



UMRIPD Port Master Plan Public Information Meeting

**Presentation Deck
February 5, 2026**

Prepared by:

**WSP USA, Inc.
Balcom Environmental LLC INC.
Martin Associates**



Agenda for Public Meeting

- **5:00 -- Welcome, Introductions, and Consultant Presentation on the draft Upper Mississippi River International Port District Port Master Plan**
- **5:45 -- Open Discussion with Attendees**
- **6:30 -- Wrap-up**



Before We Start ...

PLEASE MAKE SURE YOU HAVE SIGNED IN !!

**PLEASE FEEL FREE TO FILL OUT AND LEAVE COMMENT SHEETS and/or
E-MAIL COMMENTS TO THE CONSULTANT TEAM (alan.meyers@wsp.com)**

**THE PRESENTATION PART OF THIS MEETING IS BEING RECORDED AND WILL BE MADE
AVAILABLE WITH THE SLIDE DECK AT www.savannaindustrialpark.org/notices**

**This is the second Public Meeting on the UMRIPD Port Master Plan.
There will be a third public presentation in March to conclude the study.**

**The Port Master Plan process creates an organizational roadmap and action plan.
The Master Plan is not a decision or commitment to build anything.**

**Before anything in this plan gets built, there will be many studies and permit investigations,
and many more opportunities for public input and comment according to law.**

PLEASE HOLD QUESTIONS AND COMMENTS FOR THE OPEN DISCUSSION PERIOD – THANK YOU !!



Tonight's Proceedings

- **Questions we will address ...**

- What is the Upper Mississippi River International Port District (UMRIPD)?
- What is UMRIPD's mission and why is it creating a Master Plan?
- What is UMRIPD's geography and assets?
- What are UMRIPD's potential actions and strategies to achieve its mission, including use of land it owns or might acquire at the Savanna Industrial Park?
- Who could be affected by those potential actions and strategies?
- What are the recommended next steps in this process?

- **PLEASE NOTE**

- The UMRIPD Port Master Plan is different and separate from the Parcel 20 Reuse Plan
- If you want to comment on Parcel 20, you can - but any comments on the EIS for the Parcel 20 Reuse Plan **MUST** be provided to SVADAEIS@tetrattech.com to become part of the official Parcel 20 project record !!!
- We can't provide any information or address any questions on Parcel 20 or the Parcel 20 Reuse Plan EIS and process - why?
 - THE REUSE PLAN IS PART OF A FEDERAL PROCESS TO CONVEY US ARMY LAND TO THE JO-CARROLL DEPOT LOCAL REUSE AUTHORITY, AND THE UMRIPD HAS NO ROLE IN THAT PROCESS
 - AS YOU WILL SEE, THE UMRIPD PORT MASTER PLAN DID NOT CONSIDER PARCEL 20 IN ANY WAY AND HAS NO FINDINGS ABOUT ITS CURRENT OR FUTURE USE



UMRIPD Port Master Plan Purpose

- ❑ Illinois DOT worked to advance port-level planning throughout the state
 - ❑ Provided \$400,000 grant to UMRIPD
- ❑ UMRIPD released request for proposals, received proposals, selected consultant
 - ❑ WSP USA Inc. in association with Balcom Environmental Services and Martin Associates
- ❑ Contracted August 2022 for two-year study process

- ❑ Help UMRIPD:
 - ❑ Develop a blueprint and road map for organizational action and investment, consistent with state planning goals
 - ❑ Create materials for internal guidance, external coordination with regulatory agencies and governments, and communication with public and business community stakeholders
 - ❑ Emphasize near-term development, revenue, and funding opportunities within a flexible, opportunistic long-range framework



UMRIPD Port Master Plan Status

• Technical Work

- Started in 2023
- Initial analysis of markets and development opportunities
- Suspended with two changes in UMRIPD Board leadership and direction
- Resumed Autumn 2024 with updated scope
- Draft Port Master Plan prepared and now under review and revision

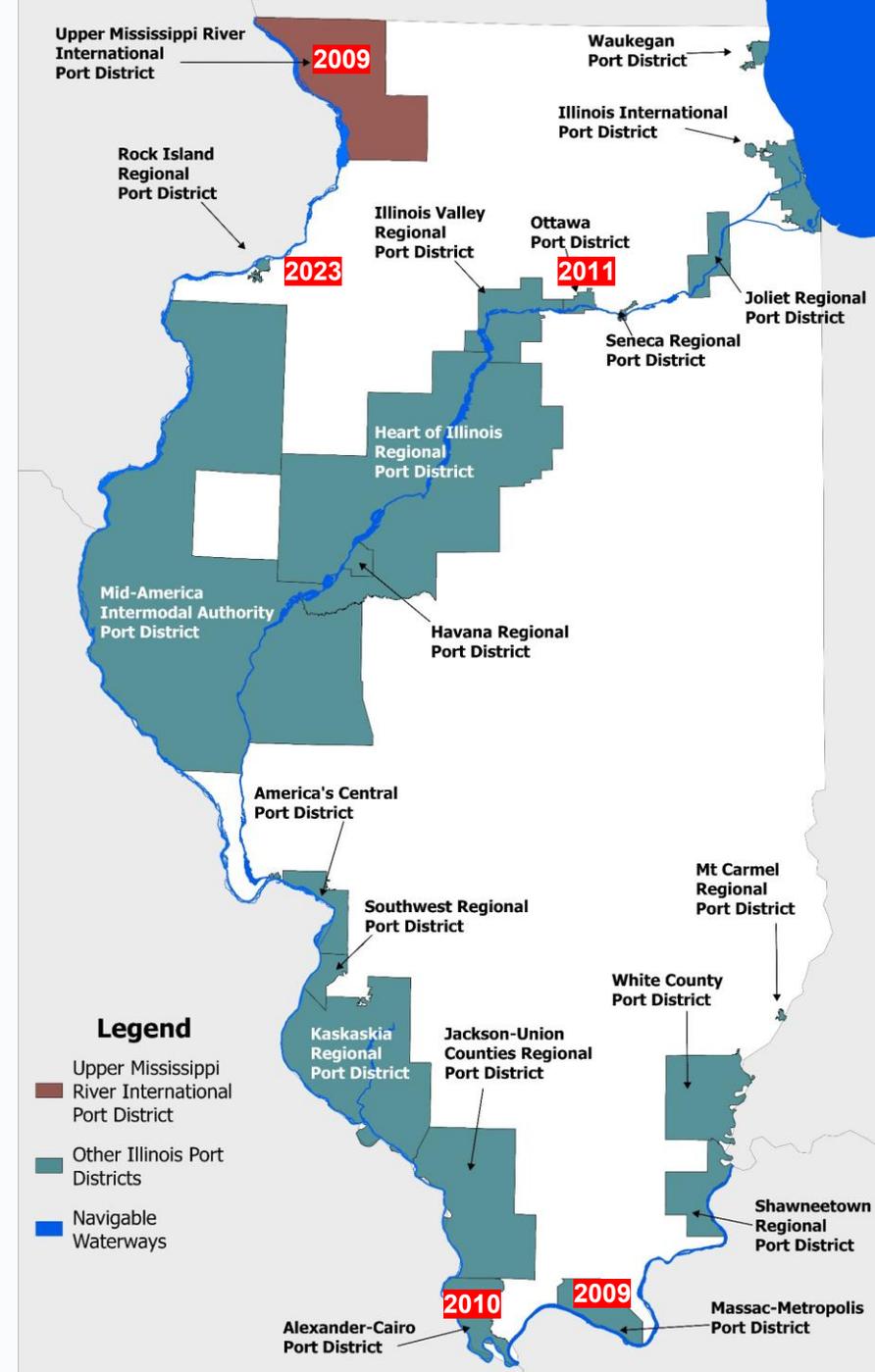
• Collaboration

- TAC meetings in August 2023 and March 2025
- First public meeting in April 2025 to share initial draft concepts and receive feedback
- Second public meeting today to share more detailed draft findings and recommendations and receive feedback
- Third public presentation expected in March to share final version



Illinois Port Districts

- **20 independent Port Districts established by State of Illinois**
 - Similar but not identical powers and missions
 - Different waterways and geographies
 - Different asset mixes
 - MARINE TERMINALS, MARINAS, AIRPORTS, RAILROADS, BUILDINGS
 - LAND (LEASED OR UNDEVELOPED)
 - NO ASSETS
- **UMRIPD established in 2009**
 - 17th of 20 Illinois Port Districts
 - Comprised of Jo Daviess and Carroll counties
 - Governed by a Board of Commissioners
 - Established by Illinois Legislature under enabling act with specified mission and duties





UMRIPD Duties, Powers, and Resources

• Duties

- Develop intermodal, harbor, and port facilities for the use of public water and land transportation
- Foster, stimulate, and promote the shipment of cargo through ports
- Acquire, construct, own, lease, and develop terminals, harbors, wharf facilities, piers, docks, warehouses, bulk terminals, grain elevators, boats, and other harbor crafts, and related facilities including rail
- Prepare and adopt comprehensive plan for port and intermodal facilities
- Study and make recommendations for river resources management including wetland banks, mitigation areas, water retention, etc.

• Powers

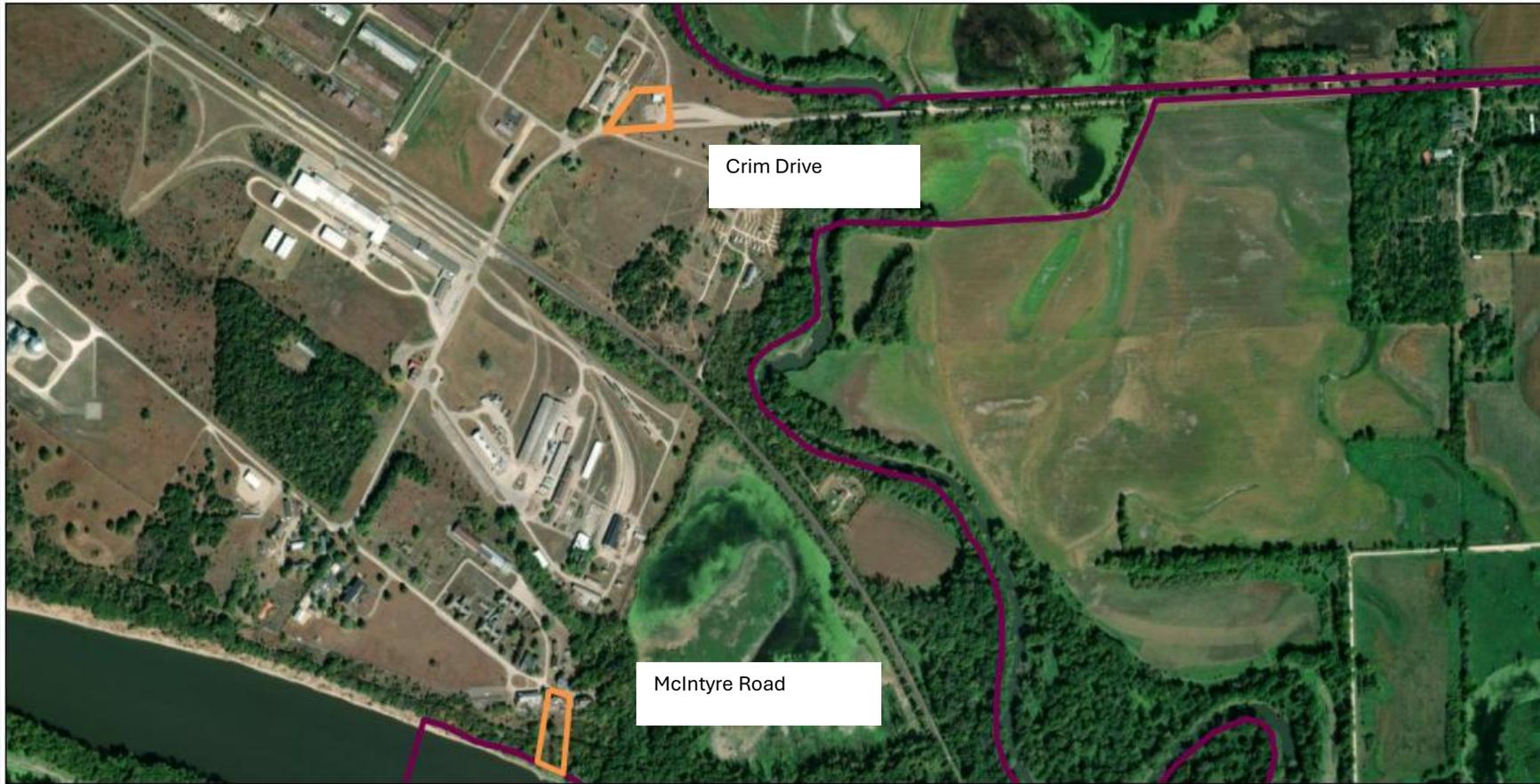
- Issue water construction permits
- Acquire own, construct, sell, lease, operate, and maintain port, harbor, water, and land terminal facilities; operate or contract for operation of those facilities; and collect usage fees
- Provide utility services
- Apply for grants, loans, and borrow money; issue revenue bonds; other powers
- Legislature specifically highlights power to do this at **“any former military base within (UMRIPD’s) jurisdictional boundaries”**

