**Section 1: Overall Project Summary and Approach**

a. Description of GHG Reduction Measures

America’s Central Port District (“the Port”) promotes economic development and multi-modal transportation in Southwestern Illinois, primarily through the development of its 1,200-acre mixed-use port facility located in the communities of Granite City, Madison, and Venice, in Madison County, Illinois. The Port leases land, warehouse space, office space, and river terminals to approximately 60 tenants with 1,000 total employees. It is an economic anchor for the region and its continued success is critical for the local communities.

The Port has two harbors, the Granite City Harbor at the north end of the property and the Madison Harbor at the south end of the property. Operations at the Madison Harbor and adjacent tenant facilities create considerable heavy-duty truck traffic along Bissell Street, the southernmost entrance to America’s Central Port. During peak activity seasons, this truck traffic causes long queues along Bissell Street that sometimes stretch out onto Illinois State Route 3. This disorganized system leads to lengthy truck idling times, safety concerns as trucks attempt dangerous maneuvers to pass each other, and damage to the shoulders of Bissell Street. The heavy-duty truck idling is of great concern as it releases harmful emissions into the air that affect not only users on the property, but contribute to pollution for nearby communities which are historically disadvantaged.

To address this problem, the Port proposes constructing a truck staging and calling center just inside the Bissell Street entrance to more efficiently process the truck traffic entering the property, leading to decreased idling time. This measure would achieve idle time reduction through two means: the operational efficiency of processing trucks faster, and by creating a space for trucks to safely shut off their engines. Right now, when trucks are queued on Bissell Street, they do not know how long they will be waiting and need to be ready to pull forward at any moment. The truck staging and calling center will integrate a gate system and communication technology to let truck drivers know how long of a wait they have, and in their position safely off the road, will be able to safely shut off their engines rather than idle. This will enable the Port to promote a 5-minute idle policy.

Future phases of this project could have added opportunities for emissions reductions, which the Port will plan for as it implements the current phase. With the increasing adoption of electric vehicles (EV) and idle reduction technology, the Port will consider future integration of these amenities when it designs the truck staging and calling center.

The project will begin with stakeholder engagement, including tenants, harbor operators, truckers associations, and nearby communities to understand the intricacies of the problem and how best to design a solution. The Port will then collect information on pertinent technology, including communication and gate technology for the current phase and EV charging and idle reduction technology for future potential phases. With this data collected, preliminary engineering will begin. With preliminary design complete, the port would proceed with a wetlands delineation study due to the small areas of wetland on the proposed site. Next, the Port will proceed to construction engineering. Upon completion of procurement in alignment with the Port’s purchasing manual and the Federal Uniform Guidance, construction will commence.

The Port engaged a consultant in 2023 to evaluate potential locations for the truck staging and calling center, and the resulting study recommended the currently proposed site. However, through the process of the study, the Port found other factors that could influence the efficacy of such a facility in reducing emissions. A key feature of the facility will be ease of use and accessibility, so that tenants on the property can direct their truck drivers to use the facility, and the truckers will follow these instructions rather than choosing to queue on Bissell Street anyway. To mitigate this risk and achieve emissions reductions, the Port will have a carefully considered Request for Qualifications to select the top-ranked consultant teams to design the facility and recommend technologies. The Port will also ensure that this process includes meaningful stakeholder engagement to complement the traffic engineering, so as to best understand facility operations and truck driver behavior. The Port will also evaluate operational, ongoing policies to enforce use of the truck staging calling center and the five-minute idle policy.

This project represents implementation of Measure 4 under Section 3.2 Transportation, “Port truck staging and calling facility” in the *Priority Climate Action Plan: St. Louis MO/IL Metropolitan Statistical Area*. It addresses the plan’s strategies of “improve efficiency of freight movements” and “address key regional bottlenecks and reduce idling.” This measure was selected as a priority since it represents arguably the most effective means of emissions reductions at a port facility, which are crucial as ports are so often located near disadvantaged communities. This is the case at America’s Central Port.

This project addresses the program goals of the Climate Pollution Reduction Grant. It is an ambitious measure to achieve significant greenhouse gas reductions by 2030 and beyond, by causing a reduction in idling time of heavy-duty vehicles. Emissions from heavy-duty vehicles are difficult to mitigate, as EVs are gradually phased into the industry. This measure, in contrast, is a method to immediately address greenhouse gas reductions from heavy-duty vehicles. The project will also improve air quality for not just users on Port property, but also in the adjacent low-income and disadvantaged communities. The project complements efficiency and productivity improvements at the Port property being funded directly by the Port and through federal and state grants. Finally, this innovative approach to truck processing and idle reduction can be replicated at other similar ports, and even scaled up for larger ports.

