



47th Meeting of the
IOWA FREIGHT ADVISORY COUNCIL

Friday, December 20, 2024; 10:00 AM to 2:00 PM
Courtyard by Marriot
2405 SE Creekview Dr, Ankeny, IA 50021

Meeting objectives:

1. Discuss how inland waterway navigation operates and how the Iowa DOT can assist.
2. Provide feedback on currently operating and proposed barge terminals in the region.
3. Provide feedback on future FAC meeting days, time, etc.

10:00 AM	Safety Briefing	Amanda Martin Iowa DOT
	Welcome & Introductions Introductions of new members	Mike Steenhoek Soy Transportation Coalition
10:20 AM	Iowa DOT Update General updates from the Department including the 2025 legislative session	Stu Anderson Iowa DOT
10:40 AM	Panel: Barge Operators and Terminals Panel discussion on how barge terminals operate. Impacts of low water, investments needed, mitigation, etc. <ul style="list-style-type: none">• Ron White, Artco• Jeff Woods, Travero• Frank Huseman, NEW Cooperative/Port of Blencoe	Mike Steenhoek Soy Transportation Coalition
11:40 AM	New Mississippi River Port Overview of effort to reopen a terminal in Southeast Iowa.	Brian Krull Hendricks River Logistics
12:10 PM	Break Take a break, grab your boxed lunch, and return for a working lunch.	
12:30 PM	Iowa DOT Items <ul style="list-style-type: none">• MARAD Grant Workshop• State Rail Plan update• Inland Rivers Ports and Terminals membership• Ag Industry Rail Crossing Awareness Campaign	Caleb Whitehouse and Amanda Martin Iowa DOT
12:55 PM	Mid-American Port Commission Overview of MAPC and discussion of ongoing activities.	Mike Norris Southeast Iowa Regional Planning Commission
1:15 PM	Lower Missouri River Study Overview and status update of U.S. Army Corps of Engineers and Port KC study.	Maitland Mehlhaff, Port KC Jen Henggeler, USACE KC
1:45 PM	Future Meeting Schedule Discussion	Mike Steenhoek Soy Transportation Coalition
2:00 PM	Adjourn Future meetings: March 7, June 20, September 19, December 19	



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Members

X	Mike Steenhoek (Chair), Soy Transportation Coalition	X	Jillian Walsh (Vice Chair), Travero
X	Dr. Haozhe Chen, ISU Supply Chain Management		Gabe Claypool, Des Moines Industrial
X	Greg Dickinson, Ten D, Inc. Companies/Merchants Distribution Service		Jackson Doud, Iowa Farm Bureau
X	Scott Bannister for Amy Homan, Iowa Northern Railroad	X	Frank Huseman, NEW Cooperative/Port of Blencoe
	Matthew Leyser, John Deere Des Moines Works		Larry Lloyd, CPKC Railroad
	Doug Martin, Amazon DSM5		Joe McConnell, Perishable Distributors of Iowa
	Allison Meiners, Iowa Motor Truck Association	X	Delia Moon-Meier, Iowa 80 Group
X	James Niffenegger, Landus Cooperative	X	Kelli O'Brien, Union Pacific Railroad
	Joe Parsons, Iowa Interstate Railroad		Ty Rosburg, Rosburg Livestock
	Peter Skosey, BNSF Railway	X	Jessica Sargent, Sukup Manufacturing
	Marty Wadle, Ruan Transportation		Mark White, Smith Fertilizer and Grain
X	Ron White, Artco Fleeting Service		

Ex Officio Members

X	Addison Williamson for Zhi Chen, Des Moines Area MPO	X	Amie Davidson, Iowa DNR Land Quality Bureau
X	Mike Hadley, Keokuk County Board of Supervisors	X	Mike Harrington, Iowa Department of Agriculture and Land Stewardship
X	Tom Heinold, USACE Rock Island District	X	Sean Litteral, FHWA Iowa Division
X	Jeremy Szynskie for Chuck McWilliams, USACE Omaha District	X	Scott Marler, Director, Iowa DOT
	Tim Marshall, FHWA Iowa Division		Shirley McGuire, Federal Motor Carrier Safety Administration
X	Mike Norris, Southeast Iowa Regional Planning Commission	X	Lt. Blake Wittrock for Maj. Darren Reid, Iowa State Patrol
	Andrea Smith, Iowa Economic Development Authority		Stephanie Weisenbach, Iowa Utilities Board

Guests

X	David Bernstein, DBX Steel	X	Ryan Brauer, Siouxland Interstate Metropolitan Planning Council
X	Larry Buss, Iowa Corn Growers Association		Jessica Felix, Iowa DOT District 3
X	Jennifer Henggeler, USACE Kansas City District	X	Brian Krull, Hendricks River Logistics
X	Maitland Mehlahff, PortKC	X	Blake Roderick, Mid America Port Commission
X	Jeff Woods, Travero	X	Bob Rafferty, Truck Stops of Iowa

Iowa DOT Staff

X	Stu Anderson, Transportation Development Division	X	Jim Glaspie, Modal Transportation Bureau
X	Sam Hiscocks, Systems Planning Bureau	X	Maria Hobbs, Modal Transportation Bureau
X	Alex Jansen, Central Programs Bureau		Renee Jerman, Legislative Compliance
	David Lorenzen, Systems Operations Division	X	Amanda Martin, Modal Transportation Bureau
X	Tammy Nicholson, Modal Transportation Bureau	X	Garrett Pedersen, Systems Planning Bureau
X	Charlie Purcell, Transportation Development Division	X	Caleb Whitehouse, Systems Planning Bureau

10:00 AM Safety Briefing

Amanda Martin
Iowa DOT

Amanda Martin gives the safety briefing.

Welcome & Introductions

Introductions of new members

Mike Steenhoek
Soy Transportation Coalition

10:20 PM Iowa DOT Update

General updates from the Department including the 2025 legislative session

Stu Anderson
Iowa DOT

Stu Anderson begins with personnel updates for the department. Iowa DOT has a new Chief Operating Officer in Melissa Gillett. Kathleen Meradith-Eyers will replace Gillett as Director of the Motor Vehicle Division. There are also two new members of the Iowa Transportation Commission: Bill Anderson from Cherokee and Mary Mulgrew Gronen from Dubuque. Sally Stutsman and Tom Reilly will both be ending their terms and leaving the commission in 2025.

