



ILLINOIS MARINE
TRANSPORTATION SYSTEM

Appendix F

Public Comments



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Illinois Department of Transportation

IMTS Plan Public Comments and Resolutions

Organization	Public Commenter	Comment	Resolution
Bi-State Regional Commission	Denise Bulat	I quickly skimmed this document but I didn't see our Port Statistical Area (maybe I missed it?). We have now been approved as have others. I would suggest all of those in Illinois should be noted and how that effort will help underscore the importance the movement of goods on the inland waterway.	Thank you for the comment. The following changes were made to address your comment. On page 138 place a call out box with the following text. "In addition to the data and sources listed above, there is another classification which is important to note and could have federal funding implications. Port Statistical Areas (PSA) are used by the Army Corps of Engineers (USACE) to help rank ports based on the tonnage that is shipped or received within that geographic area. PSA's can vary in size from a municipality to multiple counties. The USACE does not use this statistic to prioritize projects, however PSA's assist in acquiring more accurate shipping data which can be helpful to the ports within the PSA in making a case for the receipt of state and federal funding."
	Ronald Kaye	Check Page numbering throughout the document. There are two pages 27 and two pages 167.	Thank you for the comment. The numbering issue for pages 27 and 169 has been addressed.
	Ronald Kaye	Page 1, The IMTS links the Atlantic Ocean to the Gulf of Mexico via the St. Lawrence Seaway, Great Lakes, Chicago Area Waterway System (CAWS), Illinois River, and Mississippi River." should be revised to read "The IMTS links the State of Illinois with the Atlantic Ocean via the Great Lakes and the St. Lawrence Seaway and with the Gulf of Mexico via the Mississippi River." The Atlantic Ocean and the Gulf of Mexico are linked in much more direct routes than through the IMTS.	Thank you for the comment. The wording was changed to "The IMTS links the State of Illinois with the Atlantic Ocean via the Great Lakes and the St. Lawrence Seaway and with the Gulf of Mexico via the Mississippi River" .
	Ronald Kaye	Page 1, Where did the name "Chicago Area Waterway System" come from? If for planning or project funding purposes this area is being separated out it should be clearly defined as to why and the limits defined by river miles along the Illinois Waterway per the published Navigation Charts.	Thank you for the comment. Page 17 of the IMTS Plan defines the CAWS as used within this plan. The CAWS is defined as the following "Six separate waterways create the Chicago Area Waterway System (CAWS). These include the Des Plaines River, Chicago River (South and North Branches), Chicago Sanitary and Ship Canal, Calumet Sag Channel, Little Calumet River, and Calumet River." Ill. Admin. Code tit. 35 § 301.247 which defines the CAWS differs in that it does not include the Des Plaines River. The Des Plaines River was included in the CAWS for the purposes of this plan because of the differences of the waterways and regions which each river flows through.
	Ronald Kaye	Page 2, Third column, first sentence: Delete the word "their" between "vested" and "interest"	Thank you for the comment. The word "their" has been removed.
	Ronald Kaye	Page 3, Third Paragraph, second sentence: "Chapter 4" should read "Chapter 5"	Thank you for the comment. The reference to chapter 4 was changed to chapter 5.
	Ronald Kaye	Page 5, As a note of interest, the two railroad bridges in the photo on this page are at the location where the Chicago River was moved. The near bridge (up position, no longer in use) was built new when the river was moved. The far bridge (down position, still active) was in place over the old river channel prior to the shift of the river. It was disassembled from old location and reassembled (as a shorter span) at its current location. Both bridges were controlled by a joint operating house.	Thank you for the comment regarding the moveable bridges along the Chicago River.
	Ronald Kaye	Page 6, Please check the Historic Timeline. The Chicago Sanitary and Ship Canal did not replace the entire length of the Illinois & Michigan Canal. The 9 foot channel project for the Illinois River from the Mississippi River to Utica, IL is not mentioned nor is the creation of a navigable channel of the remainder of the Illinois River and the DesPlaines which wasn't completed until around 1933. Please note the last sentence because I believe that project was the one that resulted in IDOT owning and maintaining the movable highway bridges in Joliet, IL.	Thank you for the comment. The timeline was changed to read " The Chicago Sanitary and Ship Canal is officially opened. It replaced portions of the Illinois & Michigan Canal. It was not until 1907 that the canal was extended from Lockport to Joliet, connecting it to the Des Plaines River. Construction of the new canal required reversing the flow of the Chicago River."
	Ronald Kaye	Page 8, Enter column, First full sentence: Please verify "In 1907, an extension of the Canal was complete to make the Canal commercially navigable to the Illinois River." It is my understanding that the Des Plaines River from Joliet to the Illinois River was not made navigable until 1930s.; Right column, First paragraph, Last sentence: Revise "in years the followed" to "in years that followed" (or "in the years that followed").; The development of the 9 foot navigable channel of the Illinois Waterway, Mississippi River to Utica and Utica to the Chicago Sanitary and Ship Canal should be included in the history.	Thank you for the comment. The reference to the Illinois River was changed with Des Plaines River. At the end of the paragraph the following was added " Additionally, the 9-Foot Channel Navigation Project also channelized the Illinois Waterway from the Chicago Area Waterway System to the Illinois River's confluence with the Mississippi River."

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	Ronald Kaye	Page 10, Weren't there also ship yards on Lake Michigan that built vessels for the WWII war effort? The history that I have been told is that special arrangements had to be made in order to move them through the Illinois Waterway to get them to the Gulf of Mexico.	Thank you for the comment. There were many historic points that could be highlighted in the report. The goal of this section was not to give an in-depth analysis of WWII and the IMTS, but rather provide a brief high-level overview. In order to keep the section brief, the plan highlighted two specific historical points one on a river with the Prairie Shipyard and one on Lake Michigan with Navy Pier.
	Ronald Kaye	Page 11, Center column, 2nd full paragraph, last sentence: add "were" between "blackouts" and "conducted" or otherwise revise sentence so it reads better.	Thank you for the comment. We added the word "were" in the location indicated.
	Ronald Kaye	Page 11, Last paragraph: See General Comments below regarding question of does IDOT currently have the Legislative Authority to do anything related to IMTS	Thank you for the comment. Yes – IDOT has the authority to conduct transportation system planning.
	Ronald Kaye	Page 12, 2.2, Last sentence: "The IMTS is made up of five commercially navigable waterways..." See General Comment 7a below. Per properly designated navigable waterways per the Corps of Engineer's Navigational Charts there are four commercially navigable waterways discussed in this plan.	Thank you for the comment. The USACE navigation chart combines both the Illinois River and CAWS as one navigable river. This was done to provide further distinction due to the geographical and economic differences between the Illinois River and CAWS (as defined on page 17).
	Ronald Kaye	Page 12, 2.2.1, First paragraph, Last sentence: change "The program's goals specifically is to:" to "The program's goals specifically are to:"	Thank you for the comment. The text was changed to read "The program's goals specifically are to:"
	Ronald Kaye	Page 13-14, Waterway Through traffic tonnage for the Mississippi and Ohio Rivers should also be listed (separately from State tonnages and percents). These rivers are much more active than just Illinois shipments would imply.	Text/ response to come
	Ronald Kaye	Page 15, Map of Illinois River is not shown correctly. The Illinois River's upstream terminus is at the Kankakee River which is south of where the map currently shows it. Second sentence: The Illinois River does not connect to the Chicago Sanitary and Ship Canal. The DesPlaines River is in between, although they are both a part of the Illinois Waterway.	Thank you for the comment. The language indicating the Illinois River's terminus is with the Des Plaines River was changed and the map issue was addressed.
	Ronald Kaye	Page 17, Where did the term "Chicago Area Waterway System" come from and why is this term used for these waterways?; Not all of the waterways included in the Chicago Area Waterway System are in what I would consider the "the Chicago Metropolitan Area"; Reference is made to "waterway access to large intermodal facilities." What facilities in what locations are being referred to by this and what intermodal modes serve each of these facilities?; The discussion regarding the problem with the Asian Carp talk about the "Illinois Waterway" which is an entity that does not appear to ever have been defined or identified.; Please see General Comments below regarding Illinois Waterway and that it is the proper maritime reference for the Illinois River and the waterways lumped into "Chicago Area Waterway System" in this plan.	Thank you for the comment . Within the IMTS Plan the CAWS includes Des Plaines River. The Des Plaines River was included in the CAWS for the purposes of this plan because of the differences of the waterways and regions which each river flows through. In regards to your comment on "Illinois Waterway" we changed it to read "Illinois River and CAWS". Additionally, a foot note was added to the text to read "Note the CAWS definition within this plan differs slightly from Ill. Admin. Code tit. 35 § 301.247, which doesn't include the Des Planies River as part of the CAWS."
	Ronald Kaye	Page 17, Map of "Chicago Area Waterway System" is not shown correctly. As described in the Plan's text the Chicago Area Waterway System extends to the Illinois River's upstream terminus is at the Kankakee River which is south of where the map currently shows it.	Thank you for the comment. The map issue was addressed.
	Ronald Kaye	Page 19, Reference is made to rivers becoming non-navigable during times of drought. Are all of the rivers included in this plan susceptible to this or only some of them?	Thank you for the comment. During severe drought all navigable rivers would be impacted and could become non-navigable.
	Ronald Kaye	Page 20 & 21, River mile references should be given in Table 2.1 for Mississippi River and Kaskaskia River. U. S. Army Corps of Engineer Navigation Charts should be referenced for Mississippi River, Ohio River and Illinois Waterway.	Thank you for the comment. The top of table 2.1 has a reference to river mile point.
	Ronald Kaye	Page 22, Section 2.4.1, second to last sentence: should read "There are a total of seven ferry services in Illinois, three are run or supported by IDOT and four are private services."	Thank you for the comment. The change was made to read as follows "There are a total of seven ferry services in Illinois, three are run or supported by IDOT and four are private services."
		Page 25, Congestion Relief paragraph, Second sentence should be revised to: "For example, one 15 barge tow removes 1,050 large semi tractor-trailers off Illinois roads which is also the equivalent of the equivalent of 216 rail cars and six locomotives." -Congestion Relief paragraph, Third sentence: suggest "reduce congestion" rather than "alleviate congestion" since congestion will not be completely solved by it. -Economy paragraph, First sentence: suggest revising sentence to "The IMTS is not only a big economic driver for the state, but it also has a large impact on regional and local economies within the state.	Thank you for the comment. The text was changed to "mitigate congestion"

