

## IMPLEMENTATION OF PROGRAMMATIC RECOMMENDATIONS

The programmatic recommendations outlined in the IMTS Plan will help IDOT and other state agencies support the long-term resiliency of the IMTS by more fully integrating the marine mode into IDOT's mission. The IMTS is a complex system with many different state and federal agencies overseeing various types of activities that occur on the system. Likewise, there is robust private industry use, as well as personal and commercial recreational use, of the system every day. In order for the full potential of the IMTS as a mode of transport to be realized, IDOT will need to continue to strengthen its relationships with other agencies and the private industry. The programmatic recommendations detailed in Chapter 5 have been developed through an in-depth process including input from the IMTS Plan steering committee, federal, state, and local units of government, and private industry. While IDOT is the agency that will lead the implementation process, many of the recommendations will require the cooperation of other governmental agencies or implementation partners. This chapter highlights some of the roles that implementation partners can play in making these recommendations become a reality.

## 6.1 IMPLEMENTATION PARTNERS

### 6.1.1 ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT)

IDOT is responsible for the maintenance, expansion, and advocacy of the state's multimodal transportation network and therefore will be the lead agency as it relates to implementing the recommendations brought forward in the IMTS Plan. IDOT will be responsible for working internally, with other implementation partners, the public and elected officials to ensure that the recommendations are implemented. The working relationship with other partners will be critical, especially when a recommendation requires changes to another partner's policies or regulations, or when advocating for increased investment in IMTS infrastructure.

### 6.1.2 ILLINOIS DEPARTMENT OF COMMERCE AND ECONOMIC OPPORTUNITY (DCEO)

The IMTS contributes \$36 billion to the Illinois State economy. As Illinois' economic development agency, DCEO will be a key partner in helping implement programmatic recommendations related to re-examining existing statewide economic programs and funding sources to consider how these programs can help support the IMTS and its users. Additionally, DECO will be instrumental in the development of the port capital investment program as outlined in the "Rebuild Illinois" capital program, and a key partner in advocating for increased investment in the IMTS.

### 6.1.3 PORT DISTRICTS & ILLINOIS PORTS ASSOCIATION (IPA)

Most if not all the programmatic recommendations made could impact the state's port districts in some manner. The port districts are the local unit of government responsible for advancing the use of the IMTS in their jurisdiction. Each port district was part of the steering committee that guided the development of the IMTS Plan and its accompanying programmatic recommendations. IDOT will need to continue to work with the port districts to ensure that the recommendations are implemented in a manner that will be beneficial to the port districts. That said, while the Illinois Ports Association (IPA) speaks on behalf of its member public port districts on broad-scale topics, each port district has its own unique challenges, needs, and relationships with private partners. It will be critical that dialogue continues to occur with individual port districts while implementing the programmatic recommendations.

### 6.1.4 ILLINOIS DEPARTMENT OF NATURAL RESOURCES (IDNR)

The IMTS is a great natural resource that provides benefit to the state environmentally, economically, and recreationally. IDNR is responsible for the conservation and preservation of the waterways within the IMTS. Additionally, IDNR works alongside the USACE to implement mitigation strategies surrounding invasive species. Due to this, IDOT will need to work in conjunction with IDNR to ensure that recommendations are implemented in a manner that protects the health and wellness of this invaluable natural resource.

### 6.1.5 ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA)

IEPA's mission is to "safeguard environmental quality, consistent with the social and economic needs of the State, so as to protect health, welfare, property and the quality of life."<sup>1</sup> The IMTS is a natural resource that needs to be handled with respect and care as it provides great economic, social and environmental benefits to the State. Additionally, the IMTS is a natural resource which is vulnerable to the effects of climate change and rising lake and river levels, which can negatively impact infrastructure and navigation. IDOT will need to work closely with IEPA to implement the recommendations in an environmentally-friendly manner.

