Mid-America Intermodal Authority Port District is located in Western Illinois, its boundaries consist of Adams, Brown, Cass, Hancock, Pike, Schuyler, Henderson, Warren, Morgan, Mercer, and Scott Counties.

Port District Biography
Of all the port districts in the state, the Mid-America Intermodal Authority Port District is the largest by area, comprised of eleven counties, and unlike many port districts it has the advantage of being located on both the Mississippi and Illinois rivers. The port district is also associated with the Mid-America Port Commission, which is a three-state compact between Illinois, Missouri and Iowa whose goal is to foster economic growth in the tri-state area by developing intermodal ports on the Mississippi and Illinois rivers making the region a strong logistics location. The Commission has decided that a location in Quincy, Illinois would be the best location for a port. The port district has acquired land and is in the process of planning a port facility.

1935 - 1957
Construction on the LaGrange Lock and Dam and Locks and Dams # 17, 18, 19, 20, 21, and 22 were complete.

1998
The state legislature created the Mid-America Intermodal Authority Port District.

1999
The State of Illinois entered a three-state compact with Missouri and Iowa to form the Mid-America Port Commission.
Multimodal Connections

**HIGHWAY**
Several interstates, state routes, and US highways traverse the port district, these include I-72, I-172, IL-17, IL-78, IL-94, IL-96, IL-110 (Chicago-Kansas City Expressway) US 24, and US 67. US 61 known as the Avenue of the Saints is in Missouri, which is 5 miles west of the port district. Included within these routes are a total of 79.55 Critical Rural Freight Corridor miles within the port district.

**RAIL**
Three class I railroads provide service within the port district these include, Burlington Northern Santa Fe (BNSF), Kansas City Southern (KCS), and Norfolk Southern (NS). Keokuk Junction Railway (KJRY) and Burlington Junction Railway (BJRY), class III railroads provide service through the port district as well.

**LOCKS and DAMS**
- Lock and Dam #17
- Lock and Dam #18
- Lock and Dam #19
- Lock and Dam #20
- Lock and Dam #21
- Lock and Dam #22
- Lock and Dam #24 – Located near the district
- LaGrange Locks and Dam

**WATER**
The Mississippi River flows 172 miles along the western border of the port district, the river is part of Marine Highway 35. The Illinois River flows 70.5 miles through the port district, the river is part of Marine Highway 55.

**AIR**
- Quincy Regional Airport - UIN (Quincy, IL)
- Mt. Sterling Municipal Airport - I63 (Mt. Sterling, IL)
- Jacksonville Municipal Airport - IJX (Jacksonville, IL)
- Beardstown Municipal Airport - K06 (Beardstown, IL)

**Port District Top Commodities:**

<table>
<thead>
<tr>
<th>1</th>
<th>2</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td>FOOD</td>
<td>CHEMICALS</td>
<td>FERTILIZER</td>
</tr>
</tbody>
</table>

**2017 Commodities by County** (inbound, outbound, in-state):

- **ADAMS COUNTY**: 2.3M TONS
- **BROWN COUNTY**: NO TONNAGE
- **CASS COUNTY**: 1.3M TONS
- **HANCOCK COUNTY**: 457K TONS
- **HENDERSON COUNTY**: 242K TONS
- **MERCER COUNTY**: 80K TONS
- **MORGAN COUNTY**: 1.3M TONS
- **PIKE COUNTY**: 1.4M TONS
- **SCHUYLER COUNTY**: 398K TONS
- **SCOTT COUNTY**: 1.1M TONS
List of Terminals (Public and Private)

1. Cargill Aghorizons, New Boston
2. ADM/Growmark, Keithsburg Wharf
3. Consolidated Grain & Barge, Oquawka
4. Consolidated Grain & Barge, Dallas City
5. Trammo Terminal, Niota
6. Consolidated Grain & Barge, Gladstone
7. ADM/Quincy Dock
8. ADM/Quincy, Meal Dock
9. ADM/Growmark River System, Beardstown Terminal Dock
10. Logsdon Tug Service, Beardstown Fleet Moorings
11. Logsdon Sand & Gravel Co., Beardstown Dock
12. ADM/Growmark River System, Naples Grain Elevator Dock
13. Trammo Terminal, Meredosia
14. Consolidated Grain And Barge Co., Naples Elevator Grain Dock
15. Quincy Municipal Barge Terminal Wharf
16. ADM/Quincy, Meal Dock
17. ADM/Quincy, Meal Dock
18. ADM/Growmark River System, Beardstown Terminal Dock
19. Logsdon Tug Service, Beardstown Fleet Moorings
20. Logsdon Sand & Gravel Co., Beardstown Dock
21. Cargill Aghorizons, Beardstown Grain Elevator Dock
22. Clarkson Grain Co., Beardstown Dock
23. Meredosia Terminal Wharf And Pier
24. Cargill Aghorizons, Meredosia Grain Elevator Dock
25. Ameren Energy Generating, Meredosia Power Station, Coal Dock
26. Ameren Energy Generating, Meredosia Power Station, Docks
27. Ameren Energy Generating, Meredosia Power Station Fuel Oil Dock
28. Trammo Terminal, Meredosia
29. ADM/Growmark River System, Naples Grain Elevator Dock
30. Consolidated Grain And Barge Co., Naples Elevator Grain Dock
31. Consolidated Grain And Barge Co., Docks
32. Consolidated Grain And Barge Co., Naples Fertilizer Dock
33. Osage Marine Services, Naples Fleet Moorings
34. Central Stone Co., Florence Dock
35. Cargill Aghorizons, Florence Grain Elevator Dock
Economic Impact

It is estimated that marine cargo activity being handled within the Mid-America Intermodal Authority Port District directly or indirectly supports 13,913 jobs within the state. These workers earn an Estimated $796.9 million in wages and contribute approximately $1.3 billion towards State GDP. The activity enabled comes from shippers across the state making use of facilities within the district, as well as the services supporting their goods movement. The following table breaks out the impact by the type of activity occurring.

<table>
<thead>
<tr>
<th>PORT USER</th>
<th>MARINE INDUSTRY</th>
<th>MARINE SUPPORTING</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employment</td>
<td>11,080</td>
<td>1,114</td>
<td>1,719</td>
</tr>
<tr>
<td>Income</td>
<td>$616.1M</td>
<td>$75.2M</td>
<td>$105.5M $796.9M</td>
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<tr>
<td>Value Added</td>
<td>$1,066.8M</td>
<td>$127.7M</td>
<td>$152.7M $1,347.2M</td>
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<tr>
<td>Output</td>
<td>$2,332.1M</td>
<td>$288.4M</td>
<td>$276.0M $2,896.5M</td>
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</tbody>
</table>

CAPITAL NEEDS

The Port District is developing a terminal south of Quincy, Illinois along the Mississippi River. The multimodal facility will provide transloading between barge, truck and rail. The facility will be capable to handle container on barge, dry bulk, liquid and roll-on roll-off.

Estimated Total Costs: $11.9 Million