



UMRIPD Port Master Plan Final Public Presentation (virtual only)

March 25, 2026

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Agenda for Public Meeting

- **6:30 - Zoom meeting initiated**
- **6:35 -- Consultant presentation of the final Upper Mississippi River International Port District Port Master Plan**
- **7:00 -- Open discussion with participants**
- **7:30 to 7:45 -- Closing**



About Tonight's Presentation ...

This is the third and final Public Event for the UMRIPD Port Master Plan.

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.

**THE PRESENTATION PORTION OF THIS MEETING IS BEING RECORDED AND WILL BE MADE
AVAILABLE WITH THE SLIDE DECK AND THE FINAL PORT MASTER PLAN DOCUMENT, SOMETIME
AROUND APRIL 1, AT www.savannaindustrialpark.org/notices**

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



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
- Port Master Plan technical work completed in December 2025 with extended outreach and review period

• Collaboration

- TAC meetings in August 2023, March 2025, and February 19, 2026
- Public meetings in April 2025 and February 5, 2026
- Board presentation (open meeting) on March 5, 2026
- Final public presentation on March 25, 2026

• Status / Next Steps

- Consultant work concluded
- Board has adopted the Master Plan
- Board will act as it determines to advance Master Plan recommendations
- Board actions are public and many regulatory actions will also require public input – opportunities for continued engagement!



Presentation of PMP for Board Approval

In 2023, the Illinois Department of Transportation provided funding for UMRIPD to develop its first ever Port Master Plan. That plan has now been completed by a consultant team, with input from a Technical Advisory Committee and the general public including two open public meetings. The Port Master Plan represents an organizational roadmap and framework for UMRIPD. It recommends a number of initiatives for regional collaboration, property acquisition, and investigation of property development options including a potential barge terminal.

A Master Plan is not an affirmative development plan. It identifies hurdles that must be overcome to move forward. The Plan does not commit the UMRIPD to any development project, investment decision, or other action. Specific actions including any port development would be subject to additional investigations, permits, and public review processes as required by law. What is before you today is the opportunity to approve a general framework for how UMRIPD may advance to the next stages of activities and investigations, including addressing issues raised by the public and regulatory agencies.

With these considerations in mind, we ask you consider moving for adoption of the first ever UMRIPD Port Master Plan, along with acknowledgement that the Board is not approving or committing to any actual port development at this time.



What the Board Action Means

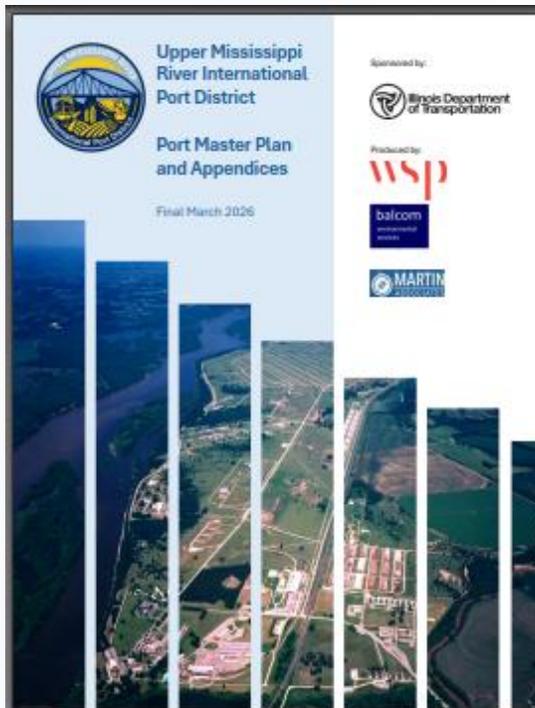
- On March 5, 2026, the UMRIPD Board of Commissioners voted to approve the recommendations in the Port Master Plan. It will now act as it determines to implement the recommendations.
- The UMRIPD **did not** vote to develop a port at the SIP, and it **did not** adopt a “preferred alternative” for port development at the SIP.
 - This question was not on the table because the Port Master Plan does not actually recommend developing a port. The Port Master Plan recognizes there are significant opportunities and challenges -- engineering, navigation, environment, financial, community, etc. – to developing a port at the SIP, and it lays out steps to move forward.
 - So why are there diagrams of potential port development in the Master Plan? *The plan offers potential development concepts to illustrate and quantify these opportunities and challenges, and to guide to further required study and analysis. You can't analyze a blank sheet of paper.*
 - Nothing in the Board action means a port is coming, imminent, or a “done deal.” The Port Master Plan anticipates up to five years of studies and actions by the Board and other regulatory agencies before development could occur.
- The UMRIPD action is separate from and unrelated to the Parcel 20 reuse process. The Port Master Plan does not address any potential uses on Parcel 20.