• Resources

- Two port properties
- \$7M grant for land acquisition, remediation, and utilities from IDOT’s Rebuild Illinois program



UMRIPD Assets -- Current

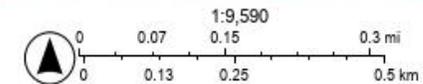


- UMRIPD owns two parcels at the Savanna Industrial Park (SIP)
- Ownership at the McIntyre Road parcel stops before the shoreline

12/18/2025

 Site Boundary

 UMRIPD Owned Property

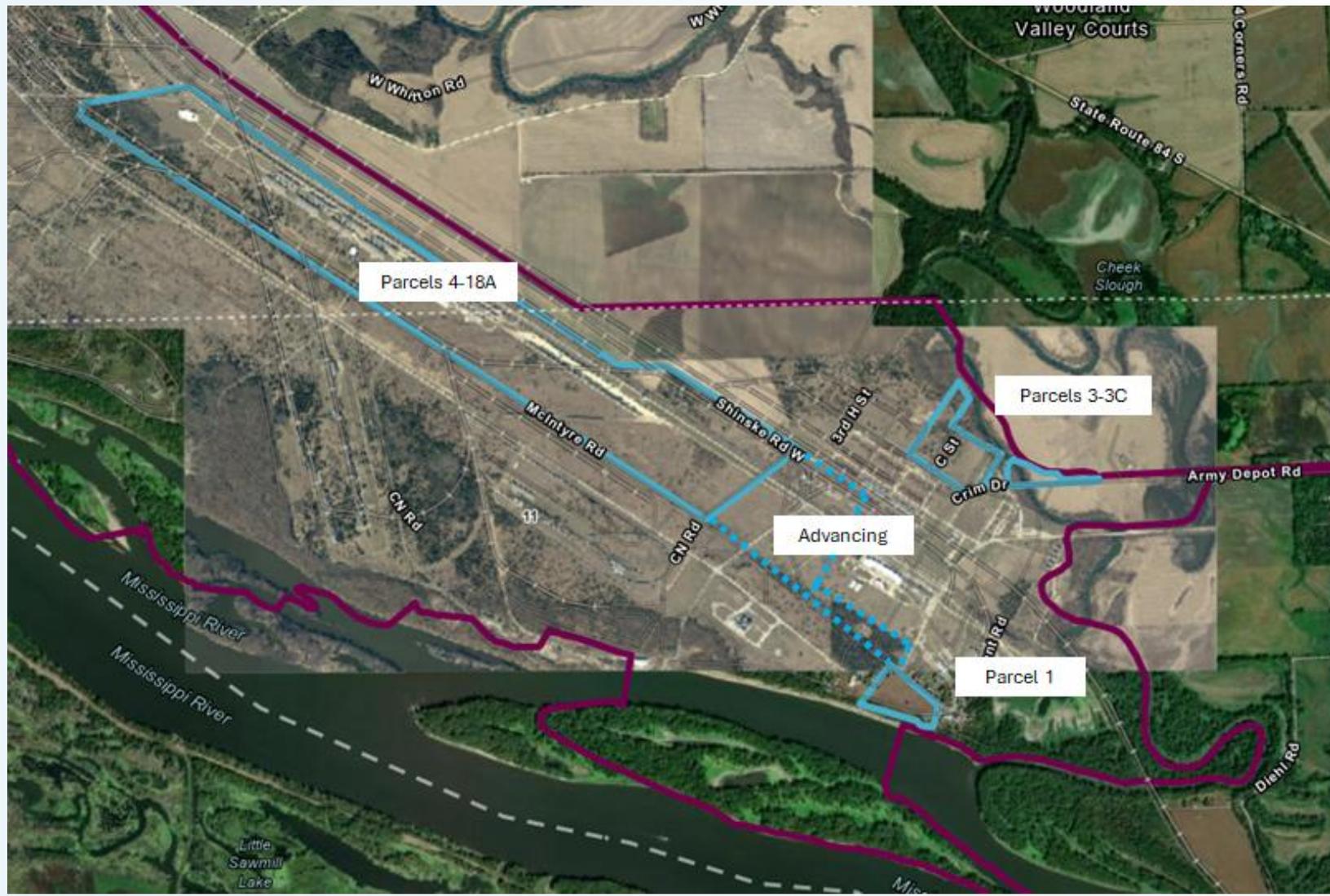


Vanlor



UMRIPD Assets - Future

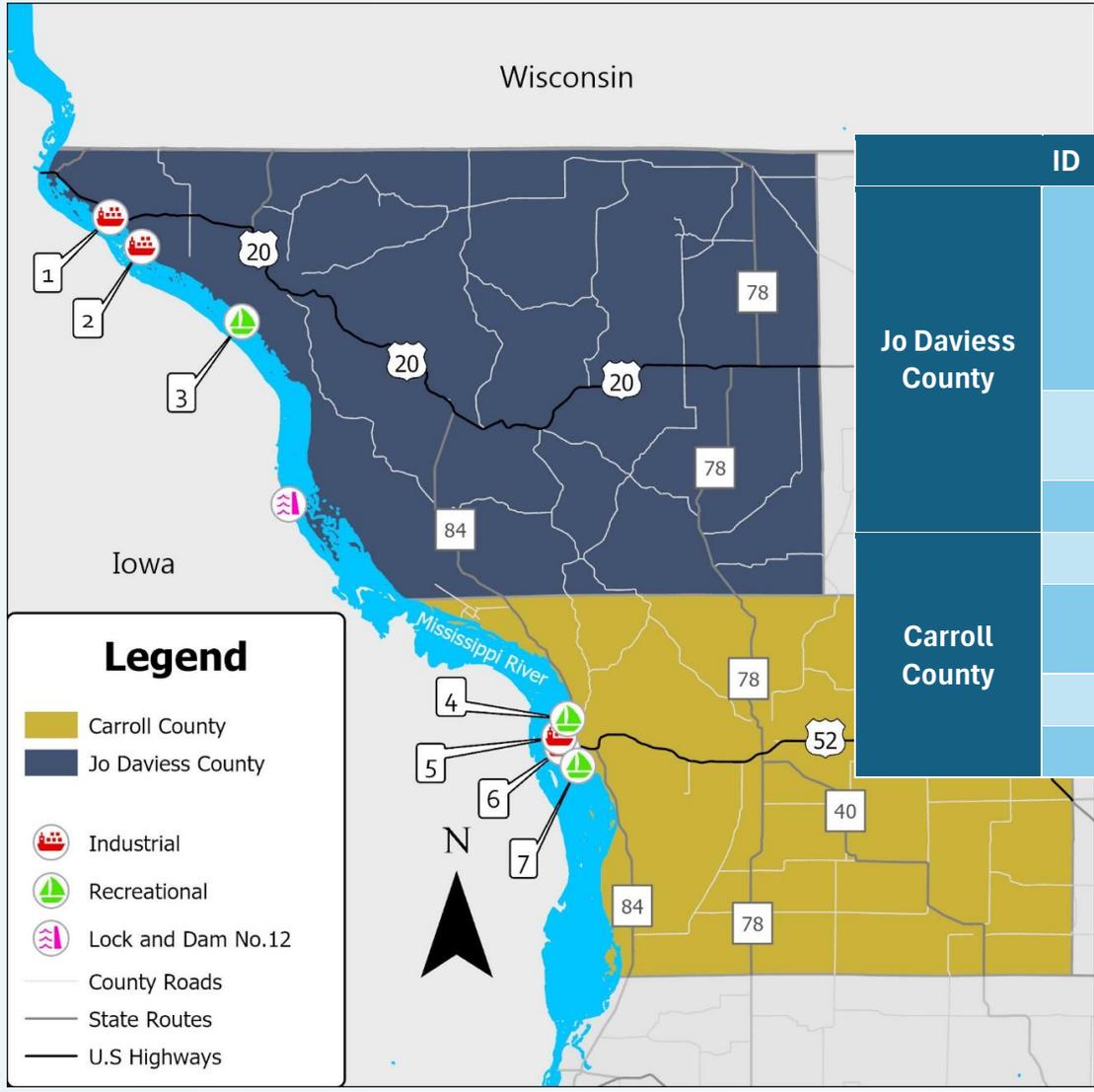
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- IDOT “Rebuild Illinois” grant for property acquisition and improvement
- Port Master Plan envisions and plans for future strategic acquisitions of >300 acres of SIP property, all currently owned by the current Jo-Carroll Depot LRA



