

Update

*Protecting the
Integrity of
Our Supply
Chain*

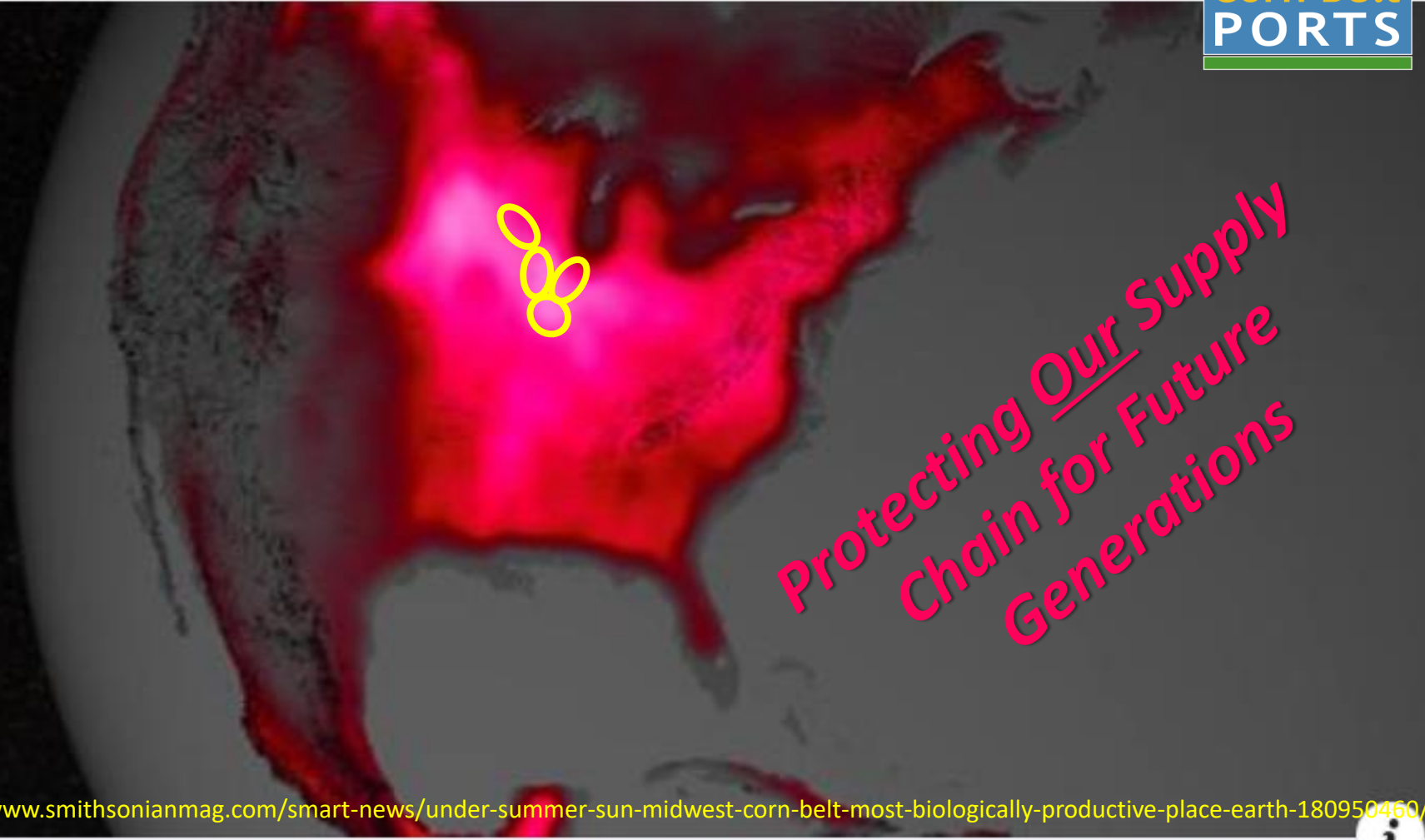


*Ports
Within the
Lock & Dam
System*

A Major NESP Enabler and Supporter...

21 June 2023

Corn Belt Ports



*Protecting Our Supply
Chain for Future
Generations*

<https://www.smithsonianmag.com/smart-news/under-summer-sun-midwest-corn-belt-most-biologically-productive-place-earth-180950460/>



SMITHSONIANMAG.COM

Under the Summer Sun, the Corn Belt Is the Most Biologically Productive Place on Earth

Corn Belt Ports Mission



- **Help protect the integrity of the Corn Belt's supply chain** and its importance to U.S. Agriculture.
- **Raise the area's profile to attract** badly needed (and in many cases long-overdue) federal, state, non-profit, and business organization **investment** in our regional port areas.
- Give our regional Corn Belt Ports both a **national identity** and a **"Home Ports Advantage"** to advance regional, economic development & sustainability goals and objectives.

Everyone Supports the "Local" Corn Belt Port Region

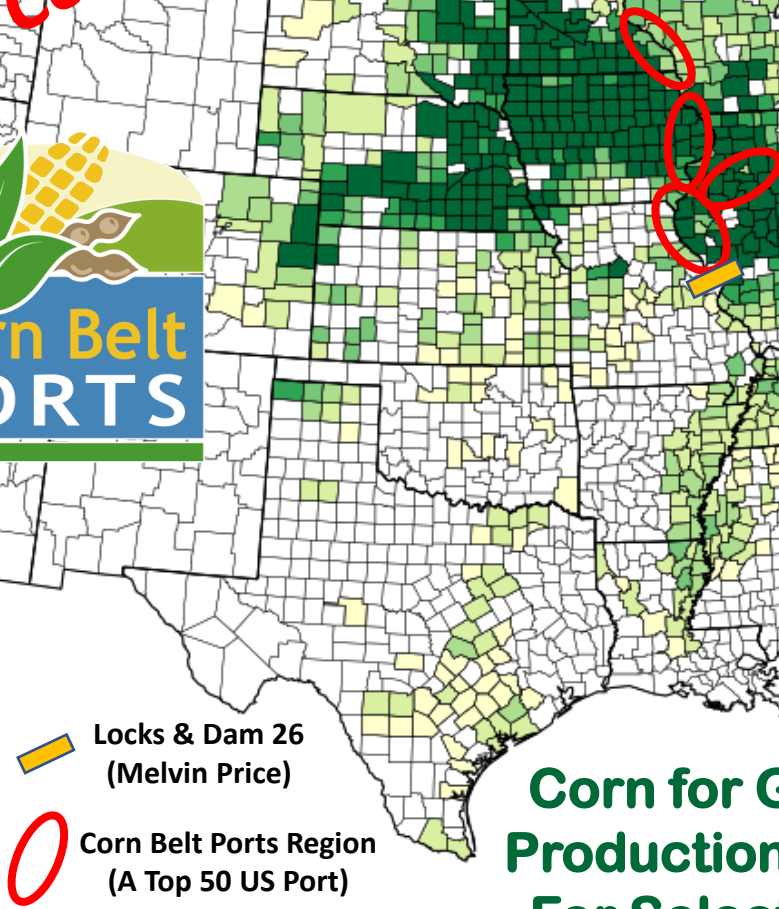
Corn Belt Ports

(Port Regions/Port Statistical Areas)

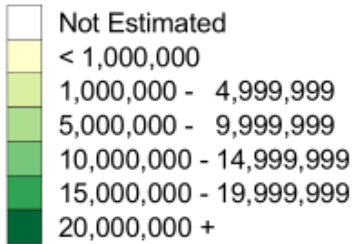
Ports
Within the
Lock & Dam
System



Aligned with the
Heart of the Corn Belt



Bushels



 Locks & Dam 26
(Melvin Price)

 Corn Belt Ports Region
(A Top 50 US Port)