Steenhoek asks if there is a geographic component to the makeup of the Transportation Commission. Anderson says there is a requirement that the commission be balanced by political party. Geographic background isn't a requirement, and members are required to represent the whole state. The legislature has proposed in the past that members should come from certain districts.

Currently, the FY 2025 operating budget is 4% below planned through November. FY 2024 letting results are \$42.9 million below programmed amounts through November. FY 2024 revenue through October is \$2.1 million below forecast. The understanding is that that shortfall is from declining vehicle registrations.

The federal government is currently operating under a continuing resolution through December 20th. If an agreement isn't made, the government will shut down tonight. Anderson says that there won't be an impact on highway projects if a shutdown were to last several months. This is in part because few projects are being worked on over the winter. Iowa DOT did receive a federal discretionary grant for the SW Mixmaster in Des Moines.

Anderson prompts federal agency representatives to give input on the impact of a shutdown on their operations. Tom Heinold says that river operations are considered crucial, so they won't be impacted.

Highway construction annual price trends are +23% in CY 2022, -1% in CY 2023, and -12% (through September) in CY 2024. Steenhoek asks what caused the sudden changes in prices shown in the chart (in PowerPoint). Anderson says that a lot of the increases are tied to increases in fuel prices, which the construction industry relies on.

Work is underway on the 2026-2030 Highway Program. The current financial situation anticipates no new revenue from the previous Five-Year Program. Four of the five years in the Program are beyond the life of the federal infrastructure bill (IIJA). Historically, reauthorizations include funding increases but that might not be the case this time.

DOT plans on proposing a few minor bills to the 2025 legislature. DOT will discuss upgrades to the IT system. Mehlhaff asks if Iowa has any funding programs for port infrastructure or port authorities. Anderson says no. Steenhoek says that DOT has funding for economic development projects that can serve ports. Huseman says that the state of Missouri has funding available for the purchase of port equipment. Mehlhaff says that 10 of Missouri's 19 port authorities received state funding.

10:40 AM

Panel: Barge Operators and Terminals

Panel discussion on how barge terminals operate. Impacts of low water, investments needed, mitigation, etc.

- Ron White, Artco
- Jeff Woods, Travero
- Frank Huseman, NEW Cooperative/Port of Blencoe

Mike Steenhoek

Soy Transportation Coalition

Frank Huseman begins by introducing himself and NEW Cooperative. In 2018, NEW began exploring changes to their supply chain and building a port in Western Iowa. The Port of Blencoe was finished in 2020 and adds a fourth leg to NEW's stool in marine transportation. Frank Huseman says that there are challenges between navigation, environmental, and municipal use interests for USACE when managing the river. In addition, there are times when the Missouri river supplies up to 70% of the water on the Lower Mississippi river. Mehlhaff says that Port of Blencoe is the second largest port on the Missouri river by tonnage.

Ron White gives an overview of Artco's history and operations. White says that the growth of the ethanol market has resulted in additional tank barges.

Jeff Woods says that Travero is primarily a logistics company that includes CRANDIC, the Dubuque Logistics Park, Logistics Park Cedar Rapids, and a freight brokerage business. Travero is also exploring the recycling of wind turbine blades. Travero's river terminal in Dubuque has over 100,000 tons of bulk storage on site. The terminal will handle over 400,000 tons of fertilizer in 2024.

Steenhoek asks the panel for their reaction to the condition of the rivers over these last few years. Woods says that in 2019, Travero didn't get a barge in until June. Customers have demanded more and more on-site storage to protect their product. White agrees with a lot of what Woods said. The low water levels force barges to carry lighter loads, which increases transportation costs per ton. Increasing the draft of a barge by a small amount has a huge impact on costs. Artco was fortunate this year they didn't have to reduce drafts and might see record volumes.

Huseman says that the dynamics of the two rivers are different. When USACE says that they will maintain a 9-foot channel, that doesn't mean that the operators will run 9-foot barges. Steenhoek asks Huseman to clarify the logistics of exporting soybeans. NEW will send a 9-foot draft barge to St. Louis where it is topped off to a 12-foot draft (which the lower Mississippi can carry). NEW makes a transaction with an end user, and the product added in St. Louis is usually a separate transaction with the same end user.

Steenhoek asks how bullish are bearish are the panelists given all the challenges and benefits of river transportation. White says that marine transportation is an environmentally efficient mode in terms of emissions and infrastructure needs. Another benefit that White points to is that the inland river system is contained within a single nation. Woods says that his position would be to hold. There are a lot of pressures that could push it in either direction. Huseman says that it should be part of everyone's portfolio. There are years where it works and years where it doesn't. In the global economic market we're in, you might only have one week to act on an opportunity.

Mehlhoff asks Huseman how having one towing operator impacts the Port of Blencoe's operations. Huseman says that the more investment and use there is on the river, the more firms will be willing to serve Blencoe. NEW Cooperative is looking at different commodities that will make freight movements more efficient and cost effective.

Marler asks Huseman about the US Coast Guards decision to remove aids to navigation north of the Port of Blencoe and the impact to operations. Huseman says once those aids are gone, it's difficult to get them back. Huseman says that he understands why the Coast Guard isn't interested in maintaining devices that aren't being used. However, that decision limits the investment opportunities for new ports in Sioux City. White says that that decision isn't unique to the Missouri River and it's another balancing act that USACE and the Coast Guard must play. There are virtual buoys that are being used along the rivers.

Steenhoek asks attendees from USACE what the responsibilities of the Corps versus the Coast Guard are. He also asks other members for examples of good collaborations between government agencies and business that have moved the needle in a positive direction. White says that the Corps is primarily responsible for operations, while the Coast Guard is focused on regulatory activities.

Heinhold says that low water doesn't impact the Mississippi River as much as other rivers because of the lock and dam system. USACE is responsible for maintaining the infrastructure and creating the channel.

Steenhoek asks the panelists what kind of investments they'd like to see on the inland waterways. White says that spending money on design is wasteful if the project isn't approved. Investment and upgrade on locks and dams would be good, but it's crucial that the investments aren't delayed. It's one thing to approve a project, it's another thing to fund it. Woods says that he'd like to see bigger locks and faster operations, but prevention and stewardship is still important. Huseman says that retaining water in water basins is important to maintaining operations. More and more stakeholders want to use water resources that the industry relies on. Mehlhoff says that the dikes and levees built in the 70s were destroyed and are being rebuilt which help maintain the channel.

