



Corn Belt Ports Update

February 12, 2020

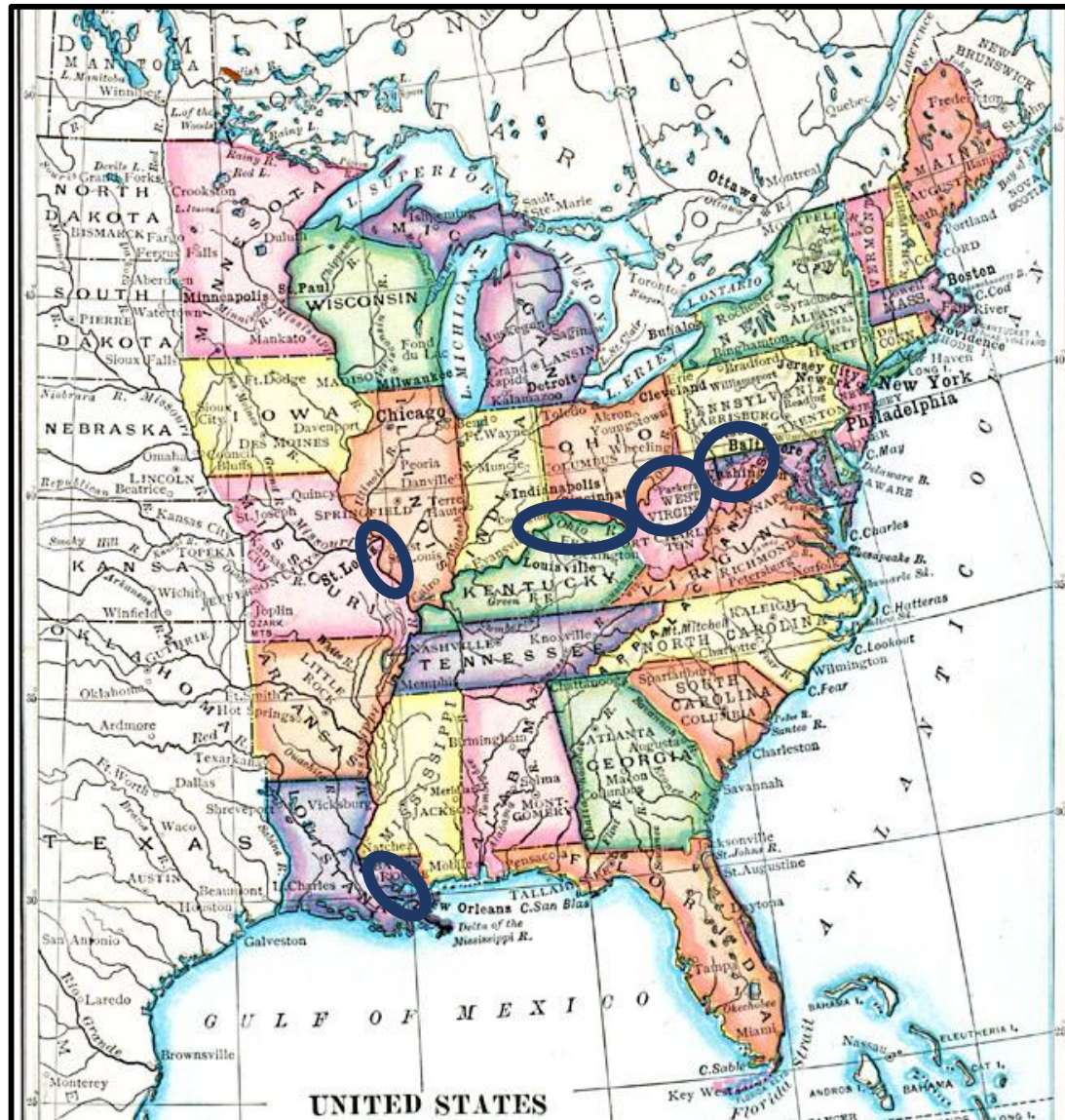


FEATURES

Quad Cities Are Loaded With Port Potential

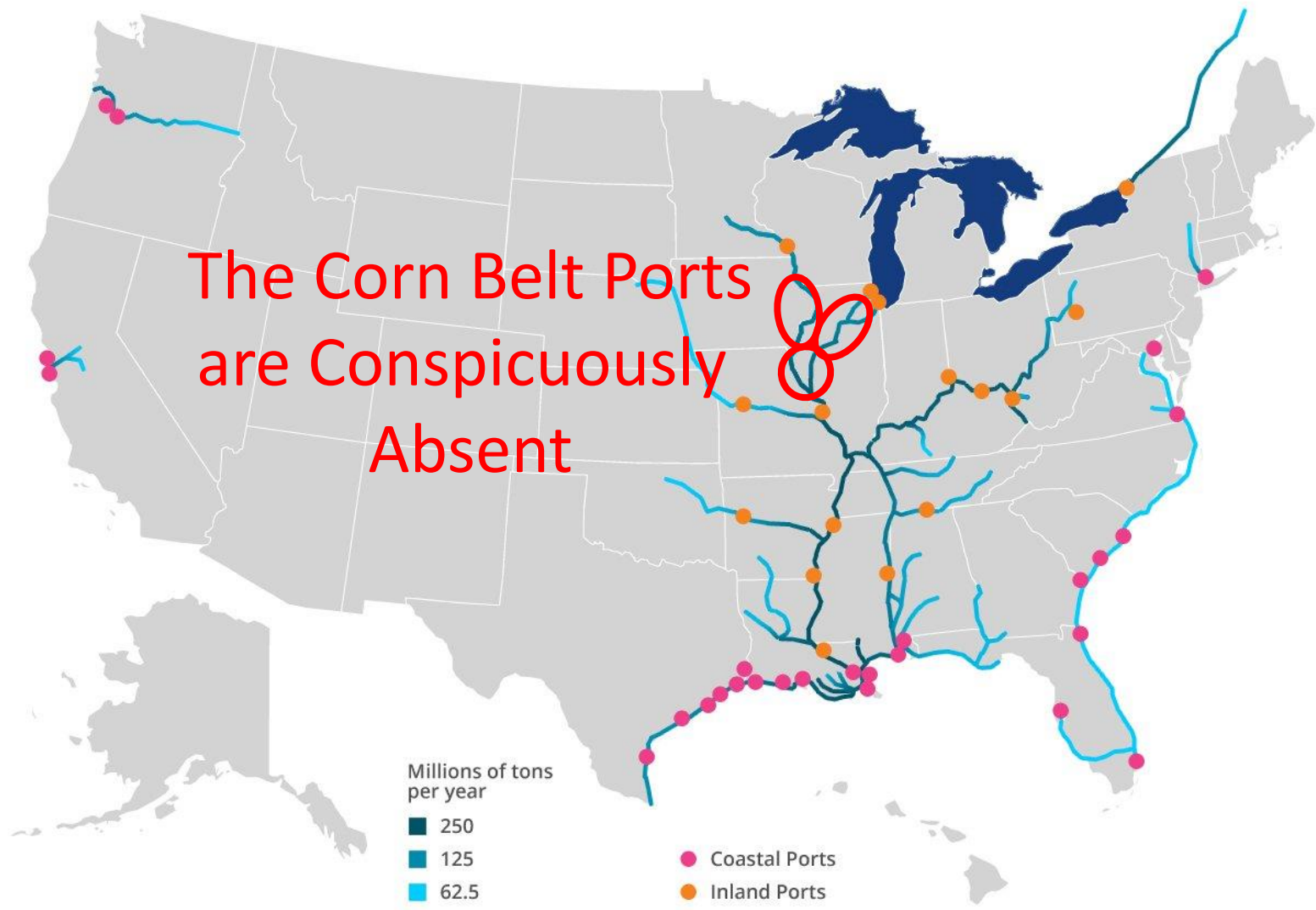
AUGUST 1, 2019 BY DAVID MURRAY

Similar Port Statistical Areas



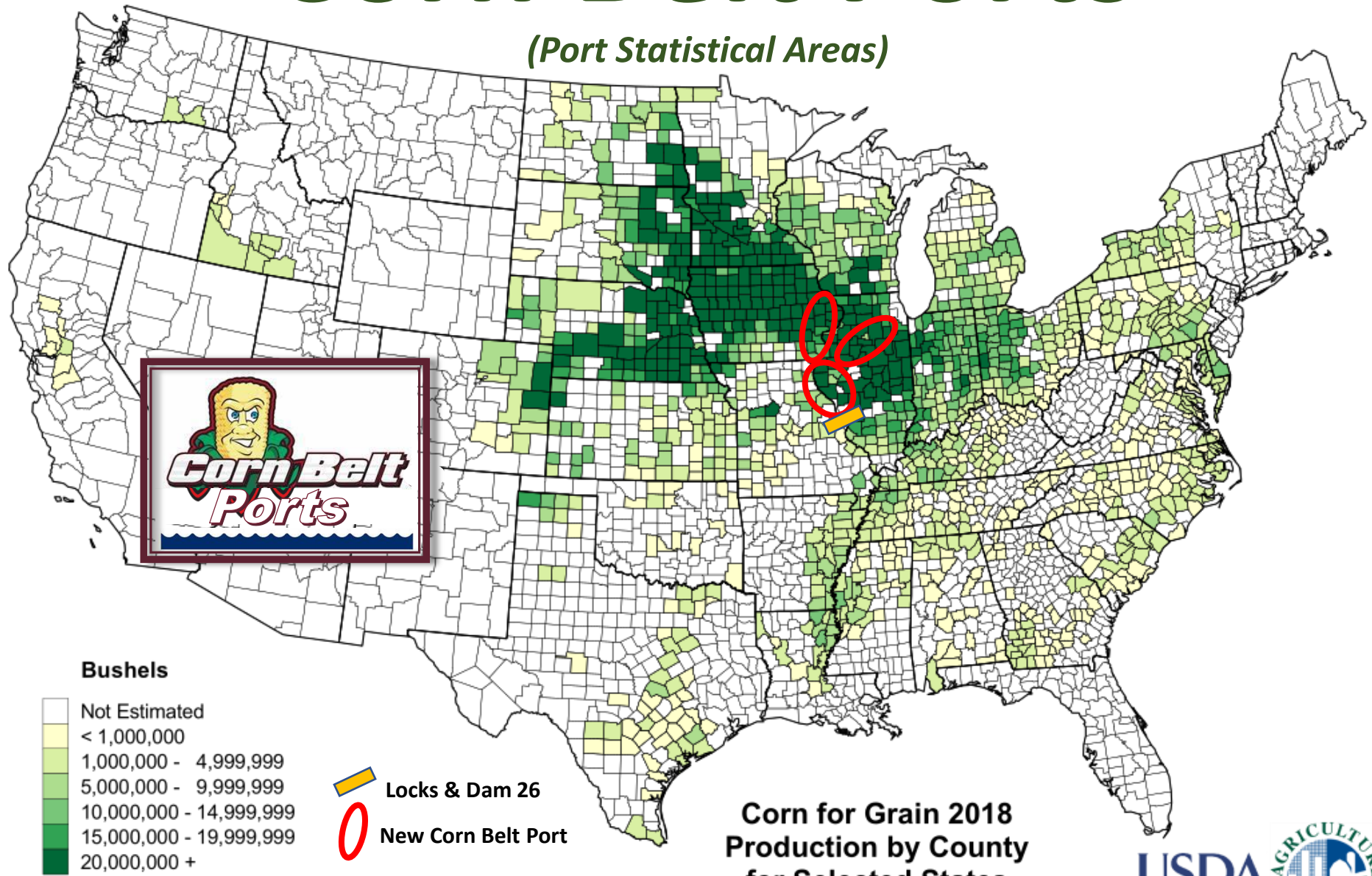
Existing Port
Statistical
Area

Inland Waterways and Ports