Marine Facilities and Sites in the UMRIPD

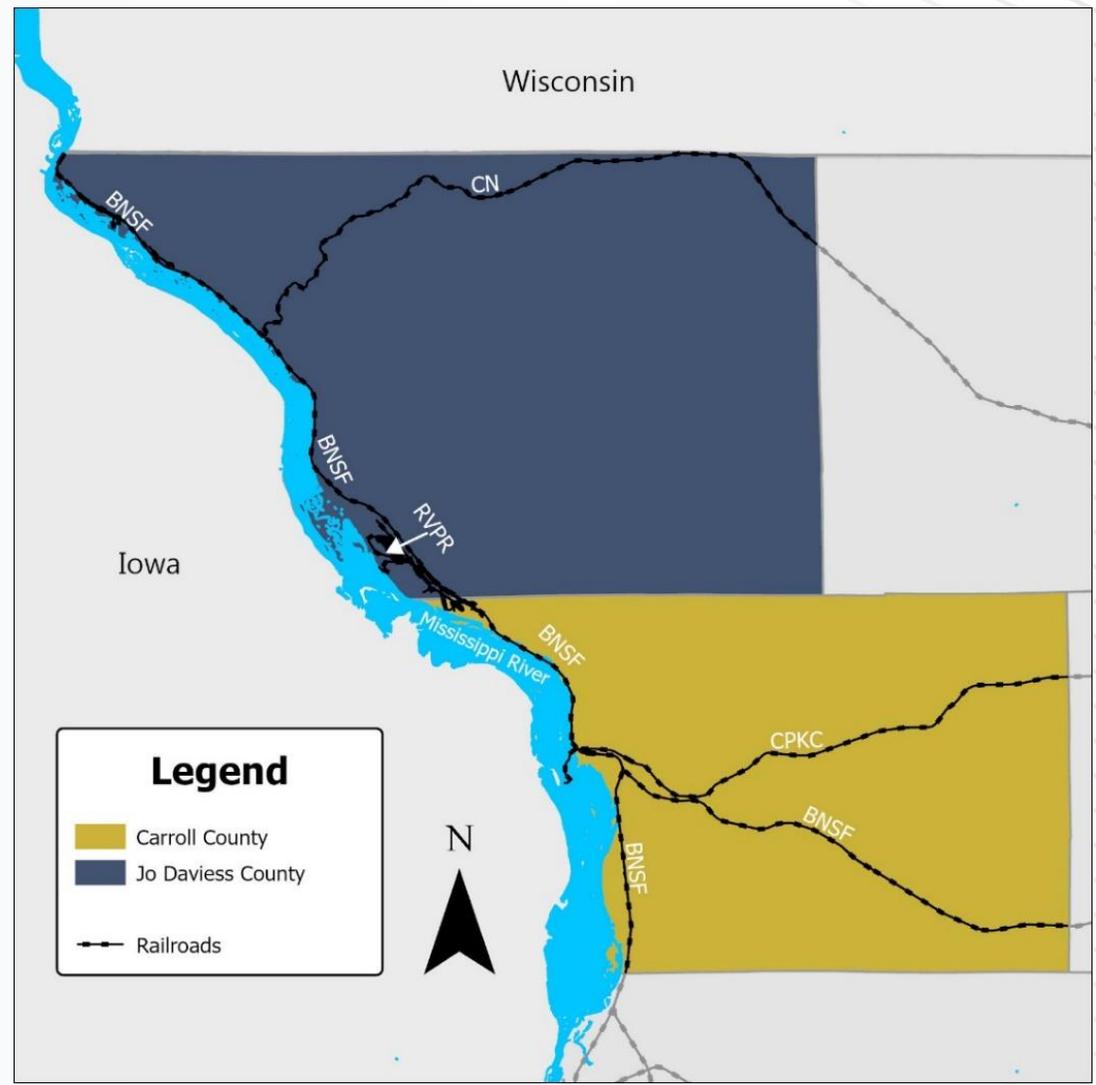
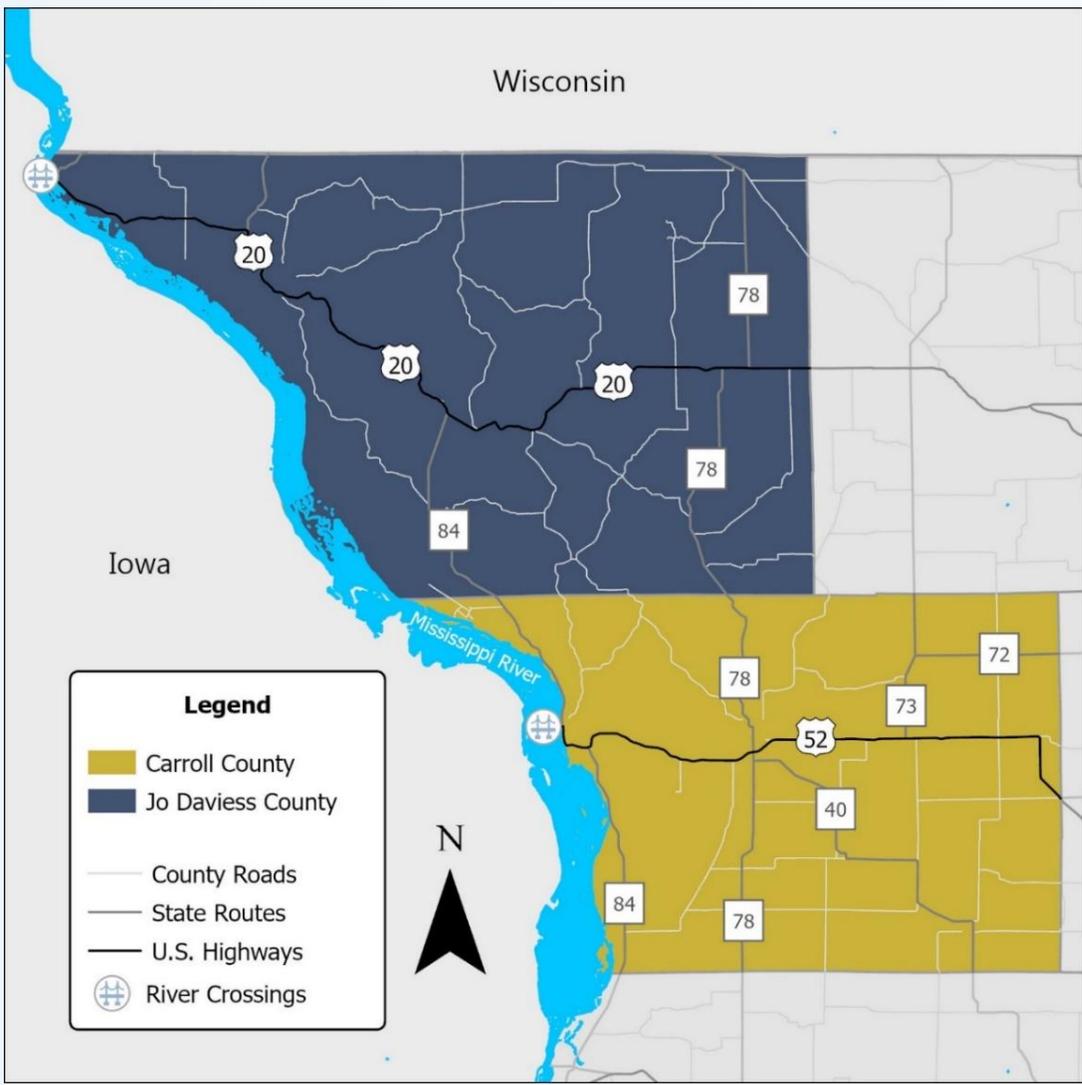


| | ID | Name | Type | Commodities Handled |
|-------------------|----|-----------------------------------|-------------------------------------|---|
| Jo Daviess County | 1 | Logistics Park Dubuque | Industrial | Fertilizer, Grain, Steel Products, Animal Feed, Project Cargo |
| | | Newt Marine | Industrial Service | N/A |
| | 2 | East Dubuque Nitrogen Fertilizers | Industrial | Anhydrous Ammonia, Liquid Fertilizer |
| | 3 | Galena Boat Ramp/Marina | Recreational | N/A |
| Carroll County | 4 | Marquette Park Boat Ramp | Recreational | N/A |
| | 5 | Newt Marine | Industrial Service (occasional use) | N/A |
| | 6 | Vision Grain | Industrial | Grain |
| | 7 | Savanna Marina | Recreational | N/A |

Source: US Army Corps of Engineers

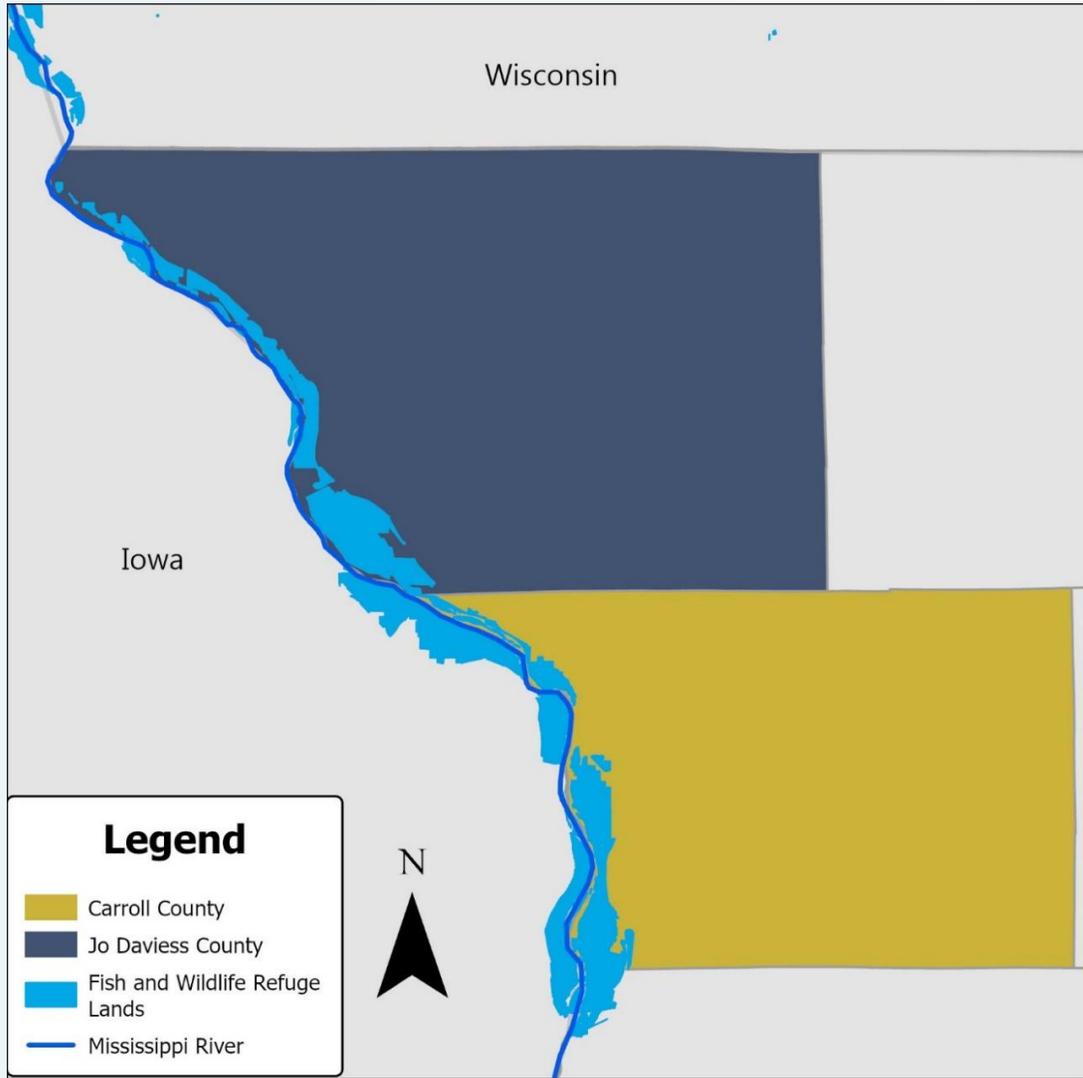


Road and Rail Access in the UMRIPD

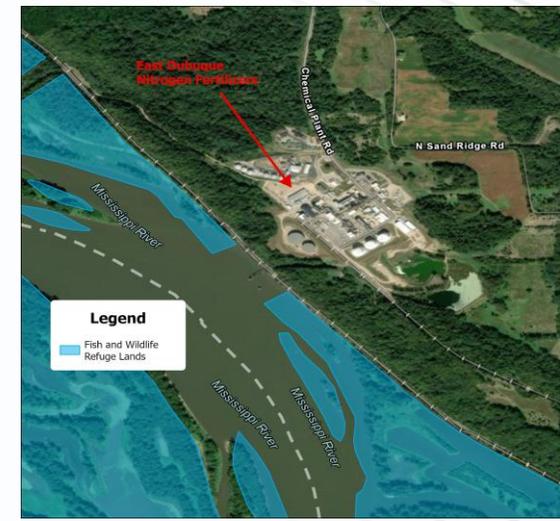
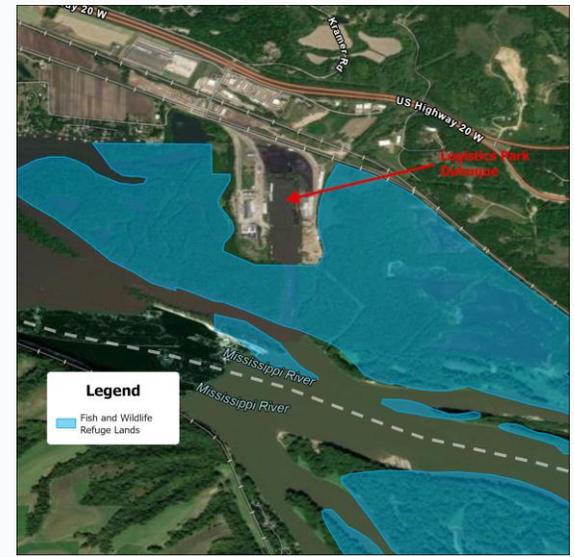