Steenhoek asks if the sustainability of marine transportation is making them more marketable. Woods says that when other modes are crowded with shippers, they receive a lot of requests to use the river for different products. He says that one of the challenges the industry has is promoting the mode as viable option. White says that in a world of same day delivery, marine transportation is not a good fit. Each mode needs the other to work together and they complement each other.

Nicholsen asks if there is a role for DOT in helping with river transportation. Woods says that the Iowa DOT Barge Terminal Guide is very helpful. Steenhoek asks how long it would take a barge to travel from Davenport to New Orleans. White says 10-14 days, but there are a lot of variables that could lengthen that trip. Blencoe to St. Louis takes 6 days but could take 12 days.

11:40 AM

New Mississippi River Port

Overview of effort to reopen a terminal in Southeast Iowa.

Brian Krull

Hendricks River Logistics

Steenhoek introduces Brian Krull. Krull introduces himself as the new general manager at Hendricks River Logistics. Hendricks' facility has 16,000 feet of BNSF private track, a dump system that can dump 1500 tons of product an hour and can load a barge in one hour. Hendricks is interested in increasing capacity at and through the facility.

Krull says that river transportation is great at moving a large amount of product with limited impact on the public. It's also a very environmentally friendly mode.

Heinhold asks if container-on-barge operations are something that Krull is examining. Krull says that their facility might be able to pull something like that off. Woods says that Traverro has had some conversations about it, but they are limited by the seasonality of the river. Litteral asks what the capacity is available on the river. Steenhoek says that the capacity is considerable, but two-way traffic is limited by water levels. Litteral asks what the bottlenecks are along the river. White says that the dredging has a huge impact as well as shorter locks and dams on the upper Mississippi River. Heinhold says that flood induced closures also cause bottlenecks.

12:10 PM

Break

Take a break, grab your boxed lunch, and return for a working lunch.

12:30 PM

Iowa DOT Items

- MARAD Grant Workshop
- State Rail Plan update
- Inland Rivers Ports and Terminals membership
- Ag Industry Rail Crossing Awareness Campaign

**Caleb Whitehouse and
Amanda Martin**

Iowa DOT

12:55 PM

Mid-American Port Commission

Overview of MAPC and discussion of ongoing activities.

**Mike Norris & Blake
Roderick**

Southeast Iowa Regional
Planning Commission

Mike Norris and Blake Roderick introduce themselves to the group. MAPC serves 26 counties across Iowa, Illinois, and Missouri. MAPC was established by like-legislation passed by Iowa, Illinois, and Missouri in 1999. The MAPC strategic plan covers advocacy, connecting the tri-state area, and port development and expansion.

1:15 PM

Lower Missouri River Study

Overview and status update of U.S. Army Corps of Engineers and Port KC study.

Maitland Mehlhaff

Port KC

Jen Henggeler

USACE Kansas City

Maitland Mehlhaff begins the presentation by introducing PortKC and the Lower Missouri Navigation Study. PortKC is the non-federal sponsor of the study and was the route sponsor for the M-29 maritime route designation. The Kansas City metro saw an increase of 13 river terminals since 2010. Since reopening, the ports tonnage has grown from 13,000 tons to 83,000 tons annually.

Port KC believes in a holistic vision of the river to increase use. They seek to be a resource to other ports and terminals.

Jen Henggeler introduces herself to the group. The Lower Missouri River Navigation Study encompasses the river between St. Louis and Sioux City. Navigators on the lower Missouri want more reliability on the river. USACE doesn't want to make flooding worse or negatively impacting the Mississippi River.

Steenhoek asks what Henggeler and Mehlhaff would like from the people in the room. Henggeler says that stakeholders can participate in the monthly update meetings that PortKC holds. Mehlhaff said that any spin-off studies will require support from states.

Szynskie asks if PortKC has tried working with the State of Kansas. Mehlhaff says that they've tried but efforts have failed politically.

Nicholson asks where the rock goes that USACE puts in the river. Mehlhaff says that the rock erodes and disintegrates due to the extreme pressure from the river. The rock is used to build dike structures that create a self-scouring channel.