IMTS Plan Public Comments and Resolutions

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	Ronald Kaye	Page 28, Public Port District Powers: The powers granted by the State of Illinois under 70 ILCS 18XX/XX should be clarified as to how they may be limited by Federal Law and Federal jurisdiction over navigable waters of the United States. I do not believe the State has the right to pre-empt Federal Law which appears to be the case by the descriptions given on this page.	Thank you for the comment. The following was added to address the point "Additionally, it is important to note that federal law and jurisdiction supersedes state and local laws and jurisdiction."
	Ronald Kaye	Page 31, Left column, Last paragraph, First sentence: should be revised to "In addition to the benefits mentioned above, port districts provide economies of scale in the capital infrastructure they provide their tenants."; Section 3.2.2, Second sentence: Revise to "The IMTS is connected to the Atlantic Ocean via the Great Lakes and the St. Lawrence Seaway and to the Gulf of Mexico via the Mississippi River."; Section 3.2.2, Second paragraph, Second sentence: revise "15-tow barge" to "15 barge tow" (same as in first paragraph of Section 3.2.1); Section 3.2.3, First sentence: "Terminal facilities and the industries supporting them greatly contribution to Illinois' economy." Replace "greatly contribution" with "greatly contribute", "contribute greatly" or "provide a great contribution"; Section 3.2.2, Third and Fourth sentences: Revise "district" to "districts"	Thank you for the comment. The following was changed to address your comments "In addition to the benefits mentioned above, port districts provide economies of scale in the capital infrastructure they provide their tenants" and " The IMTS is connected to the Atlantic Ocean via the Great Lakes and the St. Lawrence Seaway and to the Gulf of Mexico via the Mississippi River." and "15 barge tow" and "greatly contribute" and "districts"
	Ronald Kaye	Page 32, Right column, Second sentence: Revise "As shown in the Table to the left,..." to "As shown in Tables 3.2 and 3.3,..."	Thank you for the comment. The text was changed to the following "As shown in Tables 3.2 and 3.3,".
	Ronald Kaye	Page 34, Rail, First sentence: Replace "throughout" with "within"; Water: "...is designated as Marine Highway 55." should be changed to "...is part Marine Highway 55."	Thank you for the comment. The following changes were made to the text "within: and "...is part Marine Highway 55. "
	Ronald Kaye	Page 35, Public Terminals should be identified	Thank you for the comment. The terminals shown are based on an analysis of USACE navigation charts, online visually inspection and counsel with port district officials.
		Page 38, Highway, Last sentence: "Additionally, there are a total of 5.92 Critical Urban Freight Corridor miles within the port district." should be revised to "Included within these routes are a total of 5.92 Critical Urban Freight Corridor miles within the port district."; Rail, First sentence: Replace "throughout" with "within"	Thank you for the comment. The following changes was made to the text "Included within these routes are a total of 5.92 Critical Urban Freight Corridor miles within the port district" likewise, throughout was changed to within.
	Ronald Kaye	Page 38, Why is Jersey County (14 million tons) so much more than Madison County (4.2 million tons) when Jersey County as shown has NO marine terminals?	Text/ response to come
	Ronald Kaye	Page 40, Capital Needs box, Last sentence: Change "revitalizing rail rack" to "revitalizing rail track"	Thank you for the comment. The following text change was made "track".
	Ronald Kaye	Page 40, Port-Owned Property Economic Impact: Is this in addition to Economic Impact or a part of that total	Thank you for the comment. As defined in this Plan, Economic Impacts and Port Owned Property Economic Impacts measure different things. Economic Impacts measure effects related to marine industries, marine supporting industries, and marine service users associated with a Port District, and the effects may be generated either on or off port property, by either public or private entities. Port Owned Property Economic Impacts, on the other hand, capture all activity on port property, whether or not it is related to MTS activities, reflecting the fact that many Illinois ports provide economic value other than their MTS contributions. In some cases the activities measured are common to both, and so the two types of impacts are not additive.
	Ronald Kaye	Page 41, Title: "Americas" should be "America's"	Thank you for the comment. The following text change was made to state "America's".
	Ronald Kaye	Page 41, Title: "America's Central Terminal (South)" does not match the name of any of the Terminals listed on page 39 nor does it match the name in first sentence of text on page or in the Terminal Characteristics Box	Thank you for the comment. The comment was addressed in relation to the Title and it was changed to "America's Central Terminal (Madison Harbor). The terminals listed on page 39 differ as they the individual navigation chart points, the map on this page is of the operations for the America's Central Terminal (Madison Harbor) which is how the port district markets this facility to tenants and the public. Multiple points from map 39 makeup Madison Harbor.
	Ronald Kaye	Page 42, Title: "America's Central Port (Granite City Harbor)" does not match the name of any of the Terminals listed on page 39	Thank you for the comment. The terminals listed on page 39 are of the navigation chart points and names. America's Central Port District (Granite City Harbor) is the marketing the port district has for the series of terminals along that portion of the waterway. Granite City Harbor is made up of multiple terminals listed on page 39.
	Ronald Kaye	Page 45, Public Terminals should be identified; "Adm" should be "ADM" (all caps) for Terminals 5, 6 and 7	Thank you for the comment. All reference of adm were changed to ADM. Likewise, the terminals shown are based on an analysis of USACE navigation charts, online visually inspection and counsel with port district officials.
		Page 46, Contribution towards State GDP listed in text (\$143.8 million) does not match Value Added total in Table (\$148.3M)	Thank you for the comment. The text was changed to read "\$148.3".

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Organization	Public Commenter	Comment	Resolution
	Ronald Kaye	Page 47, Port District Biography states “The Port District is the northern most point on the Illinois River to have year round access...”. Where does this statement come from? I was not aware that navigation on the Illinois Waterway was closed above this point during part of the year.	Thank you for the comment. The information was provided by the Heart of Illinois Regional Port District.
	Ronald Kaye	Page 48, Highway, Last sentence: “Additionally, there are a total of 12.62 Critical Urban Freight Corridor miles and 16.89 Critical Rural Freight Corridor miles within the port district.” should be revised to “Included within these routes are a total of 12.62 Critical Urban Freight Corridor miles and 16.89 Critical Rural Freight Corridor miles within the port district.”	Thank you for the comment. The text was changed to read “Included within these routes are a total of 12.62 Critical Urban Freight Corridor miles and 16.89 Critical Rural Freight Corridor miles within the port district.”
	Ronald Kaye	Page 48, Rail, First sentence: Replace “throughout” with “within”	Thank you for the comment, throughout was changed to within.
	Ronald Kaye	Page 49, Public Terminals should be identified	Thank you for the comment. The terminals shown are based on an analysis of USACE navigation charts, online visually inspection and counsel with port district officials.
	Ronald Kaye	Page 49, “Adm” should be “ADM” (all caps) for Terminals 3, 5, 9 and 15	Thank you for the comment. All reference of adm were changed to ADM.
	Ronald Kaye	Page 49, Text alignment is off for Terminal 28	Thank you for the comment. The alignment issue was addressed.
	Ronald Kaye	Page 51, Timeline, 1952, First sentence: Revise sentence to read “Chicago Regional Port District was established as an independent municipal corporation and granted the district roughly 1,500 acres of marshland at Lake Calumet.” or indicate the entity that granted the land between “and” and “granted”.	Thank you for the comment. The text was changed to read “Chicago Regional Port District was established as an independent municipal corporation and granted the district roughly 1,500 acres of marshland at Lake Calumet.”
	Ronald Kaye	Page 51, Timeline, 1952, Second sentence: change “docs” to “docks”	Thank you for the comment. The text was changed to be "docks".
	Ronald Kaye	Page 52, Highway, Last sentence: “Additionally, there are a total of 20.8 Critical Urban Freight Corridor miles within the port district.” should be revised to “Included within these routes are a total of 20.8 Critical Urban Freight Corridor miles within the port district.”	Thank you for the comment. The text was changed to be “Included within these routes are a total of 20.8 Critical Urban Freight Corridor miles within the port district.”
	Ronald Kaye	Page 52, Rail, First sentence: Replace “throughout” with “within”	Thank you for the comment. The text "throughout" was changed to "within"
	Ronald Kaye	Page 52, Rail, A number of important railroads serving Chicago are missing from the list.	Thank you for the comment. Our list includes all six of the seven class I railroads that serve Chicago. While there are many other important railroads that serve IIPD’s jurisdiction, the purpose of the profiles was to highlight the major connections. This information was approved by the former IIPD Executive Director.
	Ronald Kaye	Page 53 & 54, Public Terminals should be identified	Thank you for the comment. The terminals shown are based on an analysis of USACE navigation charts, online visually inspection and counsel with port district officials.
	Ronald Kaye	Page 55, Port-Owned Property Economic Impact: Is this in addition to Economic Impact or a part of that total?	Thank you for the comment. As defined in this Plan, Economic Impacts and Port Owned Property Economic Impacts measure different things. Economic Impacts measure effects related to marine industries, marine supporting industries, and marine service users associated with a Port District, and the effects may be generated either on or off port property, by either public or private entities. Port Owned Property Economic Impacts, on the other hand, capture all activity on port property, whether or not it is related to MTS activities, reflecting the fact that many Illinois ports provide economic value other than their MTS contributions. In some cases the activities measured are common to both, and so the two types of impacts are not additive.
	Ronald Kaye	Page 56, Last sentence of text: “...and access six Class I railroads.” is misleading. The serving rail carrier(s) should be identified and that through interchange there is access to six (the other) Class I railroads.	Thank you for the comment. The following language was added to the last sentence to make the point more clear" via interchange service provided by the South Chicago and Indiana Harbor Railway."
	Ronald Kaye	Page 57, Last sentence of text: “...including rail that link into six Class I railroads.” is misleading. The serving rail carrier(s) should be identified and that through interchange there is access to six (the other) Class I railroads.	Thank you for the comment. The reference to "Chicago Rail Link" was made to make the point clear.
	Ronald Kaye	Page 59, Highway, Last sentence: “Additionally, there are a total of 0.73 Critical Rural Freight Corridor miles within the port district.” should be revised to “Included within these routes are a total of 0.73 Critical Rural Freight Corridor miles within the port district.”	Thank you for the comment. The text was changed to read "Included within these routes are a total of 0.73 Critical Rural Freight Corridor miles within the port district."
	Ronald Kaye	Page 59, Rail, First sentence: Replace “throughout” with “within”	Thank you for the comment. The text was changed to be "within".
	Ronald Kaye	Page 59, Why isn’t Illinois Railway listed?	Thank you for the comment. The reference to the Illinois Railway was added.
	Ronald Kaye	Page 59, Map: Why isn’t the City of LaSalle shown on map?	Thank you for the comment. The reference to the City of LaSalle was added.
	Ronald Kaye	Page 60, Public Terminals should be identified	Thank you for the comment. The terminals shown are based on an analysis of USACE navigation charts, online visually inspection and counsel with port district officials.
	Ronald Kaye	Page 60, “Adm” should be “ADM” (all caps) for Terminal 7	Thank you for the comment. All reference to adm was changed to ADM.

