Mississippi River Action Plan: Workshop Summary

Prepared for the Iowa Department of Transportation

HDR Engineering, Inc.

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Mississippi River Action Plan: Workshop Summary

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Workshop Summary

Workshop Overview

The Iowa Department of Transportation (DOT) hosted a one-day workshop to engage a range of stakeholders in the planning process for the Mississippi River Action Plan. The workshop was held on Thursday, July 27th, 2013 in Bettendorf, Iowa, and consisted of three interactive exercises with a goal of consolidating the variety of stakeholder issues, concerns and priorities into a recommended pilot project for the Iowa DOT. The pilot project was framed as a project that would test new funding mechanisms and/or new partnerships, possibly in line with the 2013 Water Resources Development Act, to repair and/or modernize the Mississippi River inland waterway system.

Attendees included a variety of area stakeholders including representatives from state Departments of Transportation, the U.S. Army Corps of Engineers, elected officials from states bordering the Upper Mississippi River, industries related to freight transportation, and special interest groups.

Outreach

Invitees

A list of 206 area stakeholders, including representatives from state Departments of Transportation, the U.S. Army Corps of Engineers, elected officials, industries related to freight transportation, and special interest groups (Appendix A, Invitation Mailing List), was created by the Iowa DOT and HDR Engineering, Inc. (HDR). A direct mail invitation letter was distributed to 133 of the invitees on June 7th and an email invitation was sent to 169 of the invitees on June 10th (Appendix B, Example Workshop Invitations); some invitees received both a direct mail and email invitation. Email reminders were sent on June 18th and June 25th.

MindMixer Interactive Website

All invitees were invited to visit and participate on the project's interactive website at www.IowaLockandDamActionPlan.com. This site was used to engage stakeholders and generate conversation and initial feedback prior to the workshop. Several reference documents could be found on the site, including the workshop agenda, workshop handout, versions of the *U.S. Inland Waterway Modernization: A Reconnaissance Study*, as well as links to the Iowa DOT website and other informational sources.

The site utilized a MindMixer platform; anyone could visit the site and view documents, but were asked to register with their email address and a password in order to submit ideas and comments. The site was intended for use only by the workshop invitees and project team.

Attendees were asked to provide their ideas and comments under five topics:

1. Trade growth on the Mississippi River system is projected to increase 83% by 2039. What are the immediate issues that the State of Iowa needs to address to capture the benefits of this growth?
2. Aside from Federal and State funding sources, what other potential funding mechanisms should be investigated (i.e. user fees, fuel tax, private investment, etc.)?
3. Aside from improved transportation, what other potential benefits / concerns could result from investments on the Upper Mississippi River System (i.e. environmental, recreation, industrial, etc.)?
4. A coalition of stakeholders is being formed to help Iowa DOT develop a Mississippi River Action Plan; are there individuals or organizations that you think should be involved in this coalition?
5. Do you have project suggestions or recommendations that the State of Iowa should consider for a pilot project(s) inline with goals of the Title II, Section 2025 of the WRDA 2013 Bill, Senate File 601?

By the date of the workshop, there were 29 active site participants, 15 ideas and two comments. (Appendix C, MindMixer Data).

Participant comments and ideas included:

1. Funding should come from increased user fees, including a fuel tax that would adjust with inflation.
2. Flood control improvements are the number one priority.
3. Iowa DOT should consult with other regional river system managers to find successful models for funding and improving systems.
4. Funding should not require congressional oversight.
5. The Action Plan should represent the views of taxpayer and environmental groups.
6. Inland waterways should be viewed and included in planning as part of a total intermodal transportation system.
7. Advance negotiations with the Corps of Engineers should be done to reduce paperwork and delays in the permitting process.
8. States and municipalities that provide funding for projects should consider how much control they will have in the construction process.

The site is planned for post-workshop outreach until August 7th.

Workshop Agenda & Outcomes

Attendees

Sixty people attended the workshop, as well as three project team members from Iowa DOT and five project team members from HDR (68 total). (Appendix D, Attendee List)

Agenda & Outcomes

The workshop was held on Thursday, June 27, 2013 at the Isle Hotel Conference Rooms, located at 1777 Isle Parkway in Bettendorf, Iowa. Registration began at 8:00 a.m. with the workshop commencing at 8:30 a.m. and continuing until 3:45 p.m. The workshop included an introduction from Iowa DOT Director Paul Trombino III, two presentations and a four-step process to develop a pilot project (including sessions for visioning, issues identification, issues categorization and pilot project identification). (Appendix E, Attendee Handout Packet)

Introduction: Iowa DOT Director Paul Trombino III

Iowa DOT Director Paul Trombino III welcomed attendees and emphasized that the goal of the workshop was to develop a framework for a pilot project that would test new funding mechanisms and/or new partnerships in order to repair and/or modernize the Mississippi River inland waterway system. Director Trombino outlined the Iowa DOT's interest in waterway transportation as well as waterway initiatives undertaken by the DOT (including the Lock and Dam Feasibility Study, a Governor's meeting, and the Mississippi River Action Plan).

Presentation 1: U.S. Army Corps of Engineers (USACE)

Gary Meden with the U.S. Army Corps of Engineers (USACE) presented on the background and current state of the Upper Mississippi Lock and Dam system, including information on the system operation and traffic flow/priority, funding trends and opportunities, and current issues that prevent necessary maintenance and improvement.

Presentation 2: U.S. Inland Waterway Modernization Study Outcomes

David Johnson of HDR presented the key findings and outcomes of the *U.S. Inland Waterway Modernization: A Reconnaissance Study*, completed in April 2013 for the Iowa DOT.

Key Findings

1. No action will result in loss of economic benefits and a missed opportunity with Panamax.
2. Partial divestiture should be examined if there is no new funding, but will need more study.
3. Public Private Partnerships are not an option until major system repairs and upgrades are completed.
4. Increased funding from traditional sources can only be part of a more comprehensive funding system.

Recommendations for Congress

1. Pass the 2013 Water Resources Development Act (WRDA) Bill.
2. Allow pilot programs for non-federal sponsors to work on federal projects.
3. Allow alternative project delivery and funding.
4. Adequately fund USACE Civil Works and Navigation Programs.
5. Explore indexing fuel tax rates to inflation.
6. Authorize USACE to study additional funding options.

Recommendations for the State of Iowa

1. Create a coalition of Upper Mississippi River states and inland waterway interest groups to drive the legislative agenda.
2. Implement a pilot project in line with the 2013 WRDA Bill.

Visioning Process

The visioning session was intended to define opportunities and constraints of the system and develop a unified vision for the action plan. The session included a summary of discussions on the project website and an overview of the afternoon break-out session.

Participants were broken into eight groups, of approximately the same size, and asked to identify Strengths, Weaknesses, Opportunities and Threats of the current lock and dam system (referred to as a SWOT analysis). Each group then reported on their activity, and a master list of SWOT items was compiled. Participants received three sticker 'dots' for each SWOT category and were asked to vote for the items in each category they felt were most important; participants could use their dots in any way they saw fit, including placing all three dots by one item. (Appendix F, SWOT List)

Table 1: Top 5 Items from each Category of the SWOT Analysis

Strengths	Weaknesses
1. The Mississippi River provides an efficient way to move goods environmentally and economically. (27 votes) 2. The Mississippi River is a significant economic asset. (24 votes) 3. The benefits of the river extend to all of society. (18 votes) 4. The river links the Upper Mississippi region to the world. (15 votes) 5. The Upper Mississippi provides for multiple uses. (9 votes)	1. The lack of consistently sufficient funding for river infrastructure and Operations & Maintenance. (18 votes) 2. The lack of awareness and understanding among policymakers. (18 votes) 3. The risk of structural deficiencies due to age. (15 votes) 4. Inadequate dollars. (14 votes) 5. Fragmented decision making at federal, state, and local levels. (13 votes)
Opportunities	**Threats**
1. To piggy-back on national infrastructure initiatives. (19 votes) 2. To spur local economic development. (16 votes) 3. To ease congestion on other modes. (15 votes) 4. To use public-private partnerships. (11 votes) 5. To capture Post-Panamax opportunities. (9 votes)	1. The lack of funding. (29 votes) 2. Major failure of a system component. (29 votes) 3. Losing global competitiveness. (20 votes) 4. Deferred maintenance. (20 votes) 5. Lack of predictable funding. (6 votes)

Issues Identification & Categorization

The visioning session was intended to help understand the full breadth of issues faced by navigation interests on the Upper Mississippi River Inland Waterway Navigation System. Workshop participants were separated into groups by the project team, based on the organizations they represented, to discuss the lock and dam system from these particular points of view: Environmental, Regulatory, Economic, Navigation, and Recreation. Participants were not required to take part in the small group they were assigned, and group sizes ranged from four to fifteen or more.

Groups were asked to answer the same four questions, based on the perspective of their group:

1. Trade growth on the Mississippi River system is projected to increase 83% by 2039. What are the immediate issues that the State of Iowa needs to address to capture the benefits of this growth?
2. Aside from Federal and State funding sources, what other potential funding mechanisms should be investigated (i.e. user fees, fuel tax, private investment, etc.)?
3. Aside from improved transportation, what other potential benefits / concerns could result from investments on the Upper Mississippi River System (i.e. environmental, recreation, industrial, etc.)?
4. A coalition of stakeholders is being formed to help Iowa DOT develop a Mississippi River Action Plan; are there individuals or organizations that you think should be involved in this coalition?

Participants then came back into a large group and reported on their small-group findings. (Appendix G, Small-Group Reports) General themes were taken from these reports to inform the pilot project discussion.

Table 2: Themes from Issues Identification & Categorization

Issue Themes	
Alternative funding	Legislation
Bonding	Multi-modal system planning
Economic benefit	Predictability and certainty in funding and operations
Environmental sustainability	Public awareness
Demand	Public benefits
Global competitor	Regional planning
Jobs/workforce	Service Consolidations
Industry	Whole system management
Integrated water management	

Pilot Project Discussion and Identification

Workshop attendees remained in one large group for the pilot project discussion facilitated by Theresa McClure of HDR. Participants were asked for their ideas for specific pilot projects and what elements a pilot project should include.

Table 3: Pilot Project Discussion

Implementation/Build Projects
• Improve Lock 15 with a fixed guide wall • Public, Private, Partnership with Soybean Council on maintenance and mechanical operations • Standardize the entire lock and dam system • Branding/public awareness campaign • Select an implementation project based on USACE prioritization • Improve Lock 18 as a multi-modal operation
Studies
• State investment/bonding • Investigate current Harbor Maintenance Fund framework to identify elements applicable to Inland Waterways • Alternative funding sources with and without the USACE • Evaluate using dam pools for upstream and downstream benefits • An Upper Mississippi River Business Plan • Highlight value/efficiency of predictable funding • Examine return of the state/ federal fuel user fees • Investigate use of shorter life-span locks or smaller investments now • Regional Freight Study

Next Steps

The next steps for the project have been identified as:

1. **Engage stakeholders and workshop attendees to foster partnerships for Iowa DOT lock and dam modernization efforts.** Iowa DOT should capitalize on the momentum built by the workshop and current national attention on inland waterways (surrounding the 2013 WRDA bill) to build support for the pilot project and other future efforts. Iowa DOT should keep stakeholders engaged by communicating how they can continue to be involved in rehabilitating and modernizing the lock and dam system. Iowa DOT should use the workshop stakeholder list as a contact list for distribution of future lock and dam related information and should utilize the existing project MindMixer site to encourage further engagement for attendees as well as stakeholders that were not able to attend the workshop. Once a pilot project is decided, stakeholders should be re-engaged and informed how they can be involved during the implementation process.
2. **Develop a specific pilot project based on the results of the workshop.** Representatives from the state of Iowa, including the Iowa DOT, and partner states should work with the USACE to further refine and prioritize a list of capital projects for implementation. The group should begin with the prioritized list of projects in the Rock Island District created by Gary Meden, USACE (Table 4), and consider ideas generated from the workshop.

Table 4: Prioritized Projects in the Rock Island District

Project	Cost Estimate ($M)	Funding Type
Lagrange Major Rehab	56.5	Construction
Lagrange Miter Gates	4.0	O&M
Peoria Miter Gates	4.0	O&M
Lagrange Lock Major Maint	14.3	O&M
Joliet Channel Wall Repair	5.1	O&M
Miss. Miter Gates 3 locations	23.1	O&M
Miss. Bulkhead Slots 7 locations	54.2	O&M
Dresden Replace Dam Gates	9.9	O&M
O'Brien Major Maintenance	13.0	O&M
Dam Gate Rehab (L/D 15, 21, 22)	13.0	O&M
L/D 19 Concrete work	34.0	O&M
O'Brien Major Rehab	23.9	Construction
L/D 15	TBD	TBD
L/D 18	TBD	TBD
Total	**255.0**	

O&M = Operations and Maintenance
TBD = To Be Determined

References

Referenced Materials and Citations

1. HDR Engineering, Inc. *U.S. Inland Waterway Modernization: A Reconnaissance Study*. Apr 2013.

Appendices

Appendix A: Invitation Mailing List

Stakeholder List for IaDOT Mississippi River System Action Plan

	Source	Type	Stakeholder Names	Title	Organization	Phone	Email	Address	City	State	Zip
1	IaDOT	State - Iowa	Governor Terry Branstad		Governor's Office						
2	IaDOT	State - Iowa	Lt. Governor Kim Reynolds		Governor's Office						
3	IaDOT	Federal	Charles Brittingham		US Senate Environment and Public Works Committee, Minority Staff	202-224-6176					
4	IaDOT	Federal	Rick D. Granados	Regional Asset Manager	USACE, Rock Island District						
5	IaDOT	Federal	Ronald F. Fournier	Chief	USACE, Rock Island District, Corporate Communications						
6	IaDOT	State - Iowa	Doug Hoelscher		IGOV	202-624-5479	Doug.Hoelscher@iowa.gov	444 N Capitol St, NW, Suite 359	Washington DC		20001
7	IaDOT	Federal	Jeremy Davis		Cong. King's Office	515.232.2885	jeremy.davis@mail.house.gov	1421 S Bell Ave, Ste 102	Ames	IA	50010
8	IaDOT	State - Iowa	Anne Turcotte		IDOT	515-239-1009	Anne.Turcotte@dot.iowa.gov	800 Lincoln Way	Ames	IA	50010
9	IaDOT	State - Iowa	Craig Markley		IDOT	515-239-1027	craig.markley@dot.iowa.gov	800 Lincoln Way	Ames	IA	50010
10	IaDOT	State - Iowa	Craig O'Riley		IDOT	515-239-1520	craig.oriley@dot.iowa.gov	800 Lincoln Way	Ames	IA	50010
11	IaDOT	State - Iowa	Stu Anderson		IDOT	515-239-1661	Stuart.Anderson@dot.iowa.gov	800 Lincoln Way	Ames	IA	50010
12	IaDOT	State - Iowa	Tammy Nicholson		IDOT	515-239-1052	Tamara.Nicholson@dot.iowa.gov	800 Lincoln Way	Ames	IA	50010
13	IaDOT	State - Iowa	Director Paul Trombino		Iowa Department of Transportation	515-239-1111	Paul.Trombino@dot.iowa.gov	800 Lincoln Way	Ames	IA	50010
14	IaDOT	NGO	Kayla Lyons	Director of Government Affairs	Iowa Institute for Cooperatives	515-292-2667	klyons@iowainstitute.coop	2515 University Blvd	Ames	IA	50010
15	IaDOT	Agriculture	Cliff Mulder	Farmer Director	Iowa Soybean Association Board	515-251-8640		1255 SW Prairie Trail Pkwy	Ankeny	IA	50023
16	IaDOT	Agriculture	Dean Coleman	President	Iowa Soybean Association Board	515-251-8640		1255 SW Prairie Trail Pkwy	Ankeny	IA	50023
17	IaDOT	Agriculture	Jim Andrew	Farmer Director	Iowa Soybean Association Board	515-251-8640		1255 SW Prairie Trail Pkwy	Ankeny	IA	50023
18	IaDOT	Agriculture	Rolland Schnell	Farmer Director	Iowa Soybean Association Board	515-251-8640		1255 SW Prairie Trail Pkwy	Ankeny	IA	50023
19	IaDOT	Agriculture	Roy Arends	Farmer Director	Iowa Soybean Association Board	515-251-8640		1255 SW Prairie Trail Pkwy	Ankeny	IA	50023
20	Internet	Agriculture	Kirk Leeds	CEO	Iowa Soybean Association Board	515-334-1015	kleeds@iasoybeans.com	1255 SW Prairie Trail Parkway	Ankeny	IA	50023
21	IaDOT	Agriculture	Mike Steenhoek	Executive Director	Soy Transportation Coalition	515-334-1019; 515-975-0422	msteenhoek@soytransportation.org	1255 SW Prairie Trail Parkway	Ankeny	IA	50023
22	IaDOT	State - Iowa	Loree Miles		Iowa Transportation Commission	515-490-7145	loreemiles@hotmail.com	19548 T Ave	Dallas Center	IA	50063
23	IaDOT	Iowa Freight Advisory Council	Ron Lang	Vice Chair	Independent Trucker	641-236-7605	rsvp@iowatelecom.net	2438 6th Ave	Grinnell	IA	50112
24	IaDOT	Agriculture	Bob Bowmann	Director -- District 6	Iowa Corn Promotion Board			5505 Northwest 88th Street, Suite 100	Johnston	IA	50131
25	IaDOT	Agriculture	Craig Floss	CEO	Iowa Corn Promotion Board	515-225-9242	cfloss@iowacorn.org	5505 Northwest 88th Street, Suite 100	Johnston	IA	50131
26	IaDOT	Agriculture	Dick Gallagher	Director -- District 9	Iowa Corn Promotion Board			5505 Northwest 88th Street, Suite 100	Johnston	IA	50131
27	IaDOT	Agriculture	Nick Leibold	Director -- District 3	Iowa Corn Promotion Board			5505 Northwest 88th Street, Suite 100	Johnston	IA	50131
28	IaDOT	State - Iowa	Joyce Flinn		Iowa Homeland Security & Emergency Management	515-323-4313	Joyce.Flinn@iowa.gov	7105 NW 70th Ave	Johnston	IA	50131
29	IaDOT	NGO	Monte Shaw	Executive Director	Iowa Renewable Fuels Association	515-252-6249	mshaw@iowarfa.org	5505 NW 88th St, Suite 100	Johnston	IA	50131
30	IaDOT	Iowa Freight Advisory Council	Zach Bader		Iowa Farm Bureau	515-2255-5547	Zbader@ifbf.org	5400 University Ave	West Des Moines	IA	50266
31	IaDOT	Iowa Freight Advisory Council	Jeff Schnell		Agribusiness Association of Iowa	515-262-8323	jschnell@agribiz.org	900 Des Moines Str	Des Moines	IA	50309
32	IaDOT	NGO	Michael Ralston	President	Association for Business and Industry	515-235-0562	mralston@iowaabi.org	400 E Court Ave, Suite 100	Des Moines	IA	50309
33	IaDOT	State - Iowa	Director Debi Durham		Iowa Economic Development Authority	515-725-3020	Debi.Durham@iowa.gov	200 E Grand Ave	Des Moines	IA	50309
34	IaDOT	State - Iowa	Sherry Timmins		Iowa Economic Development Authority	515-725-3193	Sherry.Timmins@iowa.gov	200 E Grand Ave	Des Moines	IA	50309
35	IaDOT	State - Iowa	Jan Glendening	State of Iowa Director	The Nature Conservancy	(515) 244-5044	jglendening@tnc.org	505 5th Avenue, Suite 930	Des Moines	IA	50309
36	IaDOT	Federal	Clark Scanlon		Cong. Latham's Office	515.282.1909	clark.scanlon@mail.house.gov	2700 Grand Ave, Ste 109	Des Moines	IA	50312
37	IaDOT	State - Iowa	Harold Hommes		IDALS	515-242-6237	harold.hommes@iowaagriculture.gov	502 East 9th St	Des Moines	IA	50319
38	IaDOT	State - Iowa	Diane Ford		IDNR	515-281-6341	Diane.Ford@dnr.iowa.gov	502 East 9th St	Des Moines	IA	50319
39	IaDOT	State - Iowa	Greta Johnson		IGOV	515-725-3513	Greta.Johnson@iowa.gov	1007 E Grand Ave	Des Moines	IA	50319
40	IaDOT	State - Iowa	Jake Ketzner		IGOV	515-725-3539	Jake.Ketzner@iowa.gov	1007 E Grand Ave	Des Moines	IA	50319
41	IaDOT	State - Iowa	Julie Vande Hoef		IGOV	515-725-3520	Julie.VandeHoef@iowa.gov	1007 E Grand Ave	Des Moines	IA	50319
42	IaDOT	State - Iowa	Ted Stopulos		IGOV	515-725-3519	Ted.Stopulos@iowa.gov	1007 E Grand Ave	Des Moines	IA	50319
43	IaDOT	State - Iowa	Bill Northey	Secretary	Iowa Department of Agriculture and Land Stewardship	515-281-5322	whn@iowaagriculture.gov	502 East 9th St	Des Moines	IA	50319
44	IaDOT	State - Iowa	Director Chuck Gipp		Iowa Department of Natural Resources	515-281-3388	Chuck.Gipp@dnr.iowa.gov	502 East 9th St	Des Moines	IA	50319