1:45 PM **Future Meeting Schedule Discussion**

Mike Steenhoek
Soy Transportation
Coalition

2:00 PM **Adjourn**

Future meetings: March 7, June 20, September 19, December 19



Iowa DOT Update

Iowa Freight Advisory Council – December 20, 2024



Stuart Anderson



 **Agenda**

Personnel Updates

FY 2025 Status

2026-2030 Highway Program

2025 Legislative Session

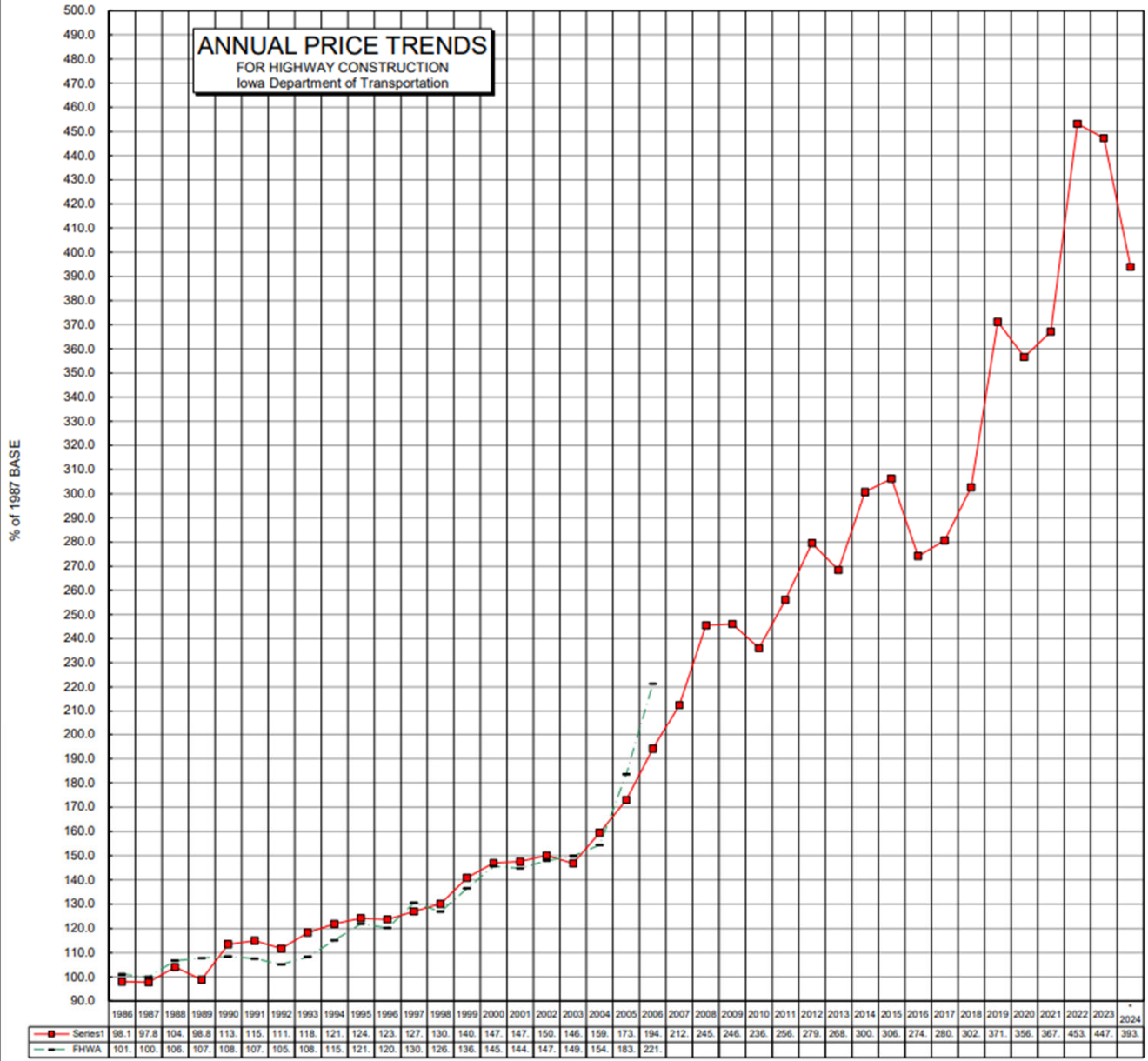
Personnel Updates

- New Iowa DOT Chief Operating Officer: **Melissa Gillett**
- **New Iowa DOT Motor Vehicle Division Director: Kathleen Meradith-Eyers**
- Iowa Transportation Commission
 - **Bill Anderson (Cherokee)**
 - **Mary Mulgrew Gronen (Dubuque)**
 - *Sally Stutsman (Riverside), Chair*
 - Ray Gaesser (Corning), Vice-Chair
 - Linda Juckette (Cumming)
 - *Tom Rielly (Oskaloosa)*
 - Rich Arnold (Russell)

FY 2025 Status

- Operating Budget Status
 - Through November: Four percent below planned budget
- Highway Funding Status
 - State Funding
 - FY 2024 lettings through November: \$42.9 m below programmed amounts
 - FY 2024 revenue through October: \$2.1 m below forecast
 - Overall balance: \$4.4 million overprogrammed (started at \$45.2 m over programmed with an amendment)
 - Federal Funding
 - FFY 2025 operating under a continuing resolution through Dec. 20 (maybe March 14).
 - Awarded a \$68.7 million federal discretionary grant for the southwest mixmaster in Des Moines (September 2024)

ANNUAL PRICE TRENDS
FOR HIGHWAY CONSTRUCTION
Iowa Department of Transportation



CY 2022: +23%

CY 2023: -1%

CY 2024 (through Sept): -12%

2026-2030 Highway Program

- Work is underway
- Financial situation
 - No new revenue
 - Inflation continues to moderate
 - Buying power challenges – volume of work
 - Four of the five years are beyond the life of the Infrastructure Bill – *forecast flat revenue?*

Next Reauthorization

- Likely cover years FFY 2027 to 2031
- Will there be a funding increase?
- Will there be fewer formula programs? Fewer discretionary programs?
- Impact of a new Congress/Administration?
- Will it be passed on time (i.e. by October 1, 2026)?

2024 Legislative Session

- DOT legislative requests
- DOT budget request

Thank you!

Questions?



stuart.anderson@iowadot.us



515-239-1661

Farm Implement and Semi Rail Safety Awareness

Issue

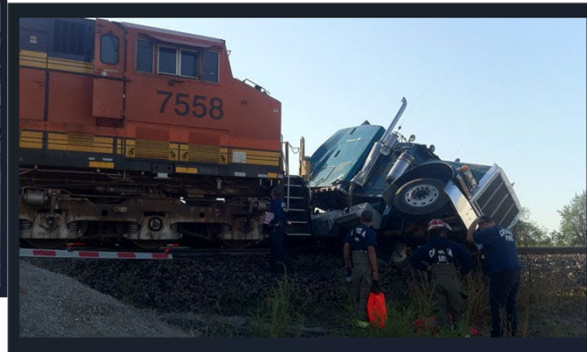
- There are increased incidents/accidents around harvest time with farm semis/implements and trains across Iowa. This last harvest season was no different. There were 3 incidents that occurred. 1) 9/6/24 – UPRR train struck a trailer, no fatalities; 2) 10/7/24 CPKC train struck a tractor, tractor operator was killed; 3) 10/9/24 IAIS reported a crash with a semi, no fatalities

Suggested Next Steps

- OLI has a 3-page brochure that they have developed but we want to provide a supplemental educational opportunity to warn the farmers and their employees of the dangers of not being alert and aware when crossing at-grade railroad crossings

How can you help us

- What are your suggestions to help farmers and their employees be more aware and safely cross at-grade railroad crossings?

