

Transportation Update

AUGUST, 2012

— Compiled by Illinois Farm Bureau®



Congress passes highway bill

MAP-21 spans 27 months—first in over 50 years not to be self-funded

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Finally! Congress has passed a multi-year major surface transportation reauthorization bill, ending a nearly three-year run of 10 short-term extensions to the 2005 SAFETEA-LU law.

This new highway bill is called “Moving Ahead for Progress in the 21st Century” or “MAP21.” It provides \$105 billion for the nation’s surface transportation programs over 27 months, spanning two fiscal years, at funding levels equivalent to current programming plus inflation.

The House and Senate passed the legislation on June 29 and the bill was signed into law by the President on July 6.

Similar to its predecessor bill, there is at least one significant departure. MAP-21 transfers approximately \$18.8 billion from the general fund to the Highway and Mass Transit Accounts of the Highway Trust Fund to cover self-funding shortfalls.

That built-in reliance on general revenue funding hadn’t appeared in a major surface transportation package for more than 50 years. *(See accompanying story on page 3.)*

The legislation would maintain the historic 80 percent/20 percent funding split between highway and transit programs.

(See MAP-21 on page 3)

Drought impacting barge traffic

Low flows restricting commercial navigation on lower Mississippi River

Last year, the lower Mississippi River was experiencing record flooding. This year—with water levels more than 55 feet below those of last year’s peak levels—that reach of the river is experiencing near-historic lows.

Despite dredging by the Corps on a 24/7 basis, towboat operators on the lower Miss can’t load their barges to their normal 12-foot draft. Instead, they’re now typically at 9 feet. And every lost inch of draft means each barge will lose 17 tons of capacity.

Speeds are lower, too. Sand bars are slowing traffic. And the tighter spacing within the narrowed shipping lanes caused by the receding shoreline is limiting tows to slower speeds—and to one way traffic and daylight only operation in some stretches—all of which have resulted in shipping costs 30 percent higher than normal and lower prices paid for Illinois grain.

With drought throughout the Mississippi’s upper valley—and those of its major tributaries

(See Drought on page 6)

Farm wagons are limited to **36,000 lbs.** gross weight on public roads.

Florence Bridge Closure Update

Bridge out at least 'til spring

The Florence Bridge, which carries Illinois Routes 100 and 106 over the Illinois River, was closed to vehicular traffic on Thursday June 28 due to buckling of a primary support column for the lift portion discovered during a routine inspection.

As a safety precaution to motorists and barge traffic on the Illinois River, the bridge, built in 1929, was closed indefinitely until a further analysis could be complete. An average of 1,300 vehicles had used the bridge each day.

The bridge was placed in the fully raised position in order to maintain barge traffic on the Illinois River.

At this time, it is anticipated the bridge will remain closed at least until spring, depending on working conditions allowed by winter weather.



Include road access in planning of major farm installations

What you see is not necessarily what you get

Almost once a month—on average—a call comes into the offices of Illinois Farm Bureau with a complaint from a farmer about not being allowed highway access to their farmstead or field.

Farmers are encouraged to take the steps necessary to ensure adequate year-round access to any site—including any construction phase—prior to becoming committed to a project at that locale.

Most often problems occur after the farmer had assumed that a public road running past his/her farm site would continue to provide unrestricted access. However, the rules on the use of the road are sometimes changed by local officials once they learn that a major traffic generator will be locating at the site.

Farm v. Non-farm

Why does this so often happen to farm installations like grain handling facilities

and major livestock developments? We don't as often see the same experience for non-farm developments.

One of the contributing factors is that agriculture is not subject to county or township zoning. Where zoning exists, those non-farm businesses seeking to locate a major traffic generator in a rural area will have their transportation plans scrutinized by local regulators before being allowed to construct. If sufficient highway access is not available, then a construction permit can be denied. Because of that, more non-farm businesses locate along state or major county highways and experience fewer truck access issues.

Transportation is one of the factors that the Illinois Department of Agriculture considers under the rules of the Livestock Management Facilities Act, but farm facilities don't undergo the same degree of scrutiny from local zon-

(See ACCESS on page 10)

Connected Vehicle Crash Avoidance Technology

DOT study tests vehicle communication technology to help reduce crashes

Source: NHTSA

Nearly 3,000 cars, trucks and buses equipped with "connected" Wi-Fi technology will begin traversing Ann Arbor's streets as part of a year-long safety pilot project by the U.S. Department of Transportation. The technology enables vehicles and infrastructure to "talk" to each other in real time to help avoid crashes and improve traffic flow.

Conducted by University of Michigan's Transportation Research Institute (UMTRI), the road test is a first-of-its-kind of connected vehicle technology in

the real world. The test cars, trucks and buses are equipped with vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communication devices that will gather extensive data about system operability and its effectiveness at reducing crashes.