	Source	Type	Stakeholder Names	Title	Organization	Phone	Email	Address	City	State	Zip
45	IaDOT	State - Iowa	Amy Christensen		Iowa Utilities Board	515-725-7309	Amy.Christensen@iub.iowa.gov	1375 E Court Ave	Des Moines	IA	50319
46	IaDOT	State - Iowa	Libby Jacobs	Chair	Iowa Utilities Board	515-725-7365	Libby.Jacobs@iub.iowa.gov	1375 E Court Ave	Des Moines	IA	50319
47	IaDOT	Business - Other	Tim Woods		Transportation Management International, LLC	515-249-7929	twoods@transmamagementintl.com	2406 Emma Ave	Des Moines	IA	50321
48	IaDOT	State - Iowa	Krista Rostad		IDOT	641-422-9447	Krista.Rostad@dot.iowa.gov	1420 4TH ST SE	Mason City	IA	50401
49	IaDOT	State - Iowa	Charese Yanney	Chair	Iowa Transportation Commission	712-277-3129	CEYDOG@aol.com	3435 Pawnee Place	Sioux City	IA	51104
50	Internet	Business - Tug, Barge, Terminal	Mathew Wallace		Cargill	712-325-2701		2401 S 37th Street	Council Bluffs	IA	51501
51	IaDOT	State - Iowa	Barry Cleaveland		Iowa Transportation Commission	402-964-5432	bcleaveland@ssgi.com	1435 McPherson Ave	Council Bluffs	IA	51503
52	Internet	Business - Tug, Barge, Terminal	Sean Kratzer		Cargill AgHorizons	563-556-4532		1050 Kerper Blvd	Dubuque	IA	52001
53	IaDOT	Federal	John Murphy		Cong. Braley's Office	(563) 557-7789	John.Murphy@mail.house.gov	1050 Main Street	Dubuque	IA	52001
54	Internet	Business - Tug, Barge, Terminal	Carter Newt		Dubuque Barge and Fleeting	563-557-1855	cnewt@newtmarine.com	5 Jones Street	Dubuque	IA	52001
55	Internet	Business - Tug, Barge, Terminal	Craig Crawford		Dubuque Power Plant	563-587-6201	craigcrawford@alliantenergy.com	920 Kerper Blvd	Dubuque	IA	52001
56	Internet	Business - Tug, Barge, Terminal	Carter Newt		Dubuque RiverTerminal	563-588-4641	smccarty@newtmarine.com	5 Jones Street	Dubuque	IA	52001
57	Internet	Business - Tug, Barge, Terminal	Tim Muir		Flint Hills Resources, LP	563-556-1304	tim.muir@fnr.com	1550 Koch Court	Dubuque	IA	52001
58	Internet	Business - Tug, Barge, Terminal	Delbert Uhlik		Peavey Company	563-556-4256	Delbert.UhlikJr@gavilon.com	505 East 7th St	Dubuque	IA	52001
59	IaDOT	NGO	Teri Goodmann	Assistant City Manager	The City of Dubuque	563-589-4110	tgoodman@cityofdubuque.com	50 West 13th St	Dubuque	IA	52001
60	IaDOT	RPA 8 and MPO	Kelly Deutmeyer	Executive Director	East Central Intergovernmental Association	563-556-4166	kdeutmeyer@ecia.org	7600 commerce Park	Dubuque	IA	52002
61	Internet	Business - Tug, Barge, Terminal	Kyle Pattison		Pattison Sand Co. LLC	563-964-2680	kpattison@pattisonsand.com	703 1st St	Clayton	IA	52049
62	IaDOT	RPA 1	Rachelle Howe	Executive Director	Commission	563-382-6171	rhowe@uerpc.org	325 Washington St, Suite A	Decorah	IA	52101
63	Internet	Business - Tug, Barge, Terminal	Hank Sangster		Lansing Power Station	563-538-3118	William.sangster@alliantenergy	2320 Power Plant Dr	Lansing	IA	52151
64	Internet	Business - Tug, Barge, Terminal	Regina Minary		AGRI-Bunge, LLC	319-873-3436	regina.minary@bunge.com	East B Street, PO Box 160	McGregor	IA	52157
65	IaDOT	Iowa Freight Advisory Council	Dan Sabin	Chair	Iowa Northern Railway Company	319-297-6000	No17Eng654@aol.com	305 Second Street S.E., Suite 400	Cedar Rapids	IA	52401
66	IaDOT	NGO	John Bickel	Trustee	The Nature Conservancy		jmb@shuttleworthlaw.com	115 3rd Street SE, Suite 500	Cedar Rapids	IA	52401
67	IaDOT	State - Iowa	Sam Shea		IDOT	319-286-4907	Sam.Shea@dot.iowa.gov	5455 Kirkwood Blvd	Cedar Rapids	IA	52404
68	IaDOT	State - Iowa	Amy Reasner		Iowa Transportation Commission	319-365-9101	areasner@lynchdallas.com	526 Second Ave, SE	Cedar Rapids	IA	52406
69	IaDOT	State - Iowa	Jason Huddle		IDOT	641-469-4007	Jason.Huddle@dot.iowa.gov	307 WEST BRIGGS	Fairfield	IA	52556
70	IaDOT	State - Iowa	Tom Rielly		Iowa Transportation Commission	641-673-0359	tom@riellyinsurance.com	304 N Eighth Street	Oskaloosa	IA	52577
71	Internet	Business - Tug, Barge, Terminal	Tom Parchert		ADM/Growmark	319-753-2857	tome_parchert@admworld.com	PO Box 1085	Burlington	IA	52601
72	Internet	Business - Tug, Barge, Terminal	David Dolan		AGRI Grain Marketing	800-292-1233		1477 Meeker's Landing Road	Burlington	IA	52601
73	Internet	Business - Tug, Barge, Terminal	Buddy Hasten		Station	319-758-5301	vernonhasten@alliantenergy.com	4282 Sullivan Slough Road	Burlington	IA	52601
74	IaDOT	Business - Other	TBD		Bunge	319.937.6155		1477 Meeker's Landing Road	Burlington	IA	52601
75	Internet	Business - Tug, Barge, Terminal	Roger Lindner		Burlington River Terminal, Inc - South	319-753-6533	RogerL@Merschmanseeds.com	500 Cash Street	Burlington	IA	52601
76	Internet	Business - Tug, Barge, Terminal			Matteson Marine Service, Inc	319-754-5318	towboats1@msn.com	#1 South Point	Burlington	IA	52601
77	Internet	Business - Tug, Barge, Terminal	Larry Matteson		Matteson River Terminal	319-754-6705	dredge@lwmatteson.com	#1 South Point, PO Box 667	Burlington	IA	52601
78	Internet	Business - Tug, Barge, Terminal	Denise or Jay Boyer		Hall Towing, Inc	319-372-3078	halltowing@yahoo.com	1618 20th St, PO Box 1465	Fort Madison	IA	52627
79	Internet	Business - Tug, Barge, Terminal	Shawn Duer		Hendricks River Logistics, LLC	319-524-6841	shawnduer@hughes.net	3254 Mississippi River Road	Keokuk	IA	52632
80	Internet	Business - Tug, Barge, Terminal	Flint Peyton		Roquette America Services	319-524-5426	flint.peyton@roquette.com	2301 Twin Rivers Drive, PO Box 967	Keokuk	IA	52632
81	Internet	Business - Tug, Barge, Terminal	John Mickelson		Roquette America, Inc	319-524-5757	john.mickelson@roquette.com	1 Progress St	Keokuk	IA	52632
82	Internet	Business - Tug, Barge, Terminal	Lynn Long		K.A. Steel	800-596-8265		240 Mack Lane	Mediapolis	IA	52637
83	IaDOT	State - Iowa	Don Wiley		Iowa Transportation Commission	319-385-3415	dwiley@icwiley.net	1605 E Monroe St	Mount Pleasant	IA	52641
84	IaDOT	RPA 16	Mike Norris	Executive Director	Commission	319-753-5107	mnorris@seirpc.com	211 N Gear Avenue, Suite 100	West Burlington	IA	52655
85	Internet	Business - Tug, Barge, Terminal	Nick Huston		Colusa Elevator Company	319-372-7852	njhuston@colusaelevator.com	2136 Green Bay Road	Wever	IA	52658
86	Internet	Business - Tug, Barge, Terminal	Larry Daily	President	Alter Barge Line	563-344-5100	larryd@alterbarge.com	2117 State Street	Bettendorf	IA	52722
87	Internet	Business - Tug, Barge, Terminal	Dan Lefever		Continental Cement Co	563-359-8237		2871 Depot Street	Bettendorf	IA	52722
88	Internet	Business - Tug, Barge, Terminal	Rick Sherman		Flint Hills Resources, LP	563-359-1304		4100 Elm St	Bettendorf	IA	52722
89	Internet	Business - Tug, Barge, Terminal	Rick Jensen		Noble Petro Inc	563-355-2654		2925 Depot Street	Bettendorf	IA	52722
90	Internet	Business - Tug, Barge, Terminal	Erol Melik		River/Gulf Grain Company	319-344-5178	www.rivergulf.com	2117 State Street	Bettendorf	IA	52722

	Source	Type	Stakeholder Names	Title	Organization	Phone	Email	Address	City	State	Zip
91	Internet	Business - Tug, Barge, Terminal	Brian Jackson		W.G. Block Company	563-884-4117	terps@wgblock.com	PO BOX 280	Bettendorf	IA	52722
92	Internet	Business - Tug, Barge, Terminal	Tim Bey		Cargill AgHorizons	319-381-1788		1657 West Front St	Buffalo	IA	52728
93	Internet	Business - Tug, Barge, Terminal	Greg Meyer		Cargill Buffalo Terminal	563-381-2210		1657 West Front St	Buffalo	IA	52728
94	Internet	Business - Tug, Barge, Terminal	Peter Gay		LaFarge Corporation Davenport Plant	563-328-6204	peter.gay@lafarge.com	301 Front St	Buffalo	IA	52728
95	Internet	Business - Tug, Barge, Terminal	Walt Bassow		Upper Mississippi River Fleeting, LLC	563-381-4990	waltbassow@qwestoffice.net	128 Front St	Buffalo	IA	52728
96	Internet	Business - Tug, Barge, Terminal	Jeremy Potts		American River Transportation Company	563-321-9092		1419 N Washington Blvd	Camanche	IA	52730
97	Internet	Business - Tug, Barge, Terminal	Scott Kipping		American River Transportation Company	563-321-9091	scott.kipping@adm.com	1419 N Washington Blvd	Camanche	IA	52730
98	Internet	Business - Tug, Barge, Terminal	Tom Magrecki		Vertex Chemical Corp	314-471-0500	tmagrecki@vertexchem.com	2619 Camanche Industrial Park Dr	Camanche	IA	52730
99	Internet	Business - Tug, Barge, Terminal	James Woll		ADM Corn Processing	563-242-1121		1251 Beaver Channel Parkway	Clinton	IA	52732
100	Internet	Business - Tug, Barge, Terminal	Jim Veenstra		ADM/Growmark	563-242-5251		1811 S 4th St	Clinton	IA	52732
101	Internet	Business - Tug, Barge, Terminal	Ronald White		Artco Fleeting Service	563-242-6773	Ron.White@adm.com	204 15th Ave S	Clinton	IA	52732
102	Internet	Business - Tug, Barge, Terminal	Bill White		Clinton Municipal Dock	563-242-0962		204 15th Ave S	Clinton	IA	52732
103	IaDOT	Iowa Freight Advisory Council	Tom Determann		Clinton Regional Development Corporation	563-242-4536	tomdetermann@mchsi.com	144 Eight Ave S	Clinton	IA	52732
104	IaDOT	State - Iowa	David Rose	Vice Chair	Iowa Transportation Commission	563-212-3283	rosesclinton@yahoo.com	4426 Bellevue Road	Clinton	IA	52732
105	Internet	Business - Tug, Barge, Terminal	Mark Ohnemus		M.L. Kapp Station	563-241-1538	markohnemus@alliantenergy.com	2001 Beaver Channel Parkway	Clinton	IA	52732
106	Internet	Business - Tug, Barge, Terminal	Timothy Bly		Cargill AgHorizons	563-263-3556	timothy_bly@cargill.com	700 Oregon Street	Muscatine	IA	52761
107	Internet	Business - Tug, Barge, Terminal	G.W. Jones		Station	319-381-2062		3800 Highway 22	Muscatine	IA	52761
108	Internet	Business - Tug, Barge, Terminal	Brian Rankin		CHS Inc	563-264-1721	brian.ranking@chsinc.com	2637 Pettibone Ave	Muscatine	IA	52761
109	Internet	Business - Tug, Barge, Terminal	Jeffrey Stone		Grain Processing Corporation	563-264-4254		1600 Oregon St	Muscatine	IA	52761
110	IaDOT	Local	Greg Jenkins	Interim President & CEO	Greater Muscatine Chamber of Commerce and Industry	563-263-8895	gjenkins@muscatine.com	102 Walnut Street	Muscatine	IA	52761
111	Internet	Business - Tug, Barge, Terminal	Bill Schoenig		Station	563-263-2631	bschoenig@mpw.org	1700 Dick Drake Way	Muscatine	IA	52761
112	Internet	Business - Tug, Barge, Terminal	Scott Clester		Station	563-263-2631	sclester@mpw.org	3205 Cedar Street	Muscatine	IA	52761
113	Internet	Business - Tug, Barge, Terminal	James Melson		River Terminal Corp	563-263-3155		2579 Pettibone Ave, PO Box 1515	Muscatine	IA	52761
114	Internet	Business - Tug, Barge, Terminal	Gary Thumann		W.G. Block Company	563-263-1105		2544 Pettibone Ave	Muscatine	IA	52761
115	IaDOT	Federal	Rob Sueppel		Cong. Loebsack's Office	563-323-5988	Robert.Sueppel@mail.house.gov	209 West 4th Street, Suite 104	Davenport	IA	52801
116	IaDOT	Federal	Penny Vacek		Senator Grassley's Office	563-322-4331	Penny_Vacek@grassley.senate.gov	201 West 2nd Street, Suite 720	Davenport	IA	52801
117	Internet	Business - Tug, Barge, Terminal	Jerry McCray		Blackhawk Fleet, Inc	563-344-5221	jerrym@blackhawkfleet.com	10910 South Utah Ave	Davenport	IA	52802
118	IaDOT	Federal	Alison Hart		Senator Harkin's Office	563-322-1338	alison_hart@harkin.senate.gov	1606 Brady Street, Suite 323	Davenport	IA	52803
119	Internet	Business - Tug, Barge, Terminal	Mike Duncan		CHS Inc.	319-326-3581	mduncan@chsinc.com	Hwy 22 West, PO Box 4549	Davenport	IA	52804
120	Internet	Business - Tug, Barge, Terminal	Chris Sweatman		Texpar Energy LLC	563-324-1931	csweatman@texpar.com	601 East Front St	Davenport	IA	52804
121	Internet	Business - Tug, Barge, Terminal	Jim Petersen		Linwood Mining and Minerals Corp	563-324-1931	jm_petersen@linwoodmining.com	5401 Victoria Ave	Davenport	IA	52807
122	IaDOT	State - Wisconsin	Aileen Switzer	Administrator	Wisconsin DOT, Transportation Investment Management Division	608-266-2743	Aileen.switzer@dot.wi.gov	4802 Sheboygan Ave, Suite 266	Madison	WI	53705
123	Internet	Business - Tug, Barge, Terminal	Larry Kirch		La Crosse Joint Board of Harbor	608-789-7512		400 La Crosse Street North	La Crosse	WI	54601
124	HDR - Dave	Business - Tug, Barge, Terminal	Hokan Miller	Port Captain	Upper River Services, Inc	612-292-9293		40 State Street	St Paul	MN	55107
125	IaDOT	State - Minnesota	Charlie Zelle	Commissioner	Minnesota DOT		charlie.zelle@state.mn.us	395 John Ireland Blvd	St Paul	MN	55155
126	Internet	State - Minnesota	Bill Gardner	Director	MnDOT Office of Railroads and Waterways	651-366-3665	William.Gardner@state.mn.us	395 John Ireland Blvd	St Paul	mn	55155
127	HDR - Dave	State - Minnesota	Richard (Dick) Lambert		MnDOT Office of Railroads and Waterways	651-296-1609	dick.lambert@dot.state.mn.us	395 John Ireland Blvd, Mail Stop 470	St Paul	MN	55155
128	IaDOT	RPA 9 and MPO	Denise Bulat	Executive Director	Bi-State Regional Commission	309-793-6300	dbulat@bistateonline.org	1504 Third Avenue	Rock Island	IL	61204
129	Internet	Business - Tug, Barge, Terminal	Adam Smith		Bettendorf Terminal	309-757-8250		1701 5th Ave	Moline	IL	61265
130	IaDOT	Agriculture	Bill Onken	Farmer Director	Rock Island County Farm Bureau	309-736-7432		1601 52nd Ave Ste 3	Moline	IL	61265
131	IaDOT	Business - Tug, Barge, Terminal	Dale Grimshaw		Artco Fleeting Service	608.725.2311		100 Brunner Street	LaSalle	IL	61354
132	HDR - Paul	State - Illinois	Kevin Rund	Sr Director of Local Government	Illinois Farm Bureau	309-557-3274	Krund@ilfb.org	PO Box 2901	Bloomington	IL	61702
133	Internet	Business - Tug, Barge, Terminal	Adam Smith		RiverStone Group, Inc.	319-289-4214	stone@riverstonegrp.com	1701 5th Ave	Moline	IL	62165
134	HDR - Paul	State - Illinois	John Rogner	Assistant Director	Illinoise Dept of Natural Resources		john.rogner@illinois.gov	1 Natural Resources Way	Springfield	IL	62702
135	HDR - Paul	NGO	Mark Biel	Executive Director	Chemical Industry Council of Illinois	217-522-5805	mbiel@cicil.net	400 W Monroe, Ste 205	Springfield	IL	62704
136	HDR - Dave	State - Illinois	Ann Schneider	Secretary	Illinois Department of Transportation		ann.schneider@illinois.gov	2300 S Dirksen Parkway	Springfield	IL	62764