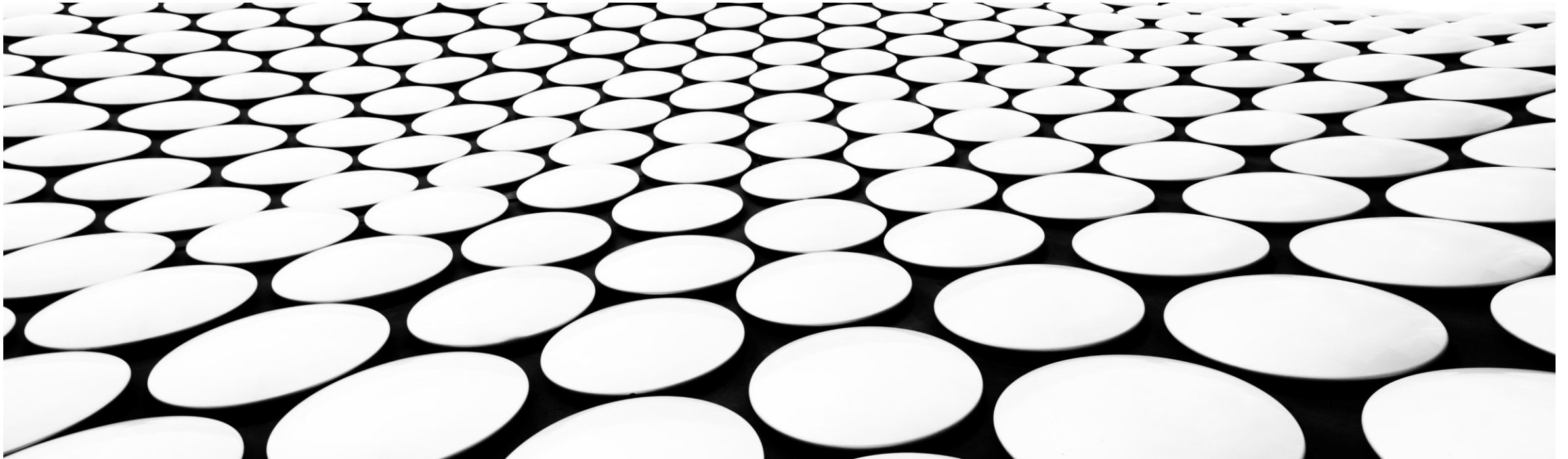


MID-AMERICA PORT COMMISSION UPDATE

BLAKE E. RODERICK, CHAIRMAN (ILLINOIS)

MIKE NORRIS, SECRETARY/TREASURER (IOWA)

IOWA FREIGHT ADVISORY COMMITTEE, DECEMBER 20, 2024



MID-AMERICA PORT COMMISSION (MAPC) UPDATE

- Background
- History
- Strategic Plan

MAPC BACKGROUND

- Serves 26 counties in Iowa, Illinois, and Missouri
- Established by like-legislation passed by Iowa, Illinois, Missouri in 1999 (Chapter 28K, Iowa Code)
- General purpose for formation:
 - A multi-purpose, multi-state entity to enhance economic, river, and port development
 - Continued flood-recovery efforts from 1993

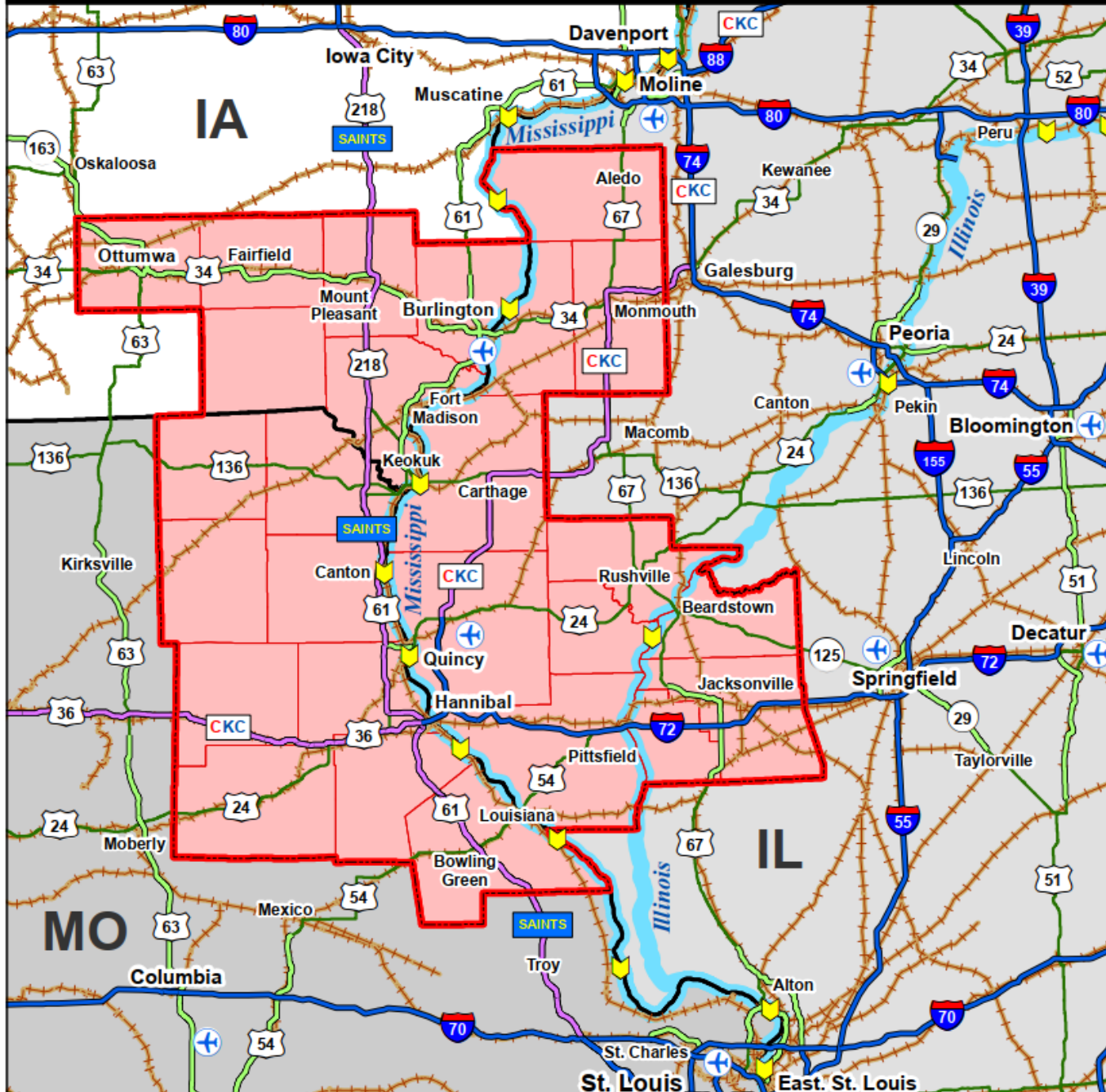
MAPC BACKGROUND

- Counties served in Iowa:
 - Des Moines, Henry, Jefferson, Lee, Van Buren, Wapello
- Commissioners
 - Nine total
 - Each state governor appoints a commissioner (3)
 - County Boards in each state appoint 2 members (6)
 - Commissioners can serve two six-year terms