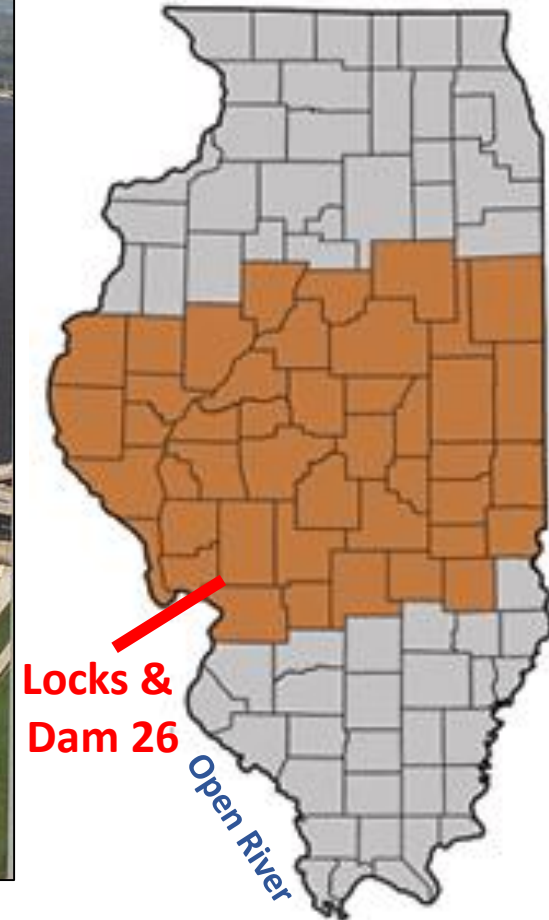


Corn Belt Ports

(Port Statistical Areas)



Locks and Dam 26 (Mel Price)



The waterborne commerce-related infrastructure feature that defines the boundary between major port economic development zones

America's AG Coast Below

Corn Belt Ports Above

The Corn Belt Ports Are Nowhere on This List (But, They Should Be)

