

MVTTC World Trade & Transport Conference

February 8, 2018



STC's Top 10 Most Wanted List

- Maintenance and rehabilitation of locks and dams to significantly reduce the potential for unexpected, widespread, and prolonged failure. Priority should be devoted to ensuring the reliability of locks and dams along the nation's inland waterways. Available funding for new construction of locks and dams should be directed first to locks and dams 20-25 on the Mississippi River.
- Dredging the lower Mississippi River between Baton Rouge, Louisiana, to the Gulf of Mexico to 50 ft.
- Ensuring the Columbia River shipping channel from Portland, Oregon, to the Pacific Ocean is maintained at no less than 43 ft.
- Permit six axle, 91,000 lbs. semis to operate on the interstate highway system.
- Increase the federal tax on gasoline and diesel fuel by ten cents a gallon and index the tax to inflation. Ensure rural areas receive proportionate, sufficient funding from the fuel tax increase.
- Provide greater predictability and reliability of funding for the locks and dams along the inland waterway system.
- Provide block grants to states to replace the top twenty most critical rural bridges.
- Provide grants to states to implement rural bridge load testing projects to more accurately diagnose which bridges are sufficient and which bridges are deficient.
- Ensure full utilization of the Harbor Maintenance Trust Fund for port improvement initiatives.
- Permanent (or at least multi-year) extension of the short line railroad tax credit.

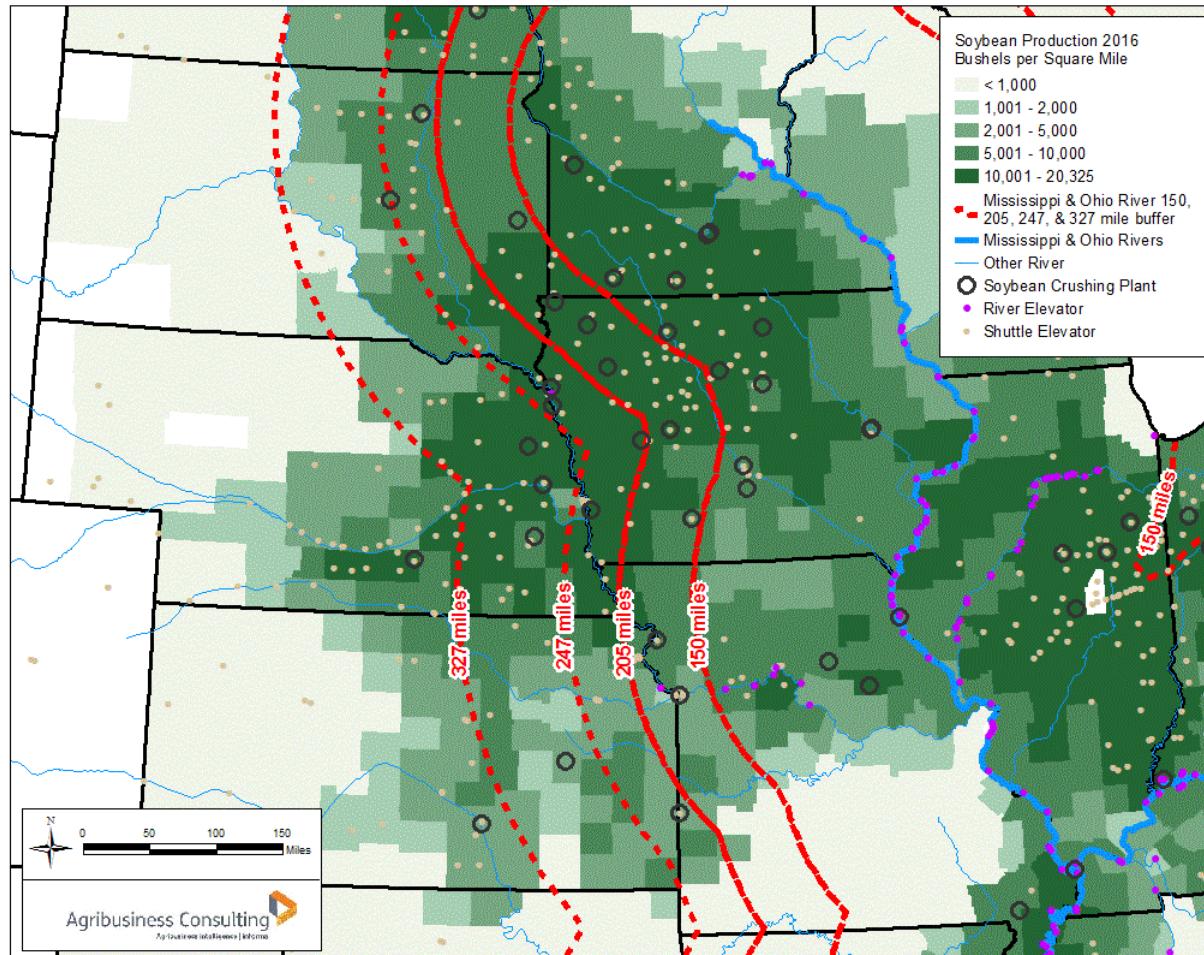


The Soy Transportation Coalition – Farmer funded & farmer led

Established in 2007. Comprised of the Michigan Soybean Promotion Committee, 12 other state soybean organizations, the United Soybean Board, & American Soybean Association.



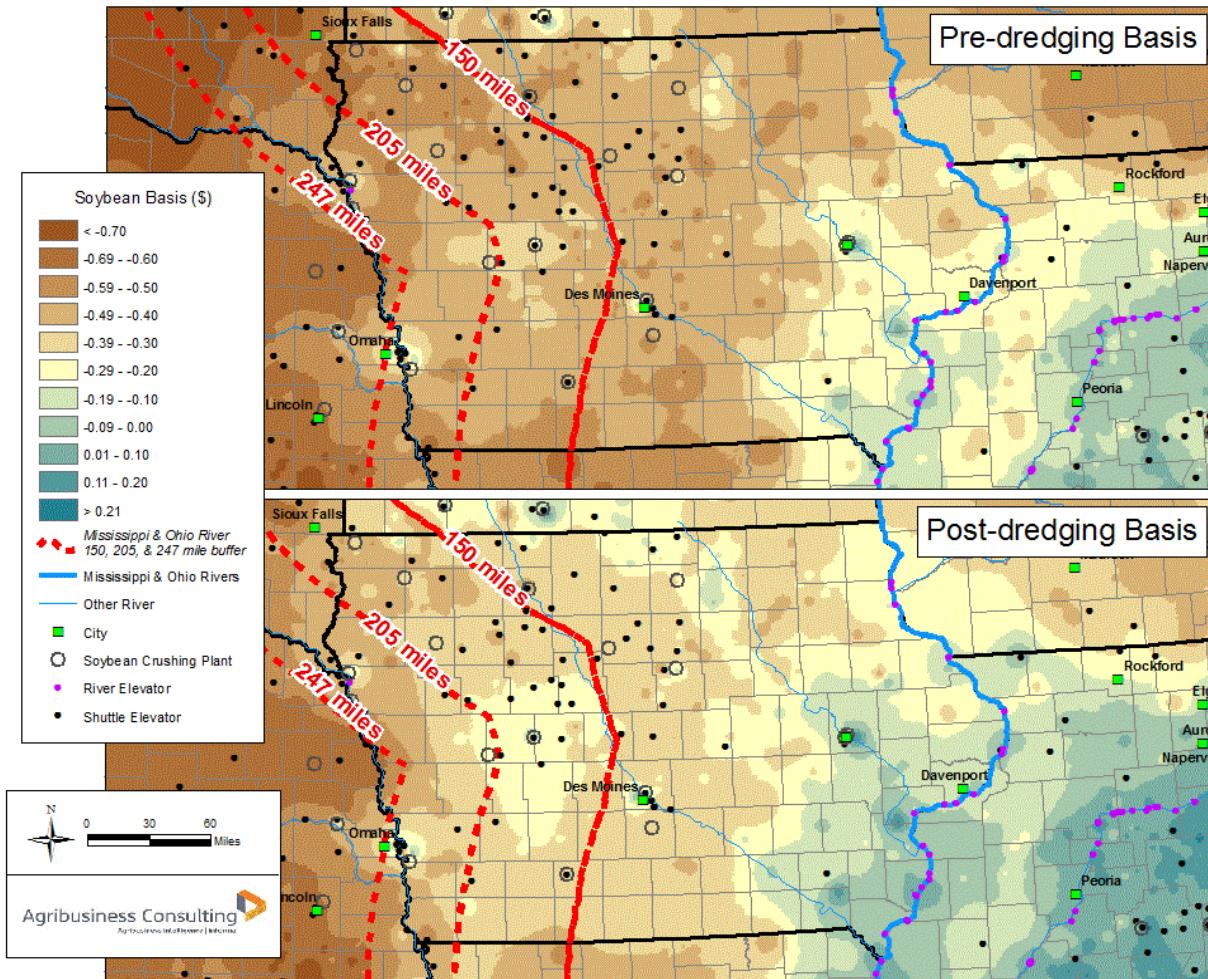
Dredging Lower Mississippi River: Impact on Midwest Agriculture



Increased draw area to the inland waterways due to lower MS River deepening.



Dredging Lower Mississippi River: Impact on Midwest Agriculture



Iowa farmers would receive \$71.5 million more for the value of their soybean post dredging the lower MS River.



Funding approach for locks & dams – A recipe for cost overruns, inefficiency

- **How we allocate money is just as important as how much money we allocate.**
 - Cost overruns & project delays should not be viewed as unintended consequences but rather as predictable outcomes.
 - We endeavor to construct expensive, multi-year infrastructure projects via unpredictable annual appropriations.
 - Could it ever be possible for the legislative process for improving locks & dams to resemble surface transportation?



Thank You

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