According to DOT's National Highway Traffic Safety Administration (NHTSA), V2V safety technology could help drivers avoid or reduce the severity of four out of five unimpaired vehicle crashes. To accomplish this, the test vehicles will

send electronic data messages, receive messages from other equipped vehicles, and translate the data into a warning to the driver during specific hazardous traffic scenarios. Such hazards include an impending collision at a blind intersection, a vehicle changing lanes in another vehicle's blind spot, or a rear collision with a vehicle stopped ahead, among others.



www.safercar.gov/connectedvehicles

Avoidance weakens funding

Shift from user fees to general revenue jeopardizes highway fund

Politicians' reluctance to increase user fees has undone a half century of disciplined financing within the federal highway bill. It has been over 20 years since Congress last raised the per-gallon tax on motor fuel to help fund roads. That political paralysis has resulted in MAP-21 being the first multi-year highway bill in more than half a century to authorize spending more dollars than it will generate.

Over the past six years, over \$53 billion has been transferred from federal General Revenue to the Highway Trust Fund to cover motor fuel tax shortfalls. Those were supplemental appropriations. MAP-21 systematically builds in such transfers for its 27-month lifetime—a major shift from earlier policy.

The Illinois General Assembly has experienced the “no-tax” paralysis even longer than Congress. It was 1989 when Illinois politicians last approved an increase in the State's per-gallon motor fuel tax—the final phase being

implemented in 1990. In recent years, Illinois has experienced declining motor fuel tax revenues. The State has had to rely on bonding and federal stimulus dollars to maintain highway and transportation infrastructure funding.

The current approaches to State and Federal highway funding are unsustainable. Politicians—with the backing of voters and industry—will have to make some tough choices in the not-too-distant future. If they don't, we'll see some dramatic plunges in the ability of government to maintain the system of roads and bridges we depend on.

Local road jurisdictions, too, are feeling the pinch. Their fixed share of the States MFT collection rises and falls with the fortunes of the State. With declining MFT funding and the recession-driven downturn in property values—financing local roads is tougher than ever.



MAP-21

(Continued from page 1)

Transit

According to the [American Public Transportation Association's](#) (APTA) summary of the legislation, MAP-21 includes a small increase for federal transit programs, including \$10.6 billion in authorized funding in FY2013 and \$10.7 billion in authorized funding in FY2014.

In FY2013, the Mass Transit Account will total about \$8.5 billion and \$8.6 billion in FY2014. with \$2.1 billion coming from the general fund in each fiscal year.

Agriculture

Additionally, MAP-21 incorporated provisions intended to provide regulatory relief for farmers and for agribusiness. A temporary Hours of Service Exemption directed at agribusinesses is now made permanent. Its former 100-mile limit is now extended to 150 miles. This will allow delivery of farm supplies and ag commodities by industry suppliers, including anhydrous ammonia, other types of fertilizers and agrichemicals.

Intended farmer exemptions are not yet in place. When formalized, certain farmers could be exempt from the commercial drivers license, medical card, hours of service limitations and equipment maintenance record keeping.

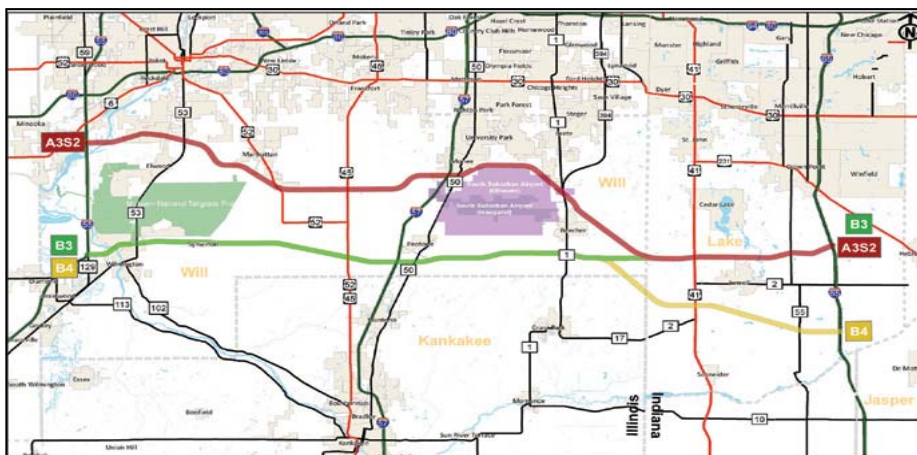
Studies

The legislation calls for a study on the impact of truck size and weights on U.S. highways and on safety.

Additionally, the impacts of the farmer exemptions from trucking regulations would be studied over the next 18 months.