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	Ronald Kaye	Page 60, Why isn't City of LaSalle shown on map?	Thank you for the comment. The reference to the City of LaSalle was added.
	Ronald Kaye	Page 62, Port District Biography, Second sentence: Change "advantage" to "advantages"	Thank you for the comment. The text was changed to read "advantages".
	Ronald Kaye	Page 62, Port District Biography, Last sentence: Revise "Due to this fact shippers and receives reduce costs by not having to travel through locks and dams to deliver goods." to "Due to this fact shippers receive reduced costs by not having to travel through locks to deliver goods."	Thank you for the comment. The text was changed to read "Due to this fact shippers receive reduced costs by not having to travel through locks to deliver goods.".
	Ronald Kaye	Page 63, Rail, First sentence: Replace "throughout" with "within"	Thank you for the comment. The text was changed to read "within".
	Ronald Kaye	Page 63, Why is Union County (244 thousand tons) so much more than Jackson County (82 thousand tons) when Union County as shown has NO marine terminals?	Text/ response to come
	Ronald Kaye	Page 64, Public Terminals should be identified	Thank you for the comment. The terminals shown are based on an analysis of USACE navigation charts, online visually inspection and counsel with port district officials.
	Ronald Kaye	Page 66, Timeline, 1933: Much more happened than just the completion of the Brandon Road and Lockport Lock and Dams. There were a number of fixed highway and railroad bridges that were converted to or replaced by movable bridges within the limits of the Joliet Regional Port District. Please check IDOT's ownership and maintenance responsibility for highway bascule bridges in Joliet, Illinois.	Thank you for the comment. There may have been many historical events that have taken place during this time, however, the purpose of the timeline was to highlight substantial developments to navigation along the IMTS.
	Ronald Kaye	Page 67, Highway: Is there a reason US 6 is not listed	Thank you for the comment. US 6 was added to the listed roadways.
	Ronald Kaye	Page 67, Highway, Last sentence: "Additionally, there are a total of 10.82 Critical Urban Freight Corridor miles within the port district." should be revised to "Included within these routes are a total of 10.82 Critical Urban Freight Corridor miles within the port district."	Thank you for the comment. The text was changed to read "Included within these routes are a total of 10.82 Critical Urban Freight Corridor miles within the port district.".
	Ronald Kaye	Page 67, Rail, First sentence: Replace "throughout" with "within"	Thank you for the comment. The text was changed to read "within"
	Ronald Kaye	Page 68, Public Terminals should be identified	Thank you for the comment. The terminals shown are based on an analysis of USACE navigation charts, online visually inspection and counsel with port district officials.
	Ronald Kaye	Page 68, List of Terminals: Shouldn't Basf be all CAPS (BASF) for Terminal 30?	Thank you for the comment. The text was changed to read BASF.
	Ronald Kaye	Page 68, Why isn't Lewis University Airport shown on the map?	Thank you for the comment. Each port district profile highlights airport facilities listed out. However, for the purpose of keeping the maps clear and compressible airport facilities were not included on the map on the maps. That said, major roadway, rail and water facilities were highlighted as these are ones which often directly connect with terminals on the IMTS.
	Ronald Kaye	Page 69, Is IDOT's Illinois Marine Transportation System Plan telling me that the Joliet Regional Port District has NO Capital Needs	Thank you for the comment. The capital needs box as is shown in other port district profiles was added. The added text reads "CAPITAL NEEDS The Joliet Regional Port District does not own or operate any terminal facilities. If the port district were to construct a terminal a major investment would be required. Depending on the type of terminal, the cost of construction could range from a couple million dollars to tens of millions of dollars."
	Ronald Kaye	Page 69, Port-Owned Property Economic Impact: Is this in addition to Economic Impact or a part of that total?	Thank you for the comment. As defined in this Plan, Economic Impacts and Port Owned Property Economic Impacts measure different things. Economic Impacts measure effects related to marine industries, marine supporting industries, and marine service users associated with a Port District, and the effects may be generated either on or off port property, by either public or private entities. Port Owned Property Economic Impacts, on the other hand, capture all activity on port property, whether or not it is related to MTS activities, reflecting the fact that many Illinois ports provide economic value other than their MTS contributions. In some cases the activities measured are common to both, and so the two types of impacts are not additive.
		Page 70, Check distance (20 miles) from Chicago. Is this from Chicago city limits or from city center?	Thank you for the comment. The text was adjusted to make it clear from where we are referencing. The text now reads "43 miles southwest of downtown Chicago."
	Ronald Kaye	Page 71, What is the reference for Kaskaskia Regional Port District being the 10th largest port in the U.S. by volume?	Thank you for the comment. Kaskaskia Regional Port District is actually the 12th largest inland port by volume. A new ranking has come out since the draft report was written. The text was adjusted to make the changes referencing the rank and that it is an inland port.
	Ronald Kaye	Page 72, Rail, First sentence: Replace "throughout" with "within"	Thank you for the comment. The text was changed from throughout to within.
	Ronald Kaye	Page 73, Public Terminals should be identified	Thank you for the comment. The terminals shown are based on an analysis of USACE navigation charts, online visually inspection and counsel with port district officials.
	Ronald Kaye	Page 74, Capital Needs box: Change "KPRD" to "KRPD" in two places	Thank you for the comment. The text was changed to KRPD.