Protected Waterfront in the UMRIPD



- Active commercial and recreational uses require finding of compatibility, conservation easement, and/or “carve out” from National Wildlife Refuge boundaries (like Logistics Park Dubuque and Viserion Grain)





UMRIPD Freight Movement

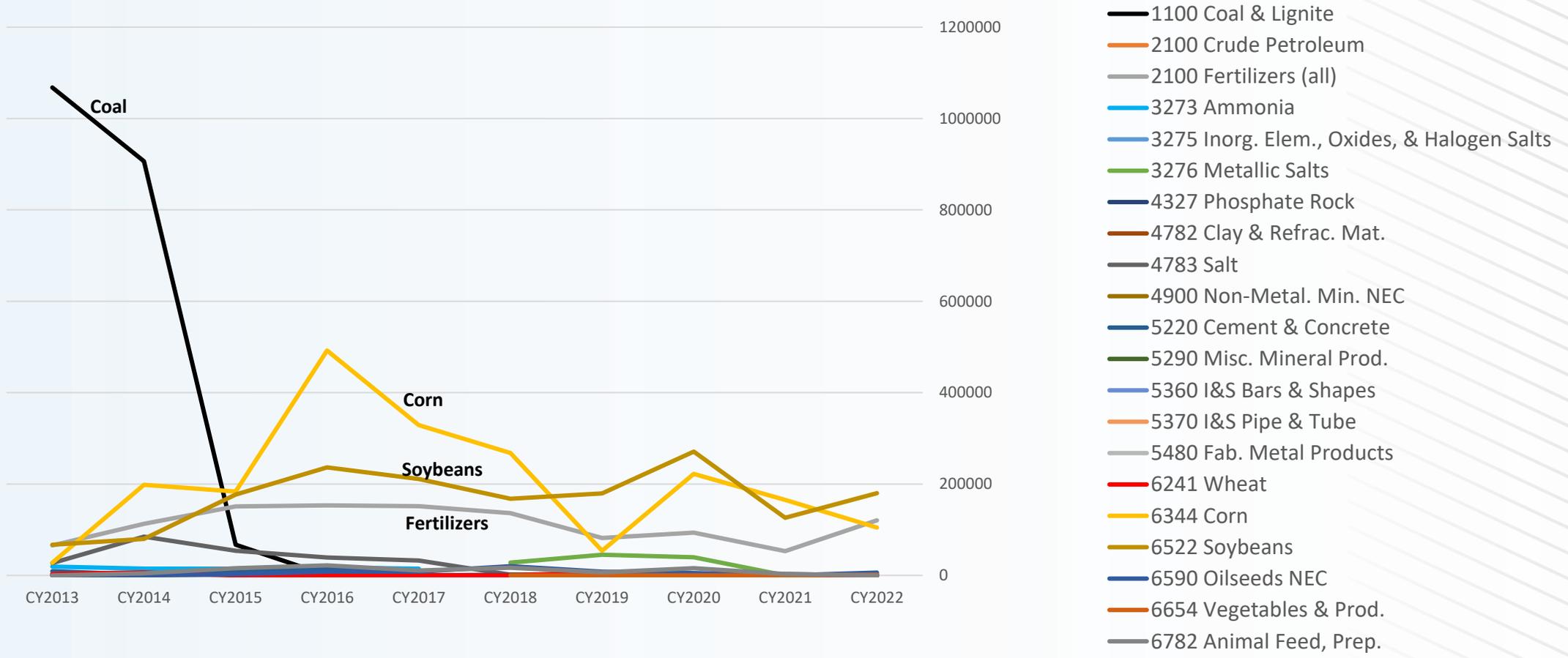
- **Water was 10% of UMRIPD-wide freight tonnage in 2019**
- **Water is projected to grow by 59% through 2050**

| Mode | 2019 Tons | Percent of Total | 2050 Tons | Percent of Total | Growth 2019-2050 |
|-------|-----------|------------------|-----------|------------------|------------------|
| Rail | 1,485,472 | 31.4% | 2,333,825 | 28.2% | 57.1% |
| Truck | 2,734,770 | 57.7% | 5,116,199 | 61.9% | 87.1% |
| Water | 515,318 | 10.9% | 819,055 | 9.9% | 58.9% |
| Total | 4,735,560 | 100.0% | 8,269,079 | 100.0% | 74.6% |



UMRIPD Water Tonnage

Corn, Soybeans and Fertilizers are Key



Waterborne Shipments and Receipts, JoDavies and Carroll Counties, Tons, 2013-2022 (USACE)



UMRIPD Market Outlook – Grain and Fertilizer

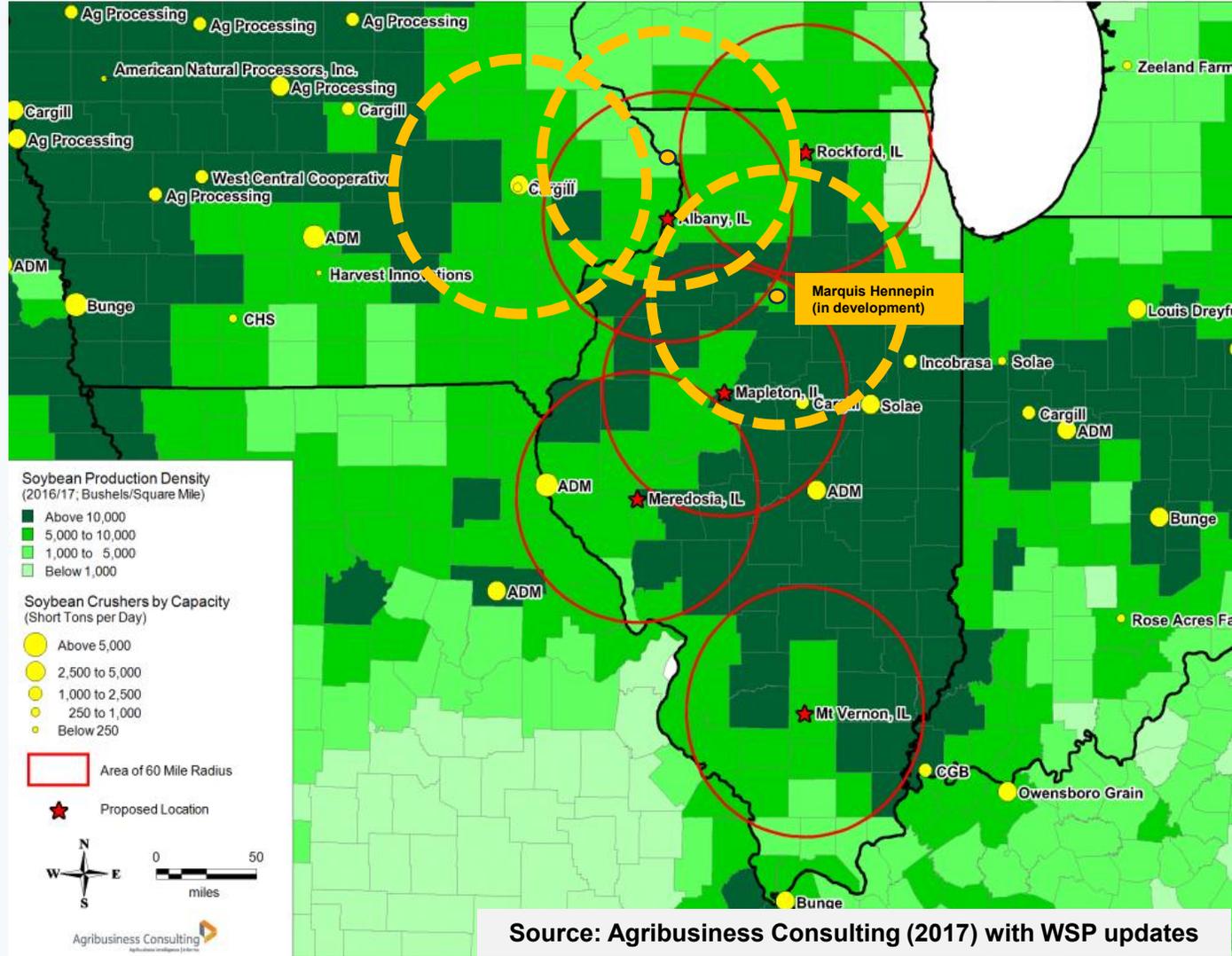
- **Grain always subject to uncertainty**
 - Global markets and competition
 - Public policy on trade and alternative fuels
 - Changing production technology and transportation costs
- **Region has seen significant loss of barge capacity for grain**
 - Grain ports typically serve a 50-mile truck radius – that’s why you see a lot of ports on the river
 - Closure of Fulton facility (40 million bushels/year from truck to barge) pushed some local traffic to Viserion (Savanna) and Bunge (Albany) or off the river
 - Savanna and Albany facilities have limited capacity and are aging
- **Opportunity for UMRIPD**
 - Provide initial capacity for proven regional market of up to 40 million bushels/year (1 million tons, one tow per week) downriver
 - Potential for fertilizer upriver as backhaul



UMRIPD Market Outlook – Soybean Crush

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- **2017 study for the ISA saw potential for 5 new facilities with 60-mile market sheds**
 - New Marquis facility in Hennepin (NE of Mapleton) overlaps Albany, Rockford, Mapleton market sheds
 - UMRIPD location (N of Albany) would capture underserved area (contested only by Cargill Cedar Rapids)
- **Opportunity for UMRIPD**
 - Provide required infrastructure (barge, rail, natural gas, etc.) and reserve land (~100 acres) to attract private investment
 - Outbound meal / oils via barge (Marquis plans 1.5 M tons of meal per year on 20 barges per week)

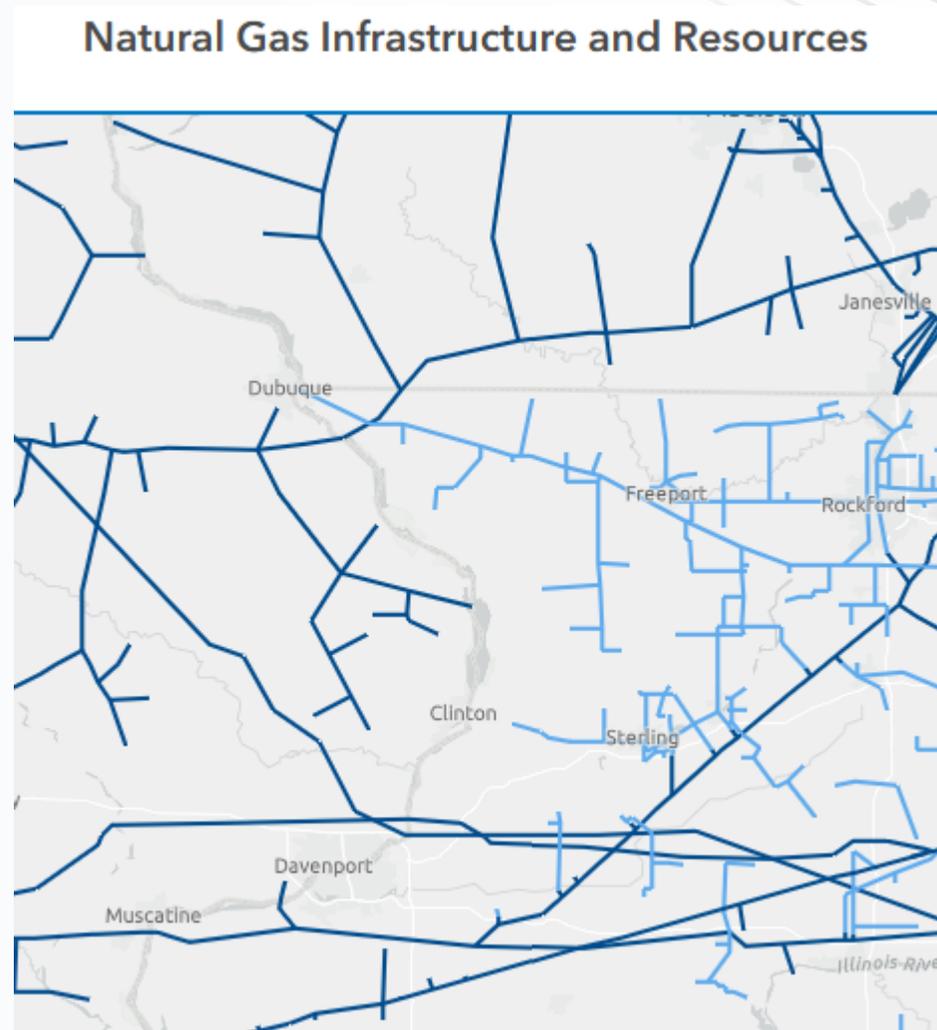


Source: Agribusiness Consulting (2017) with WSP updates



UMRIPD Market Outlook -- Other

- **Natural Gas**
 - Supports bean crushing and other gas-using industries
 - Two pipelines serving UMRIPD region, not the Savanna Industrial Park
 - Opportunity to expand pipeline connections and/or receive by barge, and to distribute locally
- **Bulk Materials**
 - Opportunities for sands, aggregates, etc. may arise



Source: US EIA State & Interstate Pipelines, 2025
(local distribution not available from EIA)



UMRIPD Opportunities -- Partnership

UMRIPD should establish collaborative relationships with private terminals and public agencies in the District and stand ready to provide support services consistent with its mission, including but not limited to: planning coordination; facilitation of landside access improvements and government agency approvals; sponsorship and support of federal grant applications; and issuance of revenue bonds for eligible uses.