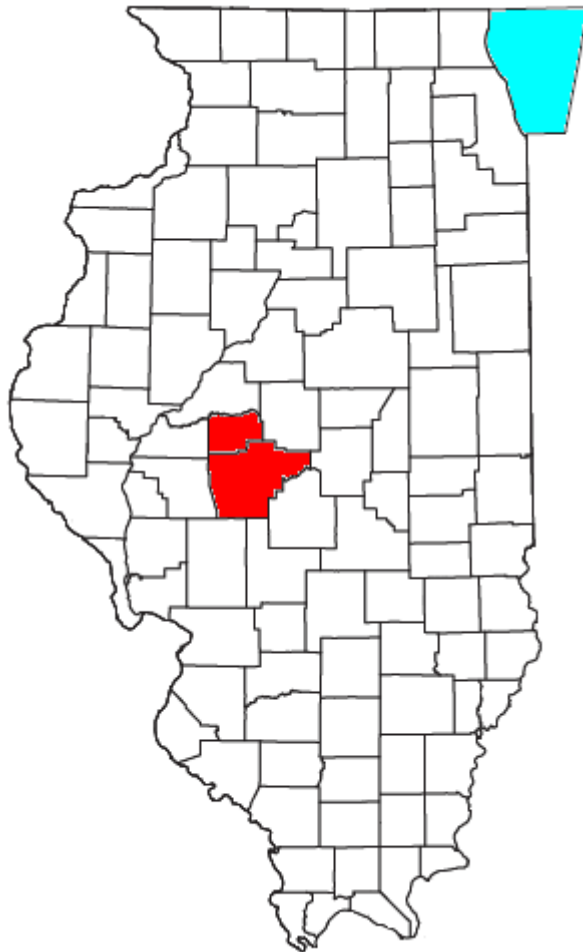
- List of ports in the United States

- https://en.wikipedia.org/wiki/List_of_ports_in_the_United_States

How can we be regionally, nationally and globally competitive without being on this list?

Is our job to promote Waterborne Commerce above Locks and Dam 26?

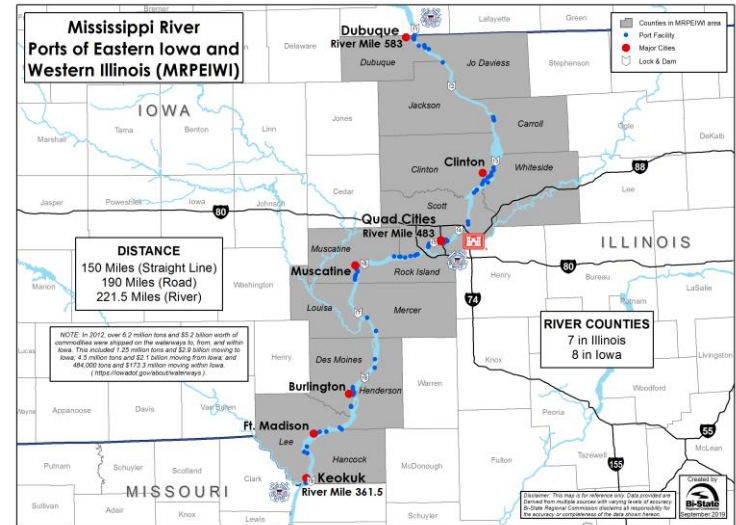
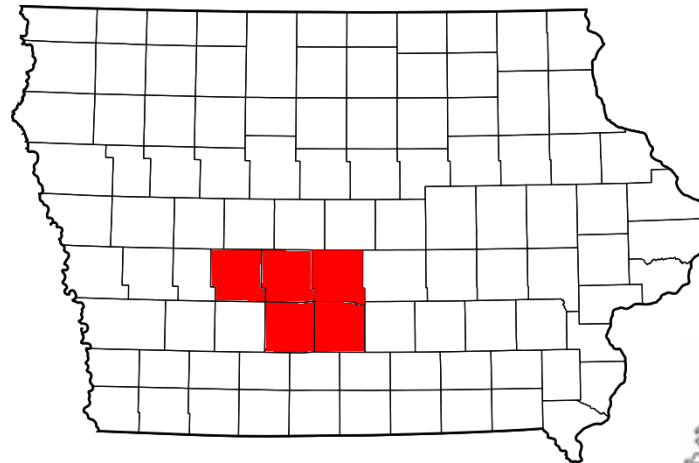
Metropolitan Statistical Area Analogy (Multiple Counties)



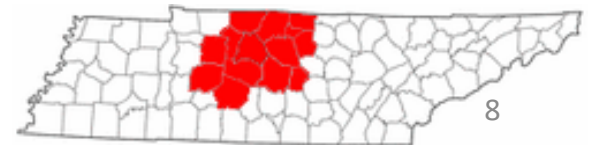
Roughly



In Concept



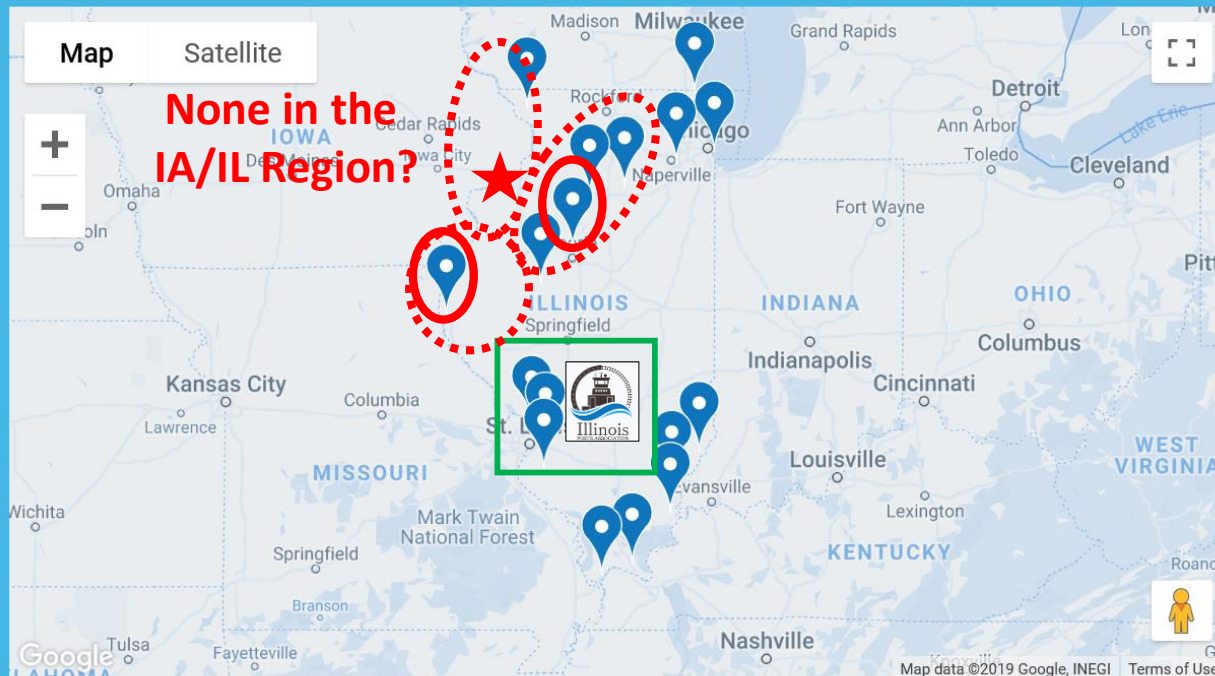
14 County Example



Port Statistical Area Definition

A port statistical area (PSA) is a geographical region on the coast or on a segment of waterway with a concentration of port infrastructure and/or barge terminals at its core, and has close ties with nearby multi-modal transportation facilities. Such regions are neither legally incorporated as a city or town would be, nor are they legal administrative divisions like counties or separate government entities; because of this, the precise definition of any given PSA can vary with the source. Many PSAs have no single municipality holding a substantially dominant position and many include several counties. PSAs are defined by the Waterborne Commerce Statistical Center (WCSC). PSAs do not impact current or future port commissions, authorities or districts, and are only used by federal government agencies for statistical reporting purposes.