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	Ronald Kaye	Page 74, Capital Needs box: "by products" Is this intended to indicate the ability to segregate different materials by product or is this intended to indicate the ability to handle coal byproducts?	Thank you for the comment. The text was changed to be " coal byproducts".
	Ronald Kaye	Page 74, Port-Owned Property Economic Impact: Is this is addition to Economic Impact or a part of that total?	Thank you for the comment. As defined in this Plan, Economic Impacts and Port Owned Property Economic Impacts measure different things. Economic Impacts measure effects related to marine industries, marine supporting industries, and marine service users associated with a Port District, and the effects may be generated either on or off port property, by either public or private entities. Port Owned Property Economic Impacts, on the other hand, capture all activity on port property, whether or not it is related to MTS activities, reflecting the fact that many Illinois ports provide economic value other than their MTS contributions. In some cases the activities measured are common to both, and so the two types of impacts are not additive.
	Ronald Kaye	Page 75, Text area, Third sentence: "125 car train unit" should read "125 car unit trains"	Thank you for the comment. The text was changed to "125 car unit trains"
	Ronald Kaye	Page 77, Text area, Fourth sentence: The text indicates that the terminal only receives product and does not ship anything. Is that correct?	Thank you for the comment. The following changes were made "...via truck and transfer them by barge."
	Ronald Kaye	Page 80, Port District Biography: Revise last sentence to "These elements provide the Port District a unique advantage from over others in the state."	Thank you for the comment. The text was changed to "These elements provide the Port District a unique advantage from over others in the state."
	Ronald Kaye	Page 81, Water: Add "miles" after "26.5"	Thank you for the comment. The word miles was added.
	Ronald Kaye	Page 82, Public Terminals should be identified	Thank you for the comment. The terminals shown are based on an analysis of USACE navigation charts, online visually inspection and counsel with port district officials.
	Ronald Kaye	Page 85, Highway, Last sentence: "Additionally, there are a total of 79.55 Critical Rural Freight Corridor miles within the port district." should be revised to "Included within these routes are a total of 79.55 Critical Rural Freight Corridor miles within the port district."	Thank you for the comment. The text was changed to "Included within these routes are a total of 79.55 Critical Rural Freight Corridor miles within the port district."
	Ronald Kaye	Page 85, Rail, First sentence: Replace "throughout" with "within"	Thank you for the comment. The text was changed from throughout to within.
	Ronald Kaye	Page 85, Rail: Change "Kansas City Central" to "Kansas City Southern"	Thank you for the comment. The text was changed to "Kansas City Southern".
	Ronald Kaye	Page 86, Public Terminals should be identified	Thank you for the comment. The terminals shown are based on an analysis of USACE navigation charts, online visually inspection and counsel with port district officials.
	Ronald Kaye	Page 86, "Adm" should be "ADM" (all caps) for Terminals 2,11, 12, 13, 16, 17, 18 and 29	Thank you for the comment. The text was changed from adm to ADM.
	Ronald Kaye	Page 87, Capital Needs box, First sentence: should be "terminal in South Quincy" or "terminal south of Quincy"	Thank you for the comment. The text was changed to "terminal south of Quincy".
	Ronald Kaye	Page 89, Rail, First sentence: Replace "throughout" with "within"	Thank you for the comment. The text was changed from throughout to within.
	Ronald Kaye	Page 89, -Top Commodities box: Text should read "The Mt. Carmel Regional Port District is situated on the Wabash River, which is not commercially navigable, due to this fact there are no waterborne commodities to report."	Thank you for the comment. The text was changed to "The Mt. Carmel Regional Port District is situated on the Wabash River, which is not commercially navigable, due to this fact there are no waterborne commodities to report."
	Ronald Kaye	Page 92, Port District Biography, Second sentence: "district's great advantage" should read "district's great advantages"	Thank you for the comment. We changed the text to read "district's great advantages"
	Ronald Kaye	Page 93, Rail, First sentence: Replace "throughout" with "within"	Thank you for the comment. We changed the text from throughout to within.
	Ronald Kaye	Page 94, Public Terminals should be identified	Thank you for the comment. The terminals shown are based on an analysis of USACE navigation charts, online visually inspection and counsel with port district officials.
	Ronald Kaye	Page 96, Timeline, 1942-1945: "Shipyard Industrial Park was home to was home to the..." should be revised to "Shipyard Industrial Park was home to the..."	Thank you for the comment. The text was changed to "Shipyard Industrial Park was home to the..."
	Ronald Kaye	Page 97, Rail, First sentence: Replace "throughout" with "within"	Thank you for the comment. The text was changed from throughout to within.
	Ronald Kaye	Page 98, Public Terminals should be identified	Thank you for the comment. The terminals shown are based on an analysis of USACE navigation charts, online visually inspection and counsel with port district officials.
	Ronald Kaye	Page 99, Port-Owned Property Economic Impact: Is this is addition to Economic Impact or a part of that total?	Thank you for the comment. As defined in this Plan, Economic Impacts and Port Owned Property Economic Impacts measure different things. Economic Impacts measure effects related to marine industries, marine supporting industries, and marine service users associated with a Port District, and the effects may be generated either on or off port property, by either public or private entities. Port Owned Property Economic Impacts, on the other hand, capture all activity on port property, whether or not it is related to MTS activities, reflecting the fact that many Illinois ports provide economic value other than their MTS contributions. In some cases the activities measured are common to both, and so the two types of impacts are not additive.
	Ronald Kaye	Page 103, Public Terminals should be identified	Thank you for the comment. The terminals shown are based on an analysis of USACE navigation charts, online visually inspection and counsel with port district officials.

IMTS Plan Public Comments and Resolutions

Organization	Public Commenter	Comment	Resolution
	Ronald Kaye	Page 106, Highway, Last sentence: "Additionally, there are a total of 5.21 Critical Urban Freight Corridor miles within the port district." should be revised to "Included within these routes are a total of 5.21 Critical Urban Freight Corridor miles within the port district."	Thank you for the comment. The text was changed to "Included within these routes are a total of 5.21 Critical Urban Freight Corridor miles within the port district."
	Ronald Kaye	Page 106, Rail, First sentence: Replace "throughout" with "within"	Thank you for the comment. The text was changed from throughout to within.
	Ronald Kaye	Page 107, Public Terminals should be identified	Thank you for the comment. The terminals shown are based on an analysis of USACE navigation charts, online visually inspection and counsel with port district officials.
	Ronald Kaye	Page 108, Economic Impact Table: Check Total for Income. Individual values do not add up to \$174.6M nor does this value or the actual calculated total (\$463.8M) match the estimated wages listed in the text (\$581.9M)	Thank you for the comment. The figures were adjusted to be accurate.
	Ronald Kaye	Page 110, Highway, Last sentence: "Additionally, there are a total of 45.9 Critical Rural Freight Corridor miles within the port district." should be revised to "Included within these routes are a total of 45.9 Critical Rural Freight Corridor miles within the port district."	Thank you for the comment. The text was changed to "Included within these routes are a total of 45.9 Critical Rural Freight Corridor miles within the port district."
	Ronald Kaye	Page 110, Rail, First sentence: Replace "throughout" with "within"	Thank you for the comment. The text was changed from throughout to within.
	Ronald Kaye	Page 110, Rail: The Third sentence is a repeat of the Second sentence	Thank you for the comment. The repeated sentence was deleted.
	Ronald Kaye	Page 111, Public Terminals should be identified	Thank you for the comment. The terminals shown are based on an analysis of USACE navigation charts, online visually inspection and counsel with port district officials.
	Ronald Kaye	Page 114, Rail, First sentence: Replace "throughout" with "within"	Thank you for the comment. The text was changed from throughout to within.
	Ronald Kaye	Page 115, Public Terminals should be identified	Thank you for the comment. The terminals shown are based on an analysis of USACE navigation charts, online visually inspection and counsel with port district officials.
	Ronald Kaye	Page 116, Port-Owned Property Economic Impact: Is this is addition to Economic Impact or a part of that total?	Thank you for the comment. As defined in this Plan, Economic Impacts and Port Owned Property Economic Impacts measure different things. Economic Impacts measure effects related to marine industries, marine supporting industries, and marine service users associated with a Port District, and the effects may be generated either on or off port property, by either public or private entities. Port Owned Property Economic Impacts, on the other hand, capture all activity on port property, whether or not it is related to MTS activities, reflecting the fact that many Illinois ports provide economic value other than their MTS contributions. In some cases the activities measured are common to both, and so the two types of impacts are not additive.
	Ronald Kaye	The Illinois Marine Transportation System Plan should reference and use proper maritime waterway names and references. Please see the appropriate Navigational Charts published by the U. S. Army Corp of Engineers which are available for free download from the Corps of Engineers. Upper Mississippi River Navigation Charts, Illinois Waterway Navigation Charts & Ohio River Navigation Charts.	Thank you for the comment. In this study the USACE nomenclature from the navigation charts was not used. This was done in a manner not to confuse the reader on these nuanced terms such as the Upper and Lower Mississippi River.
	Ronald Kaye	It is not clear that the Illinois Department of Transportation currently has the Legislative authority to do planning or have other involvement in Marine Transportation within the State of Illinois. When the Division of Water Resources was transferred to the Department of Natural Resources the authority under which they worked was also transferred by the State Legislature by a Public Act. I am not aware that any portion of that Legislative Authority has been transferred back by a new Public Act.	Thank you for the comment. IDOT has authority to conduct planning efforts for transportation modes. . Additionally, in 2016, IDOT and IDNR came to an agreement where IDOT would oversee the transportation aspects of the IMTS.
	Ronald Kaye	In Chapter 3 the identification of "Capital Needs" for each Port District should be reviewed. The idea that a Port District's (one that doesn't currently own and or operate any facilities) ONLY need is to potentially build a Port District owned facility may be missing the point of why some of these Port Districts were created. There may be a number of needs in order to support the privately owned facilities within the Port District that are critical to the economy of the local area. I don't see this addressed or acknowledged in this plan.	Thank you for the comment. It is understood that certain port districts were enabled by legislation with the intent of supporting economic development, potentially in a variety of ways. Section 3.2 speaks to the benefits of public port districts and their impacts to the marine transportation system as a whole. Additionally, during the planning process, several attempts were made to obtain information on public port district capital needs.
	Ronald Kaye	How many Port Districts operate Golf Courses?	Thank you for the comment. Currently the only port district who owns a golf course is the Illinois International Port District. This note was made because IIPD stressed that the golf course is a unique asset that provides the port district a steady stream of revenue.

