

WAUKEGAN PORT DISTRICT

AIRPORT . MARINA . PORT
WAUKEGANPORT.COM



THE WAUKEGAN NATIONAL AIRPORT (UGN) is a non-commercial, general aviation airport that

serves national and global markets with high activity levels of long range jet/transport aircraft. The FAA has designated UGN as "National Asset," one of only 86 airports of the 3,400 general aviation airports nationwide. It is the second busiest non-commercial airport in Illinois and Wisconsin and an FAA designated "reliever" to Chicago O'Hare airport. In addition to providing critical community access, UGN is home base to dozens of corporate jets and scores of other aircraft that support Lake County businesses, military, medical, humanitarian, flight schools and emergency preparedness. Onsite U.S. Customs service enables daily international arrivals and departures. Business aviation relies on UGN to enhance efficiency, productivity, safety and security and allows corporations to remain nimble and competitive. Proximity to UGN makes Lake County a desirable location for business leaders and corporations which bring jobs and tax revenue to the region and state.



THE PORT OF WAUKEGAN AND WAUKEGAN HARBOR & MARINA is the only deep-water, safe harbor

between Chicago and Milwaukee. It is home to 500 commercial and pleasure watercraft, with a 775 slip marina.

The harbor has two cement-distribution terminals and the National Gypsum Company that manufactures drywall. The cement companies suspended operations because of the risks associated with unreliable access into the harbor due to the sand build-up. National Gypsum continues to use the harbor for shipping. The benefits of commercial water shipping include reduced road maintenance and congestion, decreased vehicle emissions, and lower distribution costs of construction materials.

REGIONAL ANNUAL ECONOMIC IMPACTS

TOTAL ECONOMIC IMPACT

**\$241
MILLION**

The Waukegan National Airport and Waukegan Harbor are regional transportation assets and economic drivers that contribute nearly **ONE QUARTER BILLION DOLLARS** to the regional economy annually.



\$156.5 million economic impact



723 jobs and **\$54 million** in payroll



\$11+ million in tax revenues to state and local governments



18,000 visitors generate **\$2.9 million** in direct spending



\$84.8 million economic impact



200,000 tons of material shipped



\$3+ million in tax revenues to state and local governments



1 shipping barge produces the same emissions as 100 trucks.

The Port District needs critical, unavoidable infrastructure investments that would have a lasting positive effect on regional job growth and economic opportunities.

AIRPORT

ISSUE: The airport runway does not meet minimum FAA design and safety standards. In addition, the existing runway length and strength are inadequate for the existing aircraft activity. Reconstruction of the current runway is not feasible. The need for this project is to satisfy existing aircraft activity, meet the increasing business aeronautical demand and comply with safety guidelines and regulations.

IMPACT: If the runway issues are not addressed, it would severely limit airport operations and force corporate users to abandon this airport and look to Kenosha or other options. Modern ultra-long-range aircraft are more efficient than ever before and have the capability to reach around the globe non-stop. Our current 6,000 foot runway requires these aircraft to leave up to 1/3 of their fuel capacity behind. This severely handicaps the aircraft's capabilities. As these aircraft become more commonplace in the industry, users will seek facilities that will unleash the full potential of their assets. Our existing runway length and strength are inadequate for the current aircraft activity. A new, modern 7,000 foot runway will allow current and future aircraft to reach their full potential under all conditions, while at the same time meeting all the current FAA safety and design criteria.

Additionally, the expansion of Green Bay Road—a critical and congested Lake County corridor—is being planned in coordination with the runway replacement project.

NEEDED INVESTMENT: To fully comply with FAA requirements and be able to respond adequately to the needs of airport users, the main runway needs to be replaced at a total cost of \$142 million. The project will require multiple funding sources. State and federal assistance could provide approximately 55-76% of the total project costs, leaving an approximate local match of \$34-\$64 million.

\$142 million total cost

55%-76% state & federal funding eligible

\$34-\$64 million local match needed

HARBOR

ISSUE: Sand settles at the mouth of the harbor, builds up and blocks the commercial harbor entrance. This impacts ship access, especially the large vessels that carry raw materials to cement terminals and the drywall plant. The sand build-up requires expensive annual dredging by the U.S. Army Corps of Engineers (USACE) to keep the harbor open and ensure safe navigation conditions. Dredging sand year after year is not viable. A more permanent solution is needed to ensure safe and reliable access into the harbor.

IMPACT: The cement companies have relocated operations, which negatively impacted the Waukegan Port District, as well as the state and local economies. The USACE prioritizes dredging based on tonnage of materials in and out of the harbor. The reduction in cargo tonnage puts the current dredging at risk. Without this infrastructure investment, shippers will no longer be able to access the port. Preserving access is critical to stabilizing construction material costs for the industry, vital to the regional economy and the survival and revitalization of Waukegan's lakefront.

NEEDED INVESTMENT: \$28 million total in improvements* are needed to create a permanent solution, which includes a longer breakwater or barrier that would stop the buildup and sand migration. Federal grants will cover up to \$10 million of the improvements, leaving an approximate local match of \$18 million.