MAPC BACKGROUND

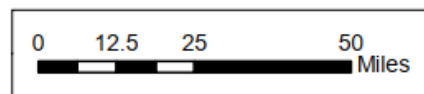
- Powers in Iowa (other states similar)
 - Acquire, own, lease, operate, maintain any transportation facility (paraphrase)
 - Acquire or redevelop industrial sites
 - Enter into 28E agreements with other Iowa public agencies
 - Full list of powers in Chapter 28K

Mid-America Port Commission - Transportation Map



Legend

- MAPC District Boundary
- State Boundary
- Interstate Highway
- Avenue of the Saints / Chicago-Kansas City Exp'y
- Other 4-Lane/Limited Access Highway
- Other Highway (2-Lane)
- Railroad
- Commercial Service Airport
- Navigable River
- Lock-and-Dam Locations



MAPC HISTORY

- Initial years spent on location study for port sites
 - Completed 2001 by USACE, Rock Island District
 - Top sites identified:
 - Quincy, IL (immediately below LD 21)
 - Green Bay Bottoms, IA (between Fort Madison and Burlington)
 - Six sites identified total, two in each state

MAPC HISTORY

- Mid-America Intermodal Authority Port District is primary developer of the “Mid-America Port”
- Other primary activities over time:
 - Advocacy for investment in navigation and flood control
 - Support for new port sites or expansions
 - Commodity flow and O/D studies to benefit area ports and industries



MAPC STRATEGIC PLAN

- Advocacy
- Connecting the Tri-State area
- Port Development and Expansion

MAPC STRATEGIC PLAN

- Advocacy
 - Navigation and Ecosystem Sustainability Plan (NESP)
 - Navigable waterway investment
 - Flood control and protection
- Connecting the Tri-State area
 - Mobilize and network private and public officials for important policy issues
- Port Development and Expansion
 - Support needed, new facilities and expansions
 - Leverage funding

MAPC FUTURE

- MAPC will become a larger voice on river and port issues.
- MAPC will connect private and public officials on river and economic development issues.
- MAPC will be available for the benefit of private and public organizations.

THANK YOU

Blake E. Roderick, Chairman (Illinois)

217-473-1600

info@midamericaport.com

BlakeERoderick@gmail.com

Mike Norris, Secretary/Treasurer (Iowa)

319-753-4310

mnorris@seirpc.com

www.midamericaport.com

The Beginning - 2011



Nobody wants to be first, and nobody wants to be last, but everyone wants to be in the comfortable middle.



Port KC Intro



Who are we?

- Missouri Revised statute, Chapter 68
Sets the purpose of Port Authorities to promote the general welfare, promote development, encourage private capital investment, and increase the volume of commerce.
- City Charter #47523 in 1977
Established the Port Authority of Kansas City to as an entity according to Missouri Chapter 68 to operate within all of Kansas City.
- Port KC is overseen by a 7-member board, appointed by the Kansas City Mayor.

Port KC Intro



What we do?

Port KC's mission is to grow the economy of Kansas City's port district through transportation, global commerce, and development.

- Global Commerce
- Logistics
- Economic Development
- Workforce Development
- Community Involvement



Purpose



Port KC is a transportation and development organization.

Our agility, efficiency and cultivated partnerships enable us to create a more globally connected and competitive Kansas City.

Our investment in the community strengthens our city and helps build a place for all Kansas Citians.

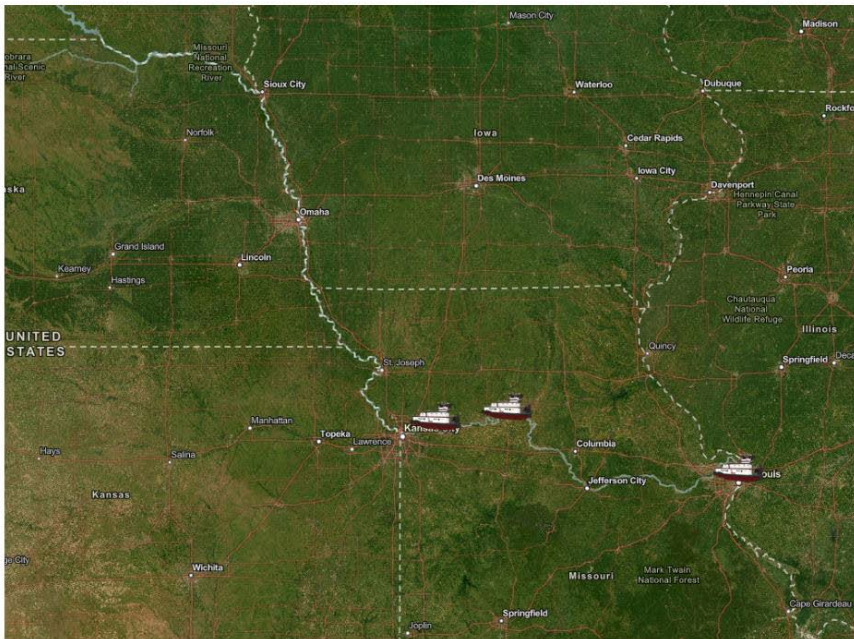
Through capital reinvestments, we put 100% of our dollars back into the community.