	Source	Type	Stakeholder Names	Title	Organization	Phone	Email	Address	City	State	Zip
137	HDR - Paul	NGO	Lynn Muench	Regional Senior Vice President	American Waterways Operators	314-308-0378	lmuench@vesselalliance.com	1113 Mississippi Ave, Ste 108	St. Louis	MO	63104
138	HDR - Dave	State - Missouri	David Nichols	Director	Missouri Department of Transportation		david.nichols@modot.mo.gov	105 West Capitol, PO Box 270	Jefferson City	MO	65102
139	IaDOT	Business - Other	Kimberly Brumbaugh		Access Energy Cooperative	319-385-1577	kbrumbaugh@accessenergycoop.com				
140	IaDOT	Agriculture	Reilly Vaughan		Agribusiness Association of Iowa	515-262-8323	reilly@agribiz.org				
141	IaDOT	Business - Other	Tom Streight	Vice President of Sales	Alter Logistics Company	563-344-5114	Tom.Streight@alterlogistics.com				
142	IaDOT	Business - Tug, Barge, Terminal	Jim Dougherty		Archer Daniels Midland, Terminal Services	563-259-2474	James.Dougherty@adm.com; Chris.Riley@adm.com				
143	IaDOT	Federal	Colonel Mark Deschenes		Army Corps of Engineers, Rock Island District	309-794-4200	Mari.K.Fournier@us.army.mil				
144	HDR - Paul	Business - Tug, Barge, Terminal	Del Wilkins		Canal Barge Company		Ceurick@canalterminal.com				
145	IaDOT	Business - Other	Jake Hamlin		Cargill		Jake_Hamlin@cargill.com				
146	IaDOT	Local	Steve Van Dyke		City of Bettendorf, Economic Development	563-344-4060	svandyke@bettendorf.org				
147	IaDOT	Local	Mayor Jim Davidson		City of Burlington		davidsonj@burlingtoniowa.org				
148	IaDOT	Local	Pamela S. Miner		City of Davenport	563.326.7769	pminer@ci.davenport.ia.us				
149	IaDOT	Local	Mayor Bill Gluba		City of Davenport & Member of The Mississippi River Cities and Towns Initiative	563-326-7701	mayorgluba@ci.davenport.ia.us; cwellenkamp@nemw.org; acorbi@ci.davenport.ia.us				
150	IaDOT	Federal	Henry Marquard		Cong. Loebsack's Office		Henry.Marquard@mail.house.gov				
151	IaDOT	Agriculture	Russ Leuck	Manager	Consolidated Grain and Barge & Representing the Agribusiness Association of Iowa	563-880-2000	Russ.Leuck@cgb.com				
152	IaDOT	Business - Tug, Barge, Terminal	Carter Newt		Dubuque Barge & Towing	(563) 557-1855	tonya@sunflower-enterprises.com				
153	IaDOT	Local	Paul A. Mariman	Regional Extension Education Director	Dubuque County Extension	563 583-6496	pmariman@iastate.edu				
154	IaDOT	Federal	Shirley McGuire		Federal Motor Carrier Safety Administration, Iowa Division Office	(515) 233-7405	shirley.mcguire@dot.gov				
155	IaDOT	Business - Other	Adrienne Baughman		Forbs Export Services LLC	515-245-3820	adrienne.baughman@gmail.com				
156	IaDOT	State - Iowa	Dan Wiedemeier		Former Chair and Commissioner of IDOT Transportation Commission		wiededan@aol.com				
157	IaDOT	Agriculture	Tom Hance		Gordley Associates/American Soybean Association	(202) 969-8900	thance@gordley.com				
158	IaDOT	Business - Other	Bill Hanson		Great Lakes Dredge & Dock Co. LLC	630/574-3000	WHHanson@gldd.com				
159	IaDOT	Business - Other	Dan Vest	Government Relations Manager	GROWMARK, Inc.	309-557-6353	dvest@growmark.com				
160	HDR - Paul	State - Illinois	Benjamin Brockschmidt		Illinois Chamber of Commerce		bbrockschmidt@ilchamber.org				
161	HDR - Paul	State - Illinois	Bola Delano		Illinois Department of Transportation		bola.delano@illionois.gov				
162	HDR - Paul	State - Illinois	Kevin Schoeben		Illinois Department of Transportation		kevin.schoeben@illinois.gov				
163	HDR - Paul	State - Illinois	Mike Marron		Illinois Soybean Association		mikem1976356@yahoo.com				
164	IaDOT	Other	Dave Marshall		Interested Citizen	563-580-7654	davidm2169@aol.com				
165	IaDOT	Other	Charlie Steinhauer		Interested Citizen -- Interested in Iowa/WI bridge	608 235 8962	charlie91153572@yahoo.com				
166	IaDOT	Agriculture	Kevin Rempp	Board Chair	Iowa Corn Promotion Board	641-990-2427	ktrempp1@zumatel.net				
167	IaDOT	Agriculture	Ryan Deahr	Member	Iowa Farm Bureau	319-331-9903	rdeahr@gmail.com; TWastweet@ifbf.org				
168	HDR - Paul	Agriculture	Roger Wolf		Iowa Soybean Association		rwolf@iasoybeans.com				
169	Internet	Agriculture	Carol Balvanz	Director of Policy and Producer Outreach	Iowa Soybean Association Board	515-334-1025	cbalvanz@iasoybeans.com				
170	IaDOT	NGO	Sherry Humphreys		Louisa Development Group	563.260.4022	humphreys.sp@gmail.com				
171	IaDOT	NGO	Bruce Abbe	Executive Director	Midwest Shippers Association		bruce@mnshippers.com				
172	IaDOT	State - Missouri	Cheryl Ball	Administrator of Freight	Missouri DOT	573-526-5578	Cheryl.Ball@modot.mo.gov				
173	IaDOT	Agriculture	Randy Gordon		National Grain and Feed Association	202-289-0873	rgordon@ngfa.org				
174	IaDOT	NGO	Jerry Enzler	President & CEO	National Mississippi River Museum & Aquarium	563-557-9545	jenzler@rivermuseum.com				

	Source	Type	Stakeholder Names	Title	Organization	Phone	Email	Address	City	State	Zip
175	IaDOT	NGO	Patsy Ramacitti		National Mississippi River Parkway Commission		BettPLR@aol.com				
176	IaDOT	NGO	Amy Larson		National Waterways Conference	(703) 224-8007; 703-462-4210	amy@waterways.org				
177	IaDOT	Business - Other	John H. Nikolai	Dry Bulk Commodities Expert	Nikolai & Associates Ltd.	563-964-9321	nikgosh@alpinecom.net				
178	IaDOT	Local	Paul Rumler		Quad Cities Chamber of Commerce	309.757.5416; 563.322.1706	prumler@quadcitieschamber.com				
179	IDOT	Local	Tara Barney	CEO	Quad City Chamber of Commerce	309.757.5416; 563.322.1706	tbarney@quadcitieschamber.com; prumler@quadcitieschamber.com				
180	IaDOT	NGO	Olivia Dorothy		Regional Conservation Coordinator, Upper Mississippi River Initiative, Izaak Walton League of America	217-390-3658	odorothy@iwla.org				
181	IaDOT	Business - Other	Adam Smith		RiverStone Group, Inc.	309-236-4016	asmith@riverstonegrp.com				
182	IaDOT	Agriculture	DeAnne Bloomberg		Rock Island County Farm Bureau and Foundation	309-736-7432	DBloomberg@ricofarmbureau.org				
183	Internet	NGO	Thomas Allegretty	CEO and President	The American Waterways Operators	703-841-9300 ext 250	tallegretti@vesselalliance.com				
184	IaDOT	NGO	Colin Wellenkamp		The Mississippi River Cities and Towns Initiative	202-464-4010	cwellenkamp@nemw.org				
185	IaDOT	NGO	Osama Shihadeh	Vice President	Transportation, Grain Processing Corporation	563-264-4380	osamashihadeh@grainprocessing.com				
186	IaDOT	Agriculture	Al Muhlenbruck		TriOak Foods Inc / Greater Burlington Chamber Value Added Ag Cmte. / Louisa Dev. Group	319-766-2230 ext 249	alm@trioak.com				
187	IaDOT	Business - Other	J. Douglas Miller		Two Rivers & Associates, Inc.		jdouglasmiller@msn.com				
188	IaDOT	Business - Other	Vicki Stoller		Two Rivers Levee & Drainage Assoc.	319-937-6667	rivers@mepotelco.net				
189	IaDOT	Other	Dr. Jerry Fruin		University of Minnesota	612-625-8720	fruin001@umn.edu				
190	IaDOT	Business - Tug, Barge, Terminal	Randal H. Carmichael		Upper Mississippi Fleeting	563-381-4990	upmissfleet@qwestoffice.net				
191	IaDOT	NGO	Dave Hokanson	Acting Exec. Dir.	Upper Mississippi River Basin Association (UMBRA)	651-224-2880	dhokanson@umrba.org				
192	IaDOT	NGO	Dr. Michael Reisner	Director	Upper Mississippi River Center at Augustana College		michaelreisner@augustana.edu				
193	IaDOT	NGO	Russell Eichman		Upper Mississippi Waterway Association	651-776-3108	umwa@pressenter.com				
194	IaDOT	NGO	David McMurray	Chairman	Upper Mississippi, Illinois, and Missouri Rivers Association" (UMIMRA)		hanlanco@msn.com				
195	IaDOT	NGO	Meagan Kaiser		Upper Mississippi, Illinois, and Missouri Rivers Association" (UMIMRA)	573-489-9173	meagan@umimra.org				
196	IaDOT	Federal	David Wegner	Minority Staff	US House Transportation and Infrastructure Committee	202-225-9446	david.wegner@mail.house.gov				
197	IaDOT	Federal	Geoff Bowman		US House Transportation and Infrastructure Committee, Majority Staff	202.225.4360	geoff.bowman@mail.house.gov				
198	IaDOT	Federal	Jason Albritton or Ted Illston		US Senate Environment and Public Works Committee, Majority Staff	202-224-8832	Ted_Illston@epw.senate.gov; Jason_Albritton@epw.senate.gov				
199	IaDOT	Federal	Mari Fournier	Executive Assistant to the Commander	USACE, Rock Island District	(309) 794-4200	Mari.K.Fournier@us.army.mil				
200	IaDOT	Federal	Michael Cox	Chief of Operations Division	USACE, Rock Island District	(309) 794-4200	Michael.D.Cox@usace.army.mil				
201	IaDOT	Federal	Gary Meden		USACE, Rock Island District, Dep. for Programs and Project Management	309-794-5260	Gary.R.Meden@usace.army.mil				
202	IaDOT	Federal	John Whitaker	Director	USDA, State of Iowa	(515) 254-1540	john.whitaker@ia.usda.gov				
203	IaDOT	Business - Other	Hal McCloud		Vertex Chemical Corp	(563) 243-2000 ext 302	Hal.Mccloud@vertexchem.com				

	Source	Type	Stakeholder Names	Title	Organization	Phone	Email	Address	City	State	Zip
204	**IDOT**	NGO	Mike Toohey	CEO and President	Waterways Council, Inc.	202-437-3487	PRohde@vesselalliance.com; mtoohey@vesselalliance.com				
205	**IaDOT**	Business - Other	Jackie Barten		Wilton Development Corporation	563-732-5002	wiltondev@netwtc.net				
206	**IaDOT**	State - Wisconsin	Ronald E. Adams	Chief, Railroads & Harbors Section	Wisconsin DOT	608.267.9284	ron.adams@dot.wi.gov				

Appendix B: Example Workshop Invitations

Iowa Department of Transportation
800 Lincoln Way, Ames, IA 50010 515-239-1111
FAX: 515-239-1120

June 7, 2013

«F_Name» «L_Name»
«Title»
«Organization»
«Address1»
«Address2»
«City», «State» «Zip»

«Greeting Line»,

The state of Iowa has a sincere interest in seeing the continued maintenance, operation, and modernization of our nation's inland waterway navigation system. The State realizes improvements to the system enable efficient movement of goods and services and, as such, the Iowa Department of Transportation (DOT) is undertaking activities to help facilitate these improvements. A coalition of stakeholders in the Upper Mississippi River is being formed to help Iowa DOT develop a Mississippi River Action Plan which will address operational improvements, funding, and legislative changes needed to modernize the inland waterway system. This coalition is critical for maximizing the potential impact of the pending 2013 Water Resources Development Act legislation on enhancing the Upper Mississippi River System (UMRS).

We need your assistance! As a valued stakeholder, we invite you to participate in a Mississippi River Action Plan workshop. We want to learn about your perspective on the opportunities the state of Iowa and other Mississippi River stakeholders have to plan for new approaches to fund operations, maintenance, and infrastructure replacement that are needed to keep water transportation viable.

We encourage you, or a representative of your organization, to participate in this important workshop. You're invited!

Date:	Thursday, June 27, 2013
Location:	Isle Casino Hotel Bettendorf 1777 Isle Parkway Bettendorf, IA 52722
Time:	8:30 a.m. (registration starting at 8:00 a.m.)

Please RSVP by Monday, June 24th by calling Laura Heilman at 402-968-7739 or by emailing Laura.Heilman@hdrinc.com. Please let us know if you have any dietary restrictions or if hotel accommodations are needed.

In advance of the workshop, the Iowa DOT has launched an online conversation tool at IowaLockandDamActionPlan.com. This site is intended to foster dialog and collaboration between the Upper Mississippi River stakeholders in advance of the meeting. Your input will help develop the conversation which will continue at the workshop. We encourage you to visit the website and begin the conversation on how you and other stakeholders can help drive

legislation intended to address funding and legislative changes needed to modernize the UMRS. You will also find the workshop agenda and links to additional information on the site.