Another provision will require the Secretary of Agriculture and Secretary of Transportation to update their compre-

(See **MAP-21** on page 10)



ILLIANA EXPRESSWAY — a final route decision is expected by the end of this year. If everything went according to plan, officials have said that the first work could begin by late 2014. It has been on the drawing boards for decades as a means to relieve traffic congestion, especially for trucks, along the existing I-80 corridor a few miles north.

Cell phone ban legislation

Multiple approaches compound to limit cell phone use in Illinois

HB 3972—Ban on Handheld Devices for All Motor Vehicles—Would amend the Illinois Vehicle Code (IVC) to provide that a person may not operate a motor vehicle on a roadway while using an electronic communication device. As amended, mimics the FMCSA ban now in place. *HB 3972 was approved in the House but was held in Senate. Can be reconsidered in Veto Session.*

HB 5099—No Cell Phone Use in Emergency Scene—Bans use of a wireless telephone while operating a motor vehicle within 500 feet of an emergency scene except for specified purposes. It adds digital photographs and video to the definition of "electronic message". *Now law—effective July 20, 2012.*

HB 5101—Commercial Vehicle Cell Phone Ban Codified in IVC—Amends the IVC to provide that a driver may not use a hand-held mobile telephone or engage in texting while driving a commercial motor vehicle. More important-

ly, the bill declares a violation of the law a "serious" traffic violation, which especially hits hard a CDL driver. *Now law—effective January 1, 2013.*

SB 2488—Handheld Cell Phone Ban in Any Construction Zone—Expands the definition of "construction or maintenance speed zone" to include an area where signs have been posted advising drivers that a construction or maintenance speed zone is being approached - not just in the actual construction zone itself. Additional signs shall be posted which give proper due warning that a construction or maintenance speed zone is being approached, indicate the maximum speed limit in effect, and state the amount of the minimum fine for a violation. A cell phone being used in the hands free or wireless mode is acceptable under this legislation. *Now law—effective January 1, 2013.*



Electronic Stability Control for nation's large trucks & buses

New federal standard could prevent half of CMV rollovers

The USDOT's National Highway Traffic Safety Administration (NHTSA) has proposed a new federal motor vehicle safety standard to require electronic stability control (ESC) systems on large commercial trucks, buses for the first time ever. Agency research shows the technology could prevent up to 56 percent of rollover crashes each year—the deadliest among all crash types—and another 14% of loss-of-control crashes.

While many truck tractors and large buses can currently be ordered with this technology, the proposed standard would require ESC systems as standard equipment on these types of vehicles. As proposed, the rule would take effect between two and four years after the standard is finalized, depending on the type of vehicle.



Call your highway commissioner before traveling over hot roads.

The excessive heat and the early harvest combine to up the odds that some harvesting will occur while oil and chip roads are hot and soft. Best to give your highway commissioner a call so he has the chance to coat the road with a layer of chips to prevent "rolling-up" that oil seal coat on truck or farm equipment tires.

You'll both be happier.

Legislation adjusts kingpin to rear axle length for livestock trailers

SB 2579 signed by Governor—effective January 1, 2013

Sponsored by Senator John Sullivan (D-Rushville) and Rep. David Reis (R-Olney), SB2579 provides that the length limits for the distance between the kingpin and the center of the rear axle of semitrailers longer than 48 feet shall not apply to trailers used for the transport of livestock.

Current state law limits the kingpin to rear axle setting for semi-trailers in Illi-

nois to 45'6". For many years livestock trailers have been designed and sold with the rear axle being permanently fixed to the extreme rear of the trailer - well beyond the 45'6"—rendering them illegal in Illinois.

The Governor signed the bill on August 2. It will become effective January 1, 2013.



New Requirement For HAZMAT Endorsement

Proof of citizenship now part of the mix when getting CDL hazmat endorsement

Source: Illinois Fertilizer and Chemical Association

Now when renewing a CDL with HAZMAT endorsement, the Transportation Security Administration (TSA) is requiring proof of citizenship along with identification. When you get fingerprinted for the background check to receive a

HAZMAT endorsement on your CDL, you need to take certain forms of identification in order to complete the fingerprinting and background check requirements. One primary form or two secondary forms of identification are now required. An example of a primary form of identification is a U.S. passport or card which shows U.S. citizenship. Only one primary form of identification is required. If you can not provide a U.S. passport or card then you

must bring in two forms of secondary identification one of which must show proof of U.S. Citizenship and one government issued photo identification. Examples of secondary forms of identification include:

- Original or certified copy of birth certificate
- Social Security Card
- U.S. Military ID
- Military discharge papers
- DOT Medical Card
- Marriage Certificate
- Voter Registration Card
- State Issued ID Card
- State Issued Drivers License

Remember, for the secondary identification, one form must show proof of U.S. citizenship and one must be a government issued photo ID.



