

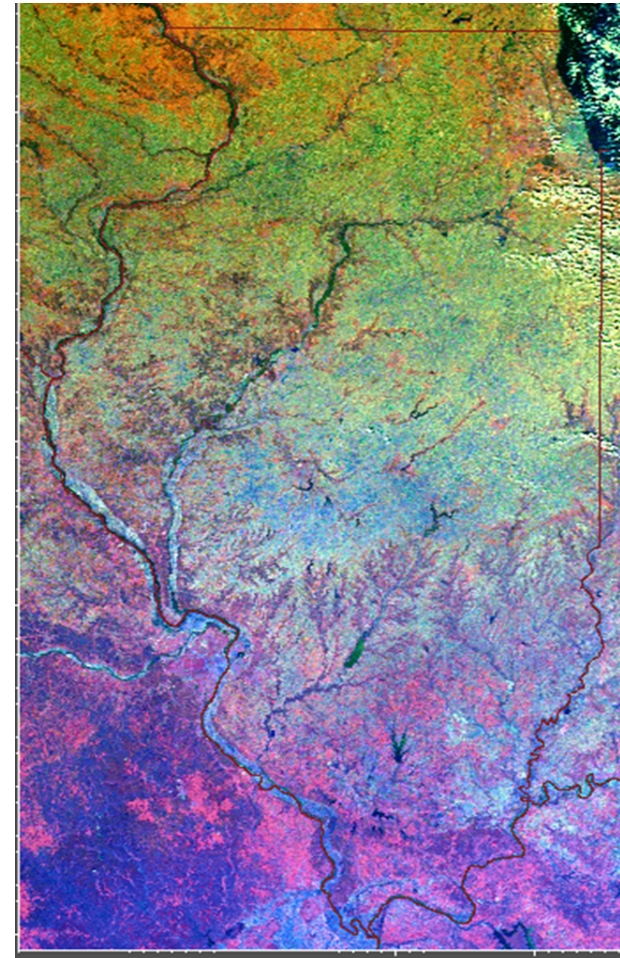
April 28, 2011 – Report to the
Mid-America Freight Coalition



BACK STORY



- **Agriculture accounts for 31% of all ton-miles of transportation in US (2007)**
- **46% of IL crops exported**
- **Wealth of water resources**
- **Major federal transportation programs pending**



ILLINOIS FARM BUREAU®



- 400,000+ members
- Leadership—operating farmers
- Our transportation policies
 - Mature & strong on waterways
 - Less well-developed on surface transportation issues



PRELIMINARY



- **Need better understanding of surface transportation issues, impacts and solutions**
- **Issue bigger than IFB**
 - trends—beyond agriculture
 - scope—beyond state boundaries
- **Not limited to a coalition**

TRANSPORTATION VISION



Illinois Farm Bureau will play a leading role by:

Advancing the development and implementation of solutions for agricultural transportation needs and issues, and by promoting and facilitating discussion, planning and coordinated advocacy among the Midwest's freight transportation interests.

WHY HOLD A SUMMIT?



- Work toward our vision
- Build rapport across industry types
- Identify major problems and alternative solutions & industry acceptance
- Better round-out our own policies on transportation

 ***ACTION***

INVITEES

Shippers / Carriers

Agriculture / Non-Ag

Railway / Waterway / Highway



GROUNDWORK



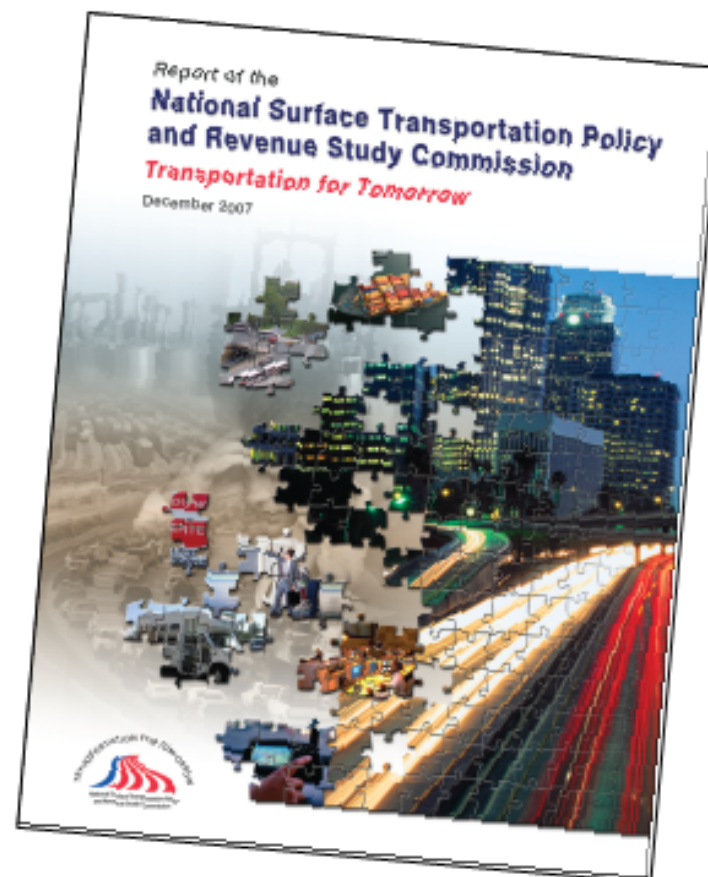
- **Visioning Committee**
 - Made up of diversity of interests
 - Heard from industry experts
 - Identified major issues
 - Developed draft concepts
 - Led discussion with larger group
- **Drew from earlier studies**