About the Project

The Mississippi River is one of the nation's inland waterway navigation systems and is of vital importance to the economy of the United States. Over the course of the last century, a network of federally owned locks and dams constructed and operated by the U.S. Army Corps of Engineers have facilitated commerce along the river. Many of these facilities have reached or even far exceeded their designed life cycle and rehabilitation and modernization is becoming critical to keep the waterways commercially viable. As the state of Iowa has a vested interest in a viable waterway commerce and transportation system, the Iowa DOT is examining alternatives to the U.S. Federal Government's traditional approach to funding and implementing projects to help modernize and improve the inland waterway navigation system on the UMRS. New approaches to fund operations, maintenance, and infrastructure replacement are needed to keep water transportation viable.

We look forward to seeing you at the workshop.

Sincerely,

Paul Trombino III
Director

PT:ckw

IDOT

From: IDOT <info@idotlockanddamactionplan.com>
Sent: Monday, June 10, 2013 4:23 PM
Subject: The Iowa Department of Transportation Invites You to a Mississippi River Action Plan Workshop
Attachments: IDOT Mississippi River Action Plan Workshop Invitation.pdf; IDOT Dam Modernization Handout.pdf

Iowa Department of Transportation | MISSISSIPPI RIVER ACTION PLAN

800 Lincoln Way, Ames, IA 50010 515-239-1111 FAX: 515-239-1120

June 10, 2013

The state of Iowa has a sincere interest in seeing the continued maintenance, operation, and modernization of our nation's inland waterway navigation system. The State realizes improvements to the system enable efficient movement of goods and services and, as such, the Iowa Department of Transportation (DOT) is undertaking activities to help facilitate these improvements. A coalition of stakeholders in the Upper Mississippi River is being formed to help Iowa DOT develop a Mississippi River Action Plan which will address operational improvements, funding, and legislative changes needed to modernize the inland waterway system. This coalition is critical for maximizing the potential impact of the pending 2013 Water Resources Development Act legislation on enhancing the Upper Mississippi River System (UMRS).

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Bettendorf, IA 52722
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We look forward to seeing you at the workshop.

Sincerely,

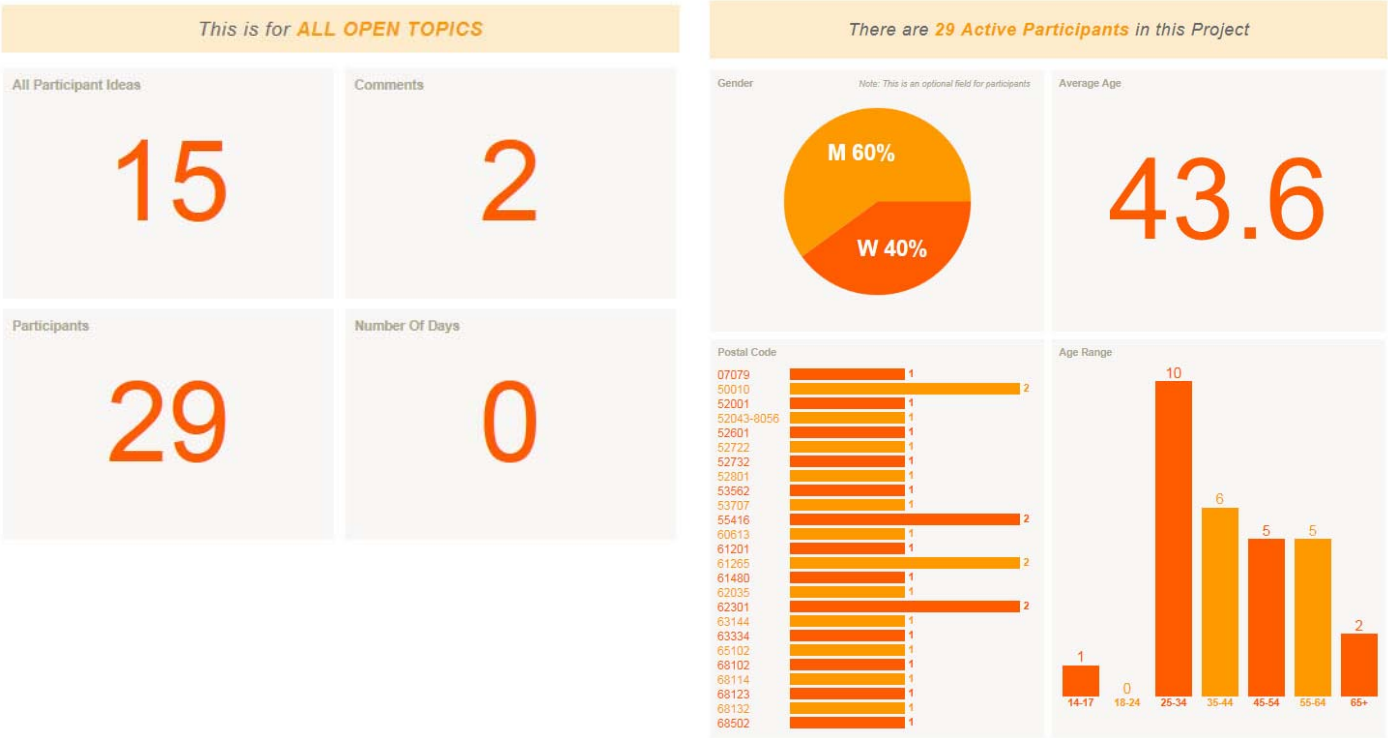
Paul Trombino III
Director

Appendix C: MindMixer Data

Iowa DOT Lock & Dam

MindMixer Reporting

The images on this page are current as of the date of the workshop. Reports on subsequent pages were current as of July 12th, 2013.



There are 89 Participants in this Project

User Name	Name	Date Joined	Status	Points	Zip
Lance S4	Lance S	Jun 26, 2013	Active	50	62301
Randy K4	Randy K	Jun 26, 2013	Active	50	52722
Ernie P	Ernie P	Jun 26, 2013	Active	50	53562
Dale G7	Dale G	Jun 26, 2013	Active	50	52732
Delbert.UhlikJr@gavilon.com	Invited U	Jun 26, 2013	Inactive	0	00000
lee@ursi.net	Invited U	Jun 26, 2013	Inactive	0	00000
molly@ursi.net	Invited U	Jun 26, 2013	Inactive	0	00000
Ron.White@adm.com	Invited U	Jun 26, 2013	Inactive	0	00000
WHHanson@gldd.com	Invited U	Jun 26, 2013	Inactive	0	00000
wilton@netwtc.net	Invited U	Jun 26, 2013	Inactive	0	00000
halltowing@yahoo.com	Invited U	Jun 26, 2013	Inactive	0	00000
hallbargeterminal@gmail.com	Invited U	Jun 26, 2013	Inactive	0	00000
harold.hommes@iowaagriculture.gov	Invited U	Jun 26, 2013	Inactive	0	00000
Henry.Marquard@mail.house.gov	Invited U	Jun 26, 2013	Inactive	0	00000
vhendrey@gldd.com	Invited U	Jun 26, 2013	Inactive	0	00000
joseph.rude@iowa.gov	Invited U	Jun 26, 2013	Inactive	0	00000
kenrusnica@hotmail.com	Invited U	Jun 26, 2013	Inactive	0	00000
Mari.K.Fournier@us.army.mil	Invited U	Jun 26, 2013	Inactive	0	00000
melody.j.mchugh@usace.army.mil	Invited U	Jun 26, 2013	Inactive	0	00000
pmariman@iastate.edu	Invited U	Jun 26, 2013	Inactive	0	00000
Penny_Vacek@grassley.senate.gov	Invited U	Jun 26, 2013	Inactive	0	00000
Stuart.Anderson@dot.iowa.gov	Invited U	Jun 26, 2013	Inactive	0	00000
tom@riellyinsurance.com	Invited U	Jun 26, 2013	Inactive	0	00000
Tom.Streight@alterlogistics.com	Invited U	Jun 26, 2013	Inactive	0	00000
john.whitaker@ia.usda.gov	Invited U	Jun 26, 2013	Inactive	0	00000
donna.skeen@modot.mo.gov	Invited U	Jun 26, 2013	Inactive	0	00000
Sam.Shea@dot.iowa.gov	Invited U	Jun 26, 2013	Inactive	0	00000
lhobart@growmark.com	Invited U	Jun 26, 2013	Inactive	0	00000
anagle@quadcitieschamber.com	Invited U	Jun 26, 2013	Inactive	0	00000
hanlanco@msn.com	Invited U	Jun 26, 2013	Inactive	0	00000
tom.oswald@iowa.gov	Invited U	Jun 26, 2013	Inactive	0	00000
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BettPLR@aol.com	Invited U	Jun 26, 2013	Inactive	0	00000
svandyke@bettendorf.org	Invited U	Jun 26, 2013	Inactive	0	00000
wiededan@aol.com	Invited U	Jun 26, 2013	Inactive	0	00000

gmccullough@bistateonline.org	Invited U	Jun 26, 2013	Inactive	0	00000
jglendening@tnc.org	Invited U	Jun 26, 2013	Inactive	0	00000
kevin.schoeben@illinois.gov	Invited U	Jun 26, 2013	Inactive	0	00000
s.hall@modot.mo.gov	Invited U	Jun 26, 2013	Inactive	0	00000
csd@hcil.net	Invited U	Jun 26, 2013	Inactive	0	00000
kmickelsen@umrba.org	Invited U	Jun 26, 2013	Inactive	0	00000
wagnerm@gredf.org	Invited U	Jun 26, 2013	Inactive	0	00000
stevewbisenius@gmail.com	Invited U	Jun 26, 2013	Inactive	0	00000
Tamara.Nicholson@dot.iowa.gov	Invited U	Jun 26, 2013	Inactive	0	00000
bboom@ci.davenport.ia.us	Invited U	Jun 26, 2013	Inactive	0	00000
adam.boardman@dot.wi.gov	Invited U	Jun 26, 2013	Inactive	0	00000
Aileen.switzer@dot.wi.gov	Invited U	Jun 26, 2013	Inactive	0	00000
dswanson@continentalcement.com	Invited U	Jun 26, 2013	Inactive	0	00000
rgallagherjr@gmglawfirm.com	Invited U	Jun 26, 2013	Inactive	0	00000
mduncan@chsinc.com	Invited U	Jun 26, 2013	Inactive	0	00000
rfarwell@continentalcement.com	Invited U	Jun 26, 2013	Inactive	0	00000
ron.adams@dot.wi.gov	Invited U	Jun 26, 2013	Inactive	0	00000
tdosien@continentalcement.com	Invited U	Jun 26, 2013	Inactive	0	00000
bwalker@moenviron.org	Invited U	Jun 26, 2013	Inactive	0	00000
msteenhoek@soytransportation.org	Invited U	Jun 26, 2013	Inactive	0	00000
cravada@ecia.org	Invited U	Jun 26, 2013	Inactive	0	00000
No17Eng654@aol.com	Invited U	Jun 26, 2013	Inactive	0	00000
dick.lambert@state.mn.us	Invited U	Jun 26, 2013	Inactive	0	00000
jneises@iastate.edu	Invited U	Jun 26, 2013	Inactive	0	00000
upmissfleet@qwestoffice.net	Invited U	Jun 26, 2013	Inactive	0	00000
jmb@shuttleworthlaw.com	Invited U	Jun 26, 2013	Inactive	0	00000
kjs@dairynet.com	Invited U	Jun 26, 2013	Inactive	0	00000
Christine F11	Christine F	Jun 24, 2013	Active	52	62035
Craig O5	Craig O	Jun 24, 2013	Active	0	50010
Olivia D3	Olivia D	Jun 24, 2013	Active	80	61201
John N25	John N	Jun 23, 2013	Active	80	52043-8056
Paul R28	Paul R	Jun 19, 2013	Active	50	63144
Wayne W11	Wayne W	Jun 19, 2013	Active	52	52801
Adam S24	Adam S	Jun 18, 2013	Active	50	61265
Sheri W1	Sheri W	Jun 18, 2013	Active	50	53707
Gene H6	Gene H	Jun 17, 2013	Active	0	68502
Michael K44	Michael K	Jun 15, 2013	Active	70	62301
Dan L10	Dan L	Jun 14, 2013	Active	50	61265

Bryan B6	Bryan B	Jun 12, 2013	Deactivated	50	52601
Mike N9	Mike N	Jun 12, 2013	Active	50	52601
Charles B22	Charles B	Jun 11, 2013	Active	62	61480
Meagan K	Meagan K	Jun 11, 2013	Active	50	63334
Jason N7	Jason N	Jun 11, 2013	Active	50	52001
Cheryl B15	Cheryl B	Jun 11, 2013	Active	50	65102
lauraheilman@hotmail.com	Invited U	Jun 10, 2013	Inactive	0	00000
Theresa B11	Theresa B	Jun 05, 2013	Active	50	68123
Anne T7	Anne T	Jun 04, 2013	Active	0	50010
Monica P1	Monica P	Jun 03, 2013	Active	50	55416
Tasha B1	Tasha B	Feb 27, 2013	Active	0	68102
Laura H13	Laura H	Nov 15, 2012	Active	0	68114
Paul D11	Paul D	Nov 01, 2012	Active	0	60613
David J9	David J	Oct 31, 2012	Active	0	55416
Jared K	Jared K	Aug 11, 2012	Active	0	07079
Theresa M1	Theresa M	May 22, 2012	Active	0	68132

Topic Name: Trending Down: Funding*

Idea Title: Don't increase funding from General Treasury

Idea Detail: Realistic funding solutions MUST be based on alternative revenue. Currently, industry pays about $80 million annually towards operating and maintaining the Inland Waterways System, which costs about $800 million annually. Proposals like the WAVE4 and RIVER Acts only shift a greater cost burden onto taxpayers by eroding the cost-share model established by WRDA 1986. Solutions must rely on increasing user fees, by establishing a lockage fee, or increasing the fuel tax. If the fuel tax had been allowed to increase with inflation, as it was originally intended, industry would be paying about $0.50 per gallon today. Ironically, the Inland Waterways Users Board identified that the fuel tax would need to be increased to $0.50 per gallon to clear the current project backlog without adjusting the cost-share. These solutions should be give greater emphasis in the action plan.

Idea Author: Olivia D

Number of Seconds 0

Number of Points 3

Number of Comments 0

Idea Title: Should we increase the fuel tax and index to inflation?

Idea Detail: The fuel tax rate is a small proportion of the overall shipping rate; therefore, large changes in the fuel tax rate translate into relatively small changes in the overall shipping rate, though some modal shifts off the inland waterway would still occur. While significant increases in the fuel tax rate would be required to yield significant funding increases, should modest fuel tax increases be considered as at least a part of the solution for increased revenue?

Idea Author: Anne T

Number of Seconds 0

Number of Comments 0

Idea Title: Investigate public-private partnerships

Idea Detail: Public-private partnerships between governments and interested investors are a potential way to increase funding for infrastructure upgrades. The pending WRDA 2013

congressional legislation provides potential avenues to pursue such partnerships.

Idea Author: Craig O

Number of Seconds 0

Number of Comments 0

Topic Name: Specific Recommendations: Mississippi River Action Plan Stakeholders

Idea Title: UMIMRA: for Navigation, Flood Control and Environmental balance

Idea Detail: Without Flood Control, nothing else matters. UMIMRA, the Upper Mississippi, Illinois, and Missouri Rivers Association supports this effort to improve navigation and would be please to be part of this coalition. UMIMRA can help represent the importance of flood control. Flood control improvements are needed to allow industrial and port development along our Mississippi River. Without flood protection, we will not see port growth. The Comprehensive Plan, as authorized in WRDA 99, and recommended by the Mississippi River Commission on August 14th 2008, would allow the levees in Iowa to be improved to the 500 year level of protection. Iowa needs to be a major supporter of seeing this plan implemented.

Idea Author: Michael K

Number of Seconds 0

Number of Points 2

Number of Comments 1

Comment 1: The State of Iowa has seen both flooding and low water levels in the past few years. The Iowa DOT believes that water level discussions are a necessary part of any effort to improve navigation. UMIMRA is, and will continue to be, an important partner in our efforts to modernize our inland waterway system. Thank you for your continued participation in the Mississippi River Action Plan. | By Craig O

Idea Title: Other regional water transportation groups

Idea Detail: We believe it could be beneficial to consult with other regional river system managers, like the Tennessee Valley Authority, to see how they have been successful in funding and improving their systems.

Idea Author: Anne T

Number of Seconds 0

Number of Comments 0

Idea Title: Congressional approval not needed

Idea Detail: If States and Municipalities are financing upgrading of locks and dams we need to proceed without congressional over site. Currently Congress has so much to do with little time to devote to this project. Congress has already approved new lock and dam construction but have contributed 0 DOLLARS.

Idea Author: John N

Number of Seconds 0

Number of Comments 0

Idea Title: More groups that represent taxpayers and the environment

Idea Detail: The Nicollet Island Coalition has been working for years to bring balance to the navigation infrastructure debate on the Upper Mississippi River by representing environmental and taxpayer interests. The coalition includes the Izaak Walton League, Missouri Coalition for the Environment, River Alliance of Wisconsin, Institute for Agriculture Trade and Policy, Prairie River Network, National Wildlife Federation, Taxpayers for Common Sense, and the Sierra Club. All of these groups should be involved in this coalition to balance the industry voice dominating the conversation. Industry only pays 10% of the cost to operate, maintain, and construct the inland waterways. The Action Plan recommendations must accurately reflect the concerns of the general public, who finance 90% of the costs of this system.

Idea Author: Olivia D

Number of Seconds 0

Number of Comments 0

Topic Name: Trending Up: Trade Growth*

Idea Title: Accommodate changes due to Panamax

Idea Detail: The expansion of the Panama canal will almost triple the size of container vessels able to transit the canal; the State of Iowa needs to be prepared for this coming change in global shipping.