Medical card certification

For CDL-licensed drivers

You'll recall that every holder of a CDL is required to visit one of the 47 CDL testing facilities between now and January 31, 2014 to certify the status of his/her medical card. When you do, be sure your medical card is current (not expired) and that it's legible. If certifying as NI (non-expected interstate) you'll have to update that certification every 2 years. IDOT will provide you a reminder 90-days in advance

The table below shows the number of drivers who have visited a CDL testing facility since the first of the year to declare the status of their medical card.

CATEGORY	NUMBER	
NI	39,857	47%
EI	18,727	22%
NA	18,644	22%
EA	7,679	9%
TOTAL	84,907	100%

Of the approximately 460,000 CDL drivers licensed in Illinois, 18.4% have declared. That's well ahead of the national average. For more specifics, [click here](#).



Any owner of a vehicle registered (licensed) for 55,000 pounds or more must file IRS Form 2290 not later than August 30.

Available online at:

<http://www.irs.gov/pub/irs-pdf/f2290.pdf>

New Rockford CDL Facility

The Illinois Secretary of State's Office is opening a new larger and more accessible Rockford Commercial Driver's License (CDL) facility. The new facility, which is located at 4752 Baxter Road, will open in September.

The old facility located at 3814 Auburn Street closed July 29th due to failed lease negotiations. Non-CDL drivers are urged to visit the State Street location at 3720 E. State Street in Rockford. CDL drivers are urged to visit the Elk Grove Village, West Chicago, DeKalb or Princeton CDL facilities until September.

The new Rockford CDL facility should better accommodate truck and bus drivers because of its close proximity to I-39 and I-90. Due to its entrance and exit, it will be easier for trucks to access the facility and it's newly paved lot.

The new facility will be open Monday through Friday from 8 a.m. to 5 p.m. The old facility has been operating in that location since 1994.

Corps to curtail operations at low-traffic locks

Kaskaskia possibly affected with reduced lockage hours

The U.S. Army Corps of Engineers is embarking on an initiative to establish Levels of Operating Service for Locks and Dams and Navigation Systems. The Corps has made the following finding: *"Constrained funding and the Nation's fiscal deficit have led to reduced Operations and Maintenance (O&M) funding in the USACE FY12 Budget. When coupled with aging infrastructure and increasing cost of operation, it is clear that the Levels of Service we have been providing on the Inland Marine Transportation System are not sustainable."*

Later this year, the Corps of Engineers will begin to reduce operating hours at 63 locks based upon the number of commercial lockages that were record-

(See CURTAIL on page 10)

Drought

(Continued from page 1)

ies, the Ohio and the Missouri—there is no relief in sight.

Add to that the effects of the stunted crop in the Midwest and barge carriers are having a tough time of it. Ingram Barge Co., based in Nashville, has reportedly experienced about a 40 percent drop in its shipping volume.

Water levels haven't been so low in a quarter century when, in 1988, the river was shut down in places due to lack of upstream rainfall. Those condi-

Maritime study on container cargo

FMC contends rail rate disparities, avoidance of Harbor Maintenance Tax may cause diversion of traffic.

Source: Federal Maritime Commission

The FMC has released a [Study of U.S. Inland Containerized Cargo Moving Through Canadian and Mexican Sea-ports](#). The Study was prompted by requests from Members of Congress to study the impacts and the extent to which the U.S. Harbor Maintenance Tax (HMT), other U.S. policies and other factors may incentivize U.S.-bound container cargo to shift from U.S. sea-ports to those located in Canada and Mexico.

Seeking input from the public on factors that may contribute to this shift, the Commission issued a [Notice of Inquiry \(NOI\) in November 2011](#). Seventy-six responses representing interests in the United States, Canada, and Mexico were received in response to the NOI.

The Study examines the competitiveness of Mexican and Canadian ports with U.S. West Coast ports; discusses

the history and the theories of cargo diversion and of the HMT; reviews ocean freight rates, transit times and rail charges; summarizes responses to the NOI; and examines other potential relevant factors influencing the movement of cargo. A case study of the Canadian Port of Prince Rupert, British Columbia is included.

The Study finds that: (1) carriers shipping cargo through Canadian and Mexican ports do not violate any U.S. law, treaty, agreement, or FMC regulation; (2) numerous factors account for why shippers elect to use ports in Canada and Mexico including overall shipment savings, risk mitigation through port diversification, perceived transit time benefits, avoidance of the HMT, and rail rate disparities; and (3) there are many options available to Congress should it decide to revise or replace the current HMT structure. The Study confirms previous estimates that a significant amount of containerized cargo imports moving through the Ports of Oakland, Seattle, Tacoma and Portland on the U.S. West Coast may be vulnerable to Canada routing.

Federal Maritime Commission Chairman Richard A. Lidinsky, Jr. stated, "This Study provides facts U.S. policymakers can rely upon as they make the important choