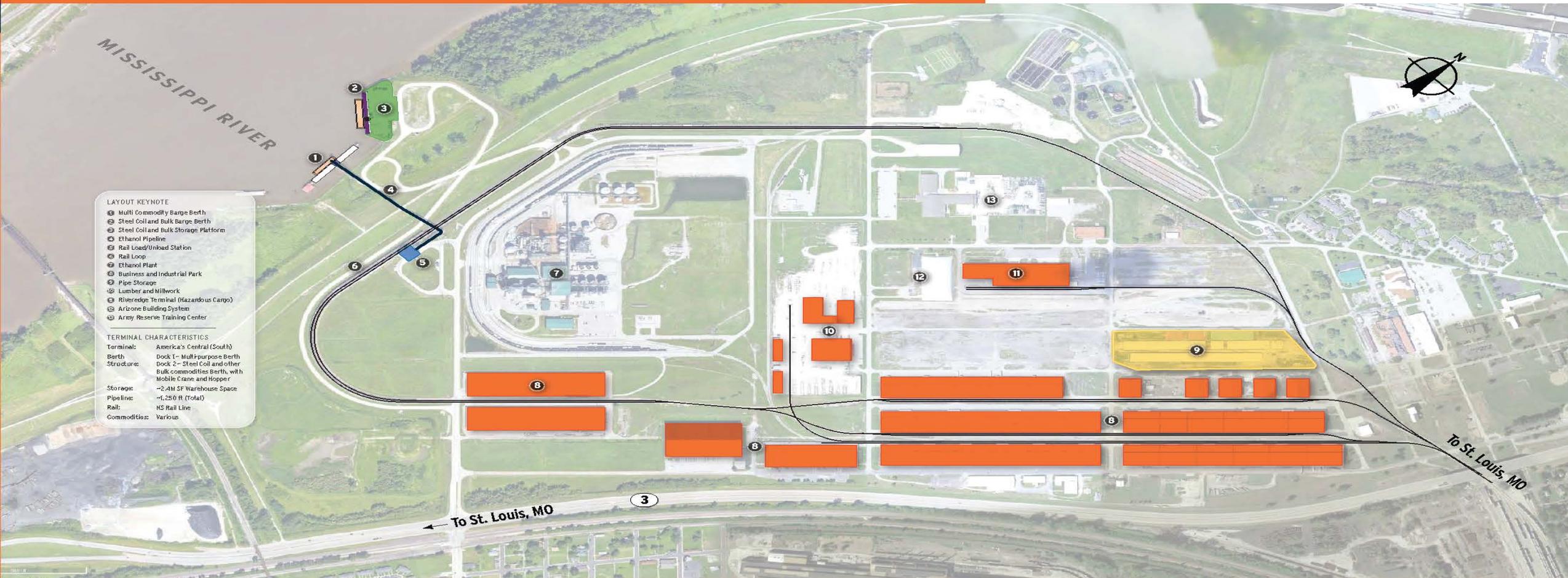
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Estimated Total Cost: \$XX Million

Americas Central Terminal (South)

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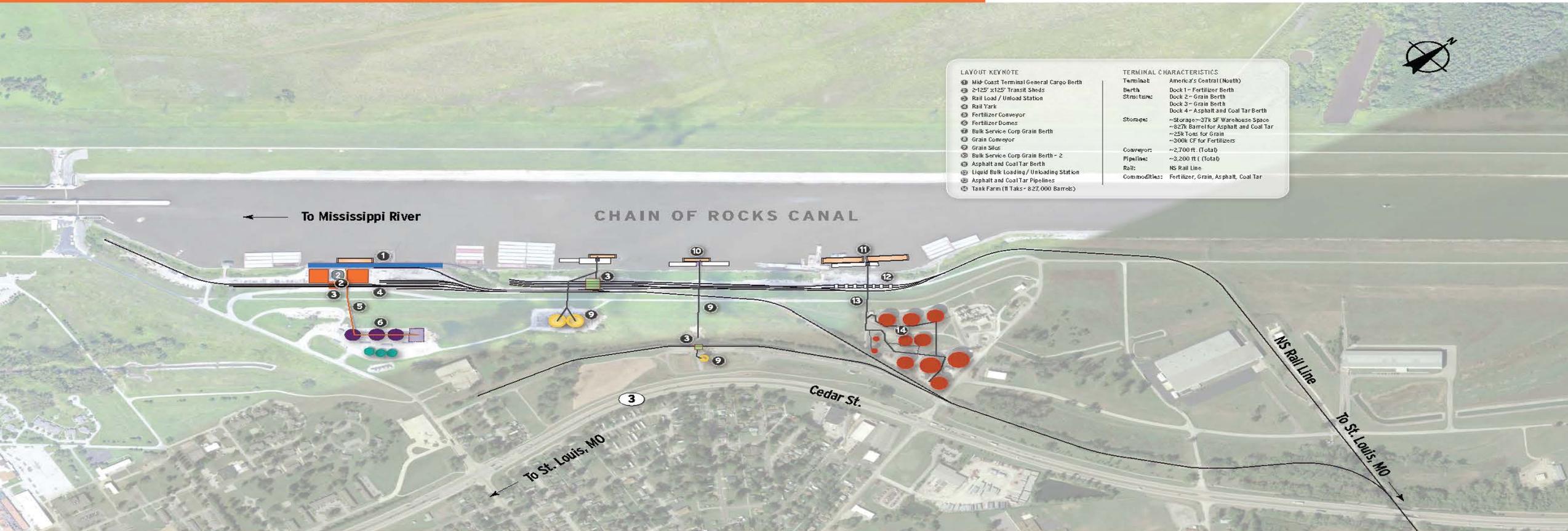
America's Central Port District South Terminal is located along the Mississippi River and Chain of Rocks Canal and is served by Norfolk Southern Railroad. The property houses several tenants which handle many products including steel coils, lumber and millwork, ethanol, and various break bulk products. The terminal has two docks one which is a multi-purpose berth, and the other is used for steel coils and other break bulk commodities. The site has roughly 2.4 million square feet of warehouse space.



Americas Central Terminal (North)

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America's Central Port District North Terminal is located along the Chain of Rocks Canal and is served by Norfolk Southern Railroad. The property houses several tenants which handle many products including fertilizer, grain, asphalt, and coal tar. The terminal has four docks one which handles fertilizer, two which handle grain, and one which handles asphalt and coal tar. The site has 37 thousand square feet of warehouse space, and has storage capacity to handle 827 thousand barrels of asphalt and coal tar, 25 thousand tons of grain, and 300 thousand CF for fertilizer.



Next Steps



ILLINOIS MARINE TRANSPORTATION SYSTEM PLAN



Illinois Department of Transportation



Next Steps

ILLINOIS MARINE TRANSPORTATION SYSTEM PLAN

Complete Tasks

- | | |
|---------------------------------------|---|
| ✓ Port Profiles | ✓ Complete Economic Impact Analysis |
| ✓ Peer State Dredge Review | |
| ✓ Facilities Inventory | ✓ Complete Industry Profiles |
| ✓ Commodity Flows | ✓ Finalize Programmatic Recommendations |
| ✓ Inventory of Carriers and Operators | ✓ Determine Benefits of Action |