### 6.1.6 ILLINOIS DEPARTMENT OF AGRICULTURE (IDOA)

The IDOA's mission is to "advocate for Illinois' agricultural industry and provide the necessary regulatory functions to benefit consumers, agricultural industry, and our natural resources. The agency will strive to promote agri-business in Illinois and throughout the world."<sup>2</sup> The State of Illinois is a national leader in the growing of corn and soybeans. A majority of the commodities grown in Illinois are moved short distances by truck and long distances by rail or water. Illinois' waterway infrastructure plays a pivotal role in the success of agribusiness in the state. IDOT and the IDOA will need to work together to ensure that the programmatic recommendations and strategies are implemented in a manner that allows the IMTS to meet the current and future demands of Illinois's agribusiness industry. Additionally, these policies should be implemented in a manner that places Illinois' agribusiness at a competitive advantage over neighboring states.



### 6.1.7 UNITED STATES ARMY CORPS OF ENGINEERS (USACE)

The USACE has jurisdiction over the nation's inland river system. In this role they are responsible for maintaining and operating the lock and dam systems on the nation's inland river system which includes the Mississippi, Ohio, Illinois, and Kaskaskia River, as well as the Chicago Area Waterway System. Additionally, they are responsible for maintaining the navigation channels of the nation's inland river system and mitigation strategies surrounding invasive species. The inland waterways and locks and dams that support them are extremely important to the state's transportation network and the ability of the IMTS to maintain and grow commercial and economic activity. IDOT will need to work alongside the USACE to ensure the programmatic recommendations are implemented in a manner that is supported by this important federal partner.

### 6.1.8 METROPOLITAN PLANNING ORGANIZATIONS AND REGIONAL PLANNING AGENCIES

Metropolitan Planning Organizations (MPOs) are federally mandated and federally funded transportation policy-making organizations made up of representatives from local governments and governmental transportation authorities. They ensure regional cooperation in multi-modal transportation planning. Federal funding for multi-modal transportation projects and programs are channeled through this planning process. Congress created MPOs in order to ensure that existing and future expenditures of governmental funds for

transportation projects and programs are based on a continuing, cooperative, and comprehensive planning process. Regional Planning Agencies (RPAs) develop plans that coordinate planning by groups of local governments. This planning process includes land use planning, transportation planning, and environmental planning. Thirteen Illinois MPOs or RPAs are directly involved with transportation planning associated with, and along Illinois Waterways. They are responsible for integrating waterway segments into the regional multi-modal transportation network.

### 6.1.9 UNITED STATES MARITIME ADMINISTRATION (MARAD)

MARAD is a federal agency under the U.S. Department of Transportation whose mission is to "foster, promote and develop the maritime industry of the United States to meet the nation's economic and security needs."<sup>3</sup> Additionally, they play a key role in technical aspects of the nation's marine transportation infrastructure. The IMTS is unique in that it links the Gulf of Mexico with the Atlantic Ocean via the Great Lakes and St. Lawrence Seaway; this makes the IMTS of vital importance to the nation's economic and security needs. IDOT will need to work alongside MARAD to ensure the programmatic recommendations are implemented in a manner that work to achieve MARAD's mission. By doing so, IDOT can ensure that the IMTS supports Illinois and the nation alike.

### 6.1.10 UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (U.S. EPA)

As the federal agency responsible for protecting human health and the environment, the US EPA develops national standards that states are responsible for enforcing through their own regulations. Being a natural resource, the IMTS has different regulations and requirements as compared to other modes of transportation and is vulnerable to the effects of climate change with the rise of lake and river levels. IDOT should work with the US EPA in conjunction with the IEPA to ensure that the programmatic recommendations are implemented in a manner that follows US EPA regulations and standards.