Port KC – Impact/Role



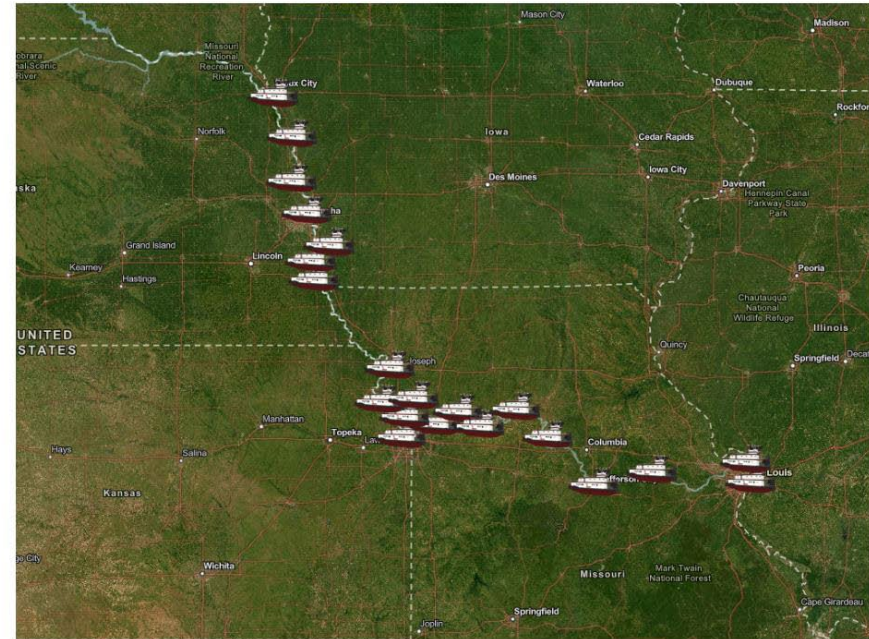
- Port KC & other stakeholders established navigation on the river in 2015
- On going mentorship for new port authority in Nebraska
- Sponsor many studies/plans at local and federal level
- Maritime Administration (MARAD) M-29 Route Sponsor
- Serves on many national and regional board related to transportation, waterways & policy
- Work with other waterways from Mississippi River to Arkansas River even to the Ohio River
- Railroad and trucking projects – not just waterways
- Market not just Port KC Terminal but the entire 735 miles MO River at national conferences

Port KC – Impact/Role



Missouri River Industry in 2010

- Capital Sand Company
- Gateway Dredging & Contracting
- Hermann Sand & Gravel Inc
- Holliday Sand & Stone
- Magnolia Marine
- Massman Construction Company
- Midwest Construction
- W.A. Ellis Construction
- Western Contracting
- US Coast Guard
- US Army Corps of Eng.



Missouri River Industry Since 2015

American River Transportation Company (ARTCO)	Marquette Transportation Company
American Commercial Barge Line (ACBL)	Magnolia Marine
American Bridge Company	Massman Construction Company
Budrovich Marine	McDonough Marine Services
Capital Sand Company	Miller Barge Line
Ceres Barge	Missouri River Towing
Coastal Marine Contractors	Michels Construction
Crosby Marine	Midwest Construction
Far West Logistics	Mardi Gras Marine
Gateway Dredging & Contracting	Newt Marine Service
Hamm's Frontier Marine Service	River Marine Enterprises LLC
Hermann Sand & Gravel Inc	SCF Marine
Holliday Sand & Stone	W.A. Ellis Construction
Heartland Barge	Western Contracting
Ingram Barge	Yazoo River Towing
Luhr Bros Inc	US Coast Guard
Lunda Construction Company	US Army Corps of Eng
Legacy Corporation	

Port KC – Impact Locally



ACTIVE PORT TERMINALS IN KC METRO

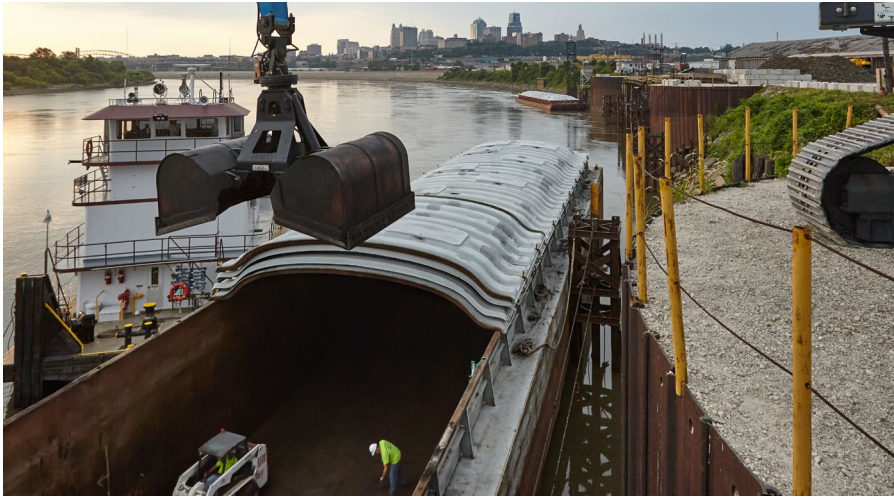
2010
8 TERMINALS

2024
21 TERMINALS

The Port of Kansas City, MO



Governor Michael L. Parson Marine Terminal – River Mile 367.1



We have reestablished waterborne commerce on the Missouri River in an innovative and sustainable way.

Our Port Terminal, located in the West Bottoms, ships bulk goods:

- Ice melt for road pretreatment
- Fertilizer for local farmers
- Scrap metal to be recycled
- Recycled Mill scale for cement
- Steel beams for construction

Since reopening in 2015, the port tonnage has grown from 13,000 ton to an annual tonnage of 83,000 tons in 2023.