Illinois Port Situation

[HOME](#)[ABOUT](#)[PORTS](#)[LEADERSHIP](#)[BY-LAWS](#)[VIEW MAP](#)

Of the 15 Illinois Ports Association Mississippi River Watershed Ports, only 3 are federally recognized. All 3 are in the St. Louis Area. The Mid-America Port and the Heart of Illinois Regional Port District are the two most conspicuously absent ports from the federal list, because of their very large size and age.



Facilities Inventory – Statewide

ILLINOIS MARINE TRANSPORTATION SYSTEM PLAN

288
(68.6%)

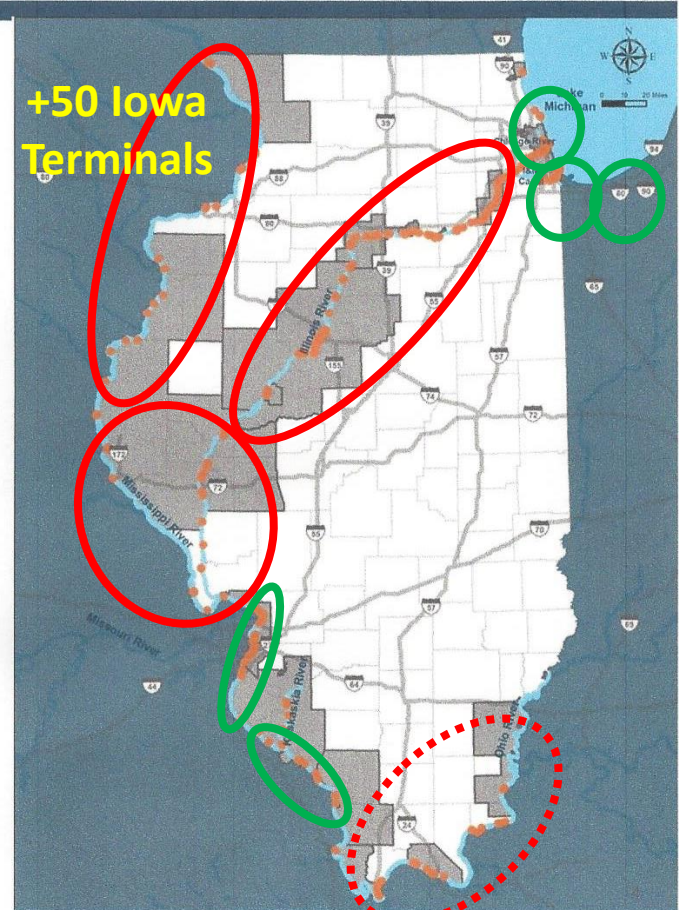
TERMINALS LOCATED WITHIN
PORT DISTRICT BOUNDARIES
Private / Public

132
(31.4%)

TERMINALS LOCATED
OUTSIDE PORT DISTRICT
BOUNDARIES

Current Midwest Top
100 Port Statistical Area

Potential Top 100
Port Statistical Area



*Unexplained and
Unnecessary Gaps*

- Mississippi River Ports of Eastern Iowa and Western Illinois (MRPEIWI)
- Illinois Waterway Ports and Terminals (ILWW P&T)
- Mid-America Port (MAP)

Ohio River Basin Ports (PSAs)

Upper Mississippi River Basin Ports (PSAs)

Above Olmsted L/D (Olmsted, IL)

- Louisville, KY (#66/100)
- Cincinnati & N. KY (#13/100)
226.5 River Miles (RMs), 15 Counties (COs)
- Pittsburgh, PA (#20/100)
200 River Miles (RMs), 12 Counties (COs)
- Huntington, WV (#15/100)
199 River Miles (RMs), 11 Counties (COs)

Above L/D 26 (Alton, IL)

- Mid-America (Missing) (#54/100)*
- Illinois WW (Missing) (#66/100)*
- MRPEIWI (Missing) (#68/100)*
- St. Paul, MN (#79/100)

Does this make a difference?

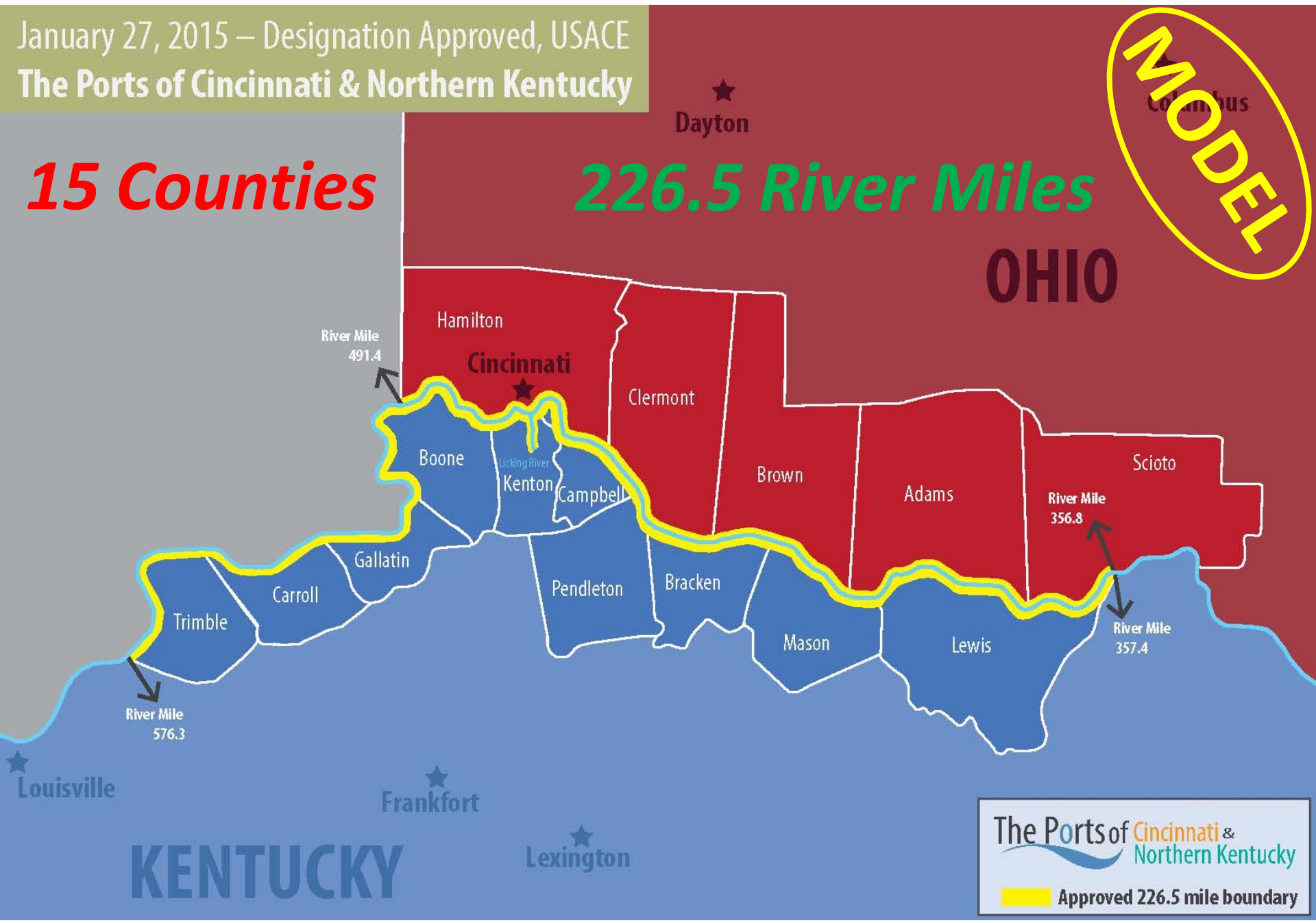
** Very rough low-end estimate partially based on public data available*

