



Illinois Waterway Port Statistical Area

Bottom Line: The Heart of Illinois Regional Port District (HIRPD) is responsible to fulfill statutory requirements, the Illinois Waterway (ILWW) non-federal sponsor responsibilities and, also represent the interests of the HIRPD and ILWW for increased investment. The ILWW PSA was federally recognized in Oct 21, see the below map. Prior to this recognition there were no federal ports in the Tri-State (IL, IA and MO) region above lock and Dam 26 and the IL river prior to the Great Lake ports. The next year, along the ILWW, the region received \$9.7M (2021 Illinois Port Facilities Capital Investment Grant Program) and \$309.178M (U.S. Army Corps of Engineers Infrastructure Investment and Jobs Act (IIJA) Work Plan).

Background: The ILWW PSA is part of the Tri-State Corn Belt Port PSA ([Corn Belt Ports - Riverside Global](#)). The ILWW PSA is currently ranked as a top 50 Principal U.S. Port and a top 10 inland port based on tonnage. This federal recognition of the ILWW PSA allows for a means to represent the economic value (and the value of waterborne commerce) to the nation and the world generated by North Central and Central Illinois.

Ports on the very long, narrow segments of the maritime highway system serviced by locks and dams (like the ILWW) are by their very geographic nature, extended, linear, multi-modal transportation features that are generally around 200 miles in length. They have efficiently dispersed terminals along the waterway close to where grain is grown, and agricultural products are produced. Terminals on the waterways are served by an interconnected network of roads and railways, and compliment nearby industrial and commercial users of the region's multi-modal transportation infrastructure supporting other commodities. The HIRPD has 30 terminals and throughout the ILWW PSA there are several ports and 77 terminals.

Per the recent Illinois Marine Transportation System plan and economic impact analysis study. The HIRPD ranks 1st (\$2,777.1 B) out of 8 ports on the Illinois Waterway in total contribution towards the state GDP. Additionally, it is estimated that marine cargo activity being handled within the larger ILWW PSA directly or indirectly supports **32,648 jobs** within the state. These workers earn an estimated **\$2,000.8 billion in wages** and contribute approximately **\$3,309.3 billion towards State GDP**. The activity enabled comes from shippers across the state making use of facilities (ports and terminals) within the ILWW PSA, as well as the services supporting their goods movement.

Benefits: The ILWW PSA will: 1) Represent the interests of the region as a federally recognized multi-modal port; 2) Support regional marketing and economic development efforts; 3) Raise the region's profile to improve regional, national and global visibility and competitiveness; 4) Give a competitive edge to attract a wide range of public and private investment; 5) Create a regional multi-modal transportation infrastructure identity; 6) Develop and implement a plan to better serve the State of Illinois and all communities (disadvantaged and economically distressed) as an economic development tool within the region.

Corn Belt Ports Catch \$1.24 Billion from the Infrastructure Investment and Jobs Act



Illinois Waterways \$309.178M

- Brandon Road Lock and Dam (Joliet Regional Port) \$225,838,000
- Illinois Waterway operations & maintenance backlog (\$83,340,00)

Mid-America Port Commission (\$849.13M)

- Retrofit Lock and Dam 25 with a modern 1200' Lock (NESP) (\$732,000,000)
- Construct a Fish Passage at Lock and Dam 22 (NESP) (\$97,100,000)
- Mississippi River Operations & Maintenance Backlog (\$17,594,200 est.) (Locks and Dam 24 & 25)
- Reservoir Operations & Maintenance Backlog (MO) (indirectly supports navigation) o Mark Twain Lake (\$1,890,000)
- Illinois Waterway Operations & Maintenance Backlog (\$550,000) (Downriver of LaGrange Lock and Dam)

Upper Mississippi River Ports (Formerly Mississippi River Ports of E. Iowa and W. Illinois):\$84.042M

- Mississippi River Operations & Maintenance Backlog (\$49,999,000) (Locks and Dam 11 -22)
- Reservoir Operations & Maintenance Backlog (IA) (indirectly supports navigation)
 - Lake Red Rock (\$14,450,000)
 - Saylorville Lake (\$17,000,000)
 - Coralville Lake (\$2,593,000)

Corn Belt Ports Recently Attracted \$35 Million in Port Investments



Illinois Waterway Ports (\$9.7 M)

- Ottawa, IL Port District- Port District Intermodal Rail Yard, awarded \$9,770,750 (2021 Illinois Port Facilities Capital Investment Grant Program).

Mid-America Port Commission (\$13.1M)

- Mid-America Intermodal Port Authority (Quincy, IL) Alter-Municipal Dock, awarded \$13,163,192 (2021 Illinois Port Facilities Capital Investment Grant Program).

Mississippi River International Port District (\$5M)

- City of Dubuque, IA- Rail and fertilizer storage improvements in the Port of Dubuque, awarded \$5,000,000 (Infrastructure For Rebuilding America- (INFRA) Grant, U.S. Department of Transportation).

Upper Mississippi River Ports (Formerly Mississippi River Ports of E. Iowa and W. Illinois) (\$12M)

- Upper Mississippi River International Port District (UMRIP) Savanna, IL- Land acquisition, remediation and utilities, awarded \$7,000,000. (2021 Illinois Port Facilities Capital Investment Grant Program).