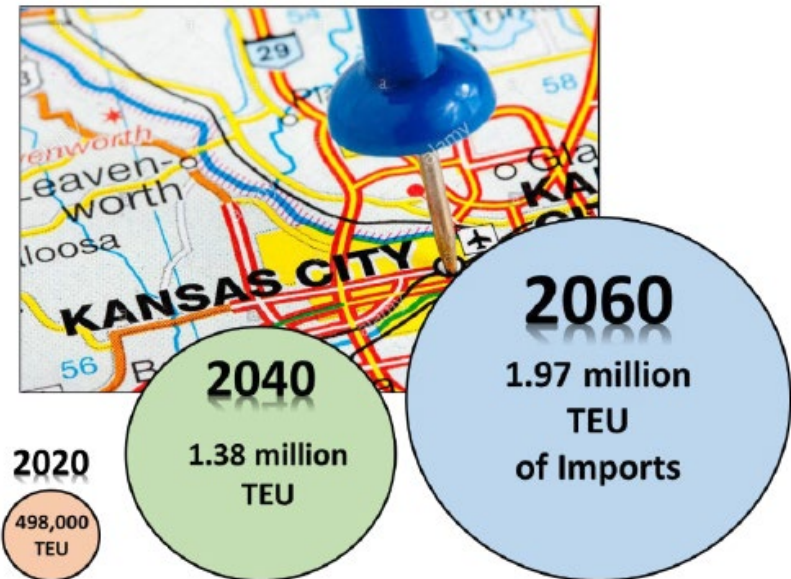
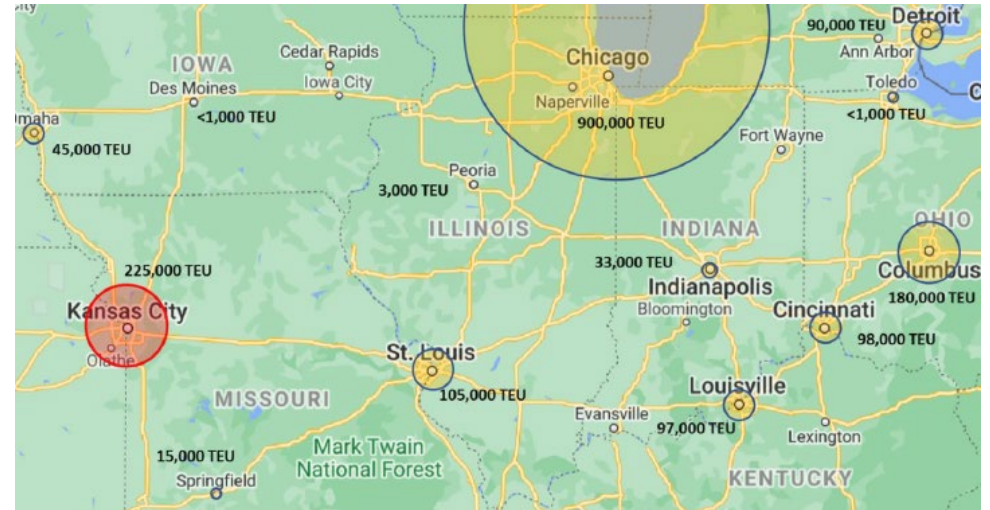
Missouri River Tonnage



Year	Total	Non Port KC Tons	Tot Missouri River Tons
2015	12,870	318,000	330,870
2016	43,425	425,000	468,425
2017	34,694	525,000	559,694
2018	87,793	570,000	657,793
2019	100,238	405,000	505,238
2020	58,845	880,000	938,845
2021	36,456	732,000	768,456
2022	29,305	705,000	734,305
2023	83,090	770,000	853,090

- 3 to 4 million tons of sand & gravel, along with 1 to 2 million tons of rock, is transported on the Missouri River annually
- Central Plains Cement company also transport 140K tons via barge annually between Kansas City to Omaha. Between 2 to 3 barges a week with a total of 93 barges a year. That's 6,510 trucks no longer on I-29 or I-80

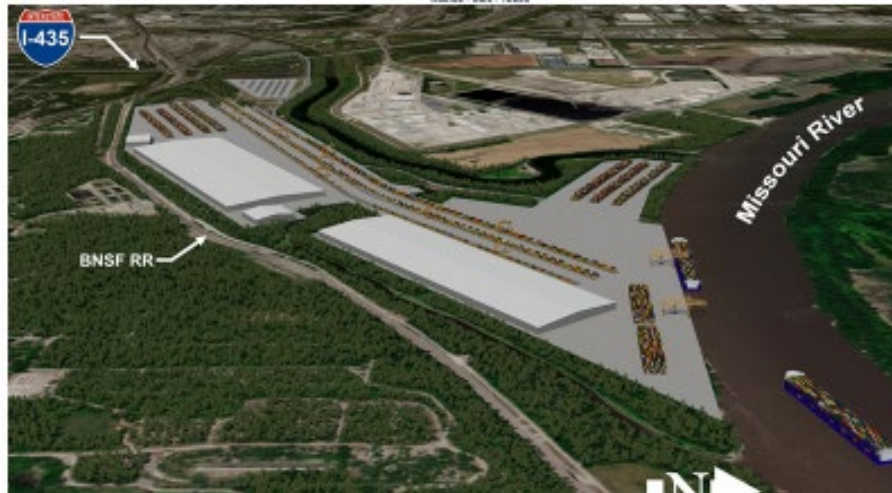
Freight Volume Forecast



The Port of Kansas City, MO



The Missouri River Terminal



American Patriot Holdings Self Propelled Vessel



Kansas City will need to double its container capacity by 2040, which presents an opportunity.

The Missouri River Terminal will be a large-scale, intermodal inland port.

This critical infrastructure investment will provide the needed foundation for further economic growth utilizing emerging technologies.

Future River Industry



- Heartland CO-OP reinvesting in barge infrastructure at their Council Bluff facility – river mile 614
- South Sioux City, NE and Blair, NE both apply for inland port authority designation
- Port KC provided industry contacts to the following terminals
 - State Steel in Sioux City - river mile 728
 - Big Soo Terminal in Sioux City - river mile 728. New GM recently toured Gov. Parson Port Terminal
 - AG Processing – two facilities with barge infrastructure in St. Joseph, MO (river mile 446) and Sioux City (river mile 716). Potentially reinvesting in barges infrastructure for Sioux City
- Others – Port KC is working/supporting:
 - River Cruises returning to the Mighty MO between St. Louis to Kansas City
 - Green energy companies looking at turning water into power
 - Mentoring recently established port authorities across Missouri and Nebraska
 - Local Tribal/Nation in Kansas looking at future navigation/port terminals



Missouri River = Mississippi River



- Per the Waterway Journal - 60 percent of all U.S. grain exports are moved by barge through the Lower Mississippi River into the world market.
- The Missouri River Reservoirs supply 60% to 75% of water to the Lower Mississippi River during drought conditions. The next largest reservoirs on the Mississippi River is the Tennessee-Cumberland at 16%
- Missouri River Reservoirs are 94,730,008 Acre-Feet