EARLIER STUDIES

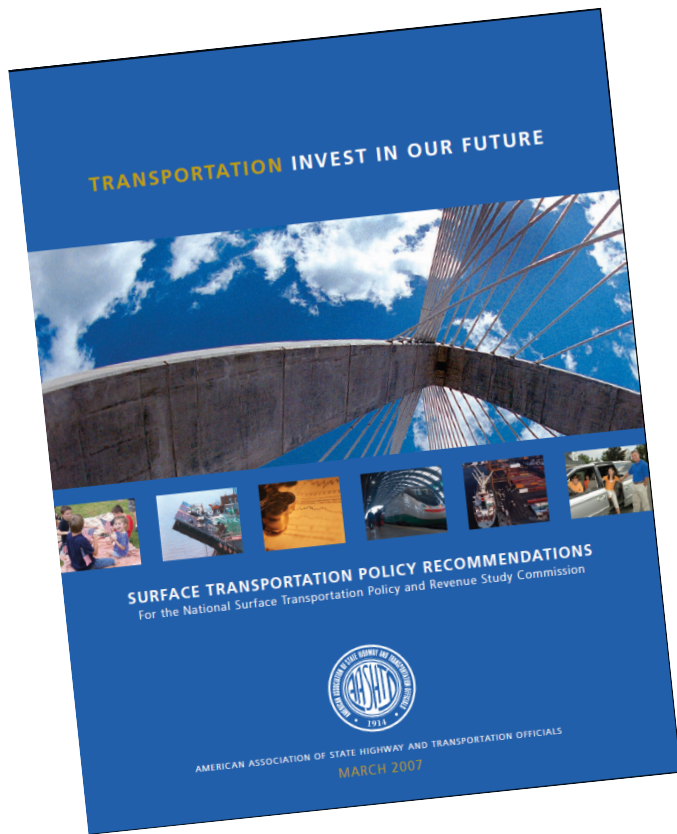


Report of the
**National Surface
Transportation Policy
and Revenue Study
Commission**

December 2007



EARLIER STUDIES



Transportation: Invest in our Future Surface Transportation Policy Recommendations

March 2007

AASHTO

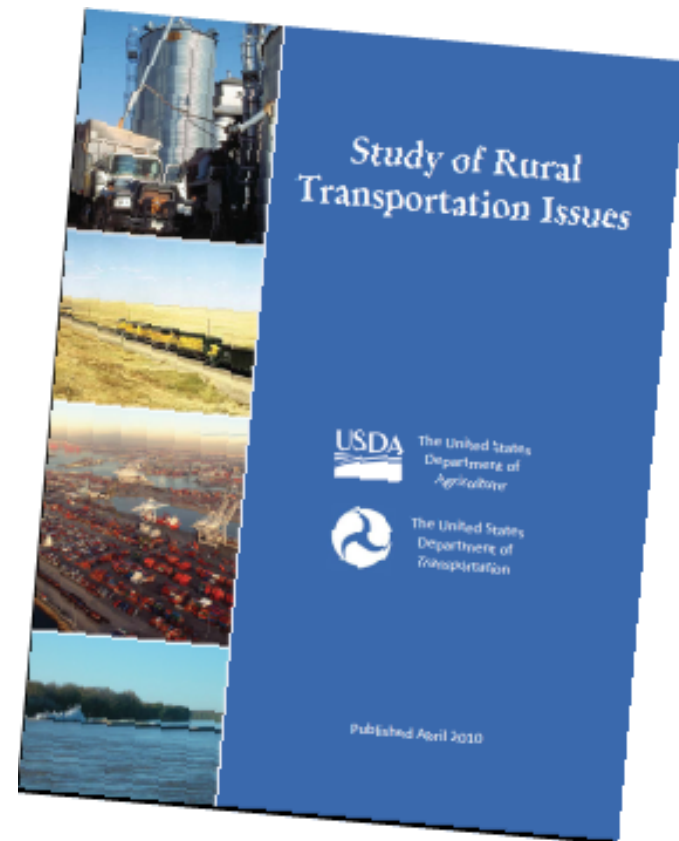
EARLIER STUDIES



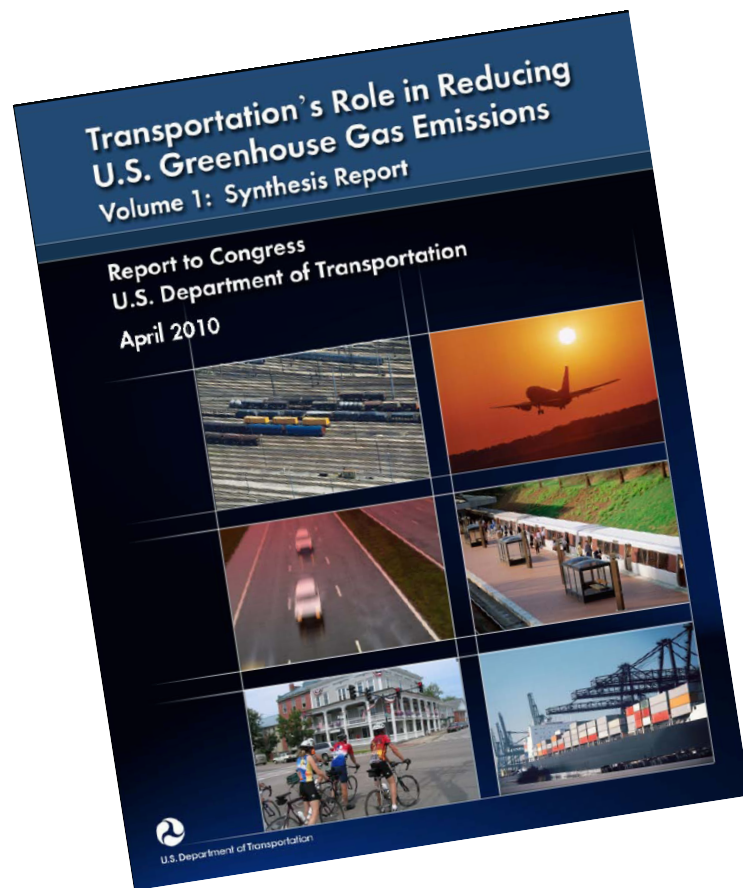
Study of Rural Transportation Issues

April 2010

USDA & US DOT



EARLIER STUDIES



Transportation's Role in Reducing U.S. Greenhouse Gas Emissions

March 2010

US DOT

PROCESS



- **Draft recommendations presented to full summit**
- **Additions / Deletions / Amendments**
- **Asked to rate level of agreement**

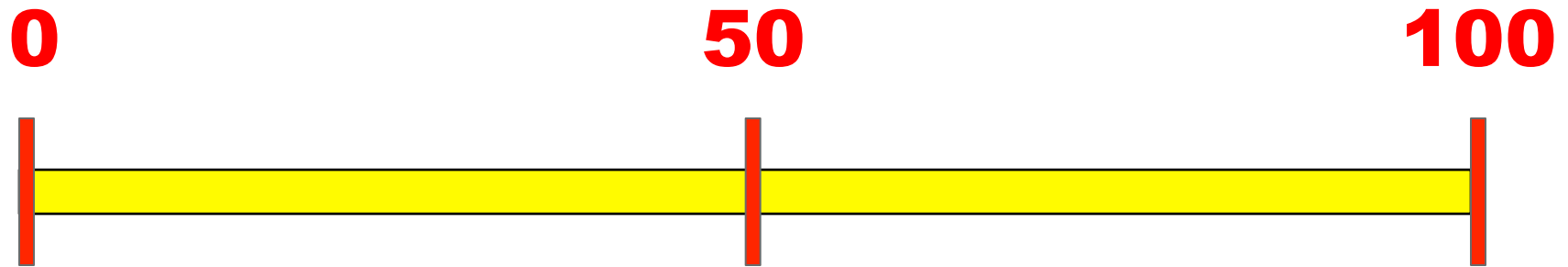
RATING



- **Strongly agree** **+2**
- **Agree** **+1**
- **Neutral** **0**
- **Disagree** **-1**
- **Strongly disagree** **-2**



WEIGHTED INDEX



Unanimous
strong
disagreement

Balanced
controversy

Unanimous
strong
agreement



REPORT



Segmented into:

- **VISION**
- **FINANCE**
- **EDUCATION**

(Selected items only)