Master Plan Document

The Port Master Plan document and its technical appendices will be available at www.savannaindustrialpark.org/notices

The presentation material shared with the Board on March 5 is on the following slides



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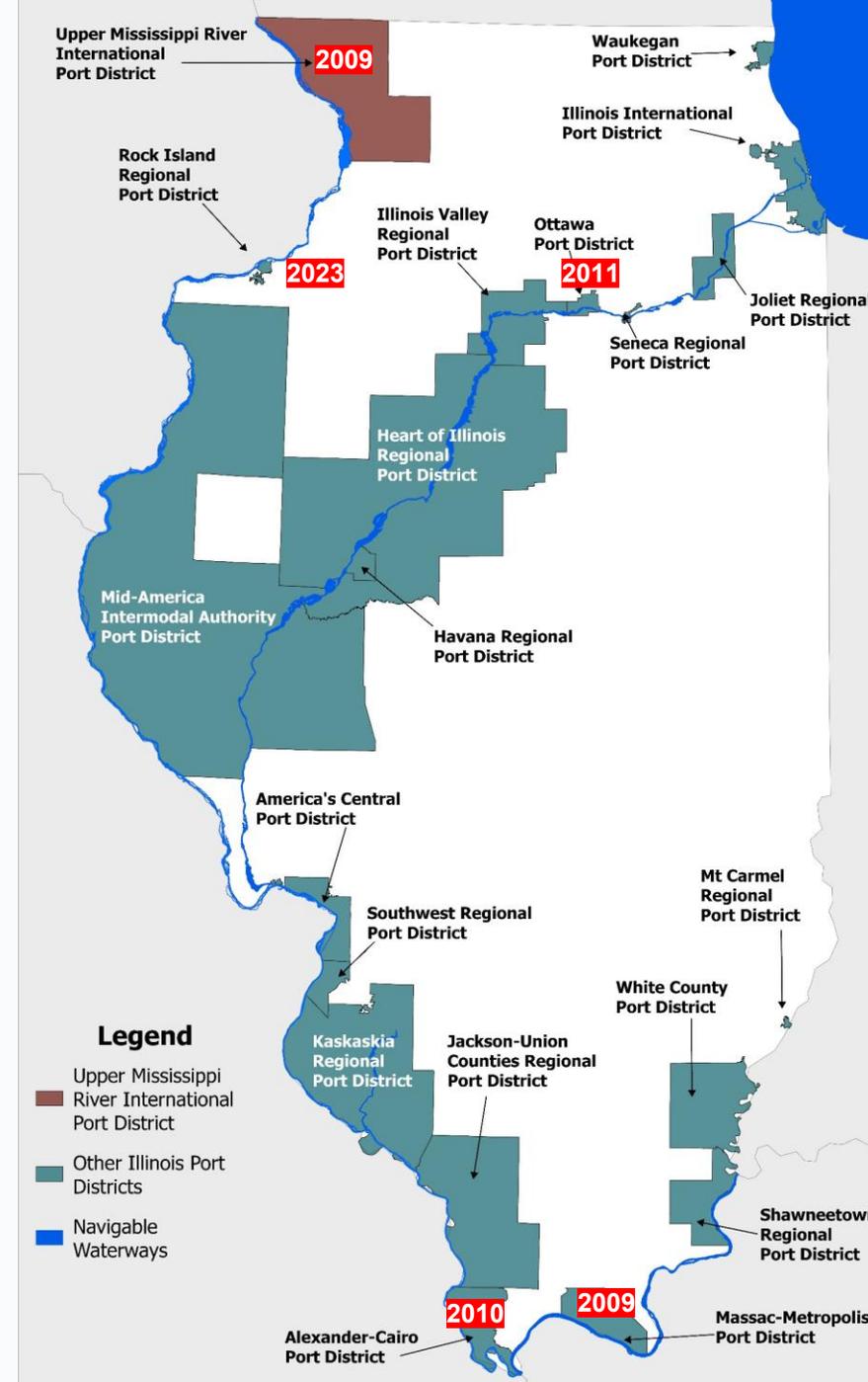
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Illinois Port Districts

- **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

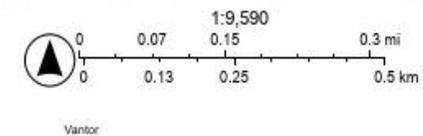


- UMRIPD owns two parcels at the Savanna Industrial Park (SIP)
- Ownership at the McIntyre Road parcel stops before the shoreline