January 27, 2015 – Designation Approved, USACE
The Ports of Cincinnati & Northern Kentucky

15 Counties

226.5 River Miles

MODEL



Mississippi River Port Ranking

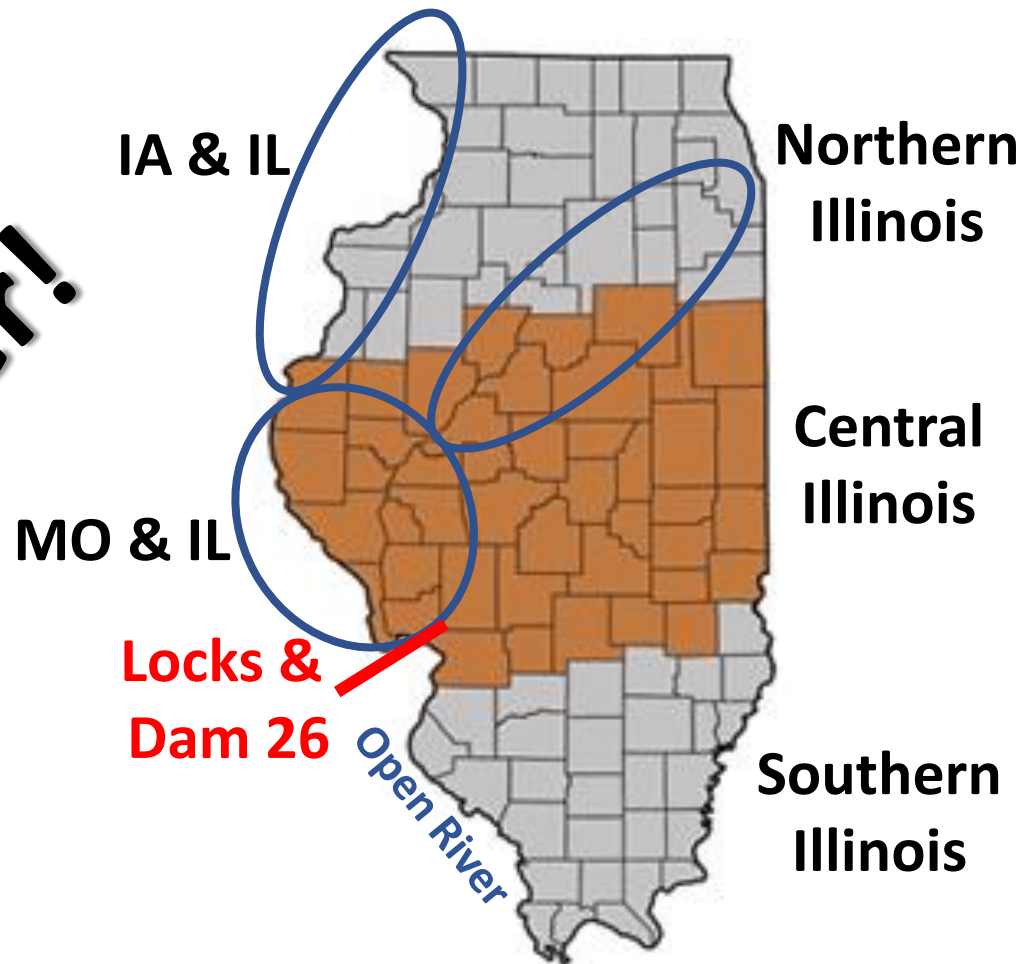
(U.S. Port Ranking by Cargo Volume 2018)

1. South Louisiana, LA (275.5 million tons)
2. New Orleans, LA (93.3 million tons) [New Orleans District Headquarters]
3. Baton Rouge, LA (82.2 million tons) *Ocean-Going Vessels*
4. St. Louis (MO & IL) (37.4 million tons) [St. Louis District Headquarters]
5. Memphis, TN (11.1 million tons) [Memphis District Headquarters]
- X. Mid-America (IL & MO) (8.8 million tons)* *Rock Island District - All 3 Missing!*
- X. MRPEIWI (IA & IL) (6.3 million tons)* *Illinois Waterway (6.5 million tons)**
6. St. Paul, MN (5.8 million tons) [St. Paul District Headquarters]
7. Kaskaskia, IL (5.7 million tons)
8. Vicksburg, MS (2.9 million tons) [Mississippi Valley Division Headquarters]
9. Greenville, MS (2.9 million tons) *Adams County (2.3 million tons) (IMTS data)*
10. New Madrid County (2.2 million tons) [The Honorable R.D. James - ASA(CW)]
11. Hickman-Fulton County Riverfront, KY (1.2 million tons)
12. Natchez, MS (1.0 million tons)
13. Rosedale, MS (1.0 million tons)
14. Southeast Missouri Port, MO (1.0 million tons)