### 6.1.11 STATE AND FEDERAL LEGISLATIVE BRANCHES (LEG)

While there are many actions IDOT can take independently and in partnership with state and federal partners, there are some that will require legislative support and action. IDOT will need to work with the state and federal legislative branches of government to ensure that laws are passed that will support the efficient movement of goods and the IMTS as a mode of transportation. This will require expanding conversations with elected officials on the importance the IMTS has to Illinois and the nation.

## 6.2 IMPLEMENTATION STAKEHOLDERS

In addition to the implementation partners previously mentioned there are many associations which represent many private and public sector interests of the IMTS. The following are other stakeholders who may also assist IDOT in implementing the IMTS Plan and its programmatic recommendations and strategies.

- Inland Rivers Ports and Terminals, INC.
- Great Lakes St. Lawrence Governors & Premiers
- Lake Carriers Association
- Upper Mississippi River Basin Association
- Illinois River Carriers' Association

## 6.3 IMPLEMENTATION PARTNERS COLLABORATION

As previously mentioned in this chapter, IDOT alone will not be able to implement all the recommendations mentioned in chapter 5. There are many programmatic recommendations and their action items that will require collaboration with one or multiple implementation partners. Chapter 6.1 highlighted the roles each partner plays within the IMTS and general responsibilities. The table below shows the programmatic recommendation action items and which implementation partner will need to collaborate with IDOT to ensure they are implemented.

RECOMMENDATIONS	IDOT	DCEO	IDNR	IEPA	IDOA	PORT DISTRICTS	IPA	USACE	MARAD	US EPA	LEG	MPO/RPA
<b>New Organizational Structure</b>												
Leverage and coordinate expertise that already exists within IDOT, including IDOT District staff	X											
Liaison with port districts, associations, private terminals, federal agencies, and other key system stakeholders	X	X	X			X	X	X	X	X		X
Lead a new state-level Marine Transportation System Advisory Board	X											
Educate the state legislature and their staff on the benefits the marine system brings to the state's transportation network and economy; educate the public on the importance of the marine transportation system	X	X	X			X	X	X	X		X	X
Provide technical assistance/support to stakeholders (grant applications, policy changes, understanding regulations, etc.)	X	X	X	X	X		X	X	X			X
Provide multimodal communication & coordination with external entities when an IDOT-sponsored project will impact marine-related facilities	X	X	X				X		X			X
Collect and monitor data; perform or manage system-wide or sub-regional studies; coordinate research activities	X	X	X	X	X			X	X	X		X
Participate in state and national marine organizations	X		X			X	X	X	X	X		X
Coordinate and administer applicable IDOT IMTS funding programs	X	X									X	

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<b>Modal Integration</b>												
Establish a regular update cycle for the IMTS modal system plan	X											
Establish processes to effectively coordinate the IMTS modal system plan with other modal system plans, state freight plan, statewide long-range transportation plan, rail plan, pipeline plan, and regional/MPO plans, and Port District plans	X											
Provide effective linkage between statewide IMTS planning and public/private investments and activities at the state, port districts, IDOT districts, metropolitan/regional, and local levels, through involvement and engagement of the new Marine Section	X	X				X	X					X
Establish performance measures and targets for the IMTS to guide data collection and performance tracking towards statewide goals, consistent with or similar to those in other modes	X					X	X					X
Review project and program funding criteria to better address marine (freight and passenger) system needs and establish a "level playing field" to the extent permitted by revenue sources	X	X				X	X					
<b>Increased Collaboration</b>												
Establish a state-level Marine Transportation System Advisory Board, to include IDOT, IEPA, IDNR, DCEO, Department of Agriculture, and/or other public agencies	X	X	X	X		X	X		X		X	
Collaborate to establish and administer marine system funding programs & existing state programs that can benefit the marine system	X	X	X			X	X		X		X	X
Address key issues and shared interests: beneficial use of dredged materials; permitting/regulatory changes; resiliency/flooding; multimodal system connections; etc.	X	X	X	X	X	X	X	X	X			X
Establish coordination between the Advisory Board and the Illinois State Freight Advisory Committee and other private sector stakeholder groups and associations to facilitate private sector input	X											