VISION

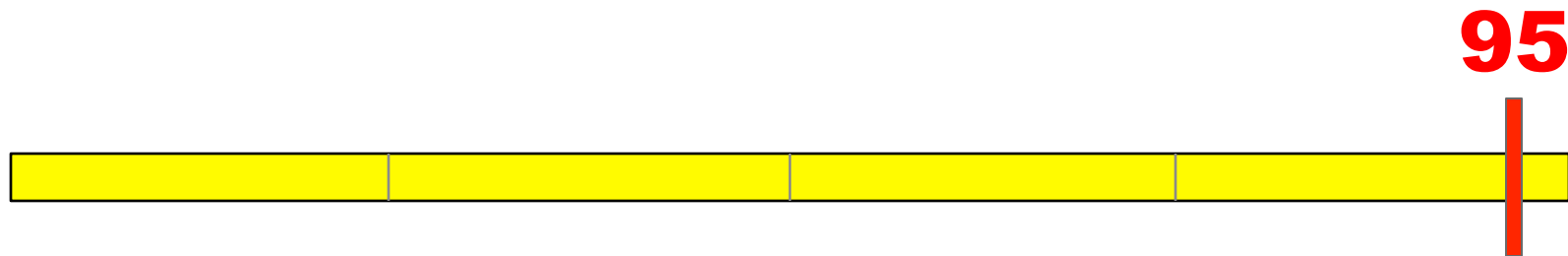


TRANSPORTATION PLAN



The nation needs an overarching plan covering all transportation options.

Difficult—still segmented by mode

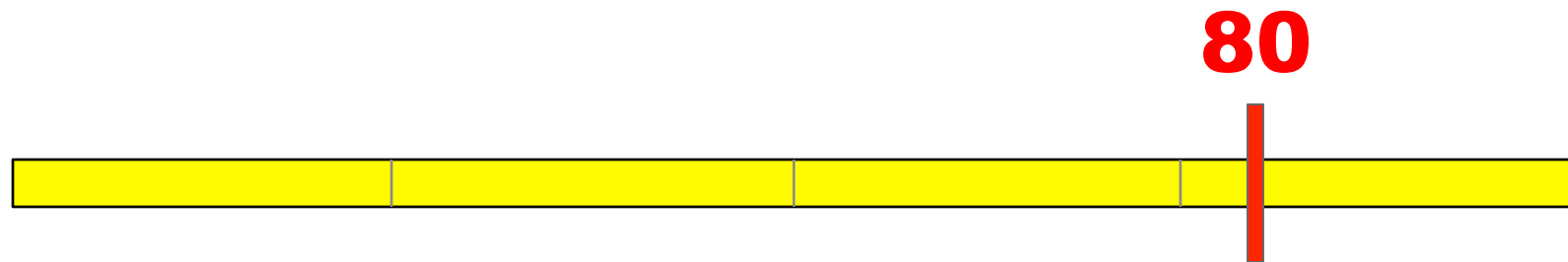


CONSOLIDATE PROGRAMS



Consolidate the (108) federal program categories to fewer, broader categories.

Administration's proposal rolls 50 into 5

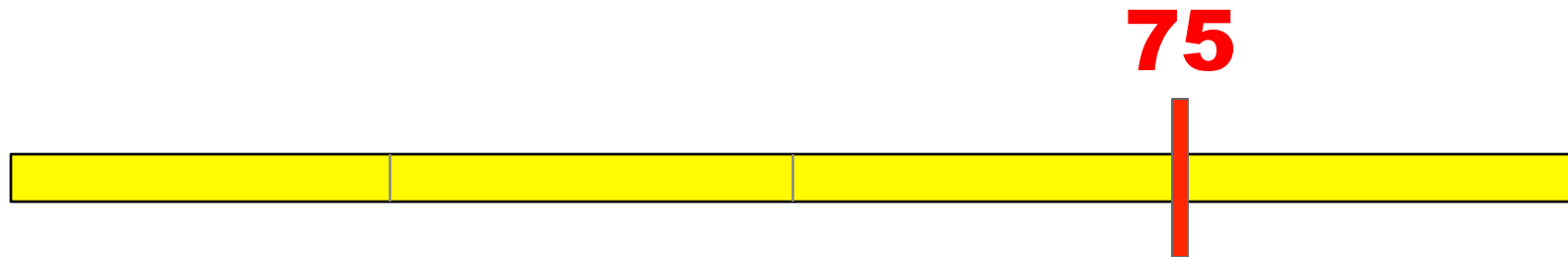


PUBLIC / PRIVATE PARTNERSHIPS



Look to public/private options to help leverage public funds and private investment.