12/18/2025

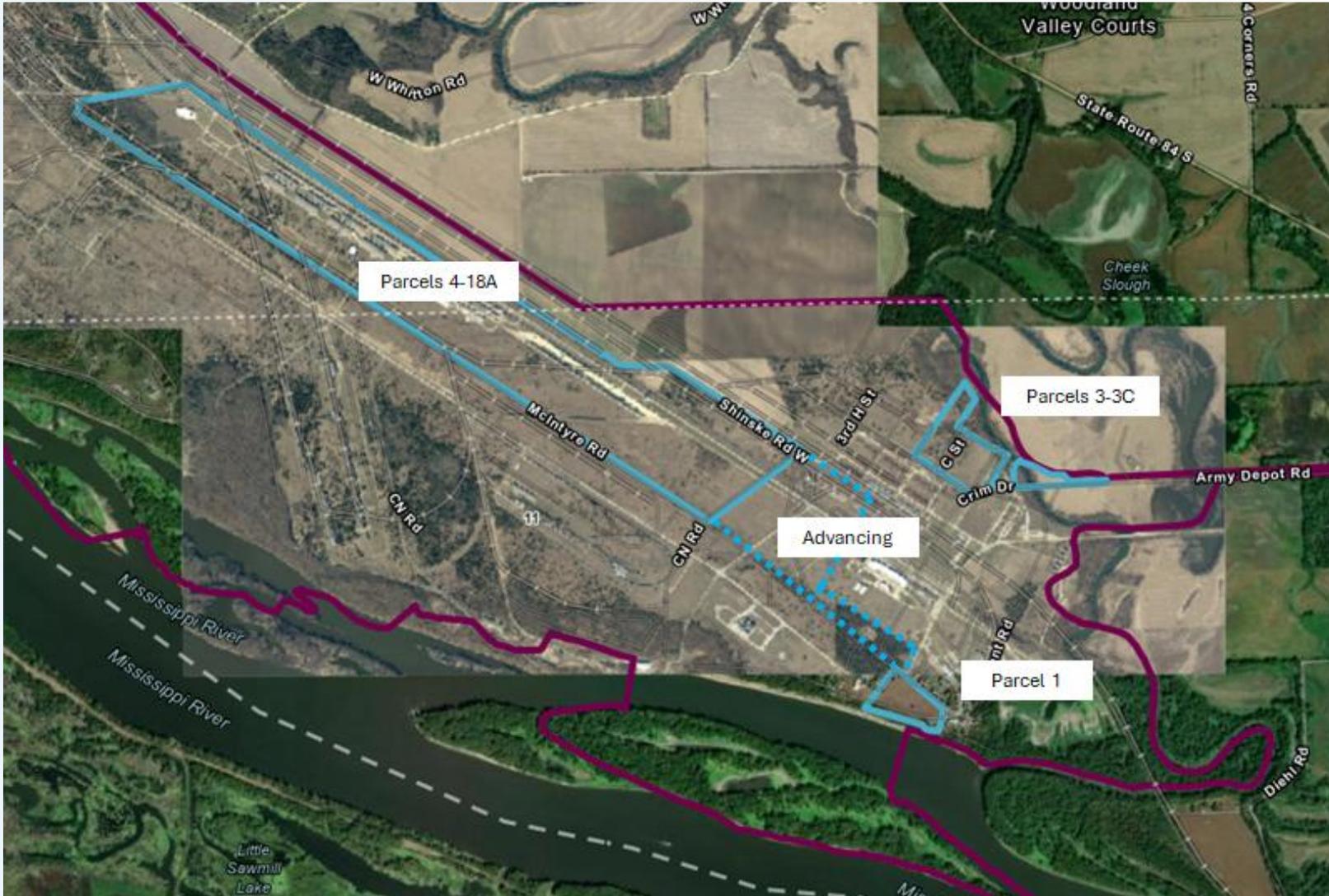
Site Boundary

UMRIPD Owned Property





UMRIPD Assets - Future



- 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



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 and the Savanna Park District related to the Savanna Marina and adjoining property	N		
Establish active barge fleeting 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		