America’s Central Port District is an eligible applicant under this program as a special purpose unit of local government with its project included in an applicable MSA Priority Climate Action Plan. This project supports Goal 1, “Tackle the Climate Crisis;” Objective 1.1, “Reduce Emissions that Cause Climate Change” of EPA’s Strategic Plan.

b. Demonstration of Funding Need

The Port is a special purpose district that operates on lease revenues and throughput charges at its harbors. It does not levy a tax. With a limited budget, it must support its operations and maintain roads, rail track, harbor facilities, and buildings that are all decades old and far past their originally-intended useful lives. With these burdens, it must also construct new infrastructure to attract and retain businesses that bring with them quality jobs for the local communities. Due to these constraints, the Port actively pursues outside funding such as federal, state, and local grants; tax credits; and bank financing.

In 2022 the Port secured a grant through the Rebuild Illinois Port Facilities Program for the construction of a similar truck staging and calling center at its Granite City Harbor. The Port hired a consultant to conduct a location study analyzing whether a single location on the property could serve truck traffic at both harbors, thereby extending the usefulness of the awarded grant dollars. The study concluded that though a central location had the capacity to serve demand at both harbors, it would cause significant rerouting of truck traffic, including routes through residential areas, that would contribute to additional emissions. The Port is therefore pursuing two separate truck staging centers, one near each harbor. The grant awarded under the Rebuild Illinois program is insufficient to construct two such facilities, so that funding will stay with the Granite City Harbor. This has caused the Port to look for other funding sources to implement a similar measure at its Madison Harbor.

The Port has researched the Surface Transportation Block Grant Program (STP-S) through East-West Gateway Council of Governments (EWG), which is authorized by the Infrastructure Investment and Jobs Act. On an annual basis, only $7.5 million is available for the entirety of the Illinois side of the St. Louis Metropolitan Region. A single project may not exceed 20 percent of the funds available. While this project is an eligible project type for the program, the costs associated with it exceed the amount of available funding.

This project, while eligible for the Maritime Administration’s Port Infrastructure Development Program (PIDP), does not align as competitively with that program’s objectives as other projects that are desperately needed on the Port’s property. The current Notice of Funding Opportunity states a maximum of one application per applicant. The Port therefore would not pursue PIDP funding for the project at hand, in favor of maximizing funding sources and preparing an optimally competitive application.

c. Transformative Impact

The truck staging and calling center proposed by the Port is not a facility often seen at smaller, inland ports, but rather is more common at larger coastal ports. This project could demonstrate the efficacy of this type of facility at this scale, inducing other similarly-sized ports to implement such measures. In addition to the staging lot, the technology integrated would be innovative for a port of this size which could also serve as an example for peer ports.

The five-minute idle time policy promoted by this project is also innovative, and is one way to address the tough issue of heavy-duty truck emissions. Shifting the industry towards electrification will take time and a great deal of effort, but this idling policy is something that can be promoted immediately to reduce harmful emissions.

**Section 2: Impact of GHG Reduction Measures**

1. Magnitude of GHG Reductions from 2025 through 2030

The truck staging and calling center will reduce CO2 by 108.6 metric tons from 2025-2030, based on construction completion by the third quarter of 2026. This is a combination of the 30.2 metric ton annual reduction from the 5-minute idle time policy and the 6 metric ton annual reduction from operational efficiencies, as outlined in the attached spreadsheet. This facility will be designed in collaboration with stakeholders and users, resulting in improved facility usage and adoption of the five-minute idle policy, leading to durable emissions reductions.

1. Magnitude of GHG Reductions from 2025 through 2050

This project will reduce CO2 by 832.5 metric tons from 2025-2050, consisting of a 693.8-metric ton reduction from the 5-minute idle time policy and 138.8-metric ton reduction from operational efficiencies. Due to the quality of materials used in construction, the useful life of the facility and continued collaboration with users will result in durable emissions reductions over this time period.