IMTS Plan Public Comments and Resolutions

Organization	Public Commenter	Comment	Resolution
International Ship Masters Association, Chicago lodge # 3	Joseph O'Connor	As a member of the general public, it is good to know that the State of Illinois has a Marine Transportation Plan. I listened to your presentation today and found it very good. Hope you get it out to the general public and the media as well as to the stakeholders. A couple of years ago Cook County came up with their 2040 Long Term Transportation Plan which discussed Airlines; Railroads, Public Transportation, Trucking and Pedestrian traffic, but neglected to mention Marine Transportation. The plan is still on their website and still does not mention Marine Transportation. Thank you. Joseph O'Connor	Thank you for the support.
Bi-State Regional Commission	Gena McCullugh, Asst. Executive Director and	As a maritime document, and with the FAST Act adding tourism as an emphasis area, should the plan also address the tourism benefits of the navigation system? We have communities in the Bi-State Region that benefit from marinas, and boat access, as well as recreational areas adjacent to the Mississippi River. With the challenges for funding by the Corps of Engineers, our communities are not seeing dredging of these facilities at the frequency needed to maintain them for economic benefit. With the recent statistical port designations of the Corn Belt Ports, including the Mississippi River Ports of Eastern Iowa and Western Illinois, I would ask that these be noted in the plan. Designation occurred October 19, 2020, and Bi-State has an SPR grant to help determine more detailed information on the ports in the MRPEIWI area through a GIS mapping and data project. Our Bi-State Region supports efforts to maintain the locks and dams on the Upper Mississippi River and recognizes the importance of the system on our local economy.	Thank you for the comment. IDOT does recognize the tourism/recreational benefits the IMTS provides the state. Please see pages 22-25. However, the focus of the IMTS Plan was to assess the economic impacts associated with the movement of goods, not the recreational or tourism value. The Port Statistical Area's information has been added to page 138 of the IMTS Plan
North Central Illinois Council of Governments	Kevin Lindeman	The Port Statistical Areas in Illinois should be included in the plan.	Thank you for the comment. Information on Port Statistical Areas was added on page 138.
Illinois Soybean Association	Todd Main	<p>We applaud IDOT for taking the initiative to develop this first ever Marine Transportation System Plan for inclusion as part of the Illinois Long-Range Transportation Plan's suite of plans. This comprehensive review of our port assets, commodity flows and the resulting economic impacts will provide a solid foundation for future efforts to strengthen the resiliency of our transportation network.</p> <p>We agree that when conducting a needs assessment and developing strategies to address them it is often helpful to review peer and neighboring states to identify lessons learned, and we fully support IDOT's work in this effort.</p> <p>We strongly support the stated intent for IDOT to work together across state agencies and with federal partners to implement the programmatic recommendations in the IMTSP. Illinois ports play an important role in the state's economy, and while we applaud the new focus on "Improving Port District Structure and Appointment Process", IDOT can and should do more.</p> <p>Illinois Ports would benefit from an increase in capacity building support from IDOT. This is particularly important when it comes to strategic planning and integration into regional economic development.</p> <p>Inland waterway dredging is an important component of maintaining the resiliency of our transportation system. Dredge spoils are currently being used safely for beneficial purposes across the country in ecosystem restoration, flood control and related uses. Illinois DOT should support the expanded beneficial uses of Illinois River dredge spoils to reduce costs and enhance navigation throughout the system.</p> <p>ISA stands ready with our partners in the agriculture community and we look forward to working together with IDOT to improve the resiliency of our waterways specifically and the transportation system as a whole.</p>	Thank you for the comment. IDOT understands the importance of dredging and the potential expansion of beneficial use of dredge material. Section 5.1.2 Neighbor State Analysis – Findings Related to Dredging Programs highlights the importance of dredging and speaks to some of IDOT's efforts such as the partnership University of Illinois at Urbana – Champaign Illinois Center for Transportation (ICT) regarding the Beneficial Use of Dredge Material (BUDM); see page 174. Additionally, this section highlights the steps that the USACE is taking to continue to explore BUDM. Additionally, the following information was added to stress the point on page 175 "Additionally, the recently enacted Water Resources Development Act of 2020 (WRDA) requires the USACE to establish a national policy to maximize the beneficial use of material obtained from Corps projects." Also, Section 5.2 Programmatic Recommendations recommends IDOT include marine transportation within the agency's organizational chart.

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Organization	Public Commenter	Comment	Resolution
Ottawa Area Chamber of Commerce	Jeff Hettrick	<p>I read through the presentation from an economic development perspective. The immense volume of freight that is moved by barges in Illinois was surprising. I was disappointed to see how many areas of concern had notations explaining the lack of funding for needs. Citizens in Illinois push for road improvement funding because most everyone uses the roads. If IDOT can promote how many jobs are affected by water travel and how many trucks are removed from the roadways, then maybe funding will follow.</p>	<p>Thank you for the comment. As mentioned in the plan this is IDOT's first marine modal plan. The goal of this plan is to set up a baseline understanding of the IMTS and its impacts on Illinois, and to make recommendations how to better improve the system. Chapters 4, 5, and 6 specifically speak to the economic value, programmatic recommendations and implementation of those recommendations.</p>
Indiana, Illinois, Iowa Foundation for Fair Contracting	Marc Poulos	<p>The Illinois Marine Transportation System (IMTS) Plan is an important first step in ensuring Illinois' waterways and port districts have the opportunity to thrive and become a part of the state's overall transportation system. Future investment in and expansion of these systems will support efficient transportation movements statewide, future economic development opportunities, and the creation of both construction and maintenance jobs. Consider this our support for the IMTS Plan and its recommendations, with the exception of two points explained below.</p> <p>Recommendation #7 (page 84) should be reconsidered, particularly in regard to leveraging existing Illinois transportation system funding sources to support IMTS needs. Existing roadway funding sources – including the motor fuel tax, vehicle registration fees, certificate of title fees, and others – should not be transferred or expended on anything beyond their current uses.</p> <p>Recommendation #8 (page 85) requires a minor clarification. The recommendation is adequate and necessary, however it should clearly state the new funding stream should be tied directly to the IMTS – either in the form of a marine transportation system user fee or specific funding program – and will not be in the form of an existing roadway funding fee (like the motor fuel tax or other roadway user fees).</p> <p>Similar to the IMTS, roadways throughout Illinois are lacking the needed funding to adequately address infrastructure needs. Any redistribution of funding would only hurt the roadway network. The IMTS Plan should make it clear that IDOT will strive for new funding sources for the IMTS, while continuing to support existing transportation systems.</p>	<p>Thank you for the comment. The following text was added to recommendation 7 “This will allow to leverage existing transportation funds when it is appropriate to support multimodal investments.”</p>

IMTS Plan Public Comments and Resolutions

Organization	Public Commenter	Comment	Resolution
Sierra Club	Christine Favilla	<p>The Sierra Club is the most enduring and influential grassroots environmental organization in the United States. We offer the below comments as they reflect our desire to sustain healthy river ecosystems that support communities and wildlife along the Mississippi and Illinois Rivers.</p> <p>Environmental Sustainability</p> <p>Earlier this year, we were informed through the Illinois Marine Transportation System Plan that environmental sustainability would be addressed in the IMTS Plan, however we see little of this and caution against simply building more damaging hard infrastructure to push more goods onto barges. The presumption that barge traffic will increase is unjustified and the UMR-IWW navigation infrastructure (i.e. the dams) are probably the single biggest contributor to the decline in the ecological health of these rivers. Wave and tow action are additional impacts.</p> <p>We urge the State to focus any lock and dam investments or advocacy for investments on operations, maintenance, rehabilitation, non-structural navigation efficiency measures, and small-scale navigation efficiency improvements. Those are required to be implemented on the Upper Mississippi River – Illinois Waterway navigation system prior to consideration and construction of new locks.</p> <p>In addition, projections in the IMTS plan should factor in climate change. Based on the materials provided, climate change was not incorporated into the projections. As we saw in 2019, climate change will play a significant role in the frequency of river navigation closures due to flooding or drought.</p> <p>Also, in your presentations leading up to the final IMTS Plan, the fertilizer demand growth you report is shocking. The state assumes that there will be a 65% increase in fertilizer demand over the next 50 years. If these increases come to pass, it would likely be an environmental disaster. Other parts of your agency have been working to decrease fertilizer use and we are surprised that they haven't informed this Plan and its Committee of their work: that to prevent eutrophication, avoid harmful algal blooms, protect Illinois drinking water, and to reduce the Gulf of Mexico hypoxic zone, the IEPA, Illinois DoA, and</p>	<p>Thank you for the comments. Specifically speaking to your remarks regarding dredging section 5.1.2 Neighbor State Analysis – Findings Related to Dredging Programs goes into detail regarding dredging and provides an overview of what is the state of dredging in Illinois currently, what other states are doing regarding dredging and highlights potential opportunities for Illinois. In terms of the streamlining the dredging process, as mentioned previously in chapter 5 IEPA and IDNR are the state agencies which permit for dredging activities. Due to the importance dredging has for commercial navigation IDOT has proposed this recommendation which would have IDOT collaborate with a new Marine Transportation System Advisory Board with proposed membership from IEPA, IDNR, DCEO and Illinois Department of Agriculture. This board will have many responsibilities but is where IDOT foresees the continued discussion of the dredging process to take place, especially since any changes would need to happen within IEPA and IDNR processes. The recommendation does not provide any specific policy changes, but rather provides a means for continued dialog regarding the topic with input from all parties of the Marine Transportation System Advisory Board.</p> <p>In addition, IDOT is working in partnership University of Illinois at Urbana – Champaign Illinois Center for Transportation (ICT) to study the Beneficial Use of Dredge Material and how this material can be used for other means.</p>
Hanson Professional Services	Greg Kelahan	<p>Page 23 - Ste. Gen-Modoc Ferry is not privately owned, only privately operated. It is owned by the New Bourbon Regional Port Authority and at least partially funded by the State of Missouri.</p> <p>Page 75 - In the Layout Keynote, #9 should show Pike Sawmill Road, not Pike Summit Road. Also, the top of the page indicates the facility is owned and operated by KRPD. That's not correct. The facility is owned by KRPD and operated by Kaskaskia River Terminals (KRT), a private company.</p> <p>Page 78 - At the top, text should be "joint venture," not "join venture." Also, I believe the joint venture is Slay and Watco, not Slay and Kinder Morgan (Watco bought many Kinder Morgan assets a couple years ago). Also, the Layout Keynote shows 12 items, but 13 items are numbered on the map.</p> <p>Page 138 - Second sentence should be "derived," not "derived."</p>	<p>Thank you for the comments, the text was revised in the following manner. Made reference to the New Bourbon Regional Port Authority. We also made changes to reflect Pike Sawmill Road and removed the refence to KRPD operating the facility. Additionally, the text changes were made to read "joint venture" and "derived" . In regards to your comment regarding Kinder Morgan and Slay industries is generally correct, Watco did buy out many of Kinder Morgan assets a couple years back, however the Kellogg terminal was not included in that deal and is still a joint venture between Slay and Kinder Morgan.</p>