Idea Author: Anne T

Number of Seconds 0

Number of Comments 1

Comment 1: The increase in vessel capacity will bring lower shipping cost to Iowa companies able to take advantage of it for both import and export. Transportation cost will continue to be critical to keep our companies competitive in the global market. This will require both improved river infrastructure as well as intermodal facilities for rail, truck and barge trans-loading. More users, and potential users need to be engaged in this planning. | By Charles B

Idea Title: Increase funding

Idea Detail: Funding needs to be increased to adequately maintain, operate and modernize the lock and dam system.

Idea Author: Anne T

Number of Seconds 0

Number of Comments 0

Idea Title: Rivers must be a part of an integrated transportation system

Idea Detail: Iowa is bordered on two sides by major inland waterways which are being designated Marine Highways. A majority of Iowa ag exports travel by barge part of the way. Inland waterways should be viewed and included in planning as part of a total intermodal transportation system.

Idea Author: Charles B

Number of Seconds 0

Number of Comments 0

Idea Title: Ensure water transport costs stay low

Idea Detail: The U.S. export market relies on low transportation costs to offset higher costs of production (higher wages, etc.) in order to stay globally competitive. The State of Iowa needs to ensure that water transport costs remain low so that it remains a profitable mode of transport.

Idea Author: Craig O

Number of Seconds 0

Number of Comments 0

Idea Title: Reduce unscheduled shipping delays

Idea Detail: Delays due to the poor condition of lock and dam infrastructure increase shipping costs and result in shifts to other modes of transport. These delays could be prevented with infrastructure improvement.

Idea Author: Craig O

Number of Seconds 0

Number of Comments 0

Topic Name: Other Potential Benefits

Idea Title: A cleaner environment

Idea Detail: Water transport not only has a number of economic benefits, it is also more environmentally friendly than other modes of transport.

Idea Author: Anne T

Number of Seconds 0

Number of Comments 0

Topic Name: Specific Recommendations: Mississippi River Action Plan Pilot Project

Idea Title: Partnership with local business groups

Idea Detail: Would business groups with a vested interest in improving the lock and dam system be interested in partnering with local governments to help fund specific improvements to the system?

Idea Author: Anne T

Number of Seconds 0

Number of Comments 0

Idea Title: Working with the Corps of Engineers

Idea Detail: If State and Municipal funding is raised to upgrade locks & dams how much control will that investment have in the construction process?

Idea Author: John N

Number of Seconds 0

Number of Comments 0

Idea Title: Permitting Process

Idea Detail: My experience with the Corps of Engineers is a paperwork nightmare. Advance negotiations need to be done to expedite and limit this requirement. Turn around times can be an impediment to progress in this undertaking.

Idea Author: John N

Number of Seconds 0

Number of Comments 0

Appendix D: Attendee List

Workshop Attendees

	Type	Stakeholder Names	Title	Organization
1	Business - Other	Tom Streight	Vice President of Sales	Alter Logistics Company
2	Business - Tug, Barge, Terminal	Dale Grimshaw		Artco Fleeting Service
3	RPA 9 and MPO	Gena McCullough	Planning Director	Bi-State Regional Commission
4	Local	Mayor Robert Gallagher		City of Bettendorf
5	Local	Steve Van Dyke		City of Bettendorf, Economic Development
6	Local	Wayne Wille	Planner, Community Planning Division	City of Davenport
7	Business - Other	Chris Ball	City Administrator	City of Wilton, IA
8	Business - Tug, Barge, Terminal	Dave Swanson		Continental Cement Co
9	Business - Tug, Barge, Terminal	Richard Farwell		Continental Cement Co
10		Kenric Scheevel	Sr. Government Relations Rep.	Dairyland Power Cooperative
11	RPA 8 and MPO	Chandra Ravada	Director of Transportation Department	East Central Intergovernmental Association
12	Business - Other	Jon Nieman		Great Lakes Dredge & Dock Co. LLC
13		Marcel Wagner	President	Great River Economic Development
14		Liz Hobart	Government Relations Manager	GROWMARK, Inc.
15	State - Iowa	Harold Hommes		IDALS
16	State - Iowa	Anne Turcotte		IDOT
17	State - Iowa	Craig Markley		IDOT
18	State - Iowa	Craig O'Riley		IDOT
19	State - Iowa	Stu Anderson		IDOT
20	State - Iowa	Tammy Nicholson		IDOT
21	State - Iowa	Sam Shea	Transportation Planner	IDOT District 6
22	State - Iowa	Ted Stopulos		IGOV
23	State - Illinois	Dan Loyd	Federal Affairs Policy Analyst	Illinois Department of Transportation
24	State - Illinois	Kevin Schoeben		Illinois Department of Transportation
25		Doug DeLille	Metro Manager	Illinois DOT
26	State - Iowa	Director Paul Trombino		Iowa Department of Transportation
27	State - Iowa	Joseph Rude		Iowa Economic Development Authority
28	Agriculture	Trudy Wastweet	National Policy Advisor	Iowa Farm Bureau Federation
29	State - Iowa	Thomas J Oswald	State Lead Public Assistance Coordinator	Iowa Homeland Security & Emergency Management
30	Iowa Freight Advisory Council	Dan Sabin	Chair	Iowa Northern Railway Company
31		Rex Hoppes	Director of Member Services	Iowa Soybean Association
32	State - Iowa	Tom Rielly		Iowa Transportation Commission
33		Lance L. Schuette, P.E.	Environmental Department Manager	Klingner & Associates, P.C.
34		Charles Bell		Mid-America Port Comission/Intermodal Authority Port District
35	NGO	Brad Walker	Rivers and Sustainability Director	Missouri Coalition for the Environment
36	State - Missouri	Michelle Teel	Multimodal Operations Director	Missouri Department of Transportation
37	State - Missouri	Paula Gough	District Engineer	Missouri Department of Transportation
38	State - Minnesota	Dick Lambert		MnDOT Office of Railroads and Waterways
39	Business - Other	John H. Nikolai	Dry Bulk Commodities Expert	Nikolai & Associates Ltd.
40	Local	Abbey Nagle	Government Affairs Asst	Quad City Chamber of Commerce
41		Jeremy C. Putman		Riverview Boat Store, Inc
42		Julie Putman		Riverview Boat Store, Inc
43	Federal	Penny Vacek		Senator Grassley's Office
44		Ken Rusnica	Port Authority	Sennebogen
45	RPA 16	Mike Norris	Executive Director	Southeast Iowa Regional Planning Commission
46	Agriculture	Mike Steenhoek	Executive Director	Soy Transportation Coalition
47	State - Iowa	Diane Rudin		The Nature Conservancy

	Type	Stakeholder Names	Title	Organization
48	State - Iowa	Jan Glendening	State of Iowa Director	The Nature Conservancy
49	Business - Tug, Barge, Terminal	Jim Manley		Upper Mississippi Fleeting
50	Business - Tug, Barge, Terminal	Randal H. Carmichael		Upper Mississippi Fleeting
51	NGO	Kirsten Michelsen	Ecosystem and Navigation Program Director	Upper Mississippi River Basin Association (UMBRA)
52	NGO	David McMurray	Chairman	Upper Mississippi, Illinois, and Missouri Rivers Association" (UMIMRA)
53	Business - Tug, Barge, Terminal	Lee Nelson		Upper River Services, Inc
54	Business - Tug, Barge, Terminal	Molly Isnardi		Upper River Services, Inc
55		Rob Germann		US Army Corps of Engineers
56	Federal	Col. Mark J. Deschenes		USACE, Rock Island District
57	Federal	Mari Fournier	Executive Assistant to the Commander	USACE, Rock Island District
58	Federal	Rick D. Granados	Regional Asset Manager	USACE, Rock Island District
59	Federal	Gary Meden		USACE, Rock Island District, Dep. for Programs and Project Management
60	Federal	John Whitaker	Director	USDA, State of Iowa
61	State - Wisconsin	Adam Boardman	Director for the Bureau of Transit Local Roads, Rails and Harbors	Wisconsin DOT
62	State - Wisconsin	Ronald E. Adams	Chief, Railroads & Harbors Section	Wisconsin DOT
63	State - Wisconsin	Aileen Switzer	Administrator	Wisconsin DOT, Transportation Investment Management Division

Appendix E: Attendee Handout Packet

Iowa DOT Lock & Dam

Workshop Agenda

Thursday, June 27th
Isle Casino Hotel Bettendorf
1777 Isle Parkway
Bettendorf, IA 52722

8:00-8:30 am
Registration

8:30-10:00 am
Welcome

- Safety Briefing
- Introduction (Iowa DOT Director Paul Trombino III)

Context Setting

- Framework for Pilot Project Discussion

U.S. Army Corps of Engineers Presentation – "Three-Legged Stool"

- Background and current state of Upper Mississippi Lock and Dam System
- USACE Lock and Dam System Operation
- System traffic flow/priority

Reconnaissance Study Outcomes

- Coalition creating and advancing a Legislative Agenda
- Pilot Project

10:00-10:15 am
Break

10:15-11:30 pm
Visioning Process
Session will define opportunities and constraints of the system and develop a unified vision for the action plan. The session will also include a summary of discussion on the project website and an overview of the afternoon break-out session.

11:30 am-12:00 pm
Lunch

12:00-1:00 pm
Issues Identification
To understand the full breadth of issues faced by navigation interests on the Upper Mississippi River Inland Waterway Navigation System, workshop participants will be separated into groups to discuss the following issues: Environmental, Regulatory, Economics, Navigation, and Recreation.

1:00-2:00 pm
Issues Categorization
Session will categorize issues and develop goal areas to be addressed.

2:00-2:15 pm
Break

2:15-3:45 pm
Pilot Project Discussion & Identification
This discussion will summarize the results of the previous session and utilize the last part of the meeting to gather information to develop what a pilot program may look like. Topics to be addressed include: funding, operations, maintenance, repair/rehabilitation, replacement, and expansion.

Closing Remarks
Closing remarks by Iowa DOT Director Paul Trombino III will outline the next steps for participants.

Iowa DOT Lock & Dam

Conversation Summary

Iowa Department of Transportation

Below is a summary of the conversation on the www.IowaLockandDamActionPlan.com site as of June 25, 2013.

Topic: Trending Up: Trade Growth

Trade growth on the Mississippi River system is projected to increase 83% by 2039. What are the immediate issues that the State of Iowa needs to address to capture the benefits of this growth?

Ideas:

Ensure water transport costs stay low – Craig O.
The U.S. export market relies on low transportation costs to offset higher costs of production (higher wages, etc.) in order to stay globally competitive. The State of Iowa needs to ensure that water transport costs remain low so that it remains a profitable mode of transport.

Accommodate changes due to Panamax – Anne T.
The expansion of the Panama canal will almost triple the size of container vessels able to transit the canal; the State of Iowa needs to be prepared for this coming change in global shipping.

Comment – Charles B.
The increase in vessel capacity will bring lower shipping costs to Iowa companies able to take advantage of it for both import and export. Transportation cost will continue to be critical to keep our companies competitive in the global market. This will require both improved river infrastructure as well as intermodal facilities for rail, truck and barge trans-loading. More users, and potential users need to be engaged in this planning..

Increase funding – Anne T.
Funding needs to be increased to adequately maintain, operate and modernize the lock and dam system.

Reduce unscheduled shipping delays – Craig O.
Delays due to the poor condition of lock and dam infrastructure increase shipping costs and result in shifts to other modes of transport. These delays could be prevented with infrastructure improvement.

Rivers must be a part of an integrated transportation system – Charles B.
Iowa is bordered on two sides by major inland waterways which are being designated Marine Highways. A majority of Iowa ag exports travel by barge part of the way. Inland waterways should be viewed and included in planning as part of a total intermodal transportation system.

Topic: Trending Down: Funding

Aside from Federal and State funding sources, what other potential funding mechanisms should be investigated (i.e. user fees, fuel tax, private investment, etc.)?

Ideas:

Don't increase funding from General Treasury – Olivia D
Realistic funding solutions MUST be based on alternative revenue. Currently, industry pays about $80 million annually towards operating and maintaining the Inland Waterways System, which costs about $800 million annually. Proposals like the WAVE4 and RIVER Acts only shift a greater cost burden onto taxpayers by eroding the cost-share model established by WRDA 1986. Solutions must rely on increasing user fees, by establishing a lockage fee, or increasing the fuel tax. If the fuel tax had been allowed to increase with inflation, as it was originally intended, industry would be paying about $0.50 per gallon today. Ironically, the Inland Waterways Users Board identified that

the fuel tax would need to be increased to $0.50 per gallon to clear the current project backlog without adjusting the cost-share. These solutions should be give greater emphasis in the action plan.

Should we increase the fuel tax and index to inflation? – Anne T.
The fuel tax rate is a small proportion of the overall shipping rate; therefore, large changes in the fuel tax rate translate into relatively small changes in the overall shipping rate, though some modal shifts off the inland waterway would still occur. While significant increases in the fuel tax rate would be required to yield significant funding increases, should modest fuel tax increases be considered as at least a part of the solution for increased revenue?

Investigate public-private partnerships – Craig O.
Public-private partnerships between governments and interested investors are a potential way to increase funding for infrastructure upgrades. The pending WRDA 2013 congressional legislation provides potential avenues to pursue such partnerships.

Topic: Other Potential Benefits

Aside from improved transportation, what other potential benefits / concerns could result from investments on the Upper Mississippi River System (i.e. environmental, recreation, industrial, etc.)?

Ideas:

A cleaner environment – Anne T.
Water transport not only has a number of economic benefits, it is also more environmentally friendly than other modes of transport.

Topic: Specific Recommendations: Mississippi River Action Plan Stakeholders

A coalition of stakeholders is being formed to help Iowa DOT develop a Mississippi River Action Plan; are there individuals or organizations that you think should be involved in this coalition?

Ideas:

UMIMRA: for Navigation, Flood Control and Environmental balance – Michael K.
Without Flood Control, nothing else matters. UMIMRA, the Upper Mississippi, Illinois, and Missouri Rivers Association supports this effort to improve navigation and would be please to be part of this coalition. UMIMRA can help represent the importance of flood control. Flood control improvements are needed to allow industrial and port development along our Mississippi River. Without flood protection, we will not see port growth. The Comprehensive Plan, as authorized in WRDA 99, and recommended by the Mississippi River Commission on August 14th 2008, would allow the levees in Iowa to be improved to the 500 year level of protection. Iowa needs to be a major supporter of seeing this plan implemented.
Comment – Craig O.
The State of Iowa has seen both flooding and low water levels in the past few years. The Iowa DOT believes that water level discussions are a necessary part of any effort to improve navigation. UMIMRA is, and will continue to be, an important partner in our efforts to modernize our inland waterway system. Thank you for your continued participation in the Mississippi River Action Plan.

Other regional water transportation groups – Anne T.
We believe it could be beneficial to consult with other regional river system managers, like the Tennessee Valley Authority, to see how they have been successful in funding and improving their systems.

Congressional approval not needed – John N.
If States and Municipalities are financing upgrading of locks and dams we need to proceed without congressional oversight. Currently Congress has so much to do with little time to devote to this project. Congress has already approved new lock and dam construction but have contributed 0 DOLLARS.

Topic: Specific Recommendations: Mississippi River Action Plan Pilot Project

Do you have project suggestions or recommendations that the State of Iowa should consider for a pilot project(s) inline with goals of the Title II, Section 2025 of the WRDA 2013 Bill, Senate File 601?

Ideas:

Working with the Corps of Engineers – John N.
If State and Municipal funding is raised to upgrade locks & dams how much control will that investment have in the construction process?

Partnership with local business groups – Anne T.
Would business groups with a vested interest in improving the lock and dam system be interested in partnering with local governments to help fund specific improvements to the system?

Permitting Process – John N.
My experience with the Corps of Engineers is a paperwork nightmare. Advance negotiations need to be done to expedite and limit this requirement. Turn around times can be an impediment to progress in this undertaking.

Iowa DOT Lock & Dam

Comment Form

Iowa Department of Transportation

How Do I Submit Comments?

- Written Comments: Complete this form and submit it to one of the staff members.
- Electronic Comments: Share your ideas by visiting **www.IowaLockandDamActionPlan.com.**

What is your interest in the Mississippi River Action Plan?

How would you like to be involved moving forward with a pilot project?

What other comments and questions do you have?

Date:

Name:

Street Address:

City, State, Zip:

Phone:

Email:

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Mississippi River Navigation Infrastructure

Gary Meden
Deputy Commander for Programs and Project Management
Rock Island District

27 June 2013

US Army Corp of Engineers
BUILDING STRONG®

Agenda

- Navigation authorization (9-foot channel)
- State of the infrastructure
- Types of funding to maintain/improve capabilities
- Funding trends (O&M, Major Rehab, Construction)
- Issues (Inland Waterway Trust Fund, No Earmarks)
- Why does river navigation matter to the Upper Midwest and the Nation?
- Lockage priorities

BUILDING STRONG®

9-Foot Navigation Channel (Mississippi and Illinois Waterway)

- Most structures built in 1930s
- Designed for 50-year life
- Most gates (dam and lock) are still original
- Most mechanical and electrical systems are original
- Maintenance crews do an amazing job keeping systems operating, but can only do so much with current resources

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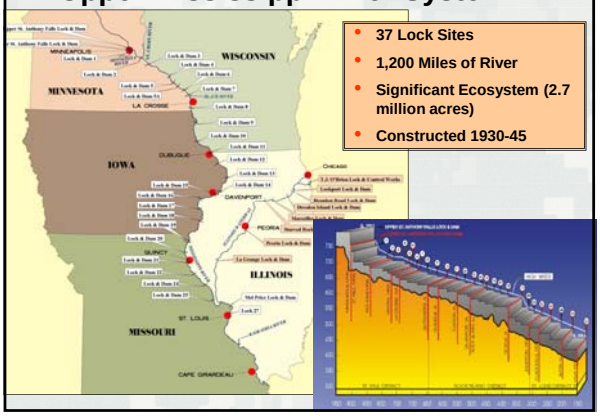
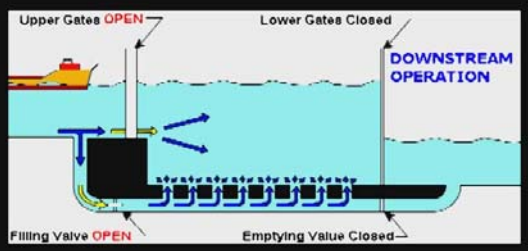
Upper Mississippi River System



- 37 Lock Sites
- 1,200 Miles of River
- Significant Ecosystem (2.7 million acres)
- Constructed 1930-45

Typical Downstream Lockage



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Lock Precedence

- Navigation Notice No 1-2013
- Safety is first
- Priorities (First come, first served)
  - Commercial passenger vessels w/published schedule
  - Corps of Engineer Vessels
  - Commercial Vessels
  - Recreational Vessels
    - Typically two commercial, then one recreational lockage
- Lockmasters have final word

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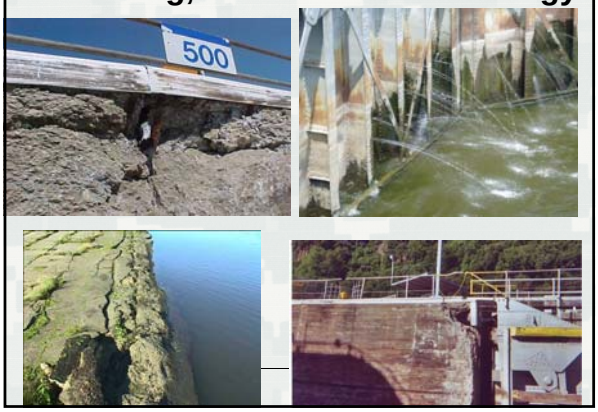
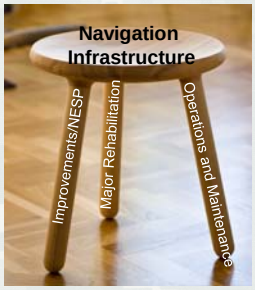
Crumbling, decades old technology



Crumbling, decades old technology

River Navigation Infrastructure "Three-Legged Stool"

- O&M
- Major Rehab
- Improvements
  - Small Scale
  - Large Scale



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Funding Trends

Annual Appropriation	Investigations	Construction	O&M	Total
FY08 Allocated	11,373,118	56,525,480	173,039,500	240,938,098
FY09 Allocated (incl ARRA)	13,598,300	160,954,200**	174,434,078	348,936,578
FY10 Allocated	7,542,350	19,272,030	98,599,756	125,414,136
FY11 Allocated	5,729,647	9,331,435	106,079,750	121,140,742
FY12 Allocated	833,000	24,287,000*	94,923,000	120,043,000
FY13 President's Budget	630,000	21.480,000*	104,245,000	126,355,000
FY14 President's Budget	400,000	43,368,000*	124,943,000	168,711,000

NOTE: Navigation and Ecosystem Sustainability Program (NESP) funding in FY12 and FY13 is $0; NESP has never received any construction funds.
*All "Construction Funds" in FY12, FY13 and FY14 are for the Environmental Management Program and Lockport (Illinois Waterway).
**Last major rehab construction funds were received in 2009 (for L&D 11).

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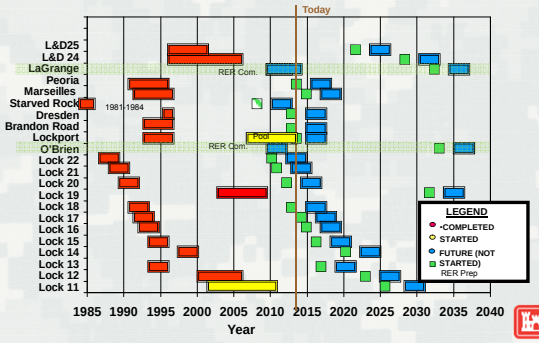
Schedule of Major Rehabilitations Upper Mississippi River in Rock Island District



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NESP

NESP Navigation Authorization = $2.37 billion
(50/50 Cost Share with the Inland Waterway Trust Fund)

- **Small scale structural and non-structural measures** ($274M)
  - Mooring facilities @ Locks 12, 14, 18, 20, 22, 24 and LaGrange
  - Switchboats @ 5 Locks (20 through 25)
  - Develop and test - appointment scheduling system.
- **New 1200' locks at Locks 20 through 25, Lagrange, and Peoria** ($2.09B of which $252M is for mitigation)

NOTE: To date, no NESP construction funds have been appropriated

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Capital Development Plan (CDP)

- Waterways Council Incorporated, USACE, Inland Waterway Users Board (IWUB) and others developed
- Approved by IWUB on 13 April 2010
- Includes:
  - Raising fuel tax from $0.20 to up to $0.29 per gallon
  - Only cost sharing work on new locks and dams and rehab over $100 million
  - Cost ceilings (to limit future quadrupling of costs for industry)
- Some progress recently

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The 2013 Navigation One-Legged Stool

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Why do we care about inland waterways?

- Save money (least expensive mode)
- Make US commodities more competitive
- Reduce road congestion (and wear)
- Safest
- Least polluting
- Provide alternative to rail (no monopoly)
- Provide ancillary benefits (recreation, water supply, improved environmental habitats)

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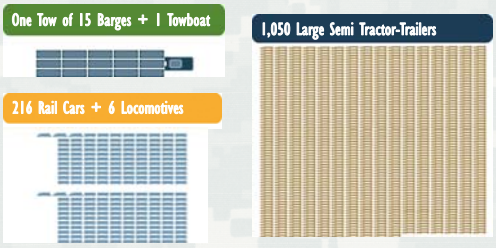
Best Mode for Dry Cargo: A Single Tow or 216 Rail Cars or 1,050 Trucks?



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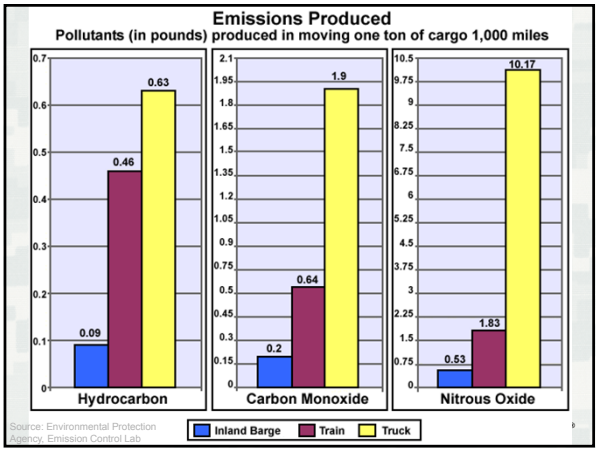

Why should we care about inland navigation?

Because our international competitiveness depends on it.

Costs of transporting soybeans: U.S. vs. Brazil (per metric ton; 4th quarter, 2010)

	Davenport to Shanghai	Sioux Falls to Shanghai	N. Mato Grosso to Shanghai
Land: Truck	$8.94	$8.94	$120.12
Land: Barge/Rail	$31.85 (Barge)	$50.31 (Rail)	-----
Ocean	$55.46	$29.25	$31.67
Total Transport	$96.25	$88.50	$151.79
Total Landed Cost	$495.41	$474.06	$566.25

NOTE: After new Panama Canal Locks open (2014/2015), Davenport shipping costs To China are expected to decrease by $12.00 per metric ton

Source: USDA

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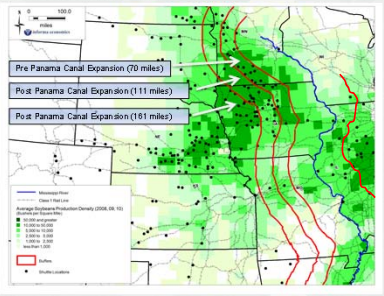
Panama Canal Expansion – Opportunity for increased efficiency, or just shifting the bottleneck?



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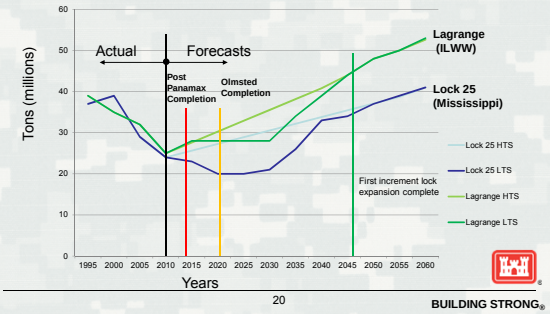
What River Traffic is Forecasted?

LaGrange and Lock 25 Actual and Forecasted Tonnage.



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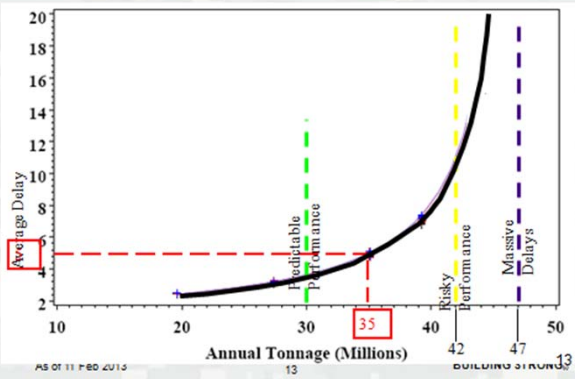
600ft UMR Lock Performance



AS of 11 FEB 2013

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Highest Priority Work in Rock Island District

Work/Project	Cost Estimate ($M)	Funding Type
Lagrange Major Rehab	56.5	Construction
Lagrange Miter Gates	4.0	O&M
Peoria Miter Gates	4.0	O&M
Lagrange Lock Major Maint	14.3	O&M
Joliet Channel Wall Repair	5.1	O&M
Miss. Miter Gates 3 locations	23.1	O&M
Miss. Bulkhead Slots 7 locations	54.2	O&M
Dresden Raplace Dam Gates	9.9	O&M
O'Brien Major Maintenance	13.0	O&M
Dam Gate Rehab (L/D 15, 21, 22)	13.0	O&M
L/D 19 Concrete work	34.0	O&M
O'Brien Major Rehab	23.9	Construction
Total Shown on this page	255.0	

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The Way Ahead?

- Upper Mississippi States work together for common goals
- Congress finds way to fund projects in "no earmark" era
- Inland Waterway Trust Fund gets out of the red
- Nation sees value of inland water transportation
- Nation invests in our future

Potential issues if nothing changes (or funding decreases)

- Higher transportation costs for grain and other bulk goods
- Higher deficit
- Significantly higher traffic on roads (and delays and higher maintenance costs for highways)
- Less than 24-hour operations of locks?
- Shut down all recreation?
- A major system failure?

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Value to the Nation → Navigation

Our District's 20 locks and dam systems provide value to the nation through enormous transportation benefits

- Nearly **600 million tons** pass through District's navigation system annually (over 60% of all US grain exports use inland waterways)
- Cost savings for industry is **$23.74** per ton for traffic moving through Upper Mississippi
- Annual cost savings nears **$1 Billion**
- It would take an additional 6 million rail cars or 24 million trucks to transport the amount of cargo carried on the nation's inland waterways each year.
- **Barges are safer (X1000), more efficient (X4), and more eco friendly (X10) than trucks**

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- **Strengthening the economy**
- In 2010, 566 million tons of waterborne cargo transited the inland waterways valued at more than **$180 billion**.

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Shaping the Future

- A long-term strategy is essential for establishing an enduring reliable and cost effective inland navigation system.
- Opportunity exists to align with DOT National Strategy through MARAD (www.marad.dot.gov)

Mayor Slay at Mississippi Rivers, Cities, and Towns Initiative

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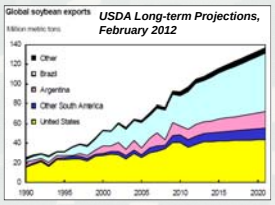
What is Forecasted?

Global Soybean Exports

- Developing countries are the main source of growth in world agricultural demand and trade.
- World agricultural production rises in response to high prices and technology enhancements.
- The three leading soybean exporters—the United States, Brazil, and Argentina—accounted for slightly more than 90 percent of world trade prior to 2009/10.



USDA Long-term Projections, February 2012

28

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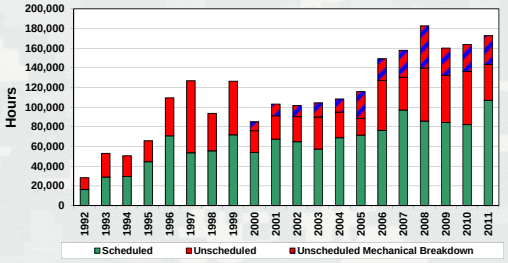
Reliable and Resilient – USACE Trends Backlog = Increasing Outages at Locks



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Asset Management Program/ Operational Condition Assessments

- **Standardizes evaluation system nationwide**
- **Rates locks and dams based on risks**
- **Should help to get funding for infrastructure in worst shape**
- **Addresses sustainment, restoration, modernization, and disposition**
- **In preliminary implementation stages**

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Mississippi O&M Funding

Annual Appropriation	ARRA O&M	Reg O&M
FY08	$70,802,000	$43,935,000
FY09	$9,061,300	$57,280,860
FY10	0	$54,006,333
FY11	$300,000	$53,439,934
FY12	0	$50,202,116
FY13 President's Budget		$56,758,000

Note: Approximately 65% of Mississippi Regular O&M funds are used to pay wages of lock and dam operators and maintenance crews.

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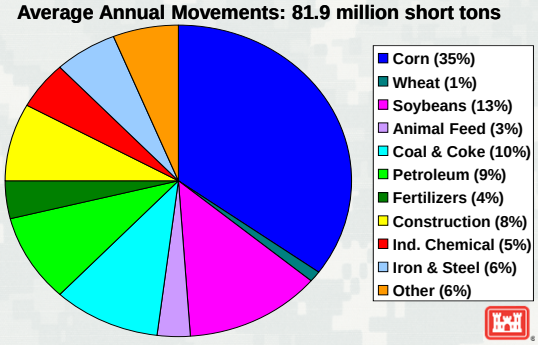
Commodities Shipped by Barge

Average Annual Movements: 81.9 million short tons



Source: US Army Corps of Engineers, *Lock Performance Monitoring System* (LPMS) BUILDING STRONG®

Mississippi Commodities Grain vs Total (million tons)

	2007	2008	2009	2010	2011
Lock 15	9.7/20.9	5.9/15.6	8.8/18.2	8.5/17.9	7.8/17.2
Lock 17	11.0/22.8	6.9/17.3	10.1/20.5	9.5/19.5	8.8/18.9
Lock 19	14.4/25.5	9.7/19.3	13.3/23.1	12.0/21.4	11.1/20.5
Lock 21	15.6/28.5	10.6/21.9	14.4/25.6	12.9/23.4	11.8/22.2
Lock 22	15.8/28.9	10.9/22.3	14.7/26.1	13.0/23.6	12.0/22.5

NOTE: Highest tonnage transported was in 2002 at Lock 22 in 2002 at 37.6 million tons of which 24.6 million tons was grain.

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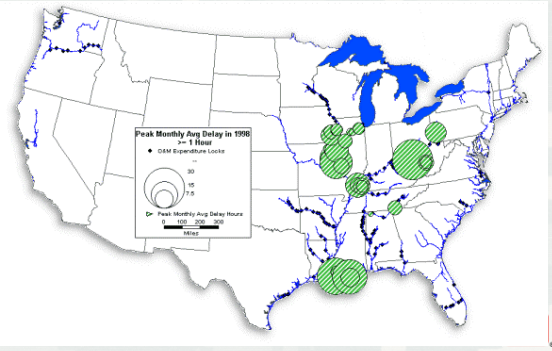
Traffic Delays



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UMR-IWW NAVIGATION AND ECOSYSTEM SUSTAINABILITY PROGRAM

CAPABILITY - CONSTRUCTION PROJECTS - IL/WI/MO/IA/MN

Last Update: 3 February 2009

YEAR	NAVIGATION PROJECTS	ECOSYSTEM RESTORATION PROJECTS
X	**$29.030 million**	**$19.165 million**
	Mooring Cell Construction - L&D 14 IA/IL	Wing Dam Dike Alteration - Pool 2 MN/WI
	Mooring Cell Construction - LD 24 IL/MO	Cultural Protection sites - 3 sites MN/WI/IL
	L&D 22 DS Guidewall Extension IL/MO	Side Channel Improvement - Herculaneum IL/MO
	Mitigation Projects - construction IL/MO/IA/WI	
X+1	**$13.400 million**	**$46.100 million**
	Mooring Cell Construction - L&D 15, IL/IA	Cultural site protection - 6 locations IL/IA/WI/MO
	Mooring Cell Construction - L&D 11 IL/IA/WI	L&D 22 Fish Passage, IL/MO
	Mooring Cell Construction - L&D 19 IA/IL	Pool 18 Poolwide Drawdown - Dredging, IA/IL
	Switchboats - Contract One Boat, IL/MO	Side channel improvement - Buffalo Chute IL/MO
	L&D 25 Scour Hole, IL/MO	Side channel improvement - Scheniman Chute IL/MO
	Mitigation Projects - construction IL/MO/IA/WI	Island Shoreline Protection - Twin Island, IL
		Island Shoreline Protection - IL/MN/WI/IA
		Island Creation - Peoria Islands, IL
X+2	**$73.405 million**	**$49.180 million**
	Mooring Cell Construction - L&D 21, IL/MO	Cultural site protection - 6 locations IL/IA/WI/MO
	Mooring Cell Construction - L&D 18, IL/IA	L&D 22 Fish Passage, IL/MO
	Mooring Cell Construction - L&D 20, IL/MO	L&D 26 Fish Passage, IL/MO
	Mooring Cell Construction - L&D 24, IL/MO	Floodplain Restoration - Root River, MN
	Switchboats - Contract Five Boats, IL/MO	Floodplain Restoration - Pierce County, WI
	LaGrange New 1200' Lock - Coffer Dam, IL	Floodplain Restoration - Emiquon, IL
	L&D 22 New 1200' Lock - Lock Chamber, IL/MO	Backwater Restoration - Peoria, IL
	L&D 25 River-side Lock Wall IL/MO	Island Shoreline Protection - IL and IA
	Mitigation Projects - construction IL/MO/IA/WI	Island Creation - Peoria Lake, IL

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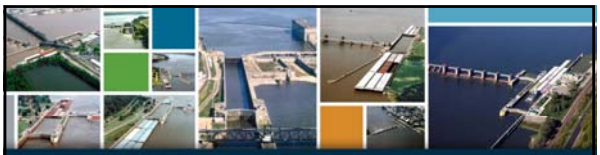


U.S. Inland Waterway Modernization:

A Reconnaissance Study

June 2013

1 Iowa Department of Transportation | MISSISSIPPI RIVER ACTION PLAN

Study Purpose

This study:

- Evaluates options to sustainably fund maintenance and improvements to Iowa's Lock and Dam system

Iowa Department of Transportation | MISSISSIPPI RIVER ACTION PLAN 2

Current State

- U.S. inland waterway infrastructure received a **D- grade** from the American Society of Civil Engineers (ASCE)
- Chronically underfunded
- Crumbling infrastructure
- Seriously affects U.S. competition for global trade
  - our economy relies on low transportation costs to offset higher wages and cost of production

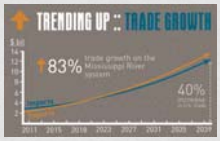
Iowa Department of Transportation | MISSISSIPPI RIVER ACTION PLAN 3

Future Trends in U.S. Trade

- Trade volume of U.S. ports doubles by 2021 and again around 2030
- U.S. imports surpass exports in the next decade
- Transportation congestion = trade barrier around the U.S.