New catch phrase in infrastructure funding

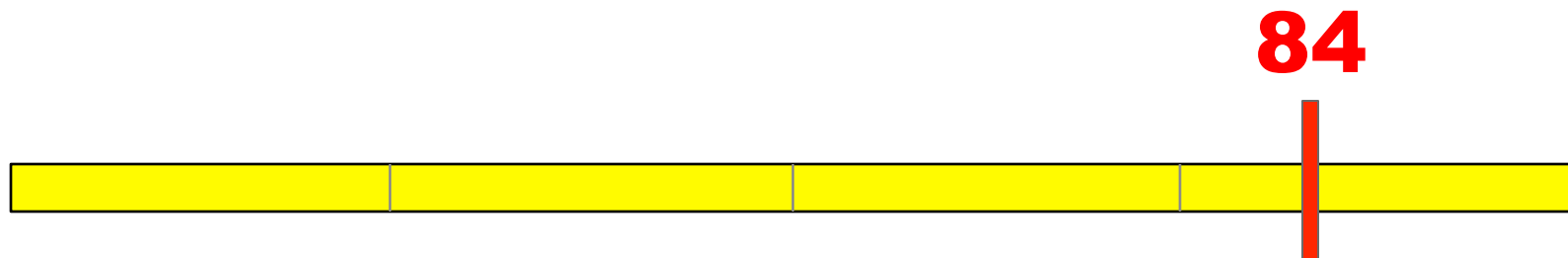


EXPORT PRIORITY



The Administration has set a goal of doubling exports by 2015. If we're to do that, adding freight capacity is a priority.

Freight to increase by 75% by 2035



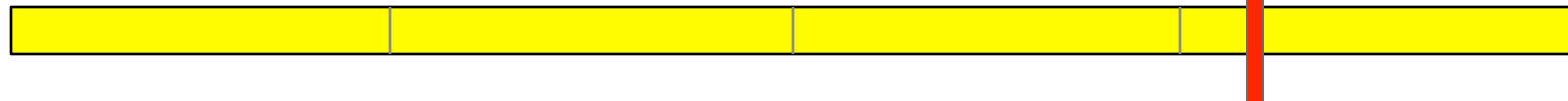
IMPORT / EXPORT



Import / export capacity should be considered as a system.

Ports and surface routes to ports

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STREAMLINE PROJECT DELIVERY



Streamline the project delivery process to avoid:

- Lost opportunity
- Inflation of construction costs
- Delayed benefits

Highways 13 yr. – Transit 10 yr. – EIS 54 to 80 mo.

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EDUCATION



COMMITMENT TO ACTION



Ensure that policymakers understand that if they commit to action, it will:

- Curtail infrastructure deterioration
- Save lives
- Provide congestion relief
- Keep America competitive
- Avoid construction cost increases due to delays
- Make transportation policy a job creator

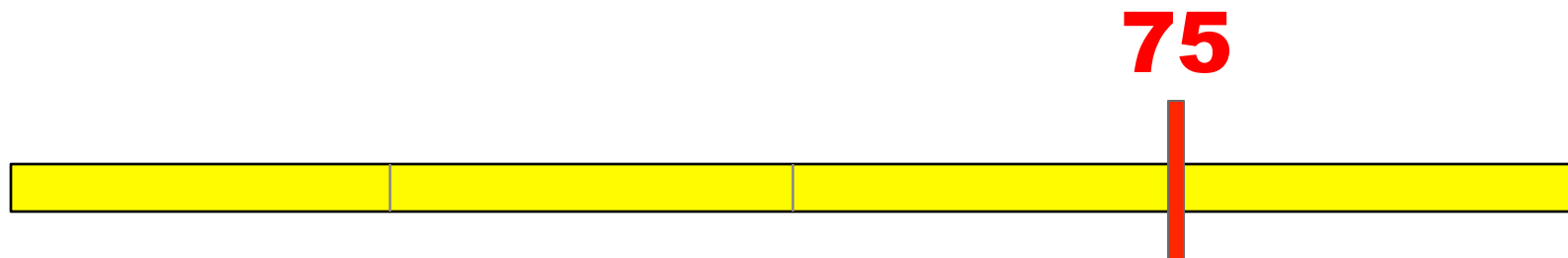
85



TRANSPORTATION REFLECTS ECONOMY



Ensure policymakers and the public understand that transportation needs and costs reflect a vibrant economy and a high quality of life.

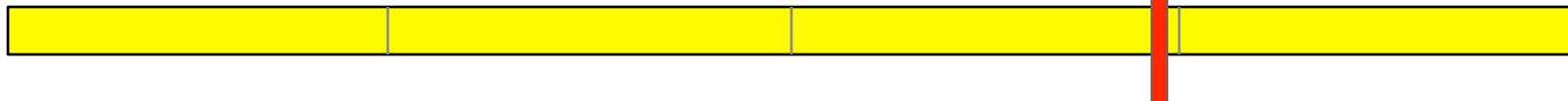


INTERCONNECTIVITY



Ensure policymakers and the public understand the importance of interconnectivity between modes.