**Corn for Grain 2018
Production by County
For Selected States**

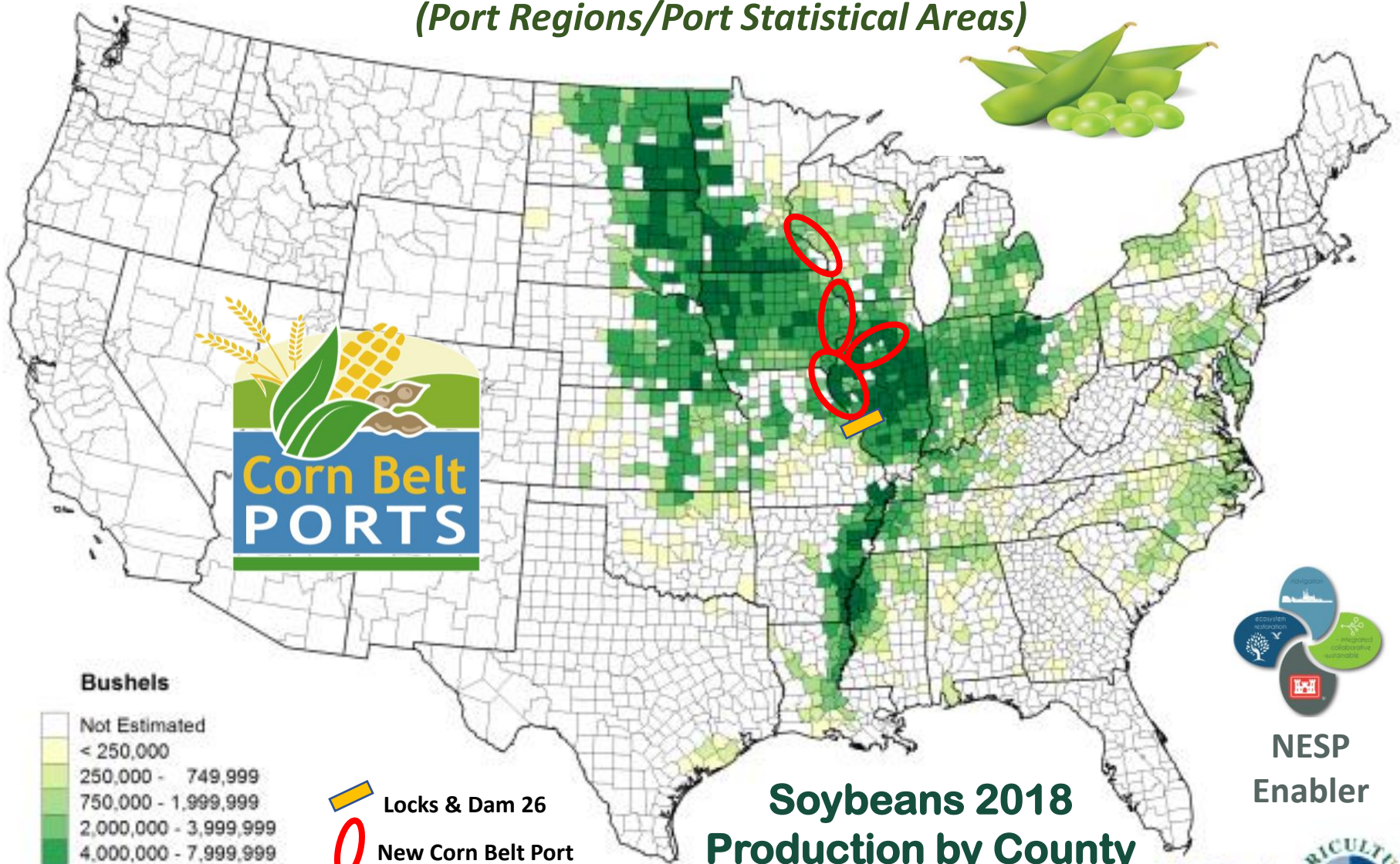


NESP
Enabler

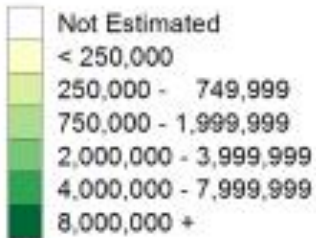


Corn Belt Ports

(Port Regions/Port Statistical Areas)



Bushels



-  Locks & Dam 26
-  New Corn Belt Port (A Top 50 US Port)

Soybeans 2018 Production by County For Selected States

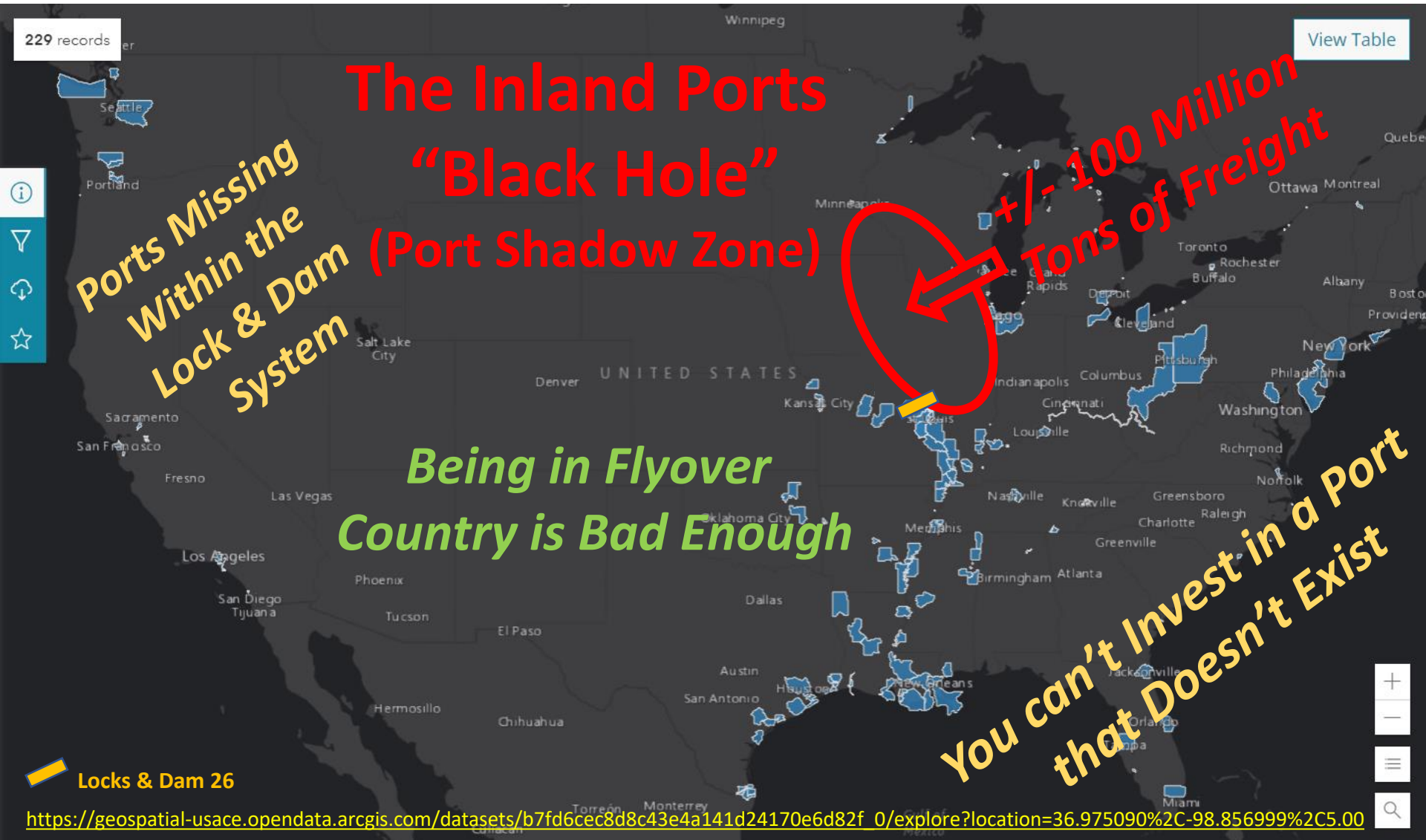


NESP
Enabler



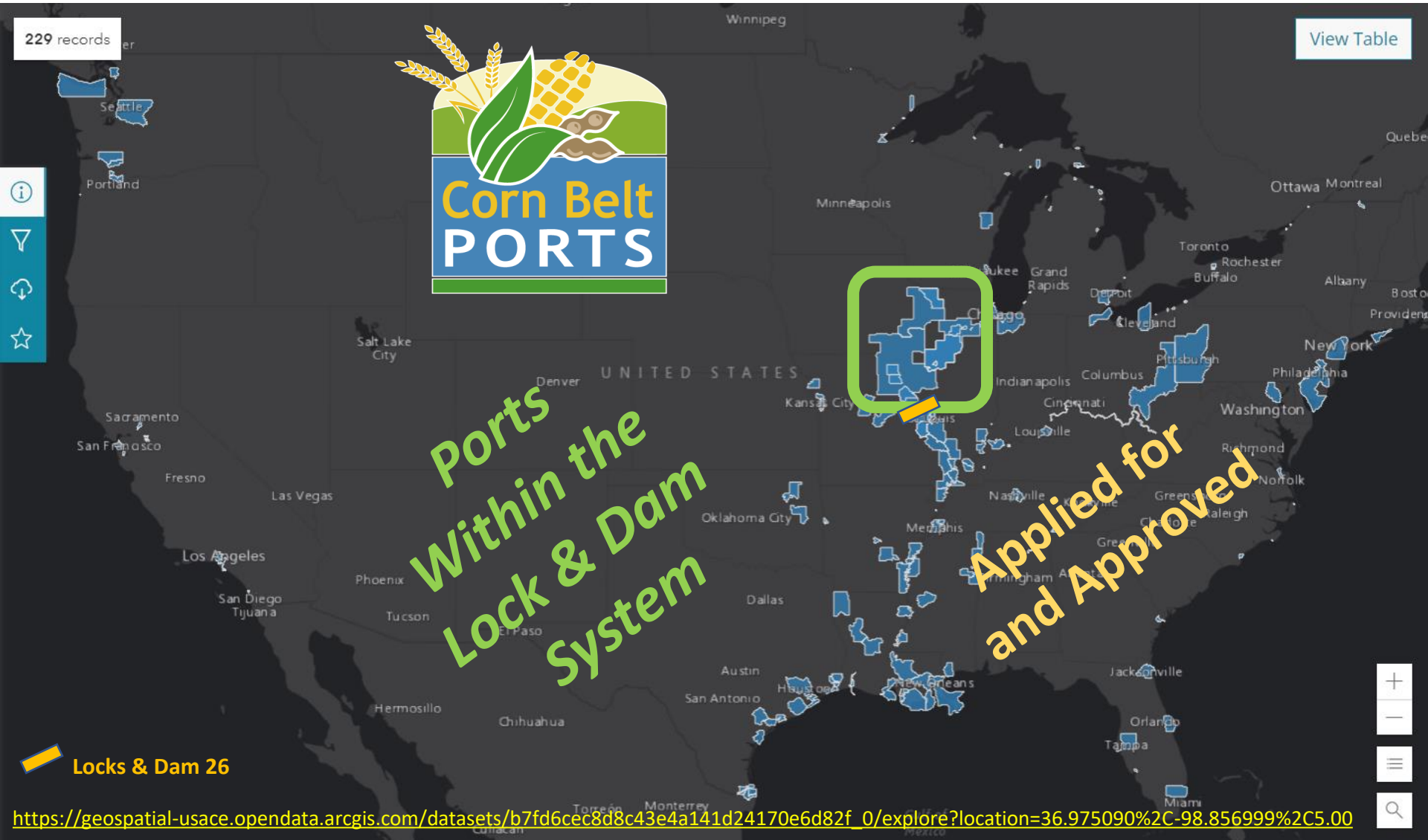
Conspicuously Absent 2019

National Ports GIS Database Map



Corn Belt Ports Added 2020/21

National Ports GIS Database Map

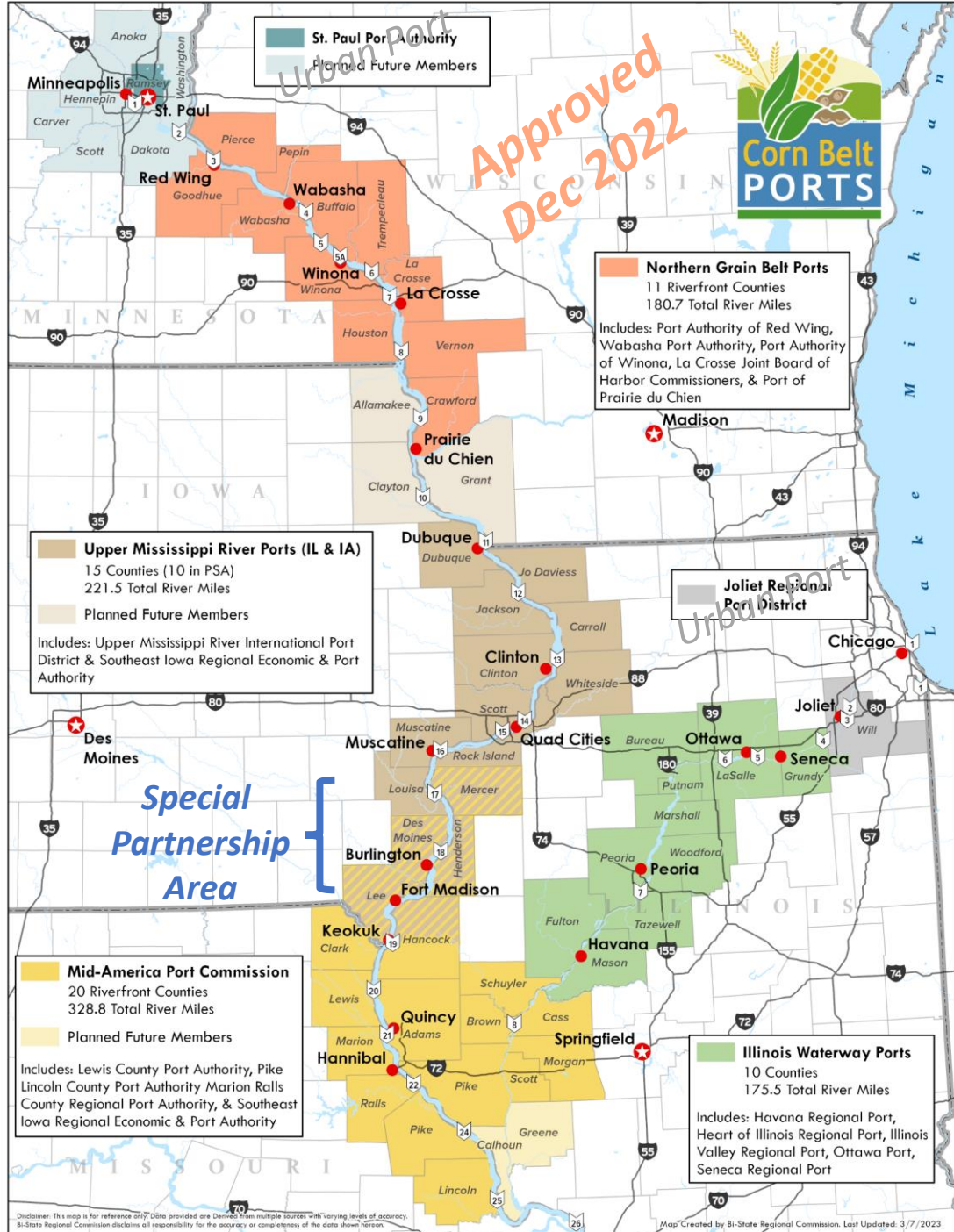




Began

2023

With All
4 in Place



**First Time in
U.S. History!**

Leading U.S. Ports in 2020

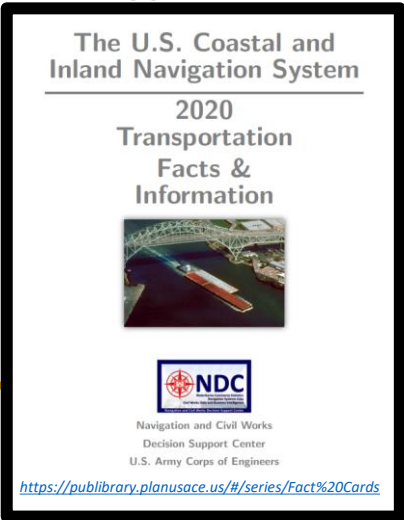
(Millions of Short Tons and Percent Change¹ from 2019)

Rank	Type ³	Port	Domestic		Foreign		Total	
			Tons	%	Tons	%	Tons	%
39	I	Pittsburgh, PA Port of <i>(Model)</i>	15.5	-28.7	**	0.0	15.5	-28.7
40	I	New Bourbon Port Authority, MO ²	15.5	24.7	**	0.0	15.5	24.7
41	I	Mid-America Port, IA, IL and MO	15.0	24.5	**	0.0	15.0	24.5
42	I	Illinois Waterway Ports, IL ⁴	14.9	**	**	**	14.9	**
43	L	Two Harbors, MN	11.7	-12.4			13.5	-20.2
44	C	Boston, MA	3.4	-33.7			13.3	-16.7
45	C	Honolulu, O'ahu, HI	11.4	-10.4			12.3	-14.5
46	C	Galveston, TX	5.2	7.3			11.9	9.0
47	C	Port of Longview, WA	1.1	1.3			11.1	14.5
48	C	Port of Vancouver USA, WA	2.6	18.0			10.2	-6.9
49	L	Cleveland-Cuyahoga Port, OH	7.7	-24.4			9.4	-20.5
50	C	San Juan, PR ²	4.6	-0.5			9.3	10.1
51	L	Illinois International Port, IL	7.2	-13.8			9.1	-9.4
52	L	Toledo-Lucas County Port, OH ²	4.3	-21.0			9.0	-1.8
53	I	Memphis-Shelby County Port, TN	8.7	-2.6			8.7	-2.6
54	I	Joliet Regional Port, IL	8.6	-6.7	**	0.0	8.6	-6.7
55	C	PortMiami, FL	0.2	39.9	8.2	-5.5	8.4	-4.8
56	I	Iowa and W Illinois, IA IL	8.4	56.6	**	0.0	8.4	56.6
57	L	Detroit-Wayne County Port, MI	5.7	-44.0	2.4	-19.5	8.2	-38.4
58	C	New Haven, CT	4.8	-17.5	3.3	-5.1	8.1	-12.9
59	I	Louisville-Jefferson Port, KY ²	8.1	-27.6	**	0.0	8.1	-27.6
60	I	Nashville, TN	7.5	8.7	**	0.0	7.5	8.7
61	C	Kalaeloa Barbers Point, HI	2.4	-26.8	5.1	-3.1	7.5	-12.3
62	C	Greater Lafourche Port, LA	7.2	-6.4	0.2	188.7	7.4	-4.7
76	I	St. Paul Port Authority, MN	4.8	-4.8	**	0.0	4.8	-4.8

Desired Ranking Range

Desired Ranking Range

Goal ↑



Global Trade

FOR U.S. COMPANIES DOING BUSINESS GLOBALLY



**The Case Against
Manufacturing in Asia**

**THE A-TEAM
OF E-COMM**

*The Tremendous
Importance of the Aerospace
& Defense Supply Chain*

**THE
Top 50
PORTS
OF '22**

***Need to Add the Upper
Mississippi River Ports (IL & IA)***



Top 50 Power Ports

41 Mid-America Port Commission

Previous year: 44

Total tons: 15 million
(+3 million)

42 Illinois Waterway Ports

Previous year: not ranked

Total tons: 14.9 million

2023 Port Performance Freight Statistics Program: Annual Report to Congress



U.S. Department of Transportation
Office of the Secretary of Transportation

**TABLE 2-3 List of Top 25 Ports by Dry Bulk Tonnage
(Ranked by short tons)**

1. South Louisiana, LA, Port of	14. Huntington-Tristate, KY, OH, WV
2. New Orleans	15. Kalama
3. Plaquemines Port District	16. New Bourbon Port Authority, MO
4. Virginia, VA, Port of	17. Portland
5. Baton Rouge, LA	18. Mid-America Port, IA, IL and MO
6. Mobile, AL	19. Pittsburgh
7. Mid-Ohio Valley Port, OH and WV	20. Illinois Waterway Ports Terminals
8. Cincinnati-Northern KY, Ports of	21. Two Harbors
9. St. Louis Metro Port, IL and MO	22. Corpus Christi
10. Duluth-Superior, MN and WI	23. Seattle
11. Indiana (Northern District)	24. Longview
12. Houston Port Authority, TX	25. Tampa Port Authority
13. Baltimore	



***Need to Add the
Upper Mississippi River
Ports (IL & IA)***



Rural, Regional, Multi-Modal, Linear, Inland Ports Have Been the Missing Link



***Farmers Don't Drive Their Combines to the River
to Load Up the Barges***

Bridge From Nowhere




*The Corn Belt Ports
gave us a somewhere*

*Locks are Bridges
Between Navigation Pools*

*Prior to the federal recognition of the Corn
Belt Ports, asking for a 1200' lock was
like asking for a bridge from nowhere*

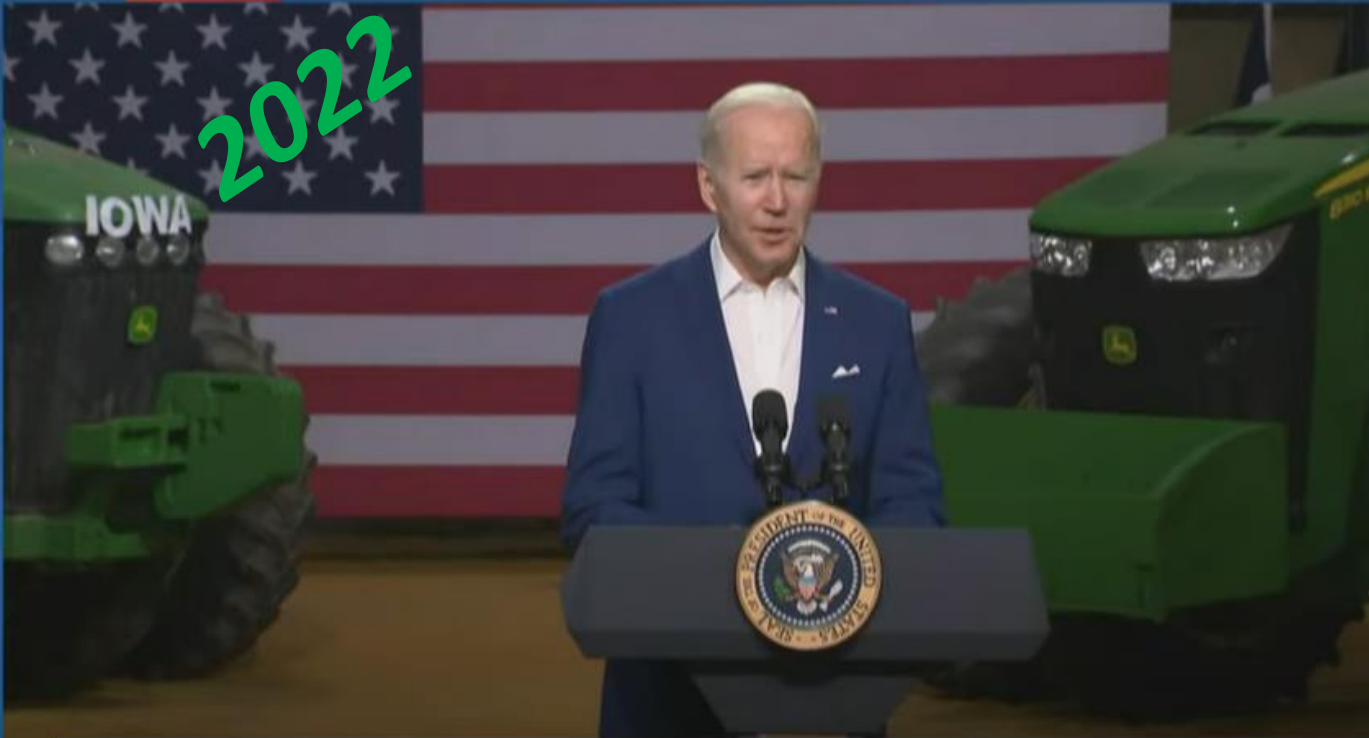
LIVE

Picture in picture 



Retrofitting
Lock and Dam
25 with a 1200'
Lock was Fully
Funded in the
**Bipartisan
Infrastructure Bill!**

2022



PRESIDENT BIDEN SPEAKS IN MENLO

LOCAL 5 abc

3:18



60°

▶ ⏪ 🔊 33:36 / 59:54



April 12, 2022: President Joe Biden in Menlo, Iowa

“Through modern locks, we are gonna help farmers get their products to markets faster, more efficiently, lower costs and keep American agriculture globally competitive,”

NESP Timeline

- 1993 Feasibility Study Begins
- 2004 Feasibility Report Complete, Chief's Report Signed
- **2005 Initial Receipt of PED (Pre-Engineering & Design) Funds**
- 2007 Program Authorized in WRDA
- 2008 Economic Reevaluation
- **2009 American Recovery & Reinvestment Act (ARRA) \$0**
- **2009 – 2018 Decade of Death (No NESP Funding)**
- 2019 Navigation Economic Reevaluation
- **2020/1 \$9.5M Received in PED**
- **2021 Infrastructure Investment & Jobs Act (IIJA)**
- **2022 (Jan) Construction Start (\$829.1 M) (IIJA)**
- **2022 (Mar) Congress Directs Spending \$45.1 M**
- **2022 (May) Work Plan Appropriations (12.179 M)**
- **2023 (Dec) Congress Directs Spending \$49.3 M**
- **2023 (Feb) Work Plan Appropriations (18.397 M)**

1992
MARC
2000
2006

2003

**NESP
Nationalization**

R.I.P. **\$0**

Failure to Start

The NESP Resurrection

2020/1

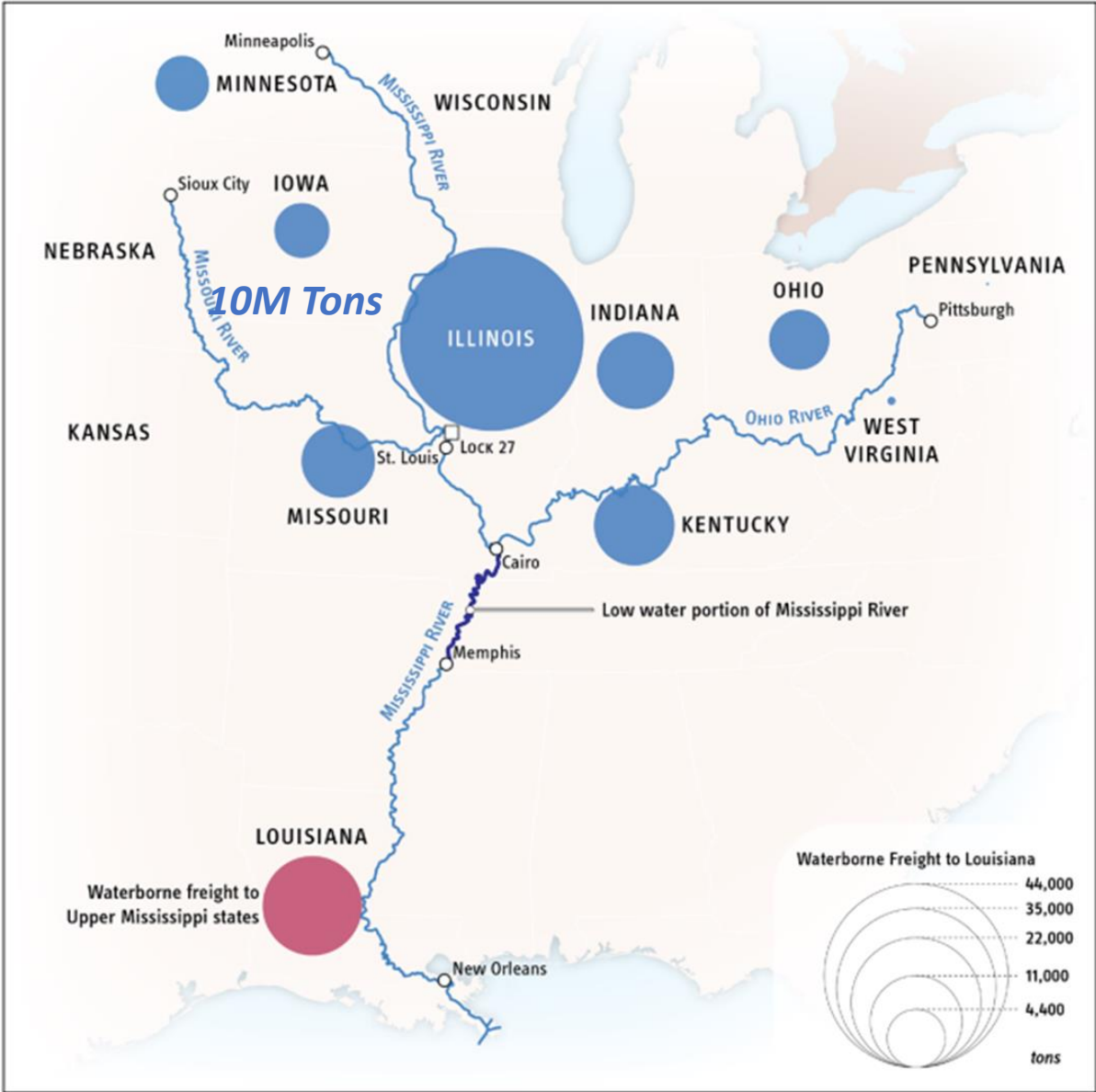
**Corn Belt
PORTS**

**NESP
Local/
Regional-
ization**

WATERWAYS
COUNCIL, INC.

Decades of
Portlessness

FIGURE 3-6 Waterborne Tonnage between States on the Upper Mississippi River System and Louisiana: 2020



SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Freight Analysis Framework (FAF, version 5.4), available at [Freight Analysis Framework \(bts.gov\)](https://www.bts.gov) as of November 2022.

Ground Breakings



NESP Priority Port Region

IA

Program Management 

Lock & Dam 20

Lock & Dam 21

Lock & Dam 22

Lock & Dam 24

Lock & Dam 25

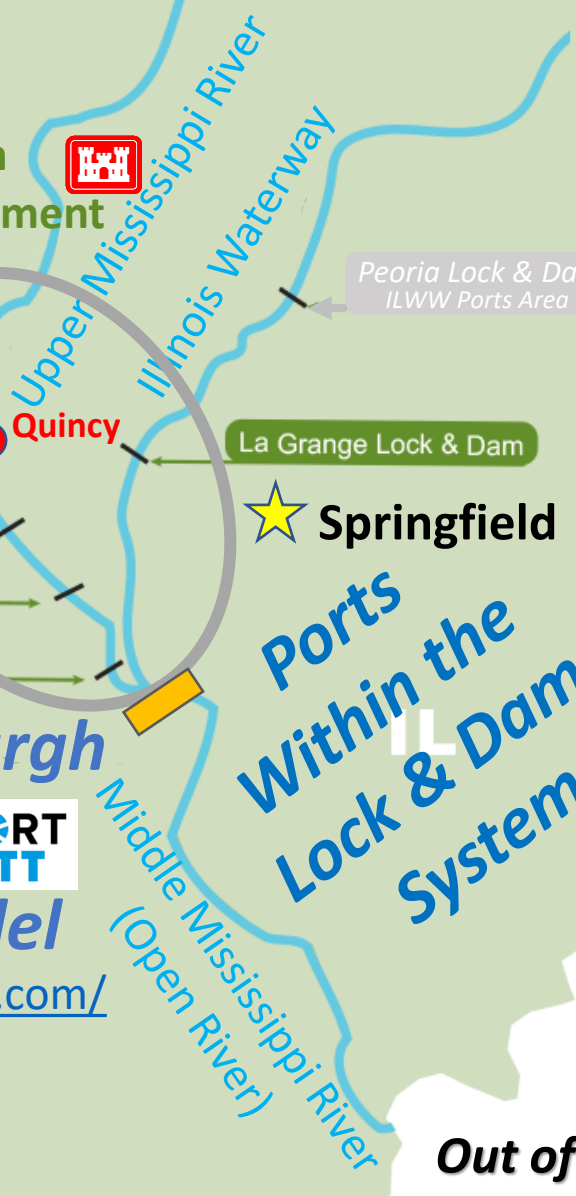
Port of Pittsburgh Commission
PORT PITT
Is a Good Model



<https://www.portpitt.com/>

MO

 Locks & Dam 26



Ports Within the Lock & Dam System

Mid-America Port Commission

Developing better ways for you to move freight



- \$3+ Billion (est.) to Retrofit 6 (of the 7) Locks & Dams with 1200' Locks
- Tens of \$Millions in Ecosystem Restoration Projects

We must make the Mid-America Port Commission's light shine brighter to keep the Navigation and Ecosystem Sustainability Program (NESP) momentum going.

Out of the Shadows & Out From Behind the Scenes

“Would Be Nice Option”

1200' Lock Construction

2020 Capital Investment Strategy Sequence



- Lock & Dam 25
- Lock & Dam 24
- Lock & Dam 21
- Lock & Dam 20

- LaGrange Lock & Dam
- Lock & Dam 22
- Peoria Lock & Dam

TOP PRIORITY

*Assumes Most Efficient Funding
and Most Efficient Delivery*

Constructed Two (+) at a Time (In Pairs)

***All Designed and Constructed in 15-20 Years
(original NESF Feasibility Study)***

***\$>250M Per Year for Construction
in Annual Appropriations on Average***



Illinois Waterway Ports Commission



□ SB46 ILWW Port Commission (11 May)

[Illinois General Assembly - Bill Status for SB0046 \(ilga.gov\)](http://ilga.gov)

➤ Senate **57 Yea** 0 Nays

[10300SB0046 03292023 035000.pdf \(ilga.gov\)](http://ilga.gov)

➤ House **113 Yea** 0 Nays

[10300SB0046 05112023 009000T.pdf \(ilga.gov\)](http://ilga.gov)



Corn Belt Port “Truths”

- Farmers Need a Local Principal Port of Loading
- Farmers Don’t Drive Their Combines to Barges
- Locks are Bridges Between Navigation Pools
- You Can’t Invest in a Port the Doesn’t Exist
- You Can’t Environmentally Mitigate for a Port that Doesn’t Exist
- Local Ports Provide a “Home Port Advantage”





Eight U.S. Top "Linear" Inland Port Regions >15M Tons Each (Served by locks & dams)



96.0 M Tons

163.4 M Tons

+/- 200 Miles Long

The U.S. Coastal and Inland Navigation System

2020 Transportation Facts & Information

Navigation and Civil Works
Decision Support Center
U.S. Army Corps of Engineers

<https://publibrary.planusace.us/#/series/Fact%20Cards>

Alaska at 25%



Hawaii (at the same scale)

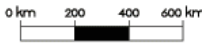


An Association

Locks & Dam 26

ezilon.com

UNITED STATES OF AMERICA



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Director

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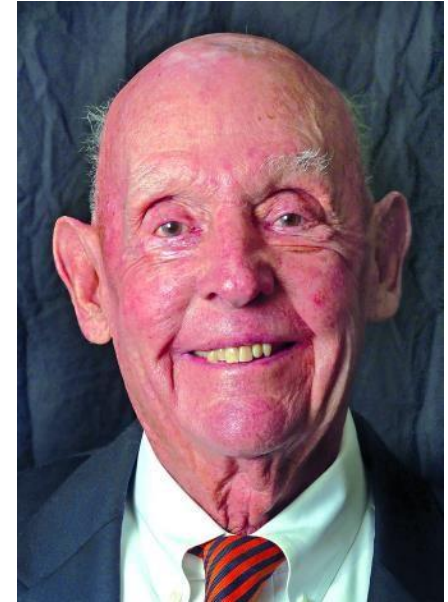
2023 “Moral Infrastructure” Award Recipients



Dan Silverthorn
Chair of the Heart of
Illinois Regional Port
District/Transportation
Coordinator, **Illinois
Waterway Ports**



Denise Bulat
Exec. Dir. Bi-State
Regional Comm./
Trans. Coordinator,
**Upper Mississippi
River Ports (IL & IA)**
Regional Collaboration



Tom Oakley
(Posthumously Awarded)
Chair of the **Tri-State
Development Summit**
Transportation Committee

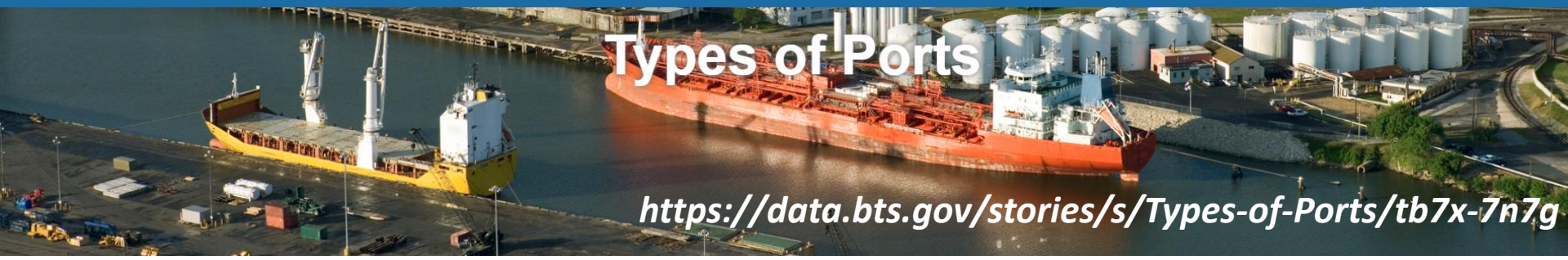
Back-Up Slides

IIWRM is the Foundation of the Corn Belt Ports



***Interagency* Integrated Water Resources Management (IIWRM)** is a process which promotes the coordinated development and management of water, land and related resources in order to maximize economic and social welfare in an equitable manner without compromising the sustainability of vital ecosystems and the environment.

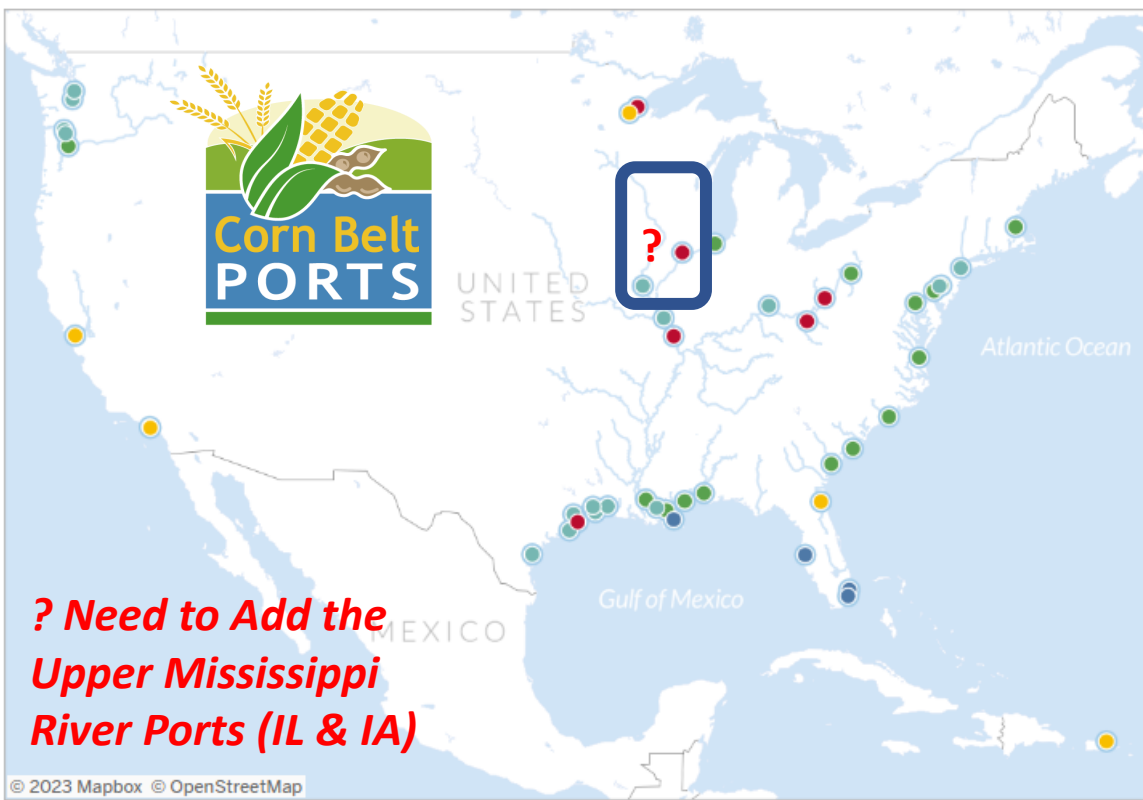
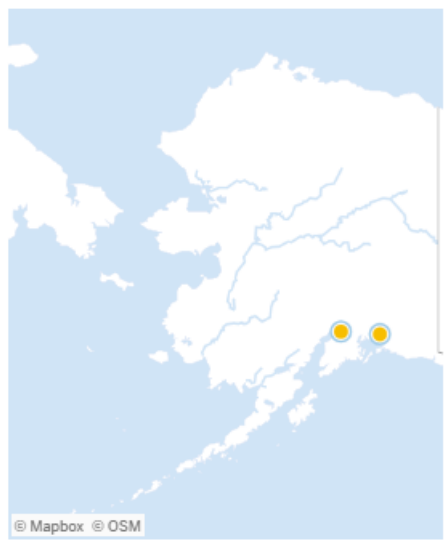
<https://www.gwp.org/en/GWP-CEE/about/why/what-is-iwrm/>



Types of Ports

<https://data.bts.gov/stories/s/Types-of-Ports/tb7x-7n7g>

■ County
■ Municipal
■ Other
■ Special District
■ State
Governance Designation: (All) ▼



NOTES: *County* governments are created to provide general government activities in specified geographic areas. *Municipal* governments are sub-county general purpose governments established to provide general services for a specific population concentration in a defined area. *Special District* governments are established to provide only one or a limited number of designated services (functions) and have sufficient administrative and fiscal autonomy to qualify as independent governments. *Other* includes associations, private port facilities, etc. For additional information on the *Census of Governments*, please visit: [Census of Governments News](#).

SOURCE: *Ports:* U.S. Department of Transportation, Bureau of Transportation Statistics, based upon 2020 data (lastest available), U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, special tabulation as of July 2022. *Governance:* U.S. Department of Transportation, Bureau of Transportation Statistics analysis, based upon the U.S. Department of Commerce, Census Bureau, *Census of Governments* (2017, latest available), available at [Census.gov](#) as of July 2022.

Corn Belt Port “Truths”

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Corn Belt Ports

The Ports Within the Corn Belt's Lock and Dam System

13 Regional Planning Agencies

- Mississippi River (WI) **(MPO)**
- East Central Intergovernmental (IA)
- Bi-State (IL & IA) **(MPO)**
- Southeast Iowa
- Blackhawk Hills (IL)
- Western Illinois
- North Central Illinois
- Tri-County (IL) **(MPO)**
- Two Rivers (IL) **(TSDS Serves as a "MPO")**
- Morgan County (IL)
- West Central (IL)
- Northeast (MO)
- Mark Twain (MO)

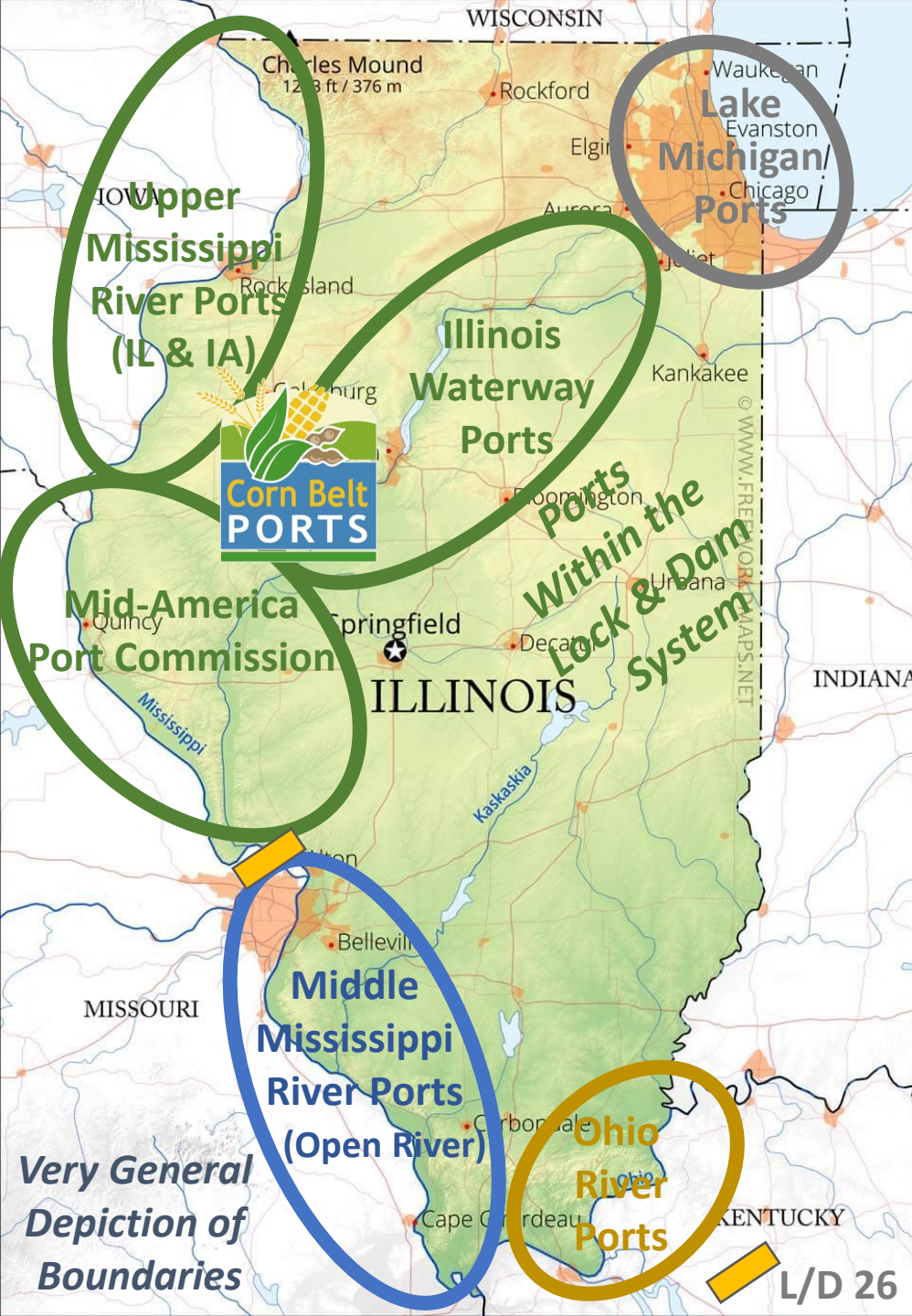
**>50 Riverfront
Counties**

**>10 Regional
Economic
Development
Organizations**

17 City and County Ports

- Southeast Iowa (SIREPA)
- Lewis County Regional Port (MO)
- Marion Ralls County Port (MO)
- Pike Lincoln County Port (MO)
- Upper Mississippi Int'l Port (IL)
- Rock Island Public Dock
- Quincy-Adams County (IL) (MAIA)
- Havana Regional Port (IL)
- Heart of Illinois Regional Port
- Illinois Valley Regional Port
- Ottawa City Port (IL)
- Seneca Regional Port (IL)
- La Crosse (WI)
- Prairie du Chien (WI)
- Red Wing (MN)
- Wabasha (MN)
- Winona (MN)

4 Regional Ports: Mid-America Port Commission; the Upper Mississippi River Ports (IL & IA); Illinois Waterway Ports; and the Northern Grain Belt Ports



Illinois Ports Regions

(Regional Freight Tonnage Matters)

- The Corn Belt Ports are a fundamental and foundational part of the Illinois Marine Transportation System
- The Corn Belt Ports are directly served by and are within the Lock & Dam System
- Most Urban/City Point Ports within the Lock & Dam System went away with the Steamboats
- The Corn Belt Ports are now characterized by distributed terminals (often rural) along the narrow waterways

NAVIGATION AND ECOSYSTEM SUSTAINABILITY PROGRAM (NESP)

KEY FEATURES

NAVIGATION

- New 1200' locks at Locks 20-25 on the Mississippi River and Peoria and LaGrange Locks on the Illinois Waterway. After Lock 25, the next two priorities are LaGrange Lock and Lock 24.
- Mooring cells at 7 locations on both the Mississippi River and Illinois Waterway.
- Switchboats at Locks 20-25 during construction of those locks to aid in navigation.
- Systemic and site-specific mitigation to offset the 1200' lock ecosystem effects.
- All efforts will be funded 65% Federal and 35% Inland Waterway Trust Fund.

ECOSYSTEM

- Fish passage structures at Locks 4, 8, 22, and 26 along with advancement of design for fish passage at Lock 19 all on the Mississippi River (100% Federal Cost).
- Dam point control (for water level management) at Locks 16 and 25 on the Mississippi River (100% Federal Cost).
- Island building, floodplain restoration, backwater restoration, side channel restoration, wing dam and dike modification, and island and shoreline protection (Any project under the ordinary high water mark line is 100% Federal and any project above the ordinary high water mark is cost-shared 65% Federal/35% Non-Federal.)

TIMELINE

- 1993 – Feasibility study begins
- 2004 – Feasibility report completed, Chief's report signed.
- 2005 – Initial receipt of preconstruction engineering design (PED) funding.
- 2007 – Program authorized in WRDA07
- 2008 – Economic reevaluation completed
- 2019 – Navigation-only economic update started and completed
- 2020/2021 - \$9.5M received in the FY20/21 USACE Work Plan for Pre-Construction Engineering and Design efforts.
- 19 January 2022 – Construction new start and \$829.1M construction appropriations received
- March 2022 – FY22 Congressionally Directed Spending totaling \$45.1M
- May 2022 – FY22 Work Plan Appropriations totaling \$12.179M
- December 2022 – FY23 Congressionally Directed Spending totaling \$49.3M
- February 2023 – FY23 Work Plan Appropriations totaling \$18.379M



26 Years

3 Years

CURRENT PROGRAM STATUS

FY22 ACHIEVEMENTS

Navigation

- Lock 25 new 1200' Lock Lockwall Modifications Construction Contract Award.
- LaGrange new 1200' Lock 5%-35% Architect/Engineer design task order awarded.
- Mooring facility (7 total) Architect/Engineer task Architect/Engineer design task order awarded.
- Moore's Towhead Systemic Mitigation project design completed.
- Lock 14 mooring cell design completed.

Ecosystem

- Lock and Dam 22 Fish Passage 35%-100% Architect/Engineer design task order awarded.
- Lock and Dam 22 Fish Passage pre-construction fish monitoring activities.
- Initiation of 8 new ecosystem project implementation reports.
- Partner consultation
- Pool 2 Wingdam/Dike Modifications design completed.

FY23 PRIORITIES

Navigation

- Lock 25 new 1200' Lock Early Contractor Involvement contract solicitation.
- LaGrange new 1200' Lock 35%-100% design task order award.
- Moore's Towhead Systemic Mitigation project construction contract award.
- Lock 14 mooring cell construction.
- Pool 4 islands systemic mitigation construction contract award.

Ecosystem

- Lock and Dam 22 Fish Passage design and continued pre-construction fish monitoring activities.
- Pool 2 Wingdam/Dike modifications construction.
- Starved Rock Breakwater construction contract award.
- Twin Island Shoreline Protection construction contract award.
- Alton Pool Shoreline Protection/Habitat construction contract award.
- Formal partner consultation
- Planning implementation report development for the 8 ecosystem projects initiated in FY22.

PROGRAM FUNDING

Funding Type	Total Received
Bi-Partisan Infrastructure Law of 2022	\$829.1M - \$732M for Lock 25 New 1200' Lock and \$97.1M for Lock and Dam 22 Fish Passage
FY22 Congressionally Directed Spending	\$45.1M - \$27.1M for Navigation Projects and \$18M for Ecosystem Projects
FY22 USACE Work Plan	\$12.179M for Systemic Mitigation Efforts
Funding Type	Total Received
FY23 Congressionally Directed Spending	\$49.3M for LaGrange New 1200' Lock Design
FY23 USACE Work Plan	\$18.379M for Ecosystem Projects



TIMELINE

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MARC 2000 (1992-2006)



WATERWAYS
COUNCIL, INC.

2009 American Recovery & Reinvestment Act (ARRA)



- 2020/2021 - \$9.5M received in the FY20/21 USACE Work Plan for Pre-Construction Engineering and Design efforts.
- 19 January 2022 – Construction new start and \$829.1M construction appropriations received ← **Infrastructure Investment and Jobs Act (IIJA)**
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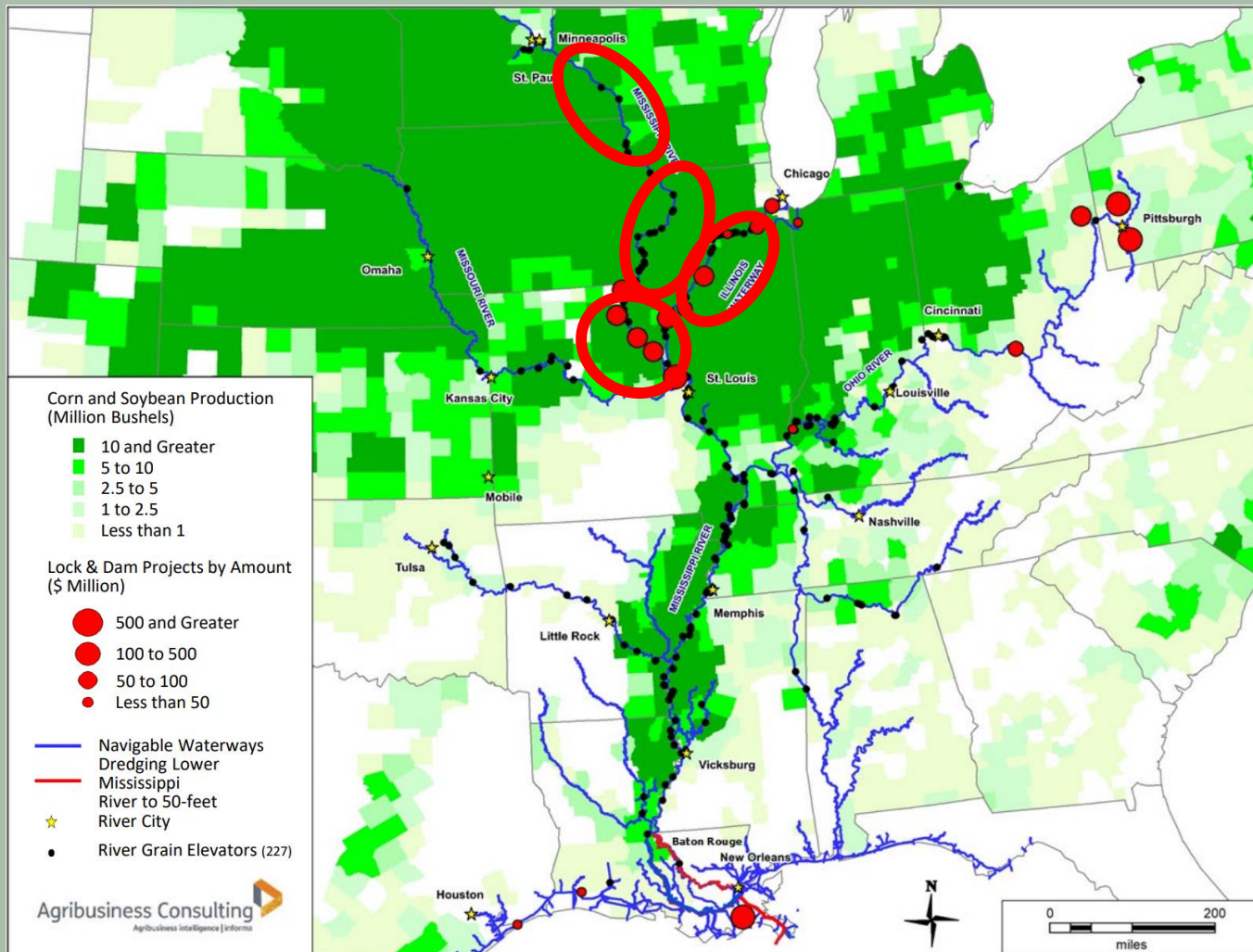
26 Years

3 Years

We (a big collective we) were determined not to let the opportunity pass us by like we did with the American Recovery and Reinvestment Act of 2009 (ARRA), which resulted in 10 years of Nothing.

America's Heartland Requires a Reliable Transportation Corridor

<https://www.ams.usda.gov/services/transportation-analysis/inland-waterways-report>





Ranking Of States That Produce The Most Corn

United States 14,182,479,000

Rank	State	2020	% Of U.S.
1	Iowa	2,296,200,000	16.19%
2	Illinois	2,131,200,000	15.03%
3	Nebraska	1,790,090,000	12.62%
4	Minnesota	1,441,920,000	10.17%
5	Indiana	981,750,000	6.92%
6	Kansas	766,480,000	5.40%
7	South Dakota	729,000,000	5.14%
8	Ohio	564,300,000	3.98%
9	Missouri	560,880,000	3.95%
10	Wisconsin	516,780,000	3.64%



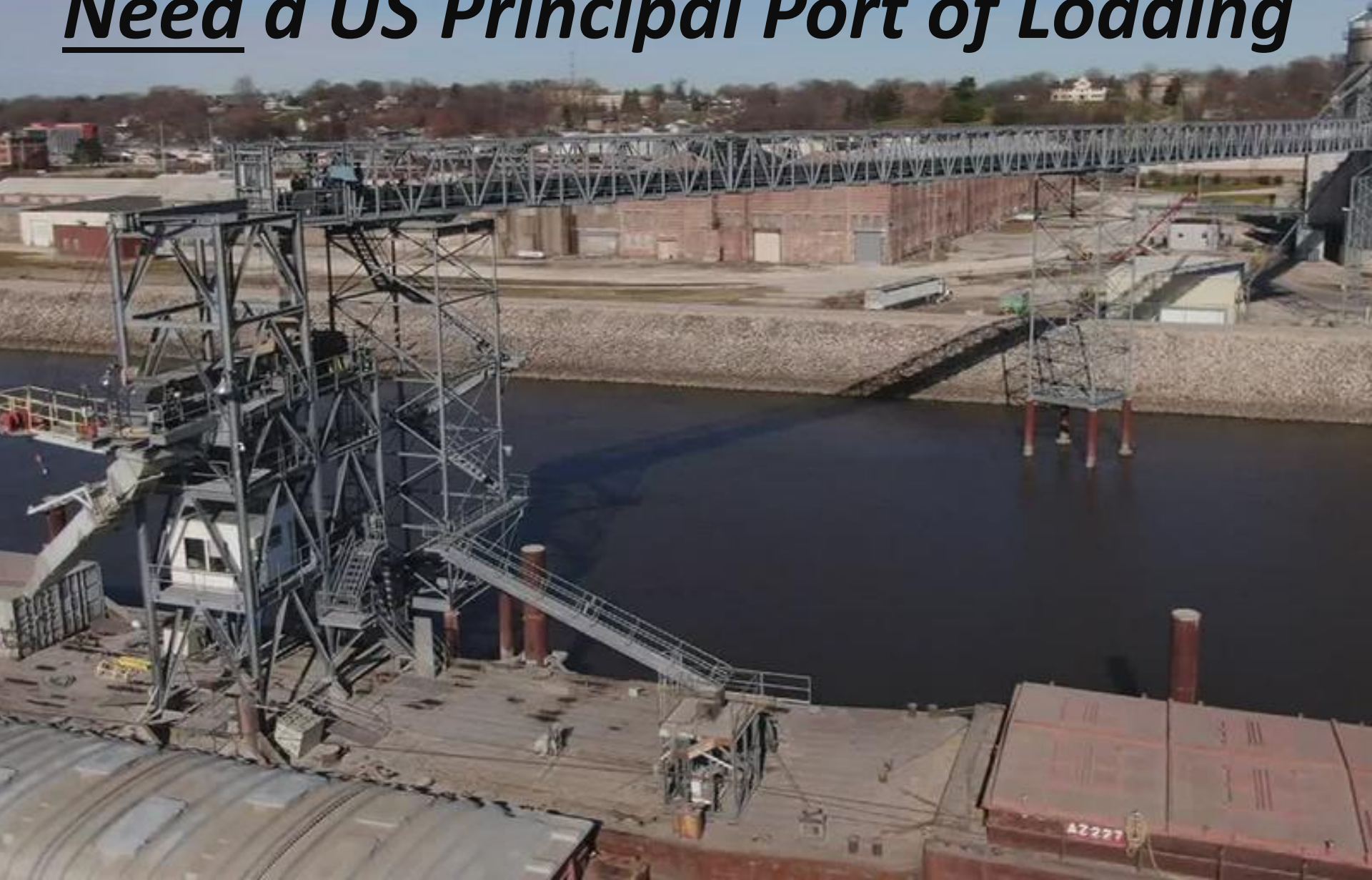
Over 50% of U.S. Production



Directly Served by the Corn Belt's Lock and Dam System (Nearly 50% of U.S. Production)

<https://beef2live.com/story-states-produce-corn-0-107129>

***Farmers in the Heart of the Corn Belt
Need a US Principal Port of Loading***



Corn Belt Ports Definition

Simply, ***the Ports Within the Corn Belt's Lock and Dam System***

The Corn Belt Ports include regional ports, harbors, joint harbors, port districts, port authorities, port commissions, county ports, city ports, township ports, economic development authority ports, statistical port districts, port statistical areas, public docks, small boat harbors, private ports, and private terminals. We refer to the collection of them as the Corn Belt Ports.

The Original Challenge: How do you take these individual bits and pieces and turn them it into a coherent regional ports system that could easily be understood and recognized by federal resource agencies in advance of the anticipated Bipartisan Infrastructure Bill?

Corn Belt Ports

(Above Locks and Dam 26)

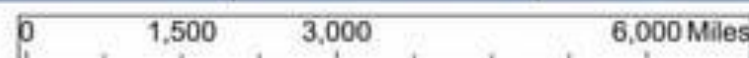
Ports
Within the
Lock & Dam
System

- All are Federal Port Statistical Areas (PSAs)
- All are Top 50 Leading U.S. Ports Based on Tonnage (Goal)
- All are Top 10 Inland Ports Based on Tonnage (Goal)
- Maintains Urban & Rural Focus (Support Urban & Rural Terminals)
- Centered on Interstate Highway Intersections
 - Mid-America Port Commission (I-72 - Two Crossings)
 - Upper Mississippi River Ports (IL & IA) (I-74, I-80, I-280)
 - Illinois Waterway Ports (I-474, I-74, I-180, I-39, I-55, I-80)
 - Northern Grain Belt Ports (I-90)
- Aligned with existing Regional Planning Agencies
- Aligned with existing Metropolitan Planning Organizations
- Takes a Regional Multi-Modal Transportation Systems Approach
- Served by Locks & Dams (vs. Open River) (Within the L/D System)
- Aligned with USACE (Corps) District Responsibilities (Generally)
- Improves Upon on the Successful Ohio River Model (Pittsburgh)
- Honors Existing Port Organization Jurisdictional Boundaries
- Regional PSAs Similar in Size (+/- 200 River Miles & 15 Counties)
- Includes State, County & City Authorized Ports in the PSA
- Encourages Stakeholder Groupings Around PSAs
- Encourages Regional Transportation Planning Around PSAs
- Encourages Sustainability Planning Around PSAs
- Are Open and Transparent Organizations

 Locks & Dam 26



America's Marine Highway Routes



Map updated - June 2020

- Marine Highway Routes
- Impacted States

Projection: WGS 1984 Web Mercator Aux. Sphere

1. International Boundaries: IPUIS
2. Bathymetry Data: Michael Baker International

Exhibit 60: Total Contributions from State Commodity Production for Exports via Inland Waterways, 2016

State	Commodity	Employment	Labor Income (\$ Million)	GDP (\$ Million)	Output (\$ Million)
Arkansas	Corn	1,171	\$32.9	\$49.1	\$154.8
	Soybean	7,805	\$562.7	\$746.4	\$1,433.4
	Total	8,976	\$595.5	\$795.6	\$1,588.2
Illinois	Corn	8,684	\$279.4	\$622.5	\$1,880.5
	Soybean	9,960	\$371.2	\$1,062.8	\$2,946.7
	Total	18,644	\$650.6	\$1,685.3	\$4,827.2
Indiana	Corn	1,654	\$55.0	\$96.8	\$291.6
	Soybean	4,377	\$259.9	\$454.8	\$1,036.7
	Total	6,031	\$314.9	\$551.6	\$1,328.3
Iowa	Corn	812	\$37.7	\$68.5	\$221.8
	Soybean	10,137	\$1,036.2	\$1,408.0	\$3,038.2
	Total	10,949	\$1,073.8	\$1,476.6	\$3,260.0