Future Trends for Inland Waterways

- Overall freight transport will have high growth; proportion of transport by water to stay steady
- Tonnage on U.S. inland waterways will increase 23% by 2025, and 40% by 2040
- 83% trade growth increase on Mississippi River System from 2010 to 2040



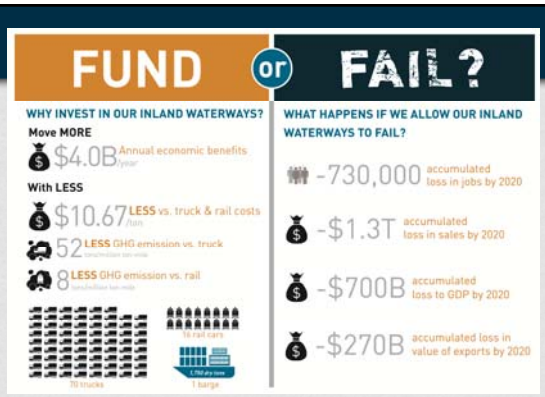
- Iowa's share of total tonnage along Mississippi will more than double from 6% to 13% by 2040

Future Trends for Inland Waterways

- Less engineers with knowledge and experience of aging Lock and Dam system
- Climate variability and more extreme weather patterns make consistent, reliable transport more difficult

If No Action is Taken

- Cannot maintain infrastructure at current funding level
- Critical age and capacity thresholds reached by 2020
- Move to other transport modes increases deterioration and cost for those systems
- Loss of economic benefits
- Missed opportunity with Panamax



Benefits of Improved System

Economic Benefits of Barge Freight Passing Through Iowa Lock and Dam 19, 2011

Annual Economic Benefits ($M)	
Reduced shipping/transportation costs	$384.0
Reduced emissions	$29.3
Reduced maintenance	$34.3
Reduced roadway congestion	$0.0
Reduced accidents	$78.4
Total Economic Benefits	**$525.9**

Source: HDR Commercial Analysis, Appendix C

New Funding Approaches Needed

- Increased funding from traditional sources only a short term solution
- Long-term options
  - Partial divestiture of the system
    - need further study to understand long-term impacts of divestiture
  - Public Private Partnerships (P3s) are not an option until major system repairs and upgrades are completed
  - Increased funding from traditional sources can only be part of a more comprehensive funding system

What other funding options should be considered?

Iowa Department of Transportation | MISSISSIPPI RIVER ACTION PLAN 10

Potential Funding Options

- No change
- Reduced level of service or decommissioning
- Increased traditional funding
- Increased federal funding
- User fees
- Partnerships

Iowa Department of Transportation | MISSISSIPPI RIVER ACTION PLAN 11

Funding Option Evaluation

Option	Timeliness	Full System Solution	Stand Alone Solution	Administrative Ease
No Action	Yes	Yes	No	Yes
Partial Divestiture	No	No	No	Yes
Funding from traditional sources	Yes	Yes	Yes	Yes
Partnerships	No	TBD	TBD	No

Iowa Department of Transportation | MISSISSIPPI RIVER ACTION PLAN 12

Fuel Tax Revenue

- Large changes in the fuel tax rate lead to relatively small changes in overall shipping rate
- Current rate is 20¢/gallon
- Rate of 33¢/gallon = $50 million/year increase in revenue
- Explore indexing fuel tax rates to inflation

Partnerships

- Public-Public
  - Between governments and/or non-profit
- Public-Private (P3)
  - Design-Build (DB) and variations
    - Single private entity contracted to design and build
  - Design-Build with Private Financial Participation (PFP)
    - Private sector financing used for project
  - Pre-Development Agreements
    - Private sector partner works on the feasibility phase then gets first negotiation rights to develop and implement

Key Findings

- No action will result in loss of economic benefits and a missed opportunity with Panamax
- Partial divestiture should be examined if there is no new funding, but will need more study
- Public Private Partnerships are not an option until major system repairs and upgrades are completed
- Increased funding from traditional sources can only be part of a more comprehensive funding system

Study Recommendations for Congress

Congress

- Pass the 2013 Water Resources Development Act (WRDA) Bill
- Allow pilot programs for non-federal sponsors to work on federal projects
- Allow alternative project delivery and funding
- Adequately fund USACE Civil Works and Navigation Programs
- Explore indexing fuel tax rates to inflation
- Authorize USACE to study additional funding options

Study Recommendations for Iowa

Iowa

- Create a coalition of Upper Mississippi River states and inland waterway interest groups to drive the legislative agenda
- Implement a pilot project in line with the 2013 WRDA Bill

SWOT Analysis

- Strengths
- Weaknesses
- Opportunities
- Threats

A RIVER RUN DRY

Transforming our aging Mississippi waterway system into a vital trade corridor

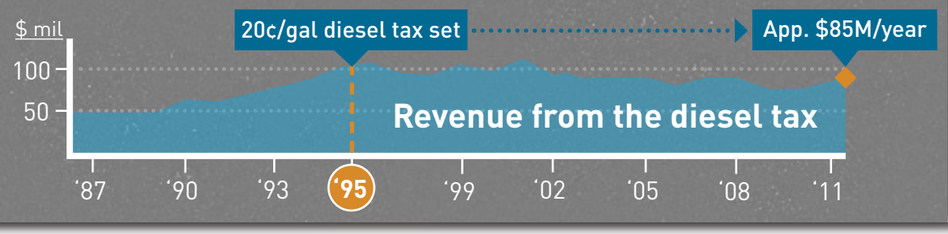
REVENUE STREAMS :: A CLOSER LOOK AT USER FEES

Diesel tax rate remains unchanged since 1995

20¢/gallon diesel tax rate since 1995 = $85M annual diesel tax revenue

20¢ in 1995 = 30¢ in 2012

If the diesel tax rate matched inflation, it would be $0.30/gallon.



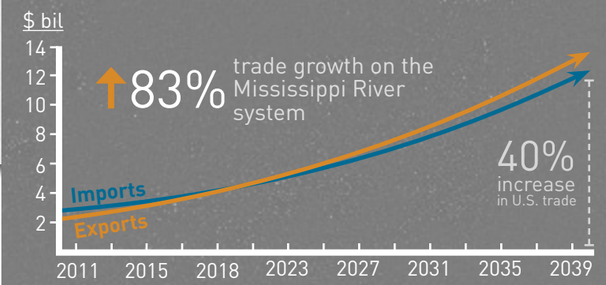
Inflation since 1995 has risen by 50%, and fuel prices have tripled.

Is raising the diesel tax

from 20¢ per gallon to 30¢ per gallon **Realistic?**

Costs to shippers would increase by 0.7%, potentially shifting tonnage to other freight modes. However our increasingly unreliable river system will also result in modal shifts without investment in its improvement.

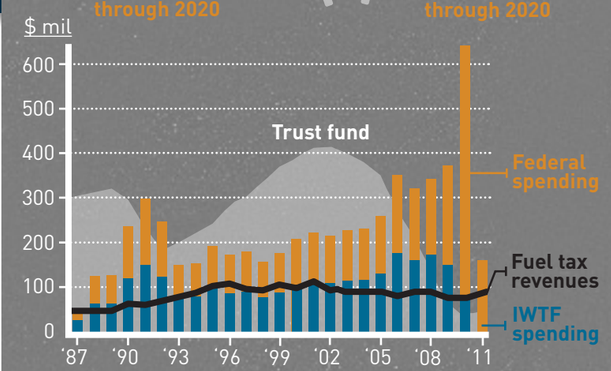
TRENDING UP :: TRADE GROWTH



TRENDING DOWN :: FUNDING

$12.7B funding required through 2020

$7.2B current funding through 2020



TRENDING DOWN :: RELIABILITY

D-

Grade earned by our aging inland waterway infrastructure *(ASCE 2009)*

72 years old

Average age of Upper Mississippi River locks

Upper Mississippi Locks & Dams

- 30+ yrs past design life
- 20-30 yrs past design life
- 10-20 yrs past design life
- Within 50 yr design life

L&D USACE 'Priority Project'

◆ Length is sufficient for current tow configuration

FUND or FAIL?

WHY INVEST IN OUR INLAND WATERWAYS?

Move MORE

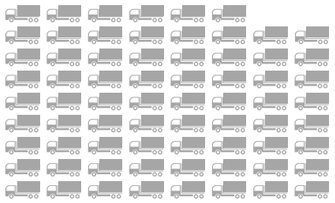
$4.0B /year Annual economic benefits

With LESS

$10.67 /ton **LESS** vs. truck & rail costs

52 tons/million ton-mile **LESS** GHG emission vs. truck

8 tons/million ton-mile **LESS** GHG emission vs. rail



70 trucks

16 rail cars

1 barge

WHAT HAPPENS IF WE ALLOW OUR INLAND WATERWAYS TO FAIL?

-730,000 accumulated loss in jobs by 2020

-$1.3T accumulated loss in sales by 2020

-$700B accumulated loss to GDP by 2020

-$270B accumulated loss in value of exports by 2020

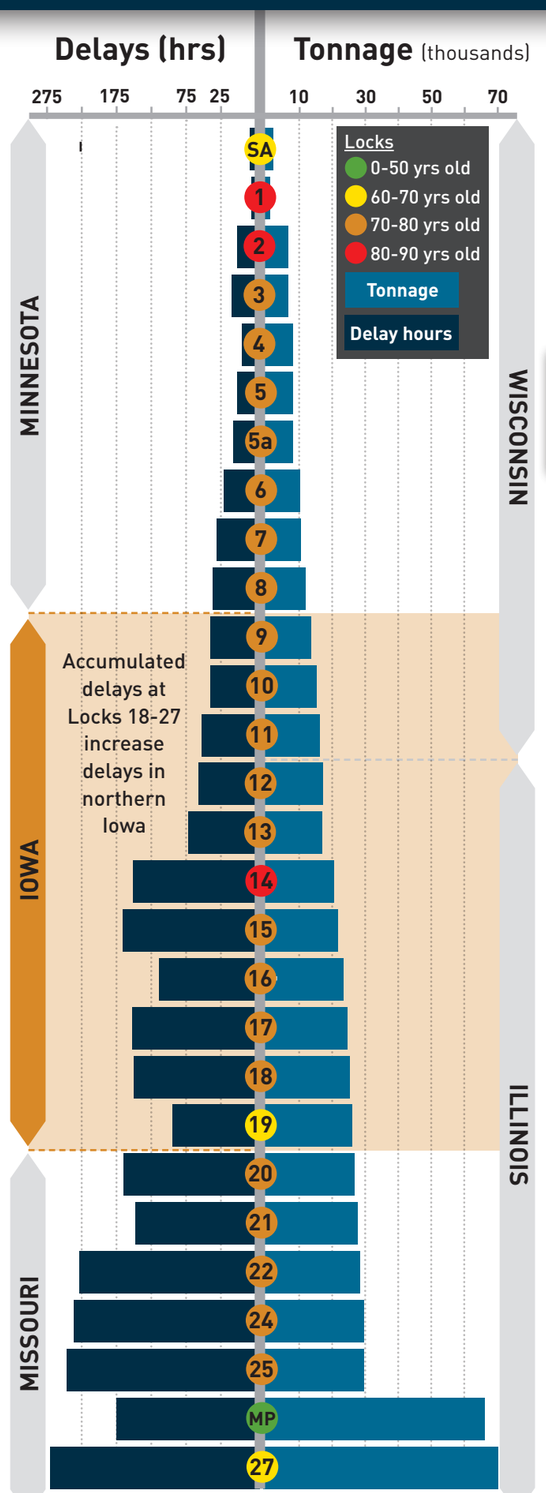
All information and sources cited in this briefing can be examined in detail in the full report, *"U.S. Inland Waterway Modernization: A Reconnaissance Study" (Feb.2013).*

For more information, contact Iowa DOT at:
Craig O'Riley | Craig.ORiley@dot.iowa.gov | 515.239.1520

Prepared by: Iowa Department of Transportation

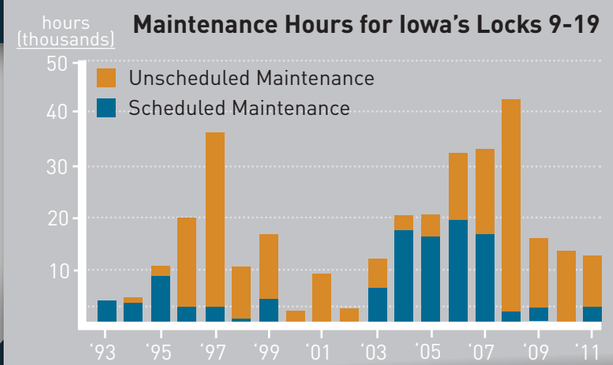
UPPER MISSISSIPPI LOCKS & DAMS

Annual volume of trade vs. delays



Data averaged over 10 years (USACE)

AGING FACILITIES = INCREASE IN COSTLY DELAYS



Lock delays force freight to shift to more expensive modes like rail & truck, costing barge owners, industry, and consumers alike. Infrastructure maintenance costs for rail and roadway also increases.

LEFT BEHIND :: U.S. LAGS IN WATERWAY INVESTMENT

Waterway projects completed since 2007:

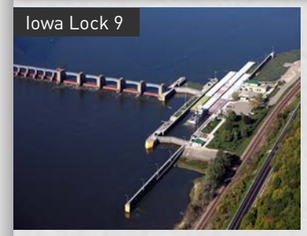
- European Union: 722
- Canada: 94
- United States: 23

A FUNDING GAP :: IOWA'S NEEDS FAR EXCEED FUNDING

$620M needed to bring Locks 11-19 to operation standards → $27M allocated for Locks 11-19 in FY 2013

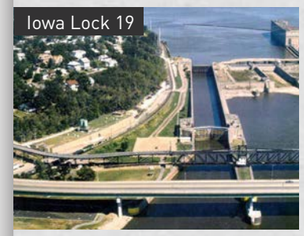
WHAT CONGRESS CAN DO :: SUPPORTING OUR WATERWAYS

CONGRESSIONAL SUPPORT :: NECESSARY STEPS TO A VIABLE FUTURE


Iowa Lock 9

Iowa Lock 14

Iowa Lock 15


Iowa Lock 19

The State of Iowa recommends the following congressional actions to support the future viability of the Mississippi inland waterway system:

National Recommendations for Congress

1. Ensure passage of the 2013 Water Resources Development Act.
2. Ensure opportunities for pilot programs that allow non-federal sponsors to rehabilitate, improve, maintain and operate federal projects.
3. Ensure opportunities for alternative project delivery and funding mechanisms (see table to right).
4. Ensure adequate funding for ongoing and pilot USACE Civil Works and Navigation programs.
5. Authorize USACE to study additional funding mechanisms to provide more adequate funding for the Inland Waterways Trust Fund (IWTF).

Specific Recommendations for Iowa

1. Iowa should explore a coalition of Upper Mississippi River States and inland waterway interest groups to drive legislative agenda in D.C. to address operational improvements, funding and legislative changes needed to modernize the Inland Waterway System.
2. Iowa should express interest to the Secretary of the Army and seek non-federal sponsorship for implememntation of a pilot project (outlined in TItle II, Section 2025 of the WRDA 2013 bill).

ALTERNATIVE SOLUTIONS: PUBLIC-PRIVATE PARTNERSHIPS (P3)

Partnership Type	Description
DBOM: Design-Build O&M	• A private consultant team is responsible for design, construction, and/or facility operations & maintenance (O&M). • Long-term incentives can reduce O&M costs. • Potentially reduces the life-cycle cost of the project.
PFP with DBOM: Private Financial Participation with DBOM	• Leverages private sector financing to supplement public funds. • Loan repayment: » *Design-Build-Finance:* Private entity repaid from public funds or financing at milestones or on a payment schedule. » *Availability Payments*: A public sponsor makes payments when a project is "available" to the public, either on project milestones or performance standards. » *Toll Concession:* A private partner gets maximum responsibility and risk in exchange for exclusive rights to revenue (user fees/tolls).
PDA: Project Development Agreements	• A private sector partner participates in the feasibility phase. • The private partner has first negotiation rights to develop and implement the project. • Other partnership model can be used during project implementation. • PDAs can achieve private sector innovation during project planning, project delivery acceleration. • Instituting tolls/fares requires policy action by the government.
Private O&M	• Outsource O&M to a private company. • Successful example of this exists in Flanders, Belgium.