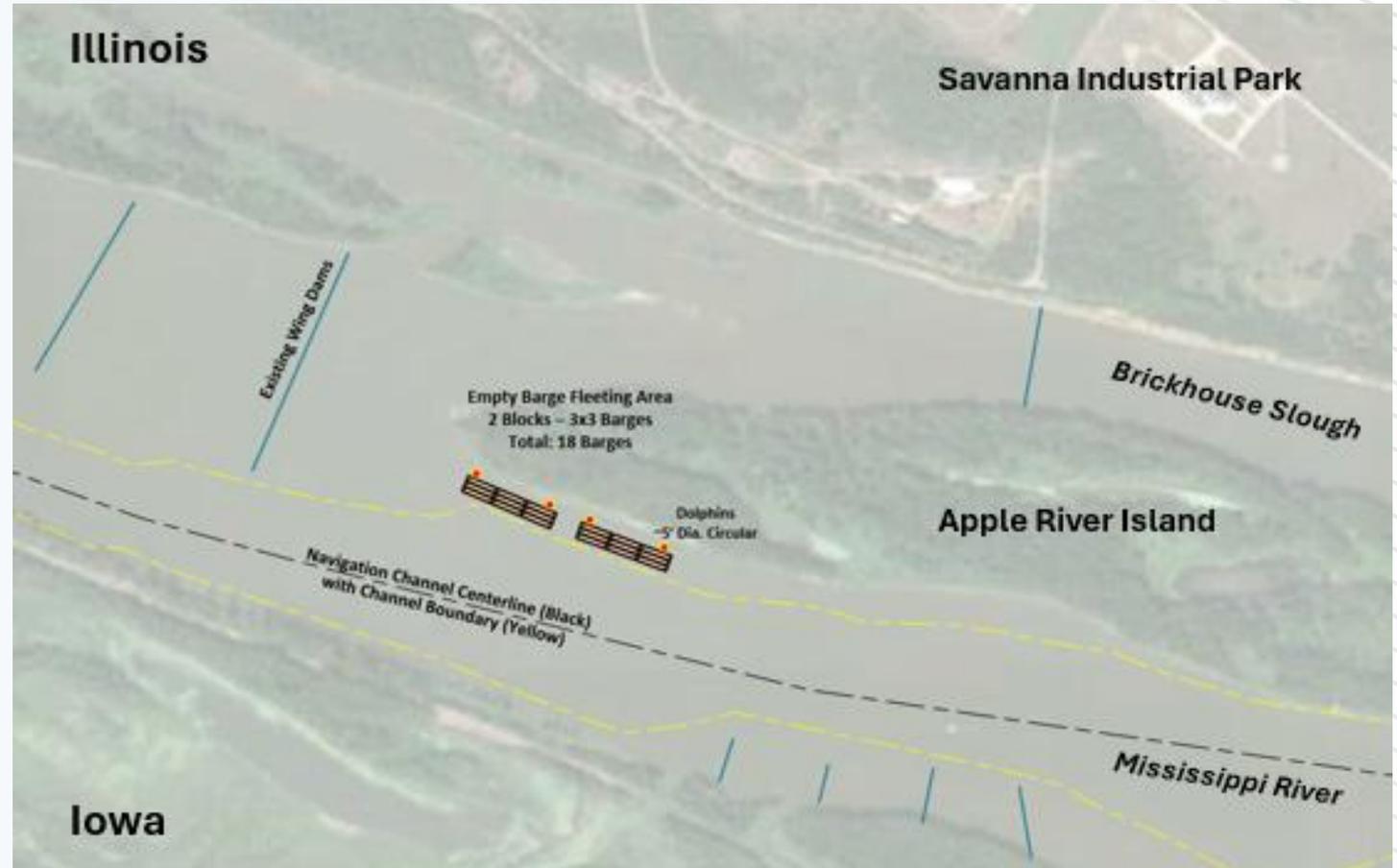
UMRIPD should partner and collaborate with the City of Savanna and the Savanna Park District to investigate and plan improvements to the Savanna Marina and City-owned waterfront properties.



UMRIPD Opportunities – Maritime Use (Fleeting)

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Port Master Plan Public Information Meeting

To fill a geographic gap in river services and support future port operations at the Savanna Industrial Park, UMRIPD should submit a permit pre-application to establish barge fleeting capacity at the western end of Apple River Island adjacent to the Mississippi River navigation channel. Upon approval, UMRIPD should advance through final design, funding and financing, and construction, with the goal of generating sustainable positive revenue streams.



No channel encroachment, interference with navigation structures, or use of land areas; adequate depths and no mussels

UMRIPD Opportunities – Properties

UMRIPD should, as soon as practical, investigate opportunities to generate revenues from its existing properties through improvements (where necessary) and leaseholds.

UMRIPD should continue and complete UMRIPD's program of Strategic Property Acquisitions from the Jo-Carroll Depot LRA and advance as soon as practical into revenue generating improvement and/or leasing activities on any acquired parcels.

UMRIPD should, as soon as practical, work to establish a Utility District covering existing water, wastewater, stormwater, and road systems and services at the SIP, along with future gas service at the SIP. In parallel, UMRIPD should continue partnering with the Jo-Carroll Depot LRA to advance planning, funding, and development of biofuel production and distribution infrastructure at the SIP and the generation of associated revenues for UMRIPD.





UMRIPD Opportunities – Organization

UMRIPD should work to achieve, as soon as practical, annual revenue streams of at least \$250,000 from near-term opportunities including fleeting, land leases, and energy production and distribution, allowing it to become financially self-sustaining. This level of funding would support an Executive Director, a contracted Finance Director, and office and other expenses, and provide UMRIPD with the management expertise and commitment necessary to advance larger and more complex initiatives including Port facility development at the SIP.



UMRIPD Opportunities – Port Development at SIP

UMRIPD should continue to advance engineering, environmental, and financial studies for a conveyor and pipeline-only port at the SIP utilizing properties currently owned by UMRIPD or planned for acquisition by UMRIPD from the Jo-Carroll Depot LRA.

The initial focus would be on capturing and serving existing outbound grain demand (around one million tons per year) and inbound fertilizer demand, targeting users and customers not already served by private river facilities within UMRIPD.

The longer-term opportunity is to allocate and reserve approximately 100 acres for potential development of a soy crush facility and provide the services (water and energy, truck access, barge access, and potential for connection to rail) necessary to make it attractive to private developers.

It is understood that many different actions – including land acquisition, environmental and hydrographic studies, engineering analysis, financial commitments by public and private parties, and issuance of required permits by responsible public agencies – will be necessary for development, but work on initial steps can and should begin now.



Concept Shared at Public Meeting #1 for UMRIPD to Acquire and Develop LRA Property at the SIP

- **Near-term**

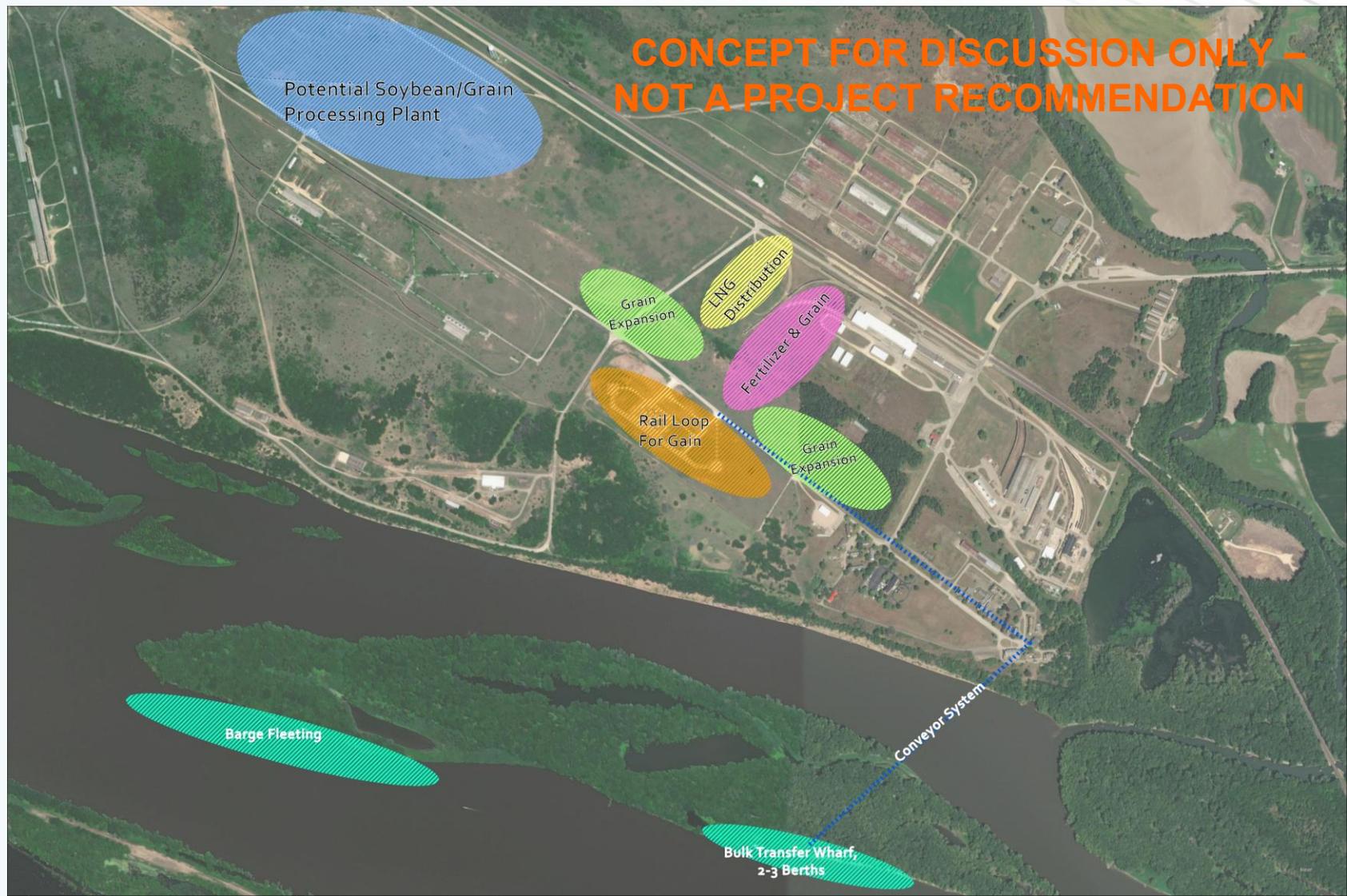
- Development areas for grain and fertilizer with rail connections
- Barge berthing and fleeting adjacent to main river channel, with conveyors to/from development areas