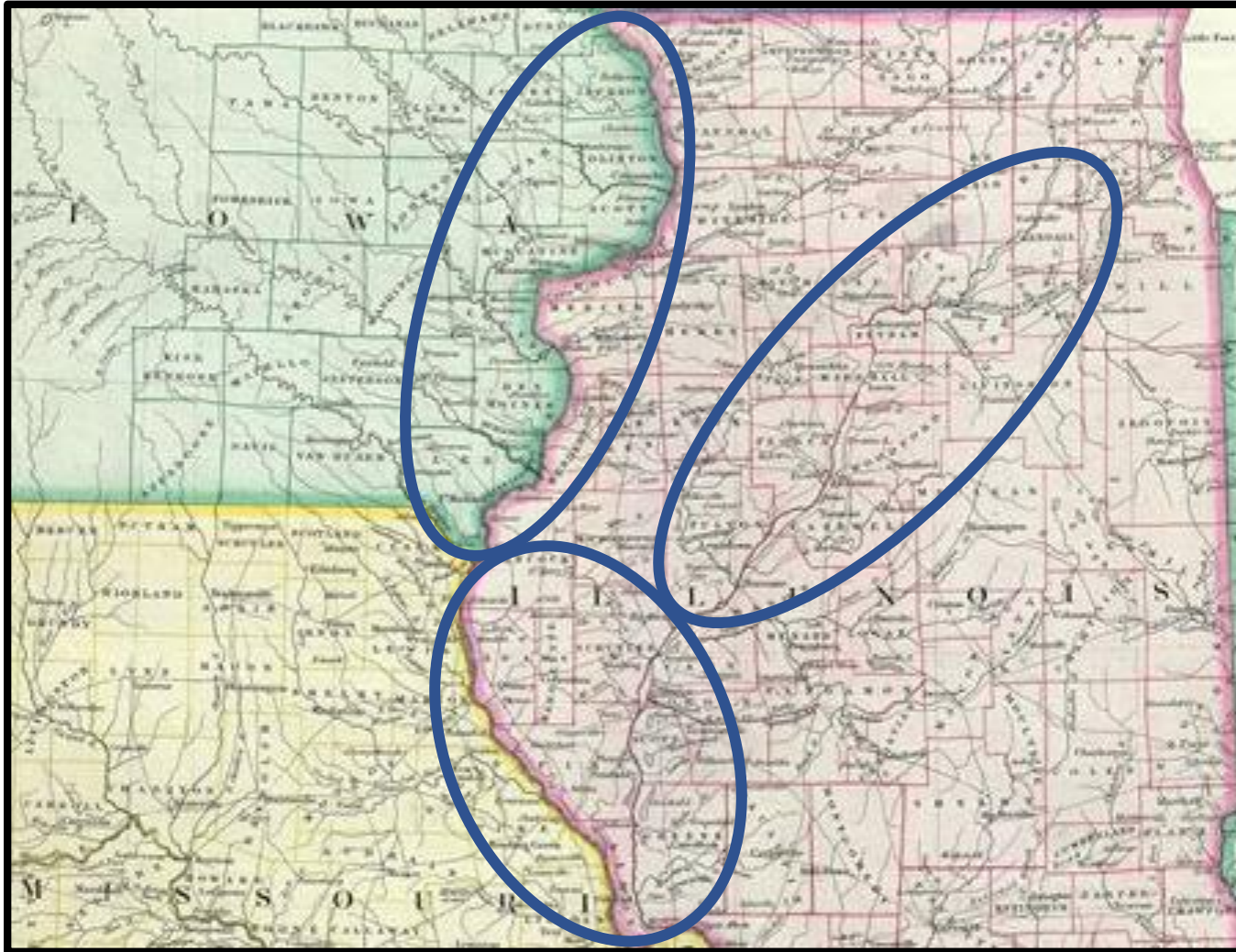
** 2017 Outbound Food & Food Products Only (Est.)*

Illinois Needs 3 New Federally Recognized Ports

**The Sooner
The Better!**



But, an Integrated Tri-State Approach is the Only Option



Above Locks and Dam 26

Recommendation

- A True Tri-State Solution: A Win, Win & Win (Makes All a Success)
- All Port Statistical Areas in Middle Third Range (+/- #33-67/100 Rank)
- Roughly Equal in Size
- Aligns Well (Logically) with State and Federal Programs
- Doesn't Leave any Riverfront/Waterway-front Counties Out

Port Statistical Area	River Miles	Counties	Tonnage Estimate (Food O-B)	US Inland Port Rank (Estimate)	All US Port Rank (#/100) (Estimate)
Mid-America (MO/IL)	241.5	17 (Includes 3 Partial COs)	8.8M	15	54/100
Illinois Waterway (IL)	175.5	11 (Includes 1 Partial CO)	6.5M	18	66/100
MRPEIWI (IA/IL)	221.5	15 (Includes 2 Partial Cos)	6.3M	20	68/100

Tri-State Corn Belt Port Statistical Areas (Recommended)

MRPEIWI PSA
15 Counties
(Includes 2 partial counties)
221.5 Total River Miles

12 Regional Planning Agencies
10 Existing State-Recognized Ports

41 Riverfront Counties
365 Mississippi River Miles
273.5 Illinois River Miles
638.5 Total River Miles

ILWW PSA
11 Counties
(includes 1 partial county)
175.5 Total River Miles

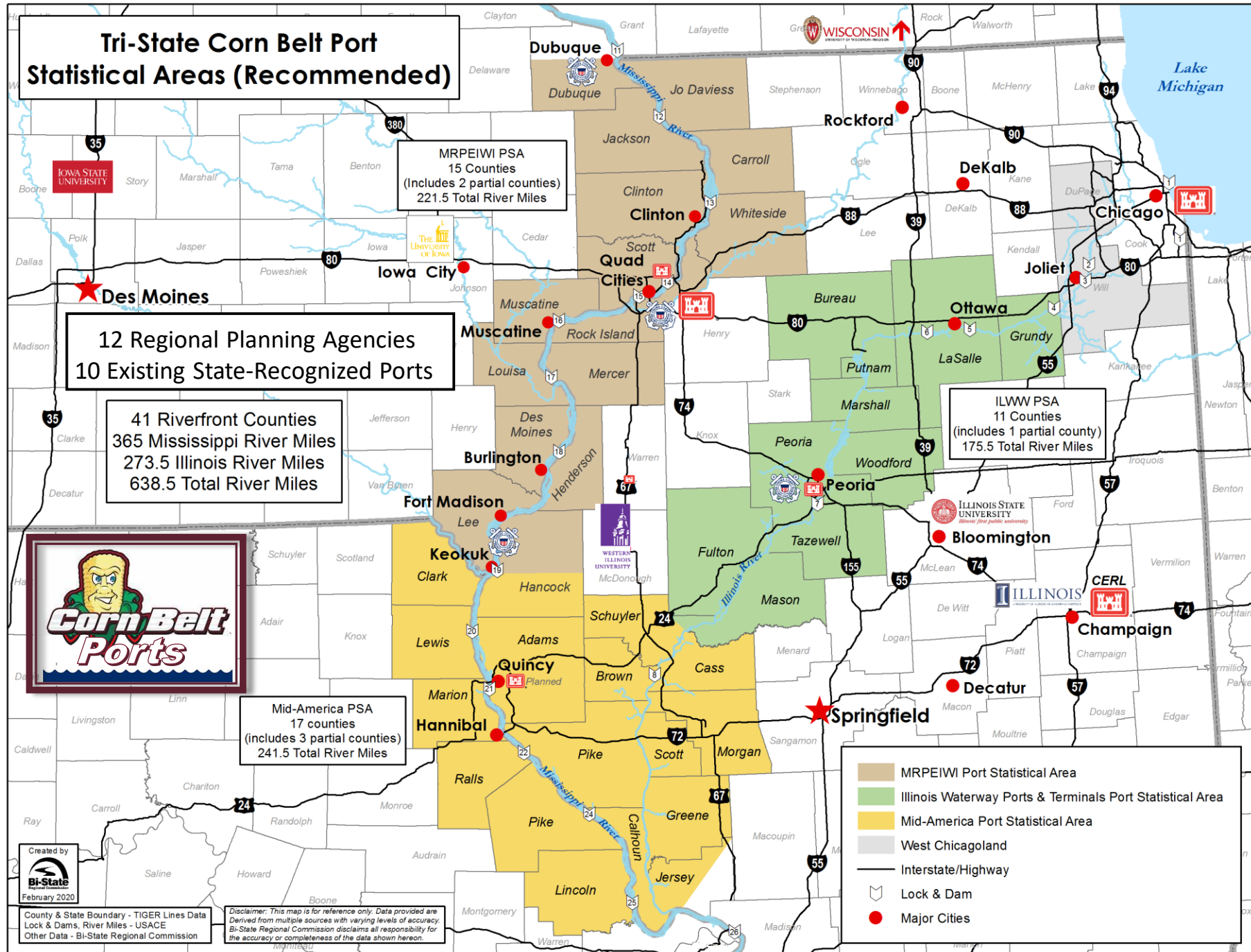
Mid-America PSA
17 counties
(includes 3 partial counties)
241.5 Total River Miles