IMTS Plan Public Comments and Resolutions

Organization	Public Commenter	Comment	Resolution
Chicago Metropolitan Agency for Planning	Tom Murtha	<p>1. Replace "The IMTS links the Atlantic Ocean to the Gulf of Mexico via" with "The IMTS provides links for the barge industry south to the Gulf of Mexico and provides links for lake- and ocean-going vessels to the Great Lakes, Saint Lawrence Seaway, and Atlantic Ocean." The text as written implies that there is a practical link between lake- and river-bound marine transportation, but in fact these are two separate and distinct markets, as is clear further along in the text.</p> <p>15. To again clarify, the Illinois River does not connect the Mississippi River to the Saint Lawrence Seaway. Rather, it connects the Mississippi River to the Chicago region.</p> <p>18: Very minor editorial revision: "of the" is repeated in the second-to-last sentence. ("...is limited due to the size of the of the locks...")</p> <p>25: Very minor editorial revision: The last sentence says "included" but should read "induced."</p> <p>26. There's a bit of confusion here about the meaning of TEU (twenty-foot equivalent unit). TEU is a measure of container capacity; a TEU is not a piece of equipment. Thus, the mention of TEUs should be eliminated from this section. One twenty-foot-long international container is 1 TEU. A forty-foot-long international container is 2 TEUs. A 53-foot-long domestic container is 2.65 TEUs. 10 53' containers are 26.5 TEUs.</p> <p>31. Very minor editorial revisions: the second paragraph of section 3.2.1 says "...provide economies scale..." but should read "...provide economies of scale...." Also, the "inducted" in the second sentence of 3.2.3 should read "induced."</p> <p>52. Check the length of the navigable portion of the Chicago River North Branch. North Avenue has been converted to a fixed-span bridge, so navigation north of North Avenue is impossible for most commercial vessels</p>	<p>Thank you for the comment. The following changes have been made. Items on page 1, we have made a change to clarify the connection between the Gulf of Mexico and the St. Lawrence Seaway. Item on page 15 we have kept the same as we are just trying to show that there are connections between each navigable waterway. Item on page 18 we removed, and addressed the issue on item 25. Likewise, we also addressed your comment about TEU's on page 26 and addressed your comment for page 31. In terms of your comment on page 52, a footnote was added to speak to how commercial navigation is limited north of the North Avenue bridge. As for comment 53, we have removed all the ComEd generating stations. The following text was changed on page 55 for the "Capital Needs" "The Port District has many capital and maintenance needs which will require tens of millions dollars to address them. As of early 2021, the Port District is amidst a master planning process. This process will help the Port District better understand its investment needs. Capital improvements and needs will be a component of the master plan.</p>

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Organization	Public Commenter	Comment	Resolution
The American Waterway Operators	Justin Lampert	IDOT and the Governor’s office should engage with Members of the state’s Congressional delegation and encourage them to strongly champion navigation projects on the Illinois, Kaskaskia, Ohio, and Mississippi rivers and Lake Michigan. For example, expanding the length of locks from 600 feet to 1,200 feet would greatly improve navigation efficiency. A 1,200-foot lock chamber allows a 15-barge tow to transit the lock in one passage. In the Water Resources Development Act (WRDA) of 2007, lock chamber expansions were authorized for Peoria Lock and LaGrange Lock on the Illinois River and at Locks 20, 21, 22, 24, & 25 on the Mississippi River. However, the construction phase of these lock expansion projects has still not been funded. The Illinois Congressional delegation should continue to champion these improvements and ensure the construction of the 1,200-foot locks becomes a reality in the next five years. In the section on Lake Michigan (page 18), traffic to Northwest Indiana or Milwaukee from the Illinois waterway is not mentioned. It is unclear if this traffic is accounted for in the tonnage figures. AWO requests that IDOT ensure these figures are included in the final plan. It is critical that routes on which river barges move to Lake ports are supported. Recommendation #6 (page 183) mentions strengthening federal partnerships. We support and encourage IDOT to look for ways to collaborate with the U.S. Army Corps of Engineers, the Maritime Administration, and other federal agencies and identify grants that may be available from federal agencies to enhance Illinois’ waterways system. The IMTS Plan acknowledges the threat of closing or severely restricting traffic at the Brandon Road Lock. This would severely damage the viability of the waterway system. Separating the Chicago Area Waterway System and the Great Lakes basin from the Mississippi River basin would have disastrous effects on the economy of Illinois and the rest of the nation. Illinois must ensure that all state sponsored waterway projects, including Brandon Road, adhere to the requirements of 615 ILCS 5, the Rivers, Lakes and Streams Act, to guarantee that the environment and efficient navigation are protected. AWO supports IDOT’s commitment to the beneficial use of dredged material. This will allow Illinois to offset the cost of dredging in a sustainable and environmentally friendly way. There is concern among stakeholders that data sources on	Thank you for the comments and interest in the IMTS Plan. The topics you have highlighted and areas of discussion we have had through the planning process and have tried to address in the IMTS Plan and will continue to be ones we explore. As for your specific question regarding page 18 on Lake Michigan, 100% of the traffic that the USACE reports as outbound for the State of Illinois is incorporated in our figures.
Illinois Farm Bureau	Richard L. Guebert, Jr.	General Comments - No Revisions See Letter	Thank you for the letter and interest in the IMTS.
US Army Corp of Engineers, Rock Island District	Tomas D. Heinold, P.E.	Pages 12-18, 167, and probably other locations: Navigable River Miles don’t add up. The report says Illinois has 1,118 miles of commercially navigable waterways. 580 on the Mississippi 128 on the Ohio 273 on the Illinois 325 on the Kaskaskia (36 navigable) 90 on the CAWS 63 on the Lake Michigan coastline The above totals 1,459 miles total (1170 navigable), and no combination (that I can find) totals to 1,118.	Thank you for the comment. The numbers have been adjusted as shown in this comment. It is important to note that only 36 miles of the Kaskaskia River are navigable so the 325 would not be include. Additionally, the 63 miles for Lake Michigan are just of coastline and not considered part of the total commercially navigable waterways • 580 on the Mississippi • 133 on the Ohio • 273 on the Illinois • 325 on the Kaskaskia (36 navigable) • 95 on the CAWS • 63 on the Lake Michigan coastline
US Army Corp of Engineers, Rock Island District	Tomas D. Heinold, P.E.	Page 17 (description of the CAWS): As long as you’re spelling out Calumet (for the Cal-Sag Channel), also spell out Saganashkee.	Thank you for the comment. Saganashkee was spelled out as recommended in your comment.
US Army Corp of Engineers, Rock Island District	Tomas D. Heinold, P.E.	Page 19 (graphic of a lock): The graphic at the top should have the emptying valve in the closed position. There is not normally water flowing through a lock’s emptying/filling conduits when a vessel is entering the lock	Thank you for the comment. The graphic was changed to accurately represent the lockage process.
US Army Corp of Engineers, Rock Island District	Tomas D. Heinold, P.E.	Page 27 (Chapter 3, Port Districts): Ensure that the latest port districts added in 2020 are included in the list. Consult with Bob Sinkler (robertsinkler@hotmail.com) for details.	Thank you for the comment. Information on Port Statistical Areas was added on page 138.

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Organization	Public Commenter	Comment	Resolution
US Army Corp of Engineers, Rock Island District	Tomas D. Heinold, P.E.	Page 167, 171 (Chapter 5, Needs Analysis / Marine Funding): It would be worth noting that Federal Operations & Maintenance funding is used to operate and maintain all of the Lock & Dam sites and the 9-foot navigation channel for which the Corps of Engineers has responsibility. Major Rehabilitation efforts are accomplished using a combination of Federal Construction funding cost-shared with the Inland Waterways Trust Fund, into which the navigation industry pays a \$0.29/gallon fuel tax. Construction of 7 new 1200-foot locks on the Lower Illinois Waterway and Mississippi River System would be accomplished under the authority of the Navigation and Ecosystem Sustainability Program (NESP), which was authorized in the Water Resources Development Act (WRDA) of 2007 – however, Construction funding for this effort has yet to be appropriated by Congress.	Thank you for the comment. The lock and dam system is a vital portion of the IMTS and the operational integrity of them is critical to the movement of freight throughout the IMTS. As your comment mentioned locks and dams are under the preview of the USACE and the Congress. IDOT will continue to work with these partners to ensure that IDOT’s perspective is taken into consideration as discussions are held on these this topic.
US Army Corp of Engineers, Rock Island District	Tomas D. Heinold, P.E.	Page 183 (5.2.8 Recommendation #6, 2nd bullet): Be advised that plans more than 2 years out can be extremely unreliable, since Federal budgets are submitted 2 years in advance of the current fiscal year. With the exception of a major effort such as the Illinois Waterway Consolidated Closures of 2020, or a planned dewatering for inspection and maintenance, the Corps of Engineers can’t predict funding for major maintenance projects more than 2 years in advance. Committing to a 5-year program is generally not something the Corps of Engineers can do	Thank you for the comment. IDOT will take this into consideration when efforts are undertaken on strengthening partnerships with the USACE and looking to better plan for future improvements.
US Army Corp of Engineers, Rock Island District	Tomas D. Heinold, P.E.	Page 184 (5.2.9 Recommendation #7): Recommend adding the possibility of entering in public-private partnerships for channel maintenance and lock & dam maintenance needs if Federal funding is not sufficient to provide safe, efficient, and/or reliable marine transportation.	Thank you for the comment. This aligns with leveraging existing funding and a bullet as been added that reads “Explore the potential for establishing public-private partnerships for IMTS maintenance and capital needs when deemed appropriate, especially when funding is not sufficient to provide safe, efficient, and/or reliable marine transportation.”
Tri-County Regional Planning Commission	Ray Lees	Heart of Illinois Regional Port District Profile Port District Biography The Port District’s strategic location in Central Illinois provides it with a great logistical advantage. Central Illinois is one of the state’s greatest most productive regions for agriculture with corn and soybeans being one of the greatest produced commodities. In addition, located within the Port District is Peoria’s metro area, one of the state’s largest urban centers. It is home to Fortune 500 firms, Caterpillar, Komatsu America, Liberty Steel, two significant regional healthcare systems, and numerous professional technical services (finance, legal, engineering) companies. The Port District is the northern most point on the Illinois River to have year round access and is part of Foreign-Trade Zone #114. The Port District spans both urban and rural communities providing the district diverse industry and potential for growth.	Thank you for the comment. The appropriate grammatical and stylistic changes were made.
Kimley-Horn	Pam Keidel-Adams	I did briefly review the document which looks really nice. Very different from the IASP in terms of technical analysis, but hopefully helpful with details on each port. I did note that on page 3 (or 11 in the PDF) that the IASP or aviation plan is not included as part of the “suite of plans” from the LRTP. I’m assuming they are referring to ‘recent’ plans and since the IASP hasn’t been done in so long it wasn’t included. Maybe the text could at least note that IDOT is developing a SASP and acknowledge this as part of the larger transportation network. As you know the SASP includes a chapter on intermodal which includes ports.	Thank you for the comment. IDOT will be adding the IASP as well as the IMTS Plan as part of the suite of plans branding moving forward.