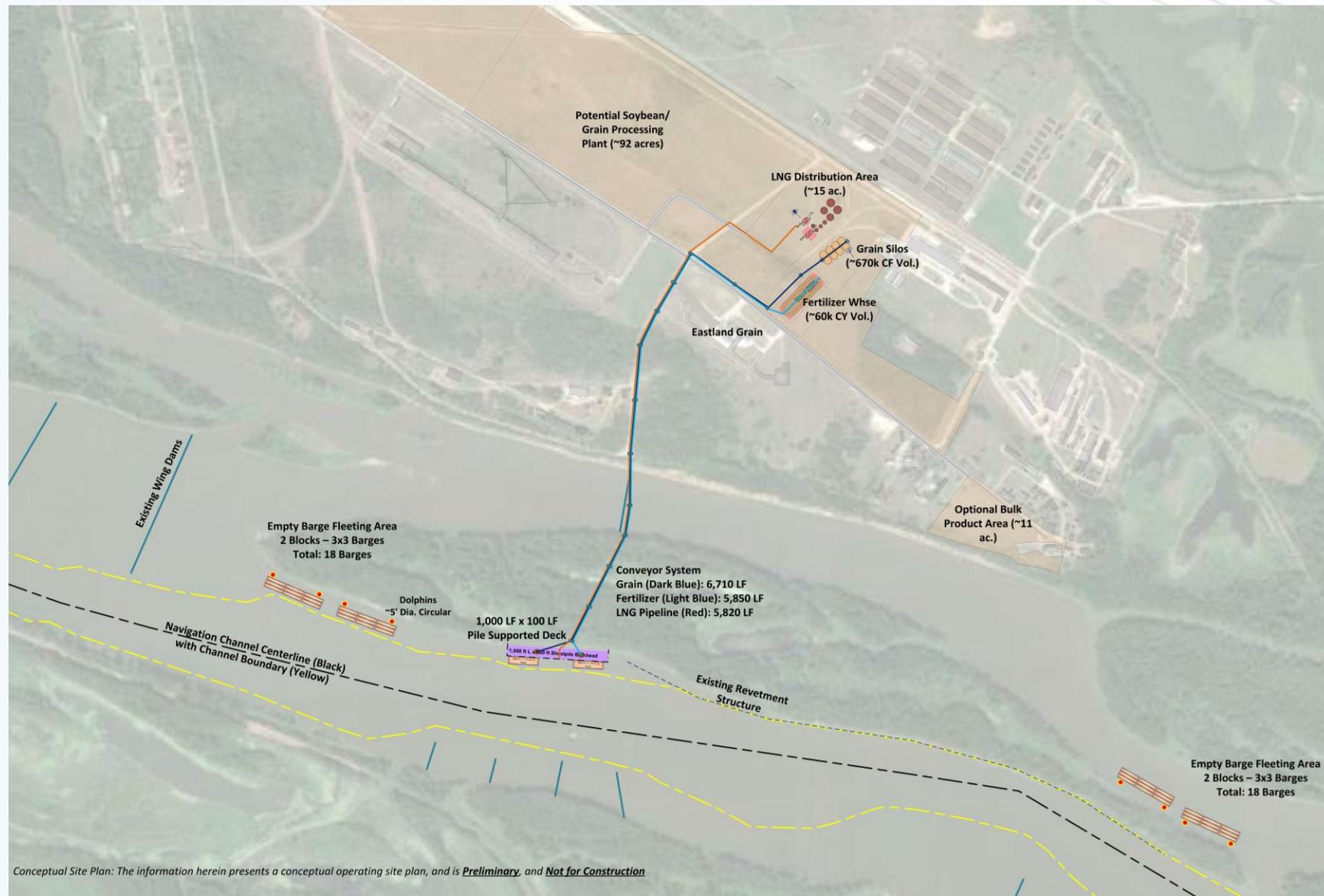
Recommendations and Timeline (continued)

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 	<p>N N N</p>	<p>M M</p>	<p>L</p>