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FINANCE



NO DIVERSIONS



Ensure that the Highway Trust Fund receives the full amount of the taxes levied for highway use.

Currently supplemented from GRF

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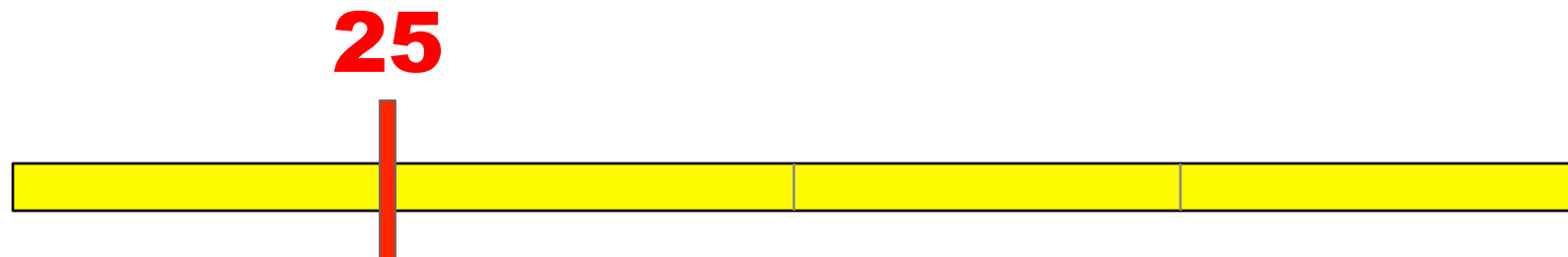
(TO SHOW THE INDEX WORKS)



MFT INCREASE

Phasing in an increase of the Federal MFT over the next 5 years, after which it should be indexed to inflation.

How to pay will stymie package agreement



(TO SHOW THE INDEX WORKS)

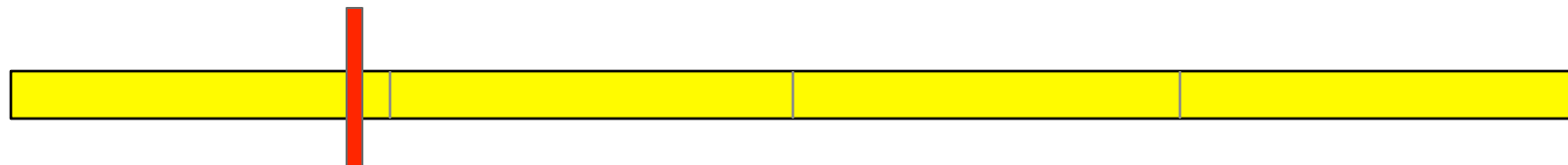
MILEAGE-BASED FEE



Consider a mileage-based fee.

Public concern over tracking whereabouts

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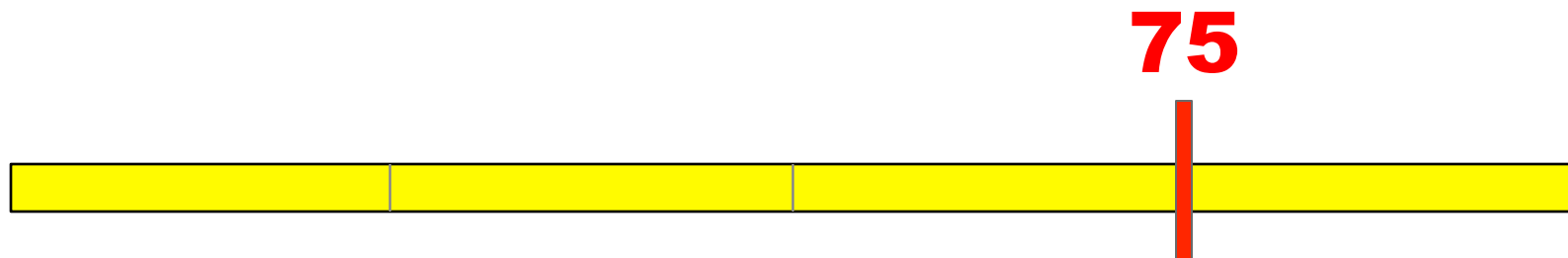
NAVIGATION PROJECTS



Prioritize the completion of navigation projects across the entire system.