1. Cost Effectiveness of GHG Reductions

Based on a total funding request of $5,925,000 and a total reduction of 108.6 metric tons of CO2 by 2030, the cost effectiveness of this project is $54,562 per metric ton of CO2. Due to the construction timeline, emission reductions will not be realized until 2 years into the measurement period, which affects the cost effectiveness of the project over this limited time span.

1. Documentation of GHG Reduction Assumptions

Attached to this application is a technical appendix and spreadsheet describing the calculations of GHG reductions.

**Section 3: Environmental Results – Outputs, Outcomes, and Performance Measures**

a. Expected Outputs and Outcomes

Outputs for this project include the installation of communication technology hardware and software, and an agreement reached between involved parties regarding best methods to implement the 5-minute idle policy. These methods could include inducing truck drivers to utilize the facility and educating users on the costs of idling.

Outcomes for this project include use of the truck staging and calling center, reduced idling time, and reduced GHG emissions associated with idling. This includes reduced emissions in low-income and disadvantaged communities.

b. Performance Measures and Plan

The primary performance measures to track, measure, and report progress toward achieving expected outputs and outcomes will be: number of trucks utilizing the facility and average truck queue time in the facility. These can be tracked through the gate and communication equipment and associated software that the Port will install as part of this project. From these metrics, the Port will be able to calculate GHG emissions based on fuel consumption conversions and compare those to the currently reported truck counts and idle times.

c. Authorities, Implementation Timeline, and Milestones

The Port will implement all steps in the construction of the truck staging and calling center and has the authority to do so. In order to induce use of the facility and implement the 5-minute idle time policy, the Port will work with its harbor operator and adjacent tenants.

DESCRIPTION COMPLETED BY

* Grant Awarded Q4-2024
* Stakeholder Engagement Q1-2025
* Data Collection Q2-2025
* Development of Project Scope Phases Q2-2025
* Preliminary Engineering Q3-2025
* Wetlands Delineation / NEPA Q3-2025
* Final Design Engineering Q4-2025
* Bidding/Award Q1-2026
* Construction Q3-2026
* Substantial Completion Q3-2026

**Section 4: Low-Income and Disadvantaged Communities**

a. Community Benefits

The project is located in a census tract identified as disadvantaged in the Climate and Economic Justice Screening Tool. Additionally, the adjacent census tracts to the south and east have the same designation. These adjacent tracts have a high concentration of residential uses. The proposed truck staging and calling center will reduce emissions and therefore improve public health for these communities, as well as for employees of tenants on the Port property. The facility will also reduce traffic congestion on Illinois State Route 3, which currently poses a safety concern in times of high truck volumes.

The project is located in Madison County, Illinois, a nonattainment county according to the U.S. EPA.

b. Community Engagement

The Port recognizes that it has a wide range of stakeholders, from its residential and commercial tenants, to residents and businesses in the adjacent communities, to partner agencies. In order to understand how to best engage with these stakeholders, the Port has just kicked off a Community Participation Plan. This will create a framework for the Port to engage with its stakeholders on a regular basis, not just when a project requires it, building durable relationships and enabling the Port to make meaningful community investments. This organization-wide strategy will also better position the Port to create project-specific community participation plans, such as for this truck staging and calling lot.

Input from stakeholders helped the Port identify the need for this project. Tenants, operators, and local community members brought to the Port’s attention the long queues of heavy-duty trucks through the Port’s property and out onto Illinois Route 3. The Port immediately saw this as a safety concern and public health concern, understanding the emissions associated with idle time. The Port subsequently included this project in its draft 2040 Master Plan and has been working to identify funding sources.

Continuous stakeholder input will be key for the functionality of the project and achieving emissions reductions. Focus groups with the Port’s operators and tenants and truckers associations will inform the design of the facility and integration of technology.

**Section 5: Job Quality**

The Port is a public body in the State of Illinois and requires contractors to pay prevailing wages for public works projects in accordance with the Illinois Prevailing Wage Act (820 ILCS 130/1 et. seq.). Additionally, the Port has approved a Project Labor Agreement with the Southwestern Illinois Building and Construction Trades Council in conjunction with the Southwestern Illinois Builders Association since 2003 for new construction projects which are estimated to cost in excess of $30,000. Prevailing wages and Project Labor Agreement(s) will apply to the construction project(s) proposed in this grant application.