County & State Boundary - TIGER Lines Data
Lock & Dams, River Miles - USACE
Other Data - Bi-State Regional Commission

Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown herein.

- MRPEIWI Port Statistical Area
- Illinois Waterway Ports & Terminals Port Statistical Area
- Mid-America Port Statistical Area
- West Chicagoland
- Interstate/Highway
- Lock & Dam
- Major Cities



Mississippi River Ports of Eastern Iowa and Western Illinois (MRPEIWI)

Design Criteria

**Inclusive
Bi-State (2 States)**

DISTANCE

150 Miles (Straight Line)
190 Miles (Road)
221.5 Miles (River)

**Contiguous
Existing Infrastructure
70 Terminals Minimum
15 Counties Maximum
225 Miles Maximum
Aligns with RPAs
Aligns with NESP**

Dubuque
River Mile 583

Clinton

Quad Cities

River Mile 483

Muscatine

Burlington

Madison

Keokuk
River Mile 361.5

- Counties in MRPEIWI area
- Port Facility
- Major Cities
- Lock & Dam

RIVER COUNTIES
7 in Illinois
8 in Iowa

ILWW Ports and Terminals PSA

Mid-America PSA

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Created by
Bi-State
Regional Commission
September 2019

IA and IL Participating Regional Planning Agency Boundaries



- Lock & Dam
- Major Cities
- Port Facility
- Counties in MRPEIW area
- Participating Planning Agencies**
- Bi-State Regional Commission
- Blackhawk Hills Regional Council
- East Central Intergovernmental Association
- Southeast Iowa Regional Planning Commission
- Western Illinois Regional Council

The fundamental mission of a regional planning agency is to plan and improve the quality of life. Regional planning agencies serve an advisory role to local governments. The agencies work to improve a region by coordinating local planning, promoting orderly growth and efficient land use and transportation systems, and addressing issues of regional concern.

APPLICANT

Illinois Waterway Ports

Mid-America PSA

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Mid-America Port Statistical Area (PSA)

**143.5 Mississippi River Miles (RMs)
98 Illinois River Miles (RMs)**

Actual

**17 Counties (COs)-
3 are Partial COs
241.5 River Miles (RMs)**

MRPEIWI PSA
15 Counties, 221.5 RM

Design Criteria

- ✓ **Bi-State**
- ✓ **Inclusive**
- ✓ **Continuous Waterway**
- ✓ **Existing Infrastructure Focus**
- **15 Counties (COs) Max**
- **+/- 225 River Miles Max**
- ✓ **Aligns with NESP**
- ✓ **Include MO Pike and Lincoln Counties Port Authority**

R.M. 361.5

Quincy

Hannibal

St. Charles

R.M. 236.5

R.M. 0

R.M. 218

R.M. 98

Springfield

ILLINOIS

**High Tonnage
Option**

Illinois Waterway Ports and Terminals Port Statistical Area

11 Illinois Counties (COs)
(Includes 1 partial CO)
175.5 River Miles (RMs)



Phase 1 Application



Heart of Illinois Regional Port District

- Marshall County
- Peoria County
- Woodford County
- Fulton County
- Tazewell County
- Mason County

Phase 2 Application

Joined by county resolutions

- Putnam County
- Bureau County
- LaSalle County
- Grundy County
- Schuyler County (partial)
- Havana Township

-  Phase 1 - Heart of Illinois Regional Port District
-  Phase 2 - Joined by County Resolutions

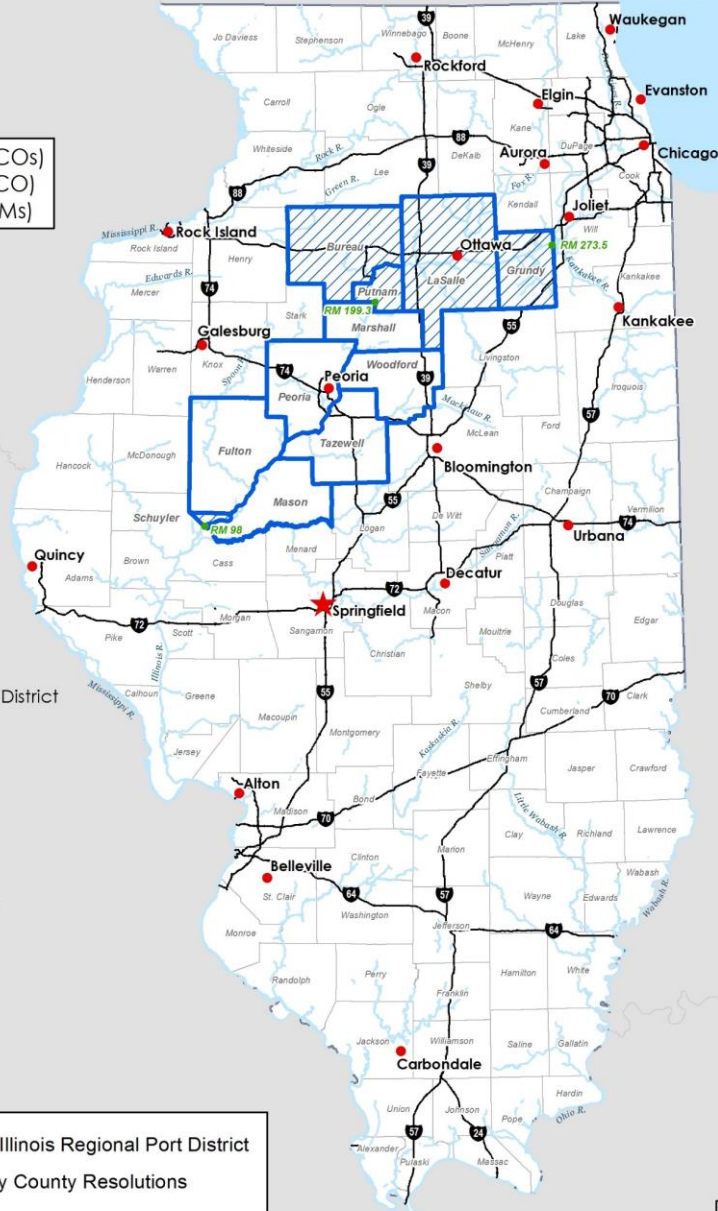
County & State Boundary - Cities - TIGER Lines Data
River Miles - USACE; Water Features - USGS
Highways - IL DOT (2018)