- Prioritize sequencing
- Improve Corps project management
- Include funding mechanism

Capital Development Plan

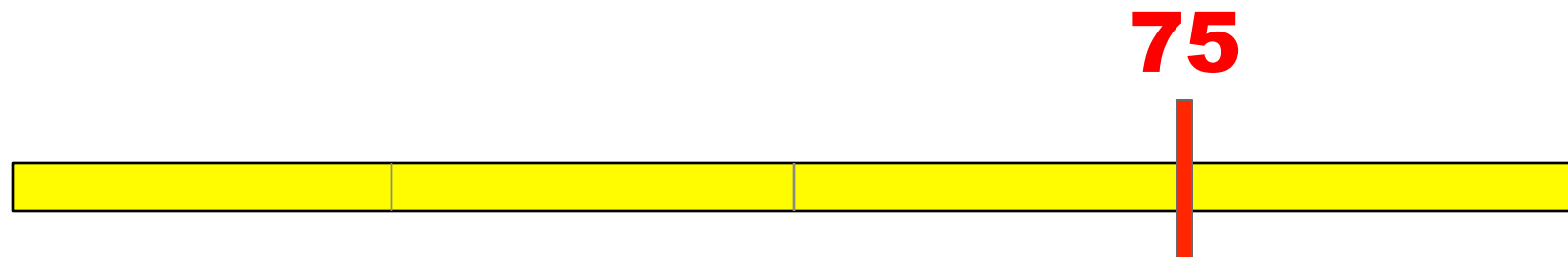


MFT RELIANCE



Continue to rely on the MFT to finance highway programs in the short- and medium-term.

Recognize need for long-range options

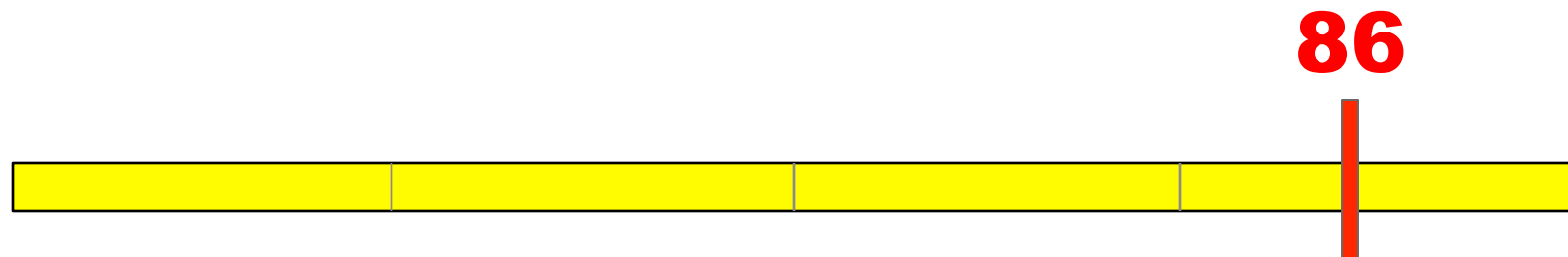


HTF SOLVENCY



Keep the federal Highway Trust Fund solvent.

Imperative for nation's economy



TAX CREDITS



Support investment tax credits for private sector investment in expansion of off-highway freight transportation infrastructure.