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<b>Port District System</b>												
Develop relationships with port district boards/staff through the new Marine Section	X					X	X					X
Collaboratively review whether consolidation, dissolution, or boundary adjustments for Ports Districts would provide greater efficiency and achievement of statewide MTS goals, considering market needs and infrastructure conditions	X					X	X				X	
Establish a Port District board appointment process within IDOT, and work as a liaison with the Governor's Office to promote timely port district board appointments	X					X	X				X	
<b>Dredging Needs</b>												
Collaborate with new Marine Transportation System Advisory Board to define and establish common, accepted definitions of "contaminated" dredged material, dredged materials management practices, and beneficial use of dredged material best practices	X		X	X		X	X				X	X
Work with Federal regulatory agencies as necessary to establish consistency between improved state practices and federal practices and to generally streamline the federal permitting process for dredging projects to the extent practical	X	X	X	X				X		X	X	
<b>Federal and State Partnerships</b>												
Leverage previous recommendations (new IDOT Marine section, statewide MTS Advisory Board, dredging process improvements) to strengthen relationships with responsible Federal regulatory and implementing agencies (USACE, Fish & Wildlife, EPA, MARAD, et al.)	X											X
Encourage the USACE to develop and regularly publish a 5-year program of planned activities and timelines potentially impacting IMTS stakeholders, allowing stakeholders to plan ahead for changes in the waterway transportation system	X							X				
Seek opportunities to accelerate or facilitate Federal program delivery through state participation in administration, contracting, or other means	X	X						X			X	
Work with USDOT partners to make IMTS projects as competitive as possible for discretionary grant awards	X						X		X			X
Support multi-state partnership efforts, including work by IDNR which is teaming with the 5 Upper Mississippi River states to develop a plan on the issues of flooding, drought, and sedimentation; explore other opportunities where such partnerships may be of value to IMTS objectives	X		X	X		X	X					X

RECOMMENDATIONS	IDOT	DCEO	IDNR	IEPA	IDOA	PORT DISTRICTS	IPA	USACE	MARAD	US EPA	LEG	MPO/RPA
<b>Existing Funding</b>												
Continue to leverage National Highway Freight Program Funds (or similar future programs) allowing for flexible allocation across modes; re-establish the Port Revolving Loan Fund (see Recommendation 8) as a mechanism for project applicants to meet grant match requirements	X	X				X	X				X	X
Continue to pursue and support discretionary grant applications under BUILD, INFRA, PIDP (Port Infrastructure Development Program), and other applicable programs for IMTS investments	X	X	X			X					X	X
Review other IDOT transportation system funding programs for leveraging potential in cases where the integration of IMTS projects would be demonstrably more beneficial than single-mode investments	X											X
Review federal and state economic development grant programs (TARP, USCG, IDNR, DCEO, etc.) for potential use in meeting IMTS needs	X	X	X	X	X	X	X	X	X	X	X	
<b>New Funding</b>												
Finalize the design of the Port Capital Grant Improvement Program, covering an estimated 5 years of port funding, subject to potential modifications due to the COVID-19 pandemic and necessary state financial responses	X	X	X	X	X						X	
Identify long-term, sustainable revenue streams allowing indefinite continuation of the Port Capital Grant Improvement Program at reliable and predictable annual expenditure levels	X	X									X	
Re-establish the Port Revolving Loan Fund to support short-term port and IMTS investment needs, such as local matches to discretionary grants or quick-response expenditures; loans could be funded out of an expanded Port Capital Grant Improvement Program or a parallel program, based on further exploration	X										X	

**Endotes**

1.....<https://www2.illinois.gov/epa/Pages/default.aspx>

2.....<https://www2.illinois.gov/sites/agr/About/Pages/default.aspx>

3.....<https://www.maritime.dot.gov/about-us>