- **Mid-term**

- LNG receipt/distribution

- **Long-term**

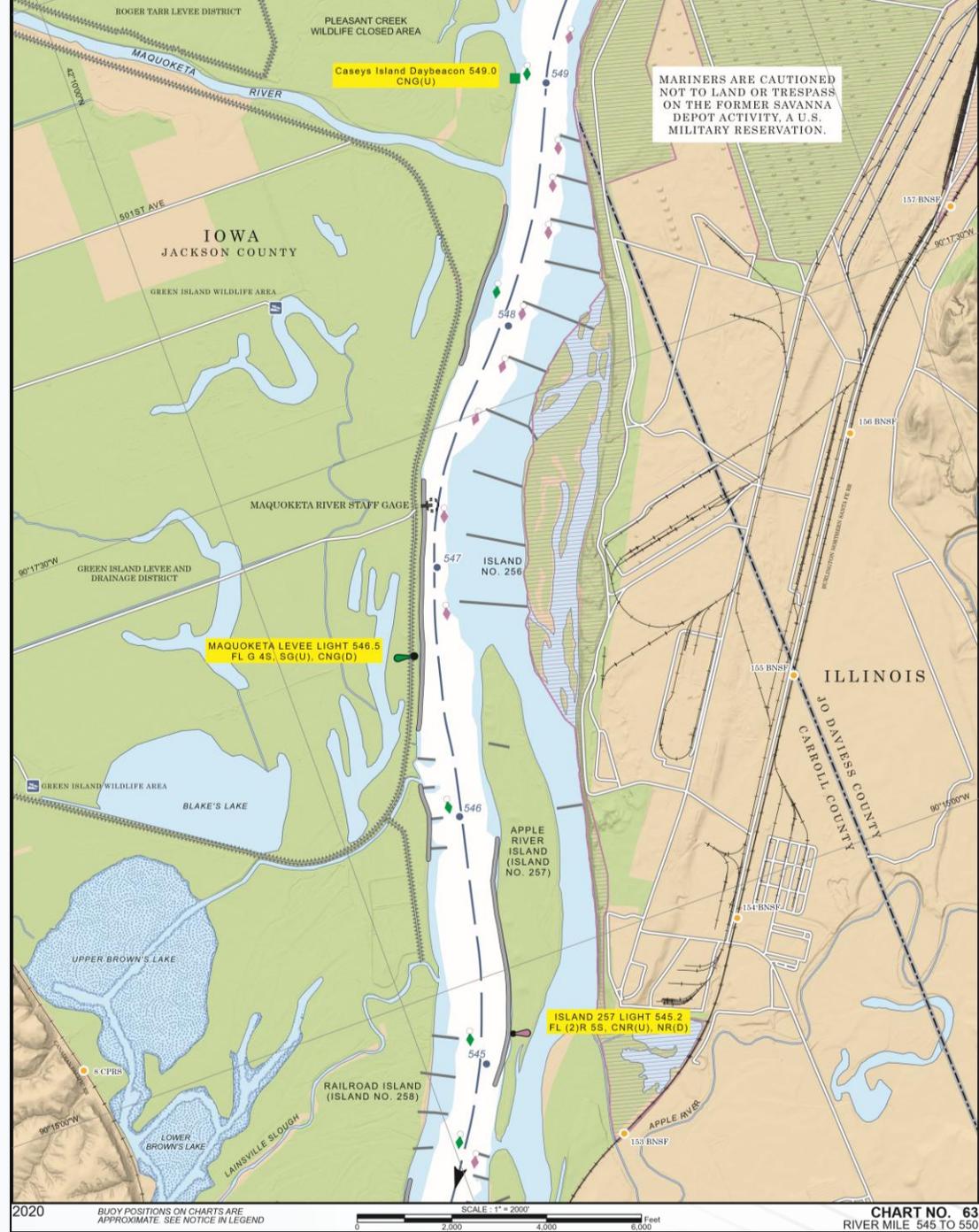
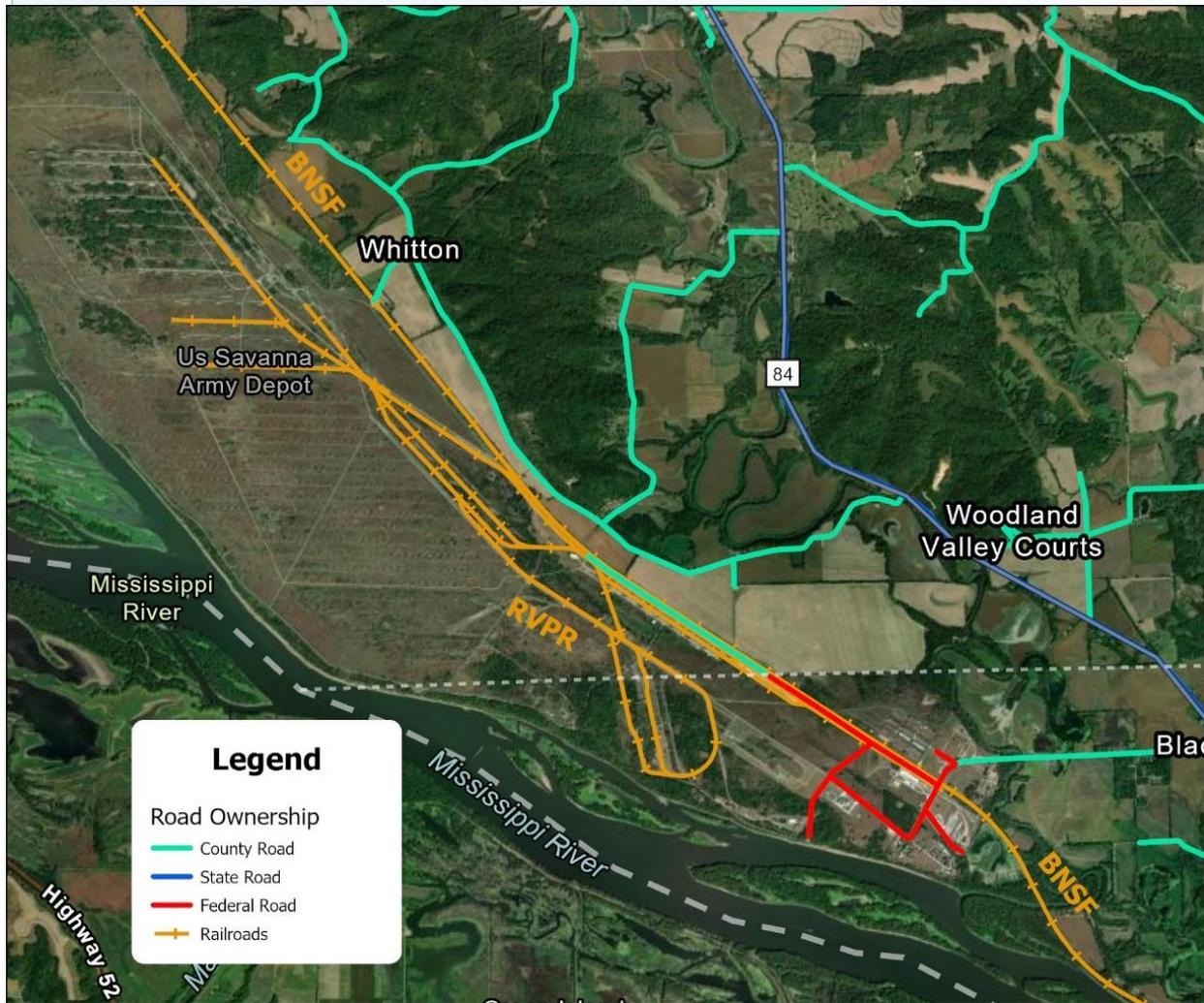
- Reserved area for future soy crush or other major ag processing facility





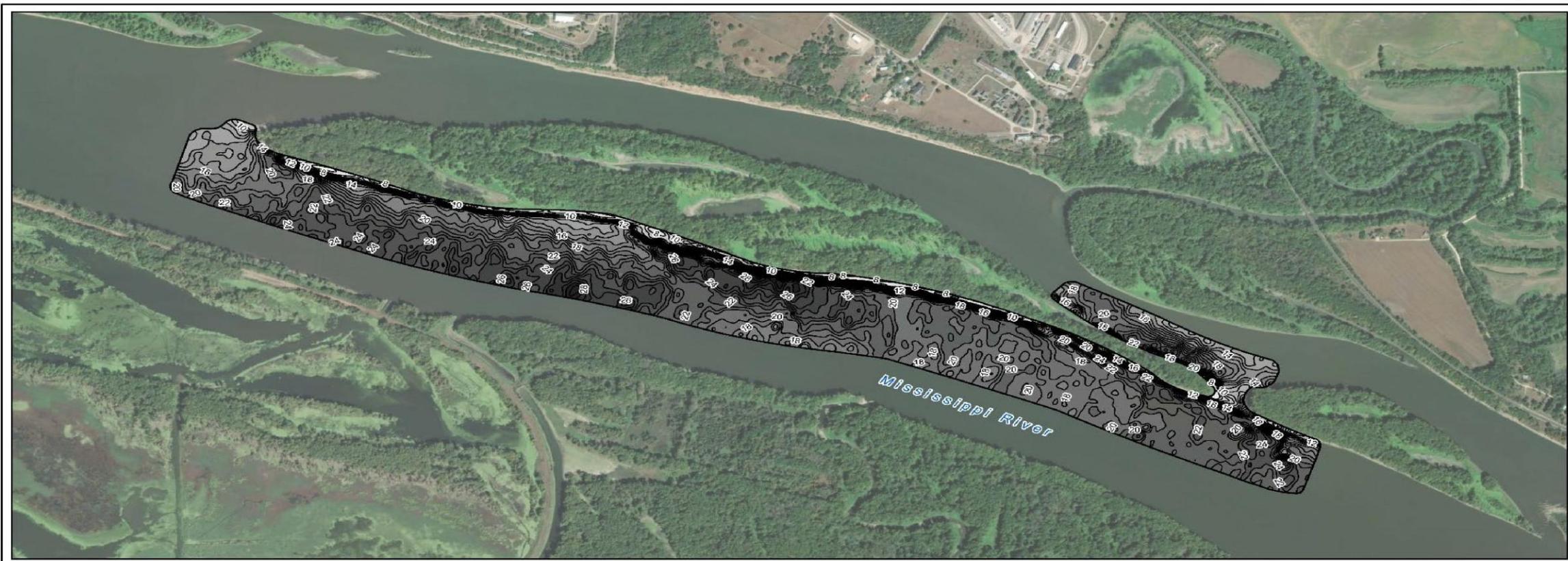
SIP Attributes - Access

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SIP Attributes - Bathymetry



Legend

| | | |
|------------------------|-----------|----------------------------|
| — Depth Contour (Ft) | 16.1 - 18 | □ Bathymetry Survey Extent |
| Bathymetric Depth (Ft) | 18.1 - 20 | |
| □ 5.0 - 6 | 20.1 - 22 | |
| □ 6.1 - 8 | 22.1 - 24 | |
| □ 8.1 - 10 | 24.1 - 26 | |
| □ 10.1 - 12 | 26.1 - 28 | |
| □ 12.1 - 14 | 28.1 - 30 | |
| □ 14.1 - 16 | 30.1 - 32 | |

Note: July 14 and July 15 2025 water surface elevation from Lock & Dam 12 of 580.22 and 579.69 feet above msl used respectively for bathymetry mapping.