\$28 million total cost*

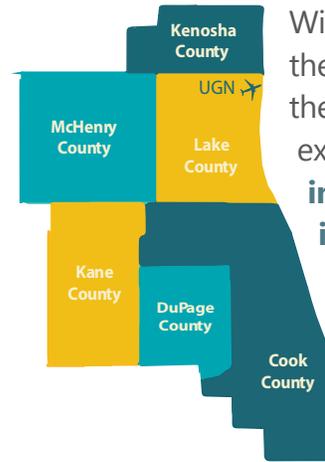
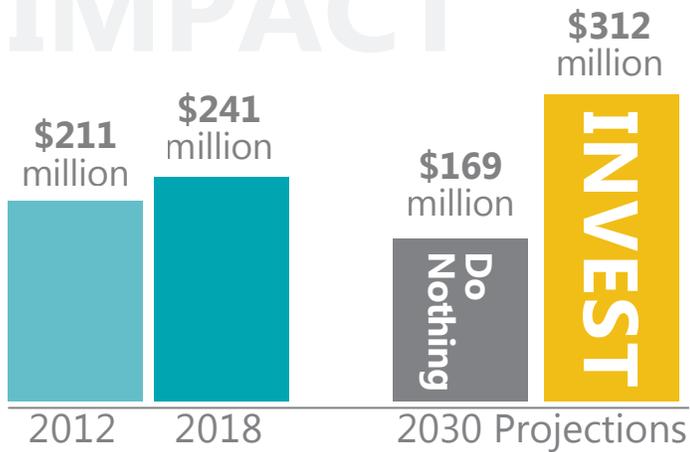
36% federal funding eligible

\$18 million local match needed*

\$170 million total infrastructure investment needed

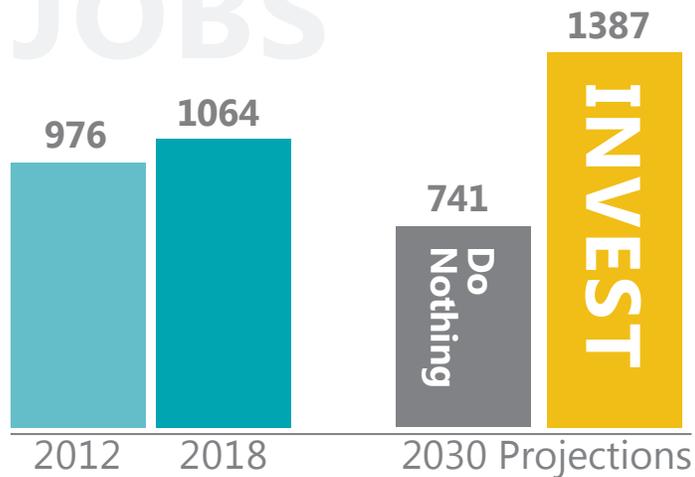
Investing in the airport and harbor will spur economic growth while doing nothing will result in significant negative regional economic impacts and job loss.

ECONOMIC IMPACT



Without investment in these infrastructure assets, the six-county region can expect to **lose \$72 million in regional economic impacts and more than 320 permanent, long-term jobs.**

JOBS



“The airport is a key piece of Lake County’s economic ecosystem and the activity here helps drive our economic vitality. These investments would be catalysts for economic growth that our region needs to stay competitive. Today’s businesses demand speed, flexibility, efficiency and productivity—and that means close proximity to a capable airport that can support regional, national and global aircraft. Aviation isn’t just for the elite; it’s a business requirement.”

-Kevin Considine, Lake County Partners CEO



The Waukegan Port District needs an investment strategy to continue to benefit our regional economy.

INTRODUCING, THE LAKE COUNTY PORT INVESTMENT TASK FORCE:

The Waukegan Port District (WPD) is committed to working with local leaders and stakeholders to explore a combination of financing options to help match state and federal funds, including a public-private partnership (P3) along with bonding and user fees to be able to achieve a viable investment strategy.

WPD is partnering with the Lake County Municipal League, Lake County Partners, local mayors and business representatives in a consensus-building process to discuss and develop a funding solution.

The Lake County Port Investment Task Force will convene in the fall of 2019 to provide recommended funding solutions in early 2020.

**WAUKEGAN
PORT DISTRICT**
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Lake
County Partners

Lake County
Municipal League



WAUKEGAN PORT DISTRICT (WPD) GOVERNANCE

- Formed in 1955 by the State of Illinois
- Governs the Waukegan National Airport, the Waukegan Commercial Port and the Waukegan Marina.
- Seven board members are non-paid volunteers
- Self-sufficient for 65+ years by funding operating expenses and capital improvements with user fees and federal grants
- District boundaries: City of Waukegan, Village of Beach Park, Park City, City of North Chicago and a portion of the Village of Gurnee.
- The District has limited taxing and bonding authority and has never levied a tax upon district residents or businesses.

For more information or questions about the task force, please contact:

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Connect with the WPD!



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