**Section 6: Programmatic Capability and Past Performance**

a. Past Performance

Rte3 Right-in/Right-out & W. First Street Rehabilitation

* Illinois Department of Transportation Award #C-98-012-20
* 20.205 Highway Planning and Construction
* This project reconstructs West First Street in the Port’s Warehouse District and connects it to a new right-in, right-out entrance to Illinois Route 3. The project is in progress and under construction. Financial and progress reports have been submitted in a timely manner, and there are no deficiencies in the performance of the assistance agreement.
* Karen Geldert, [karen.geldert@illinois.gov](mailto:karen.geldert@illinois.gov)

Reconstruction of W. Fourth St. from E Street to C Street

* Illinois Department of Commerce and Economic Opportunity Award #20-8111002
* Opportunity Zone Program
* The project realigned and reconstructed West Fourth Street in the Port’s Warehouse District. The project was completed successfully. Financial and progress reports were submitted in a timely manner, and the project was closed out on March 27, 2023, with no deficiencies in the performance of the assistance agreement.
* Kristin Wheeler, [kristin.wheeler@illinois.gov](mailto:kristin.wheeler@illinois.gov)

Granite City Harbor Truck Staging / Calling

* Illinois Department of Transportation
* Rebuild Illinois Port Facilities Capital Investment Grant Program
* This project will construct a truck staging and calling facility, similar to the facility proposed under this grant application, at the Port’s Granite City Harbor. The project is in progress and an award for engineering design is on schedule for April 8, 2024. Financial and progress reports have been submitted in a timely manner, and there are no deficiencies in the performance of the assistance agreement.
* Karen Geldert, [karen.geldert@illinois.gov](mailto:karen.geldert@illinois.gov)

Madison Harbor Sediment Reduction

* Illinois Department of Transportation
* Rebuild Illinois Port Facilities Capital Investment Grant Program
* This project will construct an improvement to the Port’s Madison Harbor to reduce sedimentation deposits and improve the functionality of the harbor. The project is in progress and initial design alternatives are under review by stakeholders and regulatory agencies including the U.S. Army Corps of Engineers. Financial and progress reports have been submitted in a timely manner, and there are no deficiencies in the performance of the assistance agreement.
* Karen Geldert, [karen.geldert@illinois.gov](mailto:karen.geldert@illinois.gov)

St. Louis Bi-State Regional Ports Improvement Program

* USDOT Agreement #693JF72140019
* 20.933 National Infrastructure Investments
* This project constructs improvements to a variety of the facilities and equipment at both of the Port’s harbors. The project is in progress. All critical milestone dates have been met and multiple project components are currently in design or under construction. Financial and progress reports have been submitted in a timely manner, and there are no deficiencies in the performance of the assistance agreement.
* Wilbur Turner, [wilbur.turner@dot.gov](mailto:wilbur.turner@dot.gov)

b. Reporting Requirements

As outlined above, the Port successfully completes all reporting requirements associated with its grant awards and maintains frequent communications on project status with awarding agencies.

c. Staff Expertise

The Port employs a staff of approximately 30, divided among office staff, maintenance staff, and security staff. Within the office, several employees have over 20 years of experience working at the Port, managing projects, and managing grants. Resumes of key personnel for the proposed project are attached to this application. The Port’s Director of Engineering and Construction, Bill Stahlman, PE, has managed a variety of construction projects in his 20 years with the Port and brings extensive engineering and project management expertise to every construction project at the Port. Phil Sholl, Project Manager, has likewise worked for the Port for approximately 20 years and has progressed from maintenance staff to Project Coordinator to Project Manager. He has worked on a variety of grant-funded projects and brings attention to detail to every project he manages. The Port also employs a Planner, Christie Voelker, AICP, who brings projects from the planning and design phase to implementation, working closely with the Engineering and Construction Department. Ms. Voelker has received extensive training in the Federal Uniform Guidance and oversees all aspects of grant compliance. Overseeing this staff are Dennis Wilmsmeyer, Executive Director, and Ben McCall, Deputy Director, who have a combined 35 years of experience in managing grant-funded projects at the Port. This tremendous depth of experience and institutional knowledge is why the Port has been so successful in securing and deploying nearly $80 million in grant funding since 2000, leveraging investment at the property totaling $350 million.

The Port regularly updates its Procurement Manual and Financial Grants Management Manual to reflect the latest regulations in the Federal Uniform Guidance, and all staff involved in grant-funded projects receive regular training in grant management and procurement.

**Section 7: Budget**

Please see the attached budget narrative.