IMTS Plan Public Comments and Resolutions

Organization	Public Commenter	Comment	Resolution
	Scott Sigman	<p>Page 25: Besides Recreation the full accounting of the beneficiaries of the inland waterway was documented in a January 2011 report conducted for the Inland Waterway User Board on P. 7-8, of "Toward A Full Accounting of the Beneficiaries of Navigable Waterways"</p> <ol style="list-style-type: none"> 1. Shipping savings to navigation-using industry (commonly referred to as 'shipper savings' or 'SS') 2. Economic impacts from commercial navigation 3. Shipping savings to industries using competitive modes 4. Recreation impacts 5. Flood damages avoided 6. Hydropower generation 7. Irrigation cost savings 8. Water supply value 9. Sewage assimilation cost savings 10. Property values 11. Congestion and safety impacts 12. Environmental impacts 13. Mosquito control 	Thank you for the comment. Section 2.6 IMPORTANCE OF THE SYSTEM specifically highlights the freight transportation aspects of the IMTS. The focus of the study was related to freight transportation.
	Scott Sigman	Page 155-159 – Its worth acknowledging Economic Impacts and additional Beneficiaries beyond the scope of this more pure navigation and transportation system analysis, that the navigable waterways and the range of stakeholders bring added value to society. This comment was raised in the context of recreation uses (P. 25), but is also important to acknowledge in relation to the economic impacts, that the scope of work is on the ports and cargo operations in relation to items 1.) and 2.) above.	Thank you for the comment. The scope of work for the IMTS Plan was focused on the movement of goods. That said, there are other socioeconomic impacts that are not part of this study. It is possible that socioeconomic impacts may be evaluated in future updates of the plan.
	Scott Sigman	Page "i" Page 2 - Pre-european should be Pre-European	Thank you for the comment. The text was changed to "Pre-European".
	Scott Sigman	Page "v" Page 6 – the title "6. Implementation of Programmic Recommendations" needs to instead read 6. Implementation of Programmatic Recommendations" ALSO – See the whole chapter where the nonword "programmic" was used. See P. 189 or P. 199 of the PDF for the header to be corrected.	Thank you for the comment. The document was reviewed and changed to "Programmatic" where needed.
	Scott Sigman	Footnote on Page 21 table Lock and Dam Table – There is a small portion of the southern tip of Illinois in Alexandria County that is the responsibility of the Memphis District of the Army Corps of Engineers, though there is no responsibility from that district for a lock or dam asset, but is focused on drainage district related responsibilities.	Thank you for the comment. The table on page 21 highlights locks and dams within Illinois, as you mentioned the Memphis District does not oversee any lock and dam structures along the Ohio River within Illinois, thus they were not included in the table.
	Scott Sigman	Page 22 Ferries and Cruises – Chicago area commercial watertaxis and the passenger sightseeing and tour vessels should at least be mentioned in this section, just as ride-sharing would or should be mentioned in traditional department of transportation surface mode capacity analysis, investment sources and uses reports.	Thank you for the comment. The following text was added to page 24 to address your comment. " Additionally, throughout the IMTS there are many commercial watertaxies, passenger sightseeing and tour vessels. Unlike the cruises which can take multiple days, these services allow same day experiences and are located across the state and are specifically prevalent in the Chicago area. It is important to note that these services are a vital part of the local economies and encourage tourism."
	Scott Sigman	Appendix P 30 Page 376 – Footnote 24 "Prevent" should not be capitalized – "prevent"	Thank you for the comment. Your reference is to appendix D not P, the capitalization was addressed.
	Scott Sigman	Appendix P. 31 Page 377 – The map Figure D-8 of Illinois is squished and out of proportion from most standard state map projections.	Thank you for the comment. Your reference is to appendix D not P, the size of the map was adjusted.
	Scott Sigman	Appendix P. 31 Page 377 – four lines from the end, the sentence states – "Post adjusted values are then allocated out..." When the need for a hyphen or rewording would improve the average readers understanding of the process, for example, "The adjusted values are thereafter, then allocated out..."	Thank you for the comment. Your reference is to appendix D not P, the line was changed to "The adjusted values are thereafter, then allocated out..."
	Scott Sigman	Page 142 or page 151 of the PDF QUOTE: "Both companies own barges themselves and also load onto equipment provided by carriers and others. There are smaller companies in this sector doing similar things on the IMTS, but these two firms are noteworthy as global players. UNQUOTE NOTE: Cargill	Thank your for the comment and interest in the IMTS.

IMTS Plan Public Comments and Resolutions

Organization	Public Commenter	Comment	Resolution
	Scott Sigman	<p>Appendix B, PDF Page 239 Table of Contents – The recommendations to learn from the best in class other states, and for IDOT to get a maritime department or directorate that fosters a continuously improving maritime transportation system, by my read of the report, fails to fully acknowledge how an ongoing liaising with the other states, and with national organizations involved with inland marine transportation systems must be maintained. American Waterway Operators, the Waterway Council, each represent the industry workers and the owners and operators of the inland marine system, while the Lake Carriers Association represents the lake carriers, and are mentioned (on Page 192, PDF Page 202). The American Association of State Highway and Transportation Officials (AASHTO, which is not mentioned in the report, from a word search) has a waterborne transportation council, that would be critical for Illinois DOT to engage and participate with, just as it should be engaging with the Standing Committee on Rail, or Special Committee on Freight. There are other organizations with which the Illinois Department of Transportation Marine Transportation System oversight and leadership could be engaged, including the Council of Supply chain Management Professionals, and resources or databases, tied to economic development, transloading or port terminal operations market information might benefit the public agency, including the American Association of Port Authorities or the Inland Rivers Ports and Terminals (mentioned on Page 192, PDF Page 202) as an association stakeholder for implementation. The Nature Conservancy and America’s Watershed Initiative have broader interests than pure environmental concerns and could be engaged for the interests they each have related to the marine transportation system across Illinois, as well.</p>	<p>Thank you for the comment. IDOT has representation on AASHTO's Council on Water Transportation and TRB's Standing Committee on Inland water Transportation as well as several other organizations. The focus of the study was specifically on the State and due to this fact the national organizations were not added in.</p>

IMTS Plan Public Comments and Resolutions

Organization	Public Commenter	Comment	Resolution
	Scott Sigman	<p>This overview analysis supporting an Illinois Inland Waterway marine transportation system plan provides a particular study report that was to have evaluated peers with inland waterway management for the Illinois Department of Transportation to consider comparative governance, with relatively similar inland waterway operations. In early steering committee discussions the study team had committed to endeavor, to showcase a European state, namely for the area around the world’s number one inland port at Duisburg, Duisport, in the German state of North Rhine-Westphalia. Benefits derive from the inland state enjoying 140 miles (226 kilometers) of the Rhine, Europe’s most important waterway. It flows through North Rhine-Westphalia. Canals and navigable rivers add up to a total of 447 miles (720 kilometers) of waterway infra-structure. 122 million metric tons of cargo are handled by ship every year in 23 public and 97 private harbors. At 51 million metric tons, the largest share passes through the world’s largest inland port in Duisburg (Source: https://nrwinvest.com/fileadmin/user_upload/downloads/EN-Broschueren/Brochure_Logistics.pdf). The German and European Union approaches to inland waterway cargos are, admittedly, quite different given the United States federal or Illinois statewide resources, tax receipt and expenditure conduits. Oversight of the distinct sections of the inland waterway systems, while the history and the density of the markets are likewise incomparable in some respects. However, the comparisons could and should be brought to bear for the benefit of the range of users and associated stakeholders. Insights can be gained, and future comparisons for Illinois to achieve best in class means of performance measurement to foster a system that truly “enhances quality of life; [and] supports the economic prosperity of the state” would benefit from understanding applied practical management, governmental engagement, and differences in circumstances, to ensure resilience for best in class performance of the transportation market as well as the economy overall. Simply comparing apples to apples may identify subtle differences, but the tangy sweet juices of an orange or the zesty droplets of juice squeezed from a bright yellow lemon triggers reactions, and get mouths watering in a way that a bushel basket or orchard of apples cannot just as a comparative analysis of very different inland waterway</p>	Thank you for the comment and interest in the IMTS.
Dawson & Associates	Robert Sinkler	<p>Very nice work on this. My biggest/main concern is that MPOs and RPAs (Illinois Association of Regional Councils Member Councils (ilarconline.org) are not appropriately represented in this document. That is one of the main reasons (in my opinion) that we have been struggling for years in getting things right above Locks and Dam 26 on the narrowest of the Illinois Waterways. I think everyone I Cc’d will generally agree with me.</p>	Thank you for the comment. Reference to MPOs and RPAs were added to section 6.1.