1,000 0 1,000 2,000
Feet

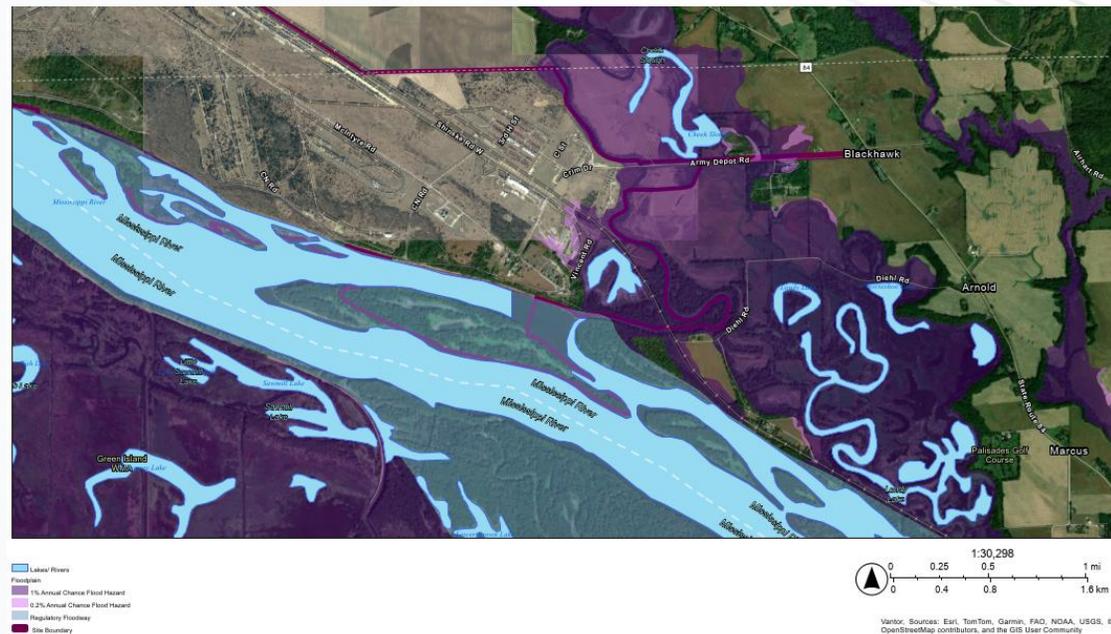
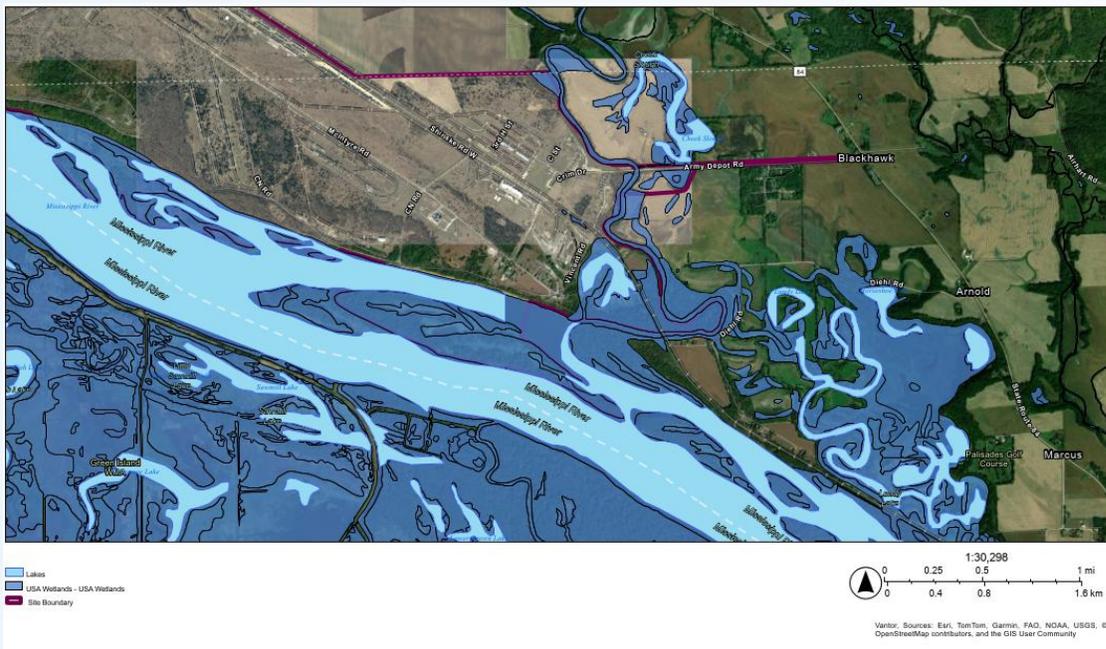
**July 2025 Bathymetric Survey
Savanna Army Depot**

| | | |
|--------------|-----------|--|
| Job No. | 31000755 | |
| Drawn By: | DJH | |
| Reviewed By: | MCB | |
| Date: | 7/23/2025 | |

The map shown here has been created with all due and reasonable care and its utility for use with this WSP Project. This map has not been certified by a licensed land surveyor, and any third party use of this map comes without warranties of any kind. WSP assumes no liability, direct or indirect, whatsoever for any such third party or unintended use.



SIP Attributes - Wetlands and Floodplains





UMRIPD Port Concept #1

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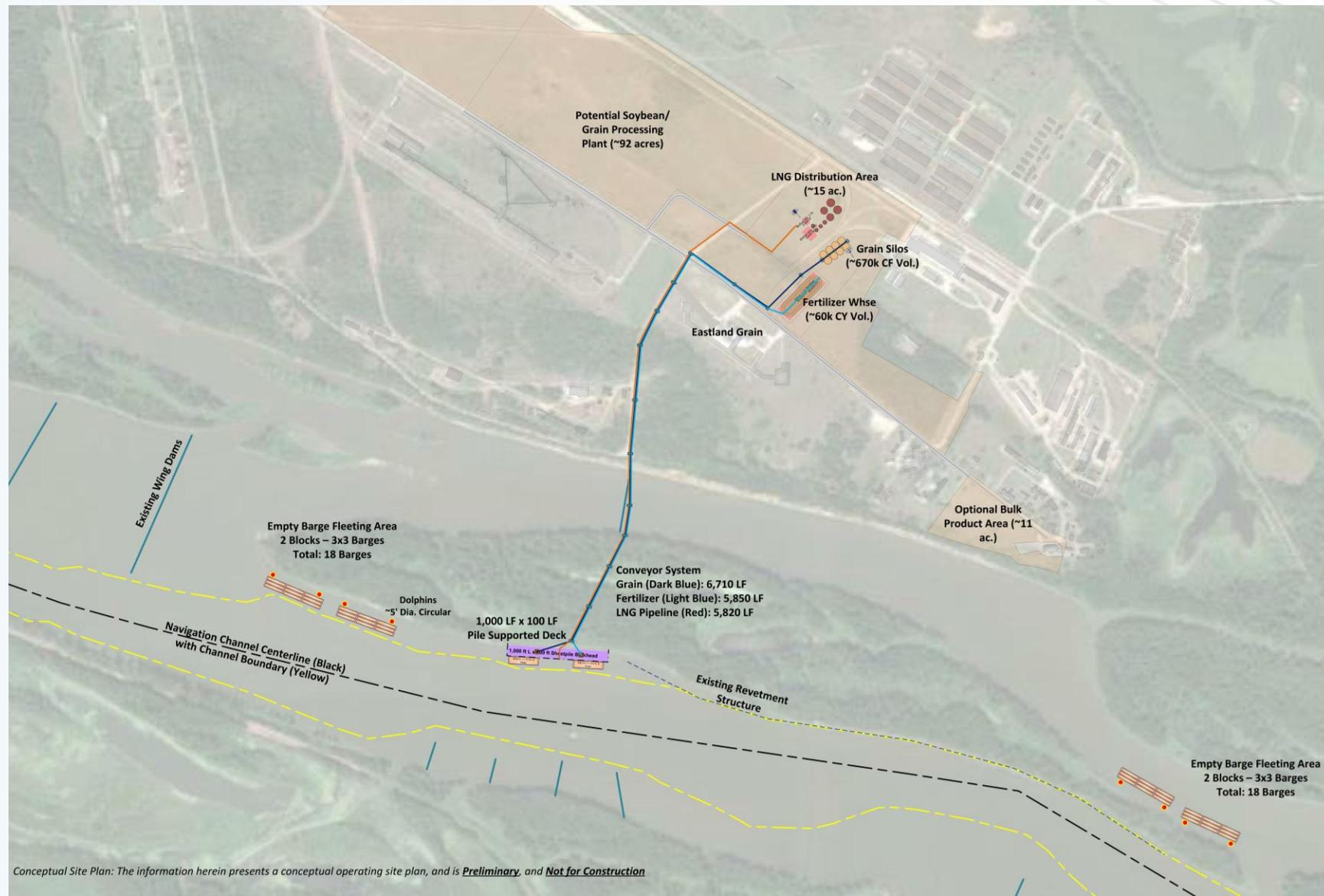
Two fleeting areas

1000' barge
load/unload dock on
river side of Apple
Island toward the
west

Conveyor and pipeline
to upland storage

Serving grain, fertilizer,
LNG

Potential for soy crush
or other ag processing
facility in later phase



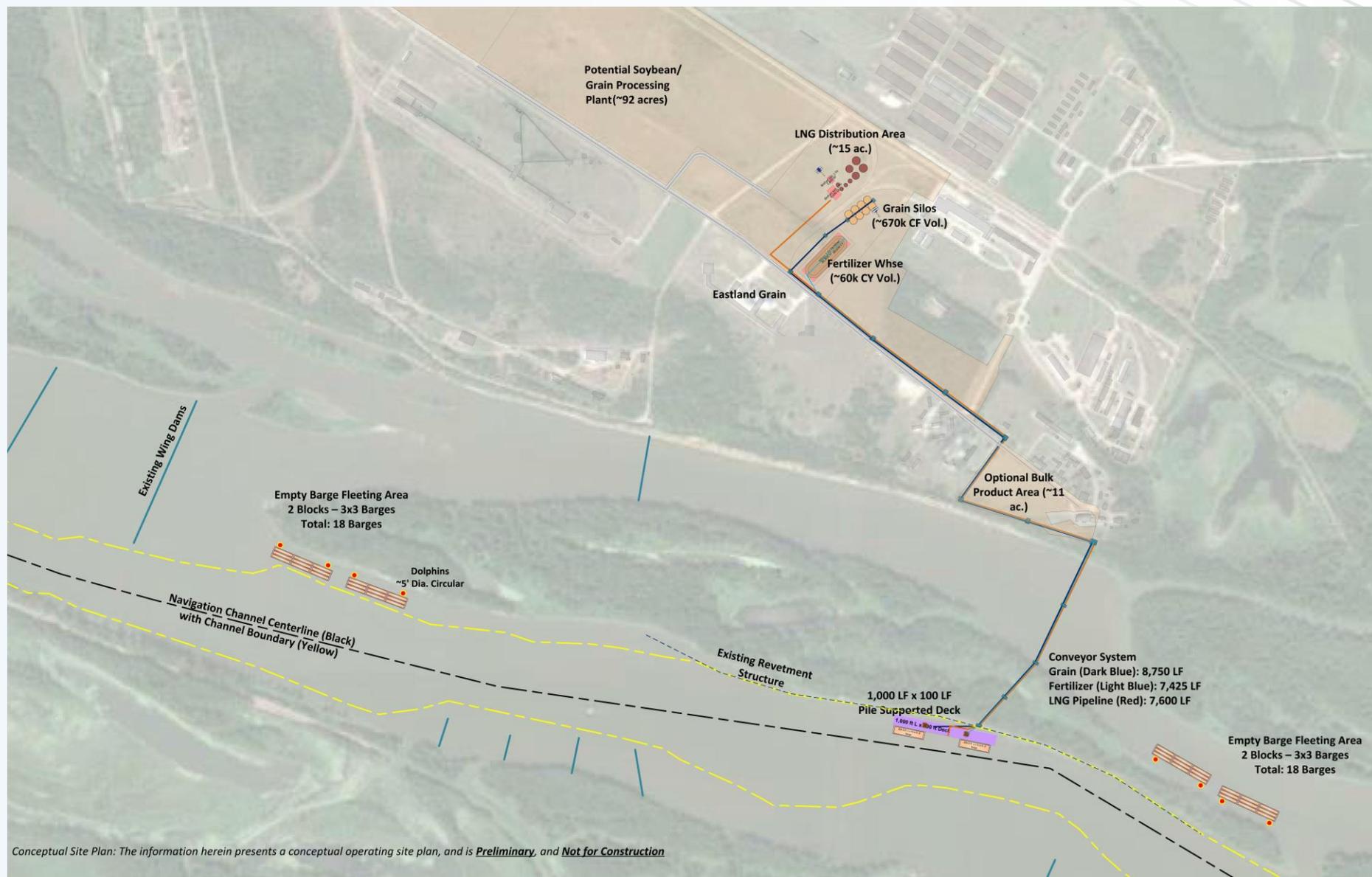
Conceptual Site Plan: The information herein presents a conceptual operating site plan, and is Preliminary, and Not for Construction



UMRIDP Port Concept #2

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Same as Concept #1
except barge dock is
moved further east and
conveyor/pipeline
alignment is different



Conceptual Site Plan: The information herein presents a conceptual operating site plan, and is Preliminary, and Not for Construction



Port Concept Evaluation

Cargo Handling

UMRIPD provides marine structures, conveyors and pipelines, road access, utilities, and “shovel-ready” sites.

Commercial tenants provide other improvements.

Both alternatives support up to 1,000,000 tons of grain and up to 1,000,000 tons of fertilizer/yr -- one 15-barge tow per week.

LNG capacity will depend primarily on the capacity of upland storage.

There is no capability to handle lift-on/off or roll-on/off cargo.

Channels

Fleeting is outside the channel boundary and impacts no river control structures.

Option #1 barge dock is outside the channel and impacts no river control structures. Option #2 barge dock is within the channel and would impact navigation and control structures.

Little to no dredging in either concept, except for the bottom of Apple River Island.

Environment

Fleeting requires eight in-water piles, few to no mussel impacts.

Barge dock is pile supported 1000' x 100' platform; Option #1 barge dock location is an established mussel colony; Option #2 barge dock location in the main channel was not surveyed for mussels.

Structural footings on Apple River Island and one in Brickhouse Slough itself.

Overhead easements through USFWS owned and/or managed lands in the National Wildlife Refuge.



UMRIPD Port Concept Evaluation (continued)

Private Property

On the SIP “upland” the conveyor runs in the right-of-way of Jo-Carroll Depot LRA roads.

No private property required for port construction or transfer of cargo.

Implementation

Option #2 not recommended due to channel conflict.

Option #1 implementation will require addressing mussels, NWR, navigation and hydrology, through additional studies.

Permitting, cost, funding sources, and public benefits are also key considerations.

Variations

Option #1 was designed specifically to avoid navigation effects in Brickhouse Slough, but it creates other effects.

A possible variation would keep all the upland features of Option #1 but move the barge dock inside Brickhouse Slough below the closing dam.

Different mix of pros and cons.



UMRIPD Port Concept #1 Variation

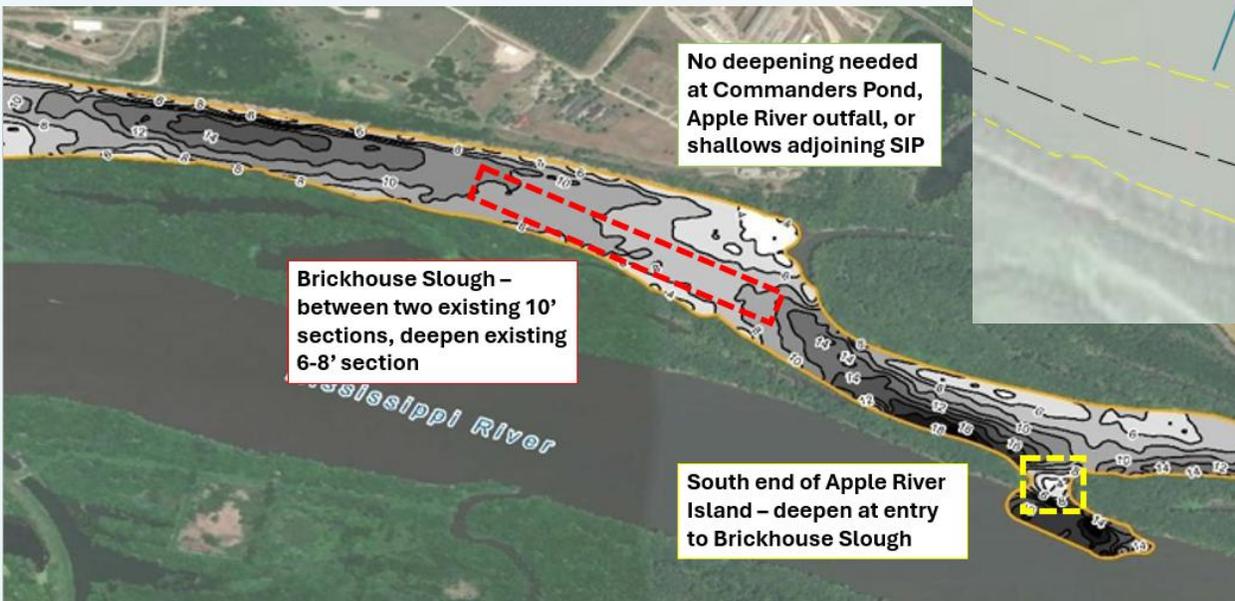
Requires dredging at south end of Apple River Island (same as Option #1) plus some dredging between deep areas of Brickhouse Slough, but avoids shallows at the Apple River outfall

No impact on channel or navigation structures

No conveyor footings on Apple River Island or in Brickhouse Slough

Far less conveyor system traversing USFWS owned and/or managed lands

Prior mussel study needs to be updated





UMRIPD Port Concept Implementation

Marine Permitting

14 different investigations, approvals, and permits will be needed to advance the barge fleet and barge dock

- **US Army Corps of Engineers and US Fish and Wildlife Service**
- **Illinois EPA, Department of Natural Resources, Emergency Management Agency**

Between 18 and 33 months

Landside Permitting

13 additional investigations, approvals, and permits will be needed to advance the upland facilities

- **US Army Corps of Engineers and US Fish and Wildlife Service**
- **Illinois EPA, Department of Natural Resources, Emergency Management Agency**
- **County approvals**

Between 12 and 24 months

Access Improvements

Road capacity adequate for growth but condition upgrades are needed

- **Repaving and striping of McIntyre Road**
- **Spot improvements - pavement, geometry, shoulders**

Grain, fertilizer and energy users are expected to be truck-barge only - but future soy crush could be a rail user

No rail recommendations in this plan but future rail is possible based on freight railroads and customers



UMRIPD Port Concept Implementation (continued)

Capital Costs

\$138 million including 30% for contingency and 20% for “soft costs” (engineering, design, permitting, management)

More than 70% of the cost is for the conveyor system and its support structures

Reducing the conveyor length and number of support structures would significantly reduce the cost

Other “value engineering” options should be explored

UMRIPD Revenue Potential

Based on benchmarks from other Illinois ports:

- **Up to \$1.0 M per year from leasing, prior to port operation**
- **Up to \$2.7 M per year from leasing and throughput, with Port facilities handling grain, fertilizer, and energy**
- **Up to \$4.1 M per year from leasing and throughput with the addition of soy crush facility**

Funding

UMRIPD could issue revenue bonds, but even in the best case proceeds would be well short of \$138 million

Need to reduce the cost and/or identify supplemental revenue

- **Cannot count on IDOT funding - “Rebuild Illinois” for ports was a one-time program**
- **Federal grants possible - Marquis in Hennepin received \$39 M and a UMRIPD port should have similar public benefits**
- **Private partnerships**



UMRIPD Port Concept Benefits

Construction Benefits

517 direct job-years and 717 total job-years for UMRIPD

685 direct job-years and 1743 total job-years for the entire state

Operations Benefits

Federal data on current UMRIPD maritime jobs isn't clear, but we can look at Logistics Park Dubuque as a benchmark

Without soy processing:

- **17 direct on-terminal jobs**
- **50 direct on- and off-terminal jobs (including truck, barge, warehouse, services)**
- **100 to 150 total direct, indirect, and induced jobs**

With soy processing:

- **Add 50 direct on-terminal jobs**
- **Double the total jobs**

Benefits to the SIP

Port generates demand for services that could be at SIP (warehouse/distribution, fabrication, maintenance, trucking, etc.)

Port could attract businesses to private property, either to serve the port or to use the port

Port could attract businesses that require both barge and rail - a win-win for local job creation

These effects can't be quantified yet but could be significant



Recommendations and Timeline

| Action | Near-Term (0-2 Years) | Mid-Term (2-5 Years) | Long-Term (5+ years) |
|---|-----------------------|----------------------|----------------------|
| Establish public agency and private sector partnerships to advance UMRIPD's core mission | N | | |
| Partner and collaborate with the City of Savanna related to the Savanna Marina and adjoining property | N | | |
| Establish active barge fleet adjacent to SIP <ul style="list-style-type: none"> Permitting phase Construction phase | N | M | |
| Generate revenues from UMRIPD properties at SIP | N | | |
| Acquire additional strategic properties at SIP <ul style="list-style-type: none"> Acquisition studies and purchase phase Revenue generation phase | N | M | |
| Establish Utility District and develop gas infrastructure <ul style="list-style-type: none"> Utility District phase Renewable Fuel Facility planning phase Fuel facility and distribution construction phase | N N | M | |
| Establish permanent UMRIPD organizational staffing based on available revenue streams | N-M | | |



Recommendations and Timeline (continued)

| Action | Near-Term (0-2 Years) | Mid-Term (2-5 Years) | Long-Term (5+ years) |
|---|-----------------------|----------------------|----------------------|
| <p>Advance engineering, environmental, and financial studies for a conveyor and pipeline port at SIP utilizing property to be acquired from the Jo-Carroll Depot LRA</p> <ul style="list-style-type: none"> • Planning grant(s) phase • Initial planning and permit investigations phase • Private Partner commitments phase • Advanced studies and final permitting phase • Construction grant(s) phase • Construction and operation phase | N N N | M M | L |
| Maintain awareness on possible Parcel 20 development | N-M-L | | |
| <p>Explore land banking and Federal lands exchange(s)</p> <ul style="list-style-type: none"> • Research and acquisition phase • Agreement and exchange phase | N | M | |



UMRIPD Port Master Plan Next Steps

- **Integrate public input and feedback**
- **Input from Technical Advisory Committee**
- **Review by Board of Commissioners**
- **Finalize Port Master Plan and present to public**



Open Discussion

- **If anyone joined late:**
 - Make sure you are signed in
 - The recorded version of this presentation and the slides will be made available at www.savannaindustrialpark.org/notices
- **Please:**
 - Step up to the microphone to speak, so everyone can hear you
 - Take turns and be brief, so everyone who wants to speak can
 - Please allow community members and key stakeholders to speak first
 - Ask or say anything you want and we'll respond if we can !!



Some Questions We Would Ask ...

If we were watching ...

Why is UMRIPD doing this Port Master Plan?

Why do we need another port?

Is it a good idea to have marine cargo terminals in a National Wildlife Refuge?

What studies and approvals will be needed to advance a port?

Are you sure about those economic benefits?

Have you considered the environment?

Who pays for this, and how?

Could you do this Port plan instead of the Parcel 20 Plan?

...



UMRIPD Port Master Plan Public Info Meeting

THANK YOU FOR COMING!

**Please fill out comment forms or contact Alan Meyers
(alan.meyers@wsp.com) with comments**