UMRIPD Port Concept #1

- 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



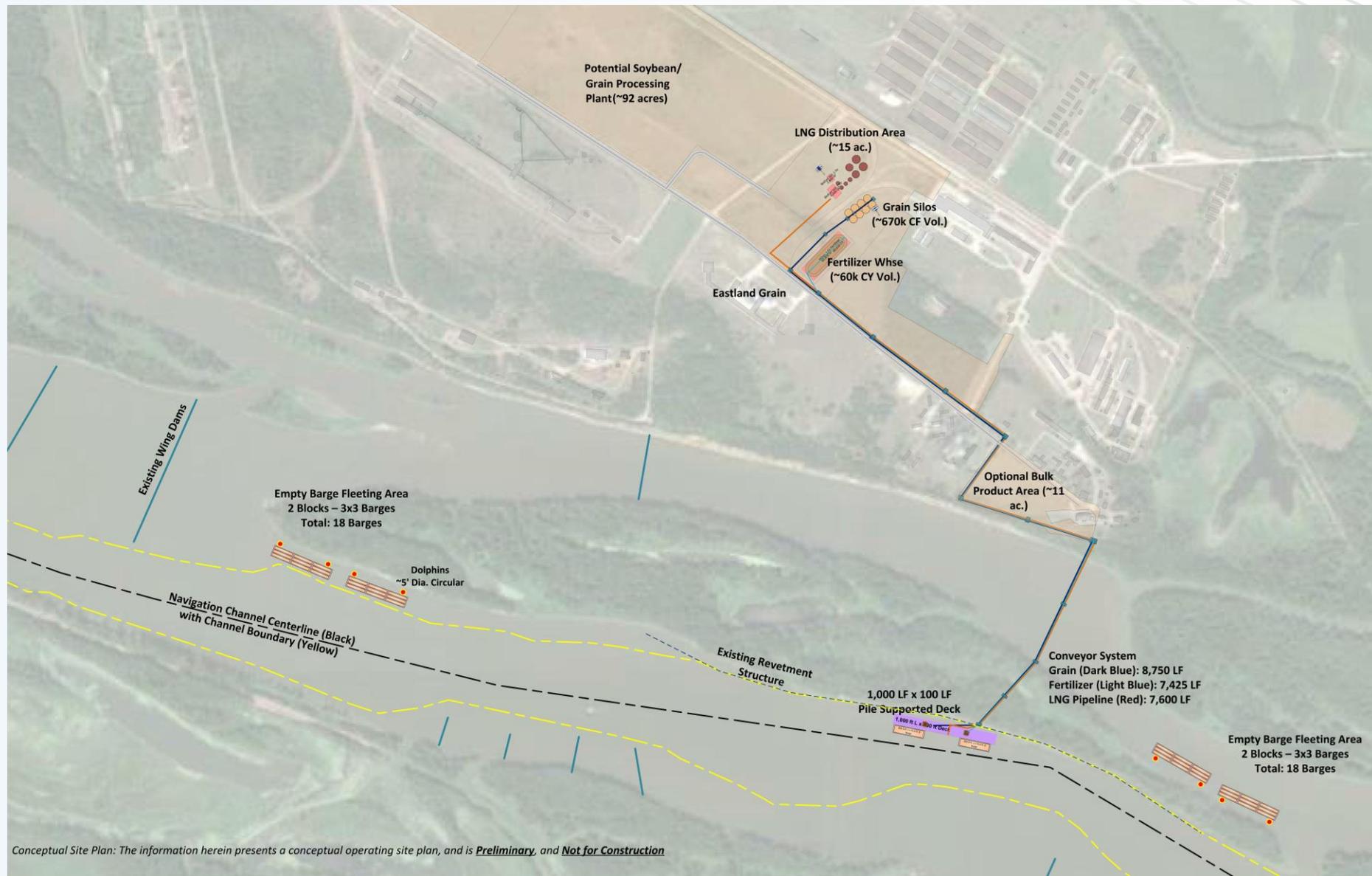
Conceptual Site Plan: The information herein presents a conceptual operating site plan, and is Preliminary, and Not for Construction



UMRIPD Port Concept #2

Upper Mississippi River International Port District
Port Master Plan – Final Public Presentation

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 to access the fleeting area on the Brickhouse Slough side 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

Upper Mississippi River International Port District
Port Master Plan – Final Public Presentation





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



Questions and Comments from Public Meeting #2

How does this relate to the Parcel 20 plan?

Why do we need another port location – couldn't you just expand LPD and Vicerion?

Can you convey over a navigable waterway, and is it possible to fully protect the conveyor system?

Conveyors are expensive to maintain, who ensures it stays in good repair?

We use Brickhouse Slough for fishing and boating, can you avoid any use there, even fleeting?

Are you sure about LNG, given it's a challenging commodity?

Won't this be environmentally disruptive?

Aren't those economic benefits really just transfer payments?

Good questions that require further study!



Recommendations and Timeline (continued)

Action	Near-Term (0-2 Years)	Mid-Term (2-5 Years)	Long-Term (5+ years)
Maintain awareness on possible Parcel 20 / SIP development	N-M-L		
Explore land banking and Federal lands exchange(s) <ul style="list-style-type: none"> • Research and acquisition phase • Agreement and exchange phase 	N	M	



Questions or Comments

- **If anyone joined late:**
 - The recorded version of this presentation, the slide deck, and the Port Master Plan document will be made available sometime after April 1 at www.savannaindustrialpark.org/notices
- **Please:**
 - Raise your hand and let me call on you
 - Take turns and be brief, so everyone who wants to speak can
 - Ask or say anything you want and we'll respond if we can !!



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THANK YOU FOR PARTICIPATING!