IMTS Plan Public Comments and Resolutions

Organization	Public Commenter	Comment	Resolution
Dawson & Associates	Robert Sinkler	Please add MPOs and RPAs to "Implementation Partners" on page 200. Suggested wording is below (I'm sure the transportation experts can improve upon it). MPOs and RPAs are a critical part of the waterborne commerce team on the narrowest of waterways that are serviced by locks, particularly on the Illinois Waterway, and between Iowa and Illinois on the Mississippi River. MPOs and RPAs, as you know provide critical resources and technical expertise to under-resourced port entities. They are also an important partner with the U.S. Army Corps of Engineers in operating and maintaining the waterways serviced by locks and regionally implementing Interagency Integrated Water Resources Management (which includes the waterways). The very skinny waterways we have in the Heart of the Corn Belt need a different "operating" model than the larger open lakes and rivers. In practice our ports are long linear features above Locks and Dams 26, so the point port model isn't optimal.	Thank you for the comment. The following text regarding MPO's and RPA's has been added to section 6.1. 6.1.11 Metropolitan and Regional Planning Organizations 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.
Dawson & Associates	Robert Sinkler	Please add as an Implementation Partner on Page 200: "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."	Thank you for the comment. The following text regarding MPO's and RPA's has been added to section 6.1. 6.1.11 Metropolitan and Regional Planning Organizations 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.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 19 (Page 11), A niggle - Congress declared war on December 8th. "in an instant" suggests otherwise.	Thank you for the comment.

IMTS Plan Public Comments and Resolutions

Organization	Public Commenter	Comment	Resolution
Black Hawk Hills Regional Council	Daniel J. Payette	Page 21 (Page 13), Is this one sentence? Also, Olympic-size.	Thank you for the comment. The text was changed to "The river could fill over two Olympic-sized swimming pools each second. Average.....".
Black Hawk Hills Regional Council	Daniel J. Payette	Page 21 (Page 13), Can you make this state outline and subsequent state outlines line up with one another when pages are turned?	Thank you for the comment.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 21 (Page 13), Frequent maintenance? Additional maintenance? Include some modifier that suggests something beyond standard maintenance.	Thank you for the comment. The reference of often was changed to frequently.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 21 (Page 13), Consider including a summary table of tonnages and percentages by river before each river is individually profiled.	Thank you for the comment.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 24 (Page 16), Can you elaborate (briefly) by listing one or two impacts?	Thank you for the comment. The following text was added "This is the case because the river is the only economically viable means of transporting certain commodities to the region. Certain industries would not be able to operate in the region if they needed to rely on other modes of transportation."
Black Hawk Hills Regional Council	Daniel J. Payette	Page 25 (Page 17), Is there a lock without a dam?	Thank you for the comment. The singular lock is the Chicago Harbor Lock, the clarification was added.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 25 (Page 17), Lowercase C on "carp"	Thank you for the comment. Asian Carp is considered a proper noun and thus no change will be made.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 33 (Page 25), Lake Carroll, Apple Canyon Lake, Lake Galena? Are you meaning to illustrate lakes? Also, some of these are private lakes. The layer illustrated here appears to omit some public and federal navigable waters. Reference: http://edillinois.org/ppa/docs/00/00/00/02/32/34/GIS_public_fed8_11.jpg	Thank you for the comment. Additional text was added to reference additional bodies of water and lakes.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 34 (Page 26), Can the photos on this page be selected to correspond with the cargo types described?	Thank you for the comment. We changed the photos to be more reflective of the text.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 42 (Page 33), City/city capitalization inconsistent throughout document.	Thank you for the comment. The document was reviewed for proper capitalization.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 43 (Page 34) Consider key to define map overlay colors (here and on other profiles). In UMRIPD profile, should counties be the same color?	Thank you for the comment. The color of each county alternates to provide depth.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 60 (Page 51), I don't know if the inset maps are helpful, and they might confuse initially.	Thank you for the comment.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 118 (Page 109), This area - once known as the Savanna Army Depot - is currently known as the Savanna Industrial Park.	Thank you for the comment. The text was changed to "This area was previously the Savanna Army Depot and is now known as the Savanna Industrial Park. The Port District and LRA have been working together since 2009 to explore the development of a public port at the Savanna Industrial Park."
Black Hawk Hills Regional Council	Daniel J. Payette	Page 118 (Page 109), covered	Thank you for the comment. The text was changed from "covers" to "covered".
Black Hawk Hills Regional Council	Daniel J. Payette	Page 118 (Page 109), providing	Thank you for the comment. The text changed from "provide" to "providing".
Black Hawk Hills Regional Council	Daniel J. Payette	Page 118 (Page 109), Something about US FWS and other agency holdings?	Thank you for the comment. The information on US Fish and Wildlife Service was added to the end of the port district biography. "Additionally, it is important to note that along the Mississippi River throughout the port district, the United States Fish and Wildlife Service owns vast areas of land."
Black Hawk Hills Regional Council	Daniel J. Payette	Page 119 (Page 110), district: these include the....	Thank you for the comment. We adjusted the text to be " district, these are"
Black Hawk Hills Regional Council	Daniel J. Payette	Page 119 (Page 110), ", a short line railroad,"	Thank you for the comment. The reference to the Savanna Army Depot (Savanna Industrial Park) was added.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 119 (Page 110), remove	Thank you for the comment. The duplicative text was removed.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 133 (Page 124), Is tonnage per capita worth mentioning (to provide for comparison)?	Thank you for the comment.

IMTS Plan Public Comments and Resolutions

Organization	Public Commenter	Comment	Resolution
Black Hawk Hills Regional Council	Daniel J. Payette	Page 136 (Page 127), Room to spell out? Or show abbreviation on left.	Thank you for the comment. Where allowed in the graphs NEC was changed to Not Elsewhere Classified. In the beginning of the chapter NEC is also spelled out in the text.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 155 (Page 146), Location of key may be confusing.	Thank you for the comment. The key was adjusted to be more apparent.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 164 (Page 155), Small "b" in Billions	Thank you for the comment. The text was changed to "billion"
Black Hawk Hills Regional Council	Daniel J. Payette	Page 164 (Page 155), Need punctuation.	Thank you for the comment. The appropriate punctuation was added in.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 164 (Page 155), jobs	Thank you for the comment. The term "jobs" was noted.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 165 (Page 156), What do these spaces represent?	Thank you for the comment. The Venn diagram just illustrates how each component of the IMTS is interconnected.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 169 (page 160), Provide real world example of each type of impact?	Thank you for the comment. The following is a clarification Direct: A port purchases construction materials from a local supplier and pays port employees to unload it. Indirect: the local supplier employs labor to fabricate the materials. Induced: employees spend their received wages on food, housing, and other items."
Black Hawk Hills Regional Council	Daniel J. Payette	Page 170 (Page 161), State-Level	Thank you for the comment. The term was changed to "STATE-LEVEL".
Black Hawk Hills Regional Council	Daniel J. Payette	Page 170 (Page 161), What percent is this compared to the whole?	Thank you for the comment. The text in question is "These workers earn a combined income of almost \$10.5 billion and contribute approximately \$17.4 billion in GDP to the state's economy." The 17.4 billion accounts for 4% of the state's GDP. The reference of 4% at the end of sentence.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 171 (Page 162), It might be useful to provide a brief description/profile of workers engaged in industries seemingly unrelated (media and social information, health care, etc.).	Thank you for the comment. The focus of the study was the transportation aspects and impacts and not socioeconomic in nature. That said, the table does highlight impact by the rest of industries, which would include those industries.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 173 (Page 164), This seems to imply that the UMRIPD is the cause of these direct impacts. Yet, it's only the case that these activities occur within UMRIPD counties. The port district is not the cause of employment, output, etc. (it is the private ports that do this). Perhaps it should be noted that ports without facilities or land may not necessarily generate such impacts, even though such impacts originate within the jurisdiction.	Thank you for the comment. The plan utilized the legal definitions of each port district as provided by Illinois law. Additionally, the Economic Impacts shown represent measure effects related to marine industries, marine supporting industries, and marine service users associated with a Port District, and the effects may be generated either on or off port property, by either public or private entities. These impacts are not limited to activities on public port property or controlled by public ports.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 179 (Page 169), A bit harder to read state abbreviations here.	Thank you for the comment. The abbreviations were adjusted to be more legible.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 182 (Page 172), For maintenance? New construction?	Thank you for the comment. The funding could be used for both maintenance and new construction.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 190 (Page 180), Name tourism agency specifically, along with DCEO in general?	Thank you for the comment. The Illinois Tourism Office is part of the Department of Commerce and Economic Opportunity just as the Office of Planning and Programming is part of IDOT. Due layout constrains each office within an agency was not spelled out.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 197 (Page 187) Remove "dollars" when \$ is used.	Thank you for the comment. The text was adjusted when the dollar symbol is used.
Black Hawk Hills Regional Council	Daniel J. Payette	Page 200 (Page 190), Office of Tourism?	Thank you for the comment. The Illinois Tourism Office is part of the Department of Commerce and Economic Opportunity, within the plan references were kept to the overarching agency and not individual offices within those agencies.

IMTS Plan Public Comments and Resolutions

Organization	Public Commenter	Comment	Resolution
Black Hawk Hills Regional Council	Daniel J. Payette	Page 200 (Page 190), Identify brownfields on port lands and waterways?	Thank you for the comment. The plan didn't go into specifics with refence to activities each agency performs.