Endorses PPP and Off-Highway movements

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SUMMIT SUMMARY

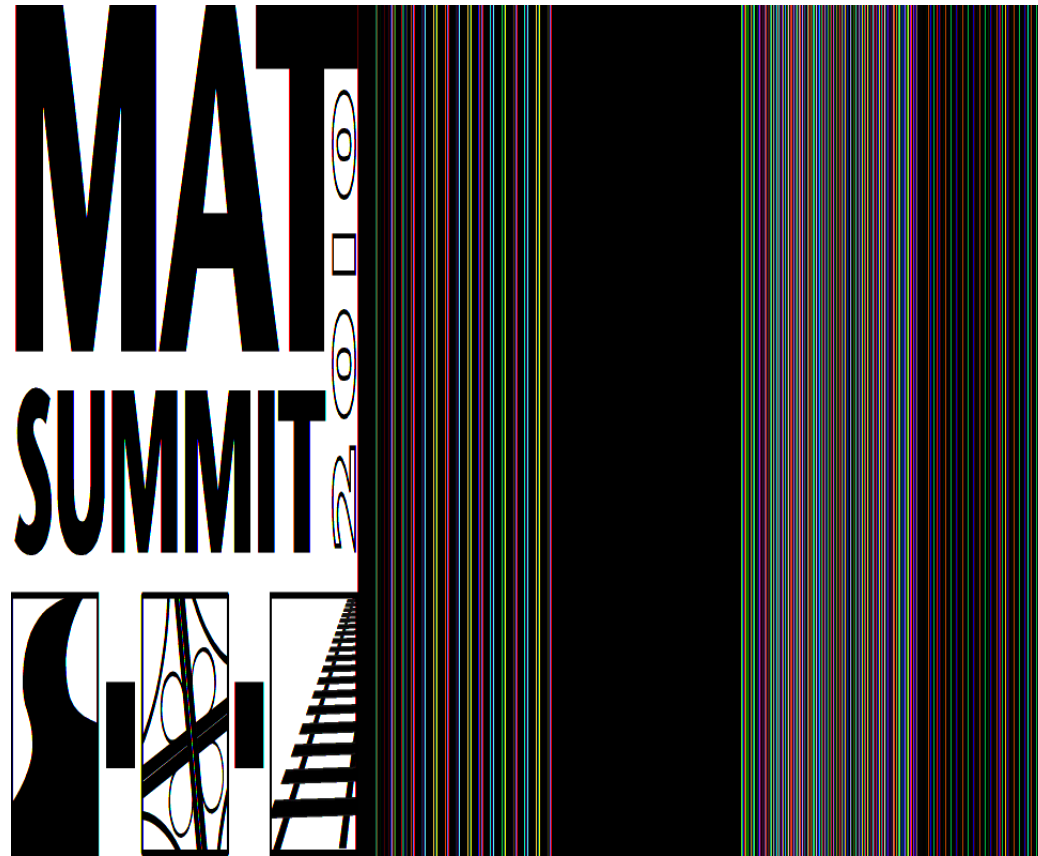


Strong agreement on overarching philosophies

Specifics raise differences

Difficult to overcome mode-centric programming

Funding – Funding - Funding



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AG ISSUES

ILLINOIS



WATERWAYS

New 1200' locks

Lock maintenance

Asian Carp

Levee certification



HIGHWAYS

80,000# trucks

Motor Carrier Safety Regulations

Funding



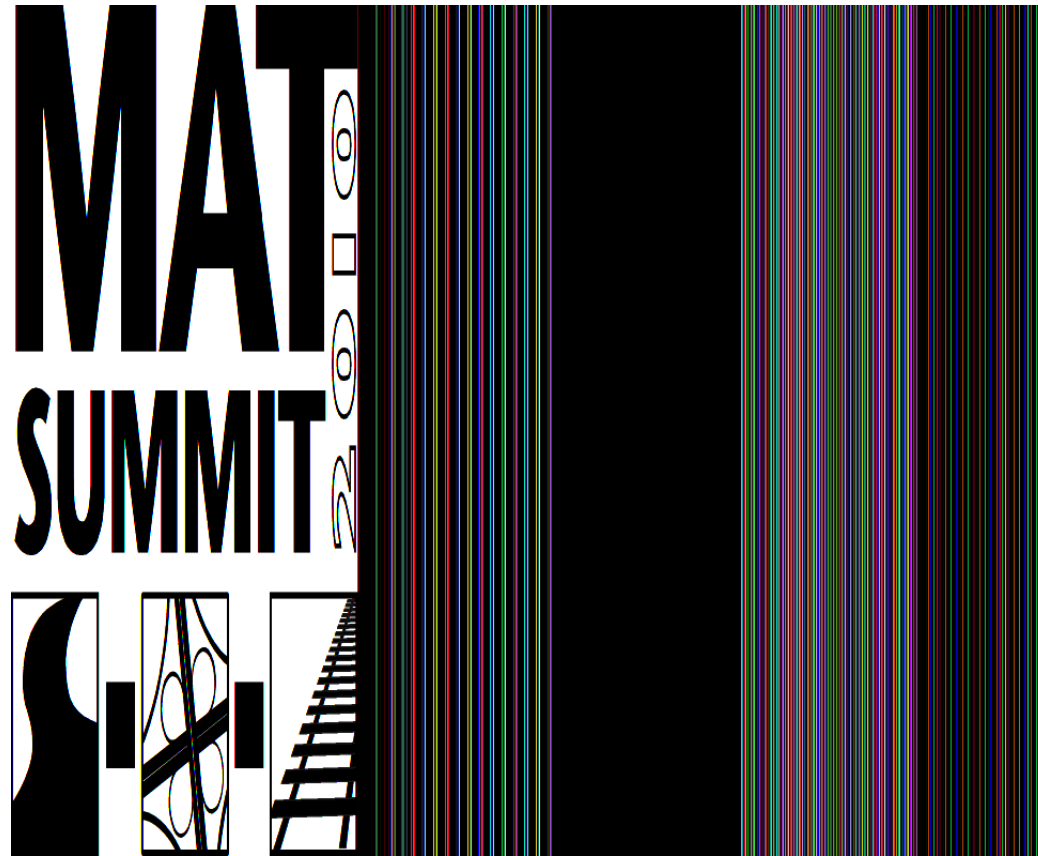
RAILWAYS

CREATE

High Speed Rail

Crossings





Illinois Farm Bureau®

Kevin Rund