Appendix F: SWOT List

Iowa DOT Lock & Dam

SWOT Results

Combined List and Voting Results:
Below is the combined list of SWOT items and the number of votes each received.

Strengths

Efficient way to move goods environmentally and economically	27
Proximity to production agriculture	6
Significant economic asset	24
Low cost per ton-mile	3
Many existing coalitions and partnerships, and excitement is there	3
Provides linkages to export capacity	7
Capacity for growth	2
North-South and East-West connectivity	1
Increased human safety	0
Environmentally friendly	2
Never runs dry	0
Job creation	5
Links us to world	15
Well-designed system	0
Cultural/tourism benefits	0
Benefits throughout entire society	18
Good feeder system to terminals	1
Panama canal benefits	3
Multi-use	9
Established management authority legacy	0
Efficient operator user business model	0
5th coastal system	0

Iowa DOT Lock & Dam

SWOT Results

Weaknesses

Seasonal use	0
Flood control issues	5
Lack of redundancy	12
Structural deficiencies due to age	15
Inadequate $	14
Lack of performance	0
Metrics/measurement	2
Lack of political clout	0
Single-point failure	1
Misconceptions of jurisdictional responsibilities	0
Limited public and private port access	0
Lack of consistently sufficient funding	18
Separate and competing interests	2
Current state of disrepair prevents private investment	4
Lack of awareness and understanding among policy makers	18
Fragmented decision-making at federal, state, and local levels	13
Climate vulnerability	1
Not a clear understanding of capacity	0
Expense to maintain and replace	4
Upper river seasonality of the system	2
Capital cost to use the system	0
Degraded waterway system	2
Inadequate capacity for barge tows	0
Lack of standardization of structures and facilities	1
Over 90% subsidized transportation commodity	2
Lack of public awareness	9
Timeliness – slower than other modes	0
Competing agency missions	0
Cumbersome process to fund	3
Lack of knowledge in the political arena	1
No marine highway designation	0
Not as efficient as rail	1
Constrained (fixed) route	0

Iowa DOT Lock & Dam

SWOT Results

Opportunities

Lock and dam naming and sponsorship	1
Increased ag production (= increased demand)	2
Eases congestion/tonnage on other modes	15
Piggy back on national infrastructure initiatives (re: Manne Hwy)	19
New Business attraction	3
Container on barge opportunities	0
Jobs	5
Public-private partnerships	11
Post-Panamax opportunities	9
Passage of WRDA	2
Collaboration with other stakeholders	8
Technology improvements	0
User willingness for taxing ability	3
Increased commodities (ie wind turbines)	2
Increased interest	0
Water pool management	0
Authorities in place to build/improve system	1
Local economic development	16
Increased asset utilization	0
Engage non-shipping beneficiaries of system creation, etc.	7
Broaden the funding base	2
Recreational opportunities	1
Positive effect on balance of trade	1
Multi-modal system education opportunities	4
Combined balanced infrastructure and wetland development	3
Environmental and Sustainable practices	2
Chance to carry higher quality of goods	1
Compelling story (we need to fix now)	6

Iowa DOT Lock & Dam

SWOT Results

Threats

Major failure of a system component	29
Increased shipping costs (delay)	3
Climate/weather variability	2
Modal competition	3
Lack of funding	29
Losing global competitiveness	20
International replication of our system	1
Lack of public awareness	1
Invasive species	0
Overloading of rail and road systems	2
Lack of confidence in system	0
Increasing freight→ threat to ecosystem	1
Public/private competition for funding	0
Catastrophic system failure	0
Lack of political will	3
Diminished staff expertise (retirement)	0
Lack of long-term planning	3
Declining market opportunities	0
Deferred Maintenance/repair	20
Ecosystem interests	1
Homeland security	0
Lack of understanding for the difference between spending and investment	1
Lack of collaboration among users	0
Not having planned for Panamax	2
Time	0
Availability of terminals	0
Lack of predictable funding	6

Iowa DOT Lock & Dam

SWOT Results

Small Group Reports:
Below are the lists created by the individual small groups.

Group 1 –
Strengths:

- Bulk capacity
- Proximity to ag.
- Fuel efficient
- Low carbon footprint
- Env. Friendly
- Safer
- Governmental authorities
- Partnership with ecosystem
- Linkage to export capacity
- Transportation competition
- Keeps rates competitive

Weaknesses:

- Policy maker understanding
- Not as visible as other forms
- System reliability (infrastructure)
- Not a full year system in north
- Expense to repair
- Constraints on funding
- Weather and dependability
- Lock capacity

Opportunities:

- Panama Canal expansion
- Container shipping efficiency
- Increased ag. Production
- Capacity constraints on other modes
- Authorities in place to build
- Collaboration of stakeholders and agencies
- Non-shipping river users
- Education of system

Threats:

- National economy
- Lack of congressional interest
- Loss of confidence in the system
- Political hurdles (spending, earmarks, etc.)

Iowa DOT Lock & Dam

SWOT Results

Group 2:

Strengths:

- Low emissions
- Low cost per ton-mile
- Well designed
- High capacity
- Efficient operator/user partnership – business model
- Good feeder system to water system (terminals)
- 5th coastal system (import/export)

Weaknesses:

- Seasonality
- Climate vulnerability
- Capital cost to use system
- Capital cost of infrastructure
- Inadequate dedicated/sustained funding
- Age/condition of locks
- Lack of lock mechanics standardization
- High maintenance costs
- Cumbersome process to fund
- Lack of redundancy
- Lock size
- Constrained route

Opportunities:

- Post-Panamex opportunities
- Increase interest
- New technology
- Containers (intermodal)
- P3 – public-private partnership
- Increased asset utilization
- New, non-traditional, products utilize system
- Port development/econ. dev.

Threats:

- Modal competition
- International competition
- Increased costs
- Increased delays
- Climate (short-term/long-term)
- Competition for funding (public, private)
- Ecosystem interests
- Single point failure

Iowa DOT Lock & Dam

SWOT Results

Group 3:

Strengths:

- Capacity for growth
- Never runs dry
- Proximity – centrally located for MW commodities
- Multi-use
- Economic impact
- Greenest form of transportation
- Critical eco-system
- Best recreational draw in MW

Weaknesses:

- Old infrastructure
- Closes in floods/seasonal impacts
- Single point of failure system
- Inadequate $
- Lack of understanding of national benefit
- Misconception of jurisdictional responsibilities

Opportunities:

- Multistate ownership and coordination
- Piggyback on national infrastructure initiatives (marine hwy)
- Nontraditional uses (e.g., hydropower)
- Combining and balancing infrastructure and wetland development
- Succession planning (workforce expertise)
- Compelling situation
- Strong support from stake holders
- Strengthen trust fund
- Broadening funding base

Threats:

- Fiscal constraints
- System is taken for granted (keep it operating)
- Competing system demands
- Major failure of a system components
- Invasive species
- Diminished expertise (retirements)
- Not planning/acting to respond to Panama Canal expansion

Iowa DOT Lock & Dam

SWOT Results

Iowa Department of Transportation

Group 4:

Strengths:

- Diverse interests and value (environment, commercial [economic], recreation, and many stakeholders)
- Efficient way to move goods (environment and economics)
- Infrastructure system exists
    - not starting from scratch
    - mainstem and tributaries (rail to terminals to roadways)
- Amazing resource, proven, connects us to global markets
- 80 years experience – weather, flows
- Existing coalitions and partnerships – work being done. (timing is great – lots of interest)
- Connects to most productive farmland in the world

Weaknesses:

- Crumbling infrastructure
- Present funding vs present/future need
- Inadequate congressional support when it matters – current political environment
- Single lock chamber vulnerability
- Fragmented decision-making – feder, state
- Many separate and competing interests (recreation, navigation, flood control)
- Extreme weather events – is current system adequate to handle?
- Natural disasters and events (upper river seasonality)
- General lack of public awareness
- Channel maintenance (costly) and harbor

Opportunities:

- Economic development
- Pool management consistent with both environment and economic benefits (pool draw downs)
- Efficiencies will increase globally with Panama Canal
- Converging interests, influence, energy (NGO's, mayors, governors)
- Existing diverse coalitions
- Passage of WRDA 2013 – with sufficient authorization and appropriations
    - Pilot projects
- Messaging – public awareness campaign
- L and D naming opps. – sponsorship

Weaknesses:

- Losing global competitiveness
- Catastrophic system failure
- Overloading of rail and road transportation
- Downward spiraling of economic standing
- Cost of delay or band-aids vs. cost of total re-build (take care of what you have) – costs will only go up. Increasing maintenance, costs and re-build
- Homeland security
- Availability of terminals

Iowa DOT Lock & Dam

SWOT Results

Group 5:

Strengths:

- N-S and E-W intermodal connectivity
- Environmental/emissions
- Surrounding productivity
- Job creation – economic
- Cultural and tourism
- Low cost transport
- Water resource

Weaknesses:

- Structural deficiencies (age)
- Structural limitations (600')
- Seasonal
- Single point of failure
- $$ maintenance
- Regulatory limits
- Multi-jurisdiction (state and Fed)
- Lack of priorities

Opportunities:

- Container on barge
- Panama Canal expansion
- New business attraction
- Cost reduction (transportation)
- Regional economic expansion
- Recreational
- Reduction of rad congestion (emissions)

Threats:

- System failure
- Climate variability
- Lack of funding
- Regional political support (WRTA)
- Conflict state regs
- Declining market ops
- Lack of coordination

Iowa DOT Lock & Dam

SWOT Results

Group 6:

Strengths:

- Mississippi significant asset – economic asset
- Opening of Panama Canal capacity – provide added benefits
- More river use – more transfer points

Weaknesses:

- Not as efficient as rail – due to assumptions related to rail-tow (unit trains) fuel/distance calculations
- Current state of disrepair – prevents private investment
- Lack of coord. Planning amongst Fed.-state-local related to river navigation
- Public reception that river has always been there and not in the “public” mind
- Lock and dam system degraded the waterway system channelization “canal”
- Over 90% sub-sided commodity transportation
- Not clear understanding of the capacity
- Not river reliable as mode– weather, disasters

Opportunities:

- Public-private partnerships
- Other commodities other than bulk – wind turbines components, large equipment
- Increase in fuel tax
- Participation/involvement by states in system (coord., funding, decision-making)
- [Increase] shipping for local economic development intermodal terminals

Threats:

- Increase freight trans. on ecosystem
- Bulk coal benefit vs global warming
- Facility improvements needed – locks, dams
- Deferred maintenance/repair
- Public’s unwillingness to contribute and prioritize

Iowa DOT Lock & Dam

SWOT Results

Group 7:

Strengths:

- Effective
- Ease to ID users
- Cost
- Enviro. Friendly

Weaknesses:

- Flood control
- Timelines
- Port access/development and support
- Lack of performance measures

Opportunities:

- Reduce heavy traffic/maintenance costs on roads
- Ease to ID users for fees
- Multimodal opport. connectivity/backup system
- Enviro. Sustain
- Container on barge
- Grain ID preserve

Threats: **Information missing.**

Iowa DOT Lock & Dam

SWOT Results

Iowa Department of Transportation

Group 8:

Strengths:

- Efficiency
    - Economic
    - Environmental
- Human safety – a lowest accident rates/ to mile
- National impact and benefits
- Integrated system – links to world, links to other states
- Benefits to other industries – direct benefits to individuals – lower costs

Weaknesses:

- Age
    - High maintenance cost
    - Risk of systemic failure
    - Lack of redundancy
- Lack of commitment to consistent funding
- Lack of public awareness of role of system and benefits
- Bureaucracy/competitions agencies
- Too few knowledgeable lobbyist and too little $$
- Lack of political "clout" (working separately)

Opportunities:

- Jobs, jobs, jobs
- Balance of trade (exports and imports and lower costs
- Excess capacity
- Technology improvements
- Intermodal integration and containers
- Panama Canal

Threats:

- Funding
- Lack of political will
- Lack of public awareness
- Lack of understanding spending U.S. investment
- Time
- China, Argentina, Brazil
- Export of our technology and experience

Appendix G: Small-Group Reports

Iowa DOT Lock & Dam

Small Group Reports

Below are the notes from each small group's discussion.

Environmental:
Trade Growth:

- Increased fleeting – habitat and resource impact
- Develop by design: selective and integrate planning (e.g., channels access)
- Subsequent transportation needs to/from river (i.e., rail, trucking)
- Analyze trade-offs and premise/facts of environmental impact of modes
- Energy regulations

Funding sources:

- Users
- Insurance concepts (e.g., flood) to upgrade
- Cargo excise tax
- Vessel license fees
- Port authority – imbalance of $ and authority

Benefits/concerns:

- Potential advantages of consolidating or leaving status quo
- Modifying water level management to benefit navigation, economics, habitat, recreation, etc.
- Runoff management (direct, nonpoint, tributaries)
- Energy savings of larger locks (1200s)

Coalitions:

- Scope? Staffing? Funding?
- Civic leaders – mayors
- States – lower Mississippi states
- Public – extension/community educators
- NGOs
- Industry – more than ag commodities, also manufacturing, energy, etc.
- Agencies – FWS, DNR, IDALS, Corps, etc.

Iowa DOT Lock & Dam

Small Group Reports

Regulatory:

Trade Growth:

- Multi-state and federal coordination (collaboration)
- No one looking at river holistically as system (leadership)
- Need vision and policy statement – framework define course and move forward
- Commitment by stakeholders to stay the course

Funding:

- Increased fleeting – habitat and resource impact
- Develop by design: selective and integrate planning (e.g., channels access)
- Subsequent transportation needs to/from river (i.e., rail, trucking)
- Analyze trade-offs and premise/facts of environmental impact of modes
- Energy regulations Regional sales tax
- Commodity fee
- Lockage fee
- Bonding – greater matching opportunities co. and federal funds – state and local
- Energy capture to reinvest into system

Benefits/Concerns:

- Flood control for system reliability
- Energy
- Rec
- Economic development

Coalition Members:

- Industry
- Govt.
- Env. Groups
- Financial groups
- Cultural aspects
- Comprehensive closest to the crowd – real users
- Manageable arena and focus
- Pilot project multifocused
- Positioned for results

***Look at barriers to existing regulations to move forward**

Iowa DOT Lock & Dam

Small Group Reports

Iowa Department of Transportation

Economic:

1:

- Multimodal needs – addressing all
- State coalitions with set priorities and cost share
- Local agencies working with sate and federal on planning
- System/planning corridor
- Maintain highway designation
- Privatization of maintenance and predictability (optimum value)
- Predictability
    - Cost
    - Operations
    - Time
    - Fees
    - Security
    - Work force

2:

- Flexible funding to allow for incentive investment around modal corridors
- Need to identify unit cost/value based on density and reinvestment
    - Target system efficiencies
    - Deinvest in low performing options "the least important"
- Potential for p3 with WESP – need funding
- State revenue streams – dedicated (user fees, % fuel tax)
- Take advantage of local taxing authorities
- Partnership: regional authorities
- Exploring privatization
- Consolidate services to target higher % of funding
- Bonding: funding certainty
- Consistent/more efficient allocation of funding

3:

- Tri state development summit USDA Great Region (IA, IL, MO) (Next Summit May 2014)
- AGC/Labor unions/contractors
- Electric utilities
- Industrial based users
- Environmental community
- Port authorities

Iowa DOT Lock & Dam

Small Group Reports

Navigation:
Trade Growth:

- Start appropriation for priotoration [prioritization] (support WRDA)
- Publicity, public awareness, education
- Reliability on current lock and dam system
- Political engagement administration – senate – house – local
- Multistate partnership

Funding sources:

- Fuel tax
- Broad taxation benefetiators [beneficiaries] – recreation, aesthetics
- Strategy – ?
- Dedicated funding mechanism
- Private investment (bonds)
- Lack of return on investment
- New state funding
- Hydro-electric component

Benefits/concerns:

- Economic
    - low tract costs
    - jobs
- construction
- engineering
- manufacturing
- environmental air quality, H2O
- Conservationist
- Quality of life
- Balance of payments
- Global competitor
- National security

Coalitions:

- Grain corporation
- Neighboring states
- Port authorities
- Salt
- All bulk commodity shippers
- All manf. Industries
- Focus H2O way industry
- Environment and recreational
- Construction industry (jobs
- MARAD
- UMRBA

Iowa DOT Lock & Dam

Small Group Reports

Recreation:

Trade Growth:

- Increased freight traffic competes for space with recreation
- To be able to capture recreational benefits, need a functional system
- Axillary chamber for recreation
- Barge traffic often comes through in evening hours, can create bottlenecks for recreation
- Boater safety/education

Funding sources:

- Private investment – branding (maintain standards)
- Gas tax paid by recreational boaters should go to the waterway system
- User fee – toll (avg locking cost about $50?)

Benefits/concerns:

- Jobs
- Wetlands are being filled in by sediment – blocking the water – benefit could be wetland restoration
- Sanitation
- Flood control – dams not designed for flood control, build more reservoirs? (one more thing to manage)
- Hydroelectric power
- Other industries, e.g., cooling nuclear plant
- River clean ups
- Maintenance of municipal water system

Coalitions:

- Local public agencies – parks and rec
- Non-profits
    - Living lands and waters
    - River action
    - Ducks unlimited
- Sporting groups
- Sporting goods industries