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0 10 20 40 60 80 Miles



Lake
Michigan



Purpose

- 1) Enable the ports and points of origin (and destination) of outbound (and inbound) shipments in the Tri-State region above Locks and Dam 26 (North of St. Louis) to be accurately tied to federally recognized port statistical areas;
- 2) Enable the Corn Belt Ports to be nationally ranked in order for them to be more visible, marketable, economically competitive, and better able to enhance the value to the nation and region of waterborne commerce above Locks and Dam 26 (North of St. Louis);
- 3) Enable more effective regional economic and multi-modal transportation system planning and development.

Access to Additional Grants?

- Various Economic Development Grants
- BUILD Discretionary Grants - DOT
- Port Infrastructure Development Grants | MARAD - DOT
- Port Security Grants – DHS
- Department of Agriculture
- Department of Energy
- Environmental Protection Agency
- Other?

Primary Benefit

- Federal recognition as a multi-modal port region
 - Supports:
 - ✓ Marketing
 - ✓ Economic development
 - ✓ Regional, national and global visibility and competitiveness
 - ✓ Regional identity

End State

- The three Corn Belt Ports will be found on the annual U.S. federal ports ranking list in Sep 2020:
- <http://aapa.files.cms-plus.com/2018%20U.S.%20PORT%20RANKINGS%20BY%20CARGO%20TONNAGE.xlsx>
- https://en.wikipedia.org/wiki/List_of_ports_in_the_United_States

Where Are We Going?



Contact Info:



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Back-Up Slides

Reference Document

EP 1130-2-520 29 Nov 96

5-10. Approval Required to Add, Modify, or Delete Tables from the Waterborne Commerce of the United States.

- a. The district commanders are the primary initiating authority for additions, modifications, or deletions of Corps of Engineer projects that appear in the Waterborne Commerce of the United States (WCUS), Parts 1 - 4 tables. The district engineer will forward, through the division engineer, the initial request and statement of justification of said changes through the Director, WCSC, to the Director, NDC, the approving authority.
- b. The WCSC may also initiate recommendations for additions, modifications, or deletions to Corps of Engineers projects as they appear in Waterborne Commerce of the United States, Parts 1 - 4 tables. The recommendations must be coordinated with the district commander of the affected district and approved by the Director, NDC.
- c. Proposed changes to the Waterborne Commerce of the United States, Part 5 must be approved by the Director, NDC.
- d. Any change to the definition of a port area or the establishment of a new port area must meet one of the following criteria:
 - (1) Port limits defined by legislative enactments of state, county, or city governments.
 - (2) The corporate limits of a municipality.
- e. The petitioning party must forward the initial request for an addition or change to port definitions to the Director, WCSC. Said request must include a statement of justification and citation of authority in response to criteria mentioned above. Denials may be appealed to the Director, WRSC.

Planning Considerations (1 of 2)

(Only Robert Sinkler's Ideas)

- A useful model to consider would be the Ports of Cincinnati and Northern Kentucky (<https://www.cincinnatiport.org/projects/ports-of-cincinnati-and-northern-kentucky-re-designation/>). The reason there is an odd notch in this example is that Indiana couldn't figure out how to make a tri-state PSA work for them. After years of negotiation, they wouldn't approve being part of it. I can understand why. There really isn't a tri-state PSA example where three states are identified on this list: https://en.wikipedia.org/wiki/List_of_ports_in_the_United_States Huntington is close, but all of the data goes to West Virginia as I understand it. Bi-State PSAs seem to work fine.
- PSAs should be 15 counties (or less) in size. It needs to be a manageable size. The largest PSA ever approved by USACE is 15 riverfront counties (model above).
- Waterway segments should not be broken. In other words, there needs to be a continuous segment of waterway in the PSA. No approved examples exist where there are two unconnected waterway segments in one PSA.
- It should be inclusive (no major waterway-using counties left out of a PSA).
- It should logically adjoin with the adjacent PSA. No gaps are ideal.
- Ideally, the PSA would be less than 225 miles in length (the longest ever approved by USACE was 226.5 miles – model above). Again, the size needs to be manageable. Exceptions could be made, but only in the case where, due to geography, waterways are very close together in proximity (e.g. the confluence area of the Illinois and Mississippi Rivers; or in the Chicago Area Waterways). Certainly (my opinion) nothing over 250 miles would be considered reasonable.
- As closely as possible, the PSA should programmatically align with federal programs like NESP, the federal Upper Mississippi River Project, the federal Illinois Waterways Project, state programs, etc.

Planning Considerations (2 of 2)

(Only Robert Sinkler's Ideas)

- It is generally viewed that the PSA data is property of, and most useful to the state transportation agencies, so the State Departments of Transportation will have a significant amount of influence on how the PSAs are defined in multi-state areas.
- PSAs have absolutely no impact on existing or future port commissions, port authorities, port districts, economic development authorities, or economic development agreements. And, PSA boundaries frequently do not conform to existing port commissions, port authorities, port districts, economic development authorities. The PSA boundary is strictly focused on waterways and density of port infrastructure. Simply put, they are designed around waterways, terminals (existing infrastructure) and tonnage.
- Ideally, major items of waterways-related infrastructure like dams, bridges etc., should be in the same PSA (not split between PSAs).
- The PSA should ideally be the same river mile for both sides of the river. The model above is only an exception because Indiana couldn't make a tri-state PSA work for them. And, everyone approved it just because KY County Resolutions were already done and in.
- The PSA needs to support and be logically nested in the larger Upper Mississippi River Basin, from a geographic standpoint. Meaning nothing odd-sized and stuck in the middle of nowhere outside the context of the larger system.
- A PSA should not be created that significantly disadvantages a state or adjacent counties from a statistical standpoint. Make everyone a winner.
- PSAs need to be designed in a way that supports future programs and anticipated waterway usage.
- The PSA has to support the Corps Operations, Maintenance and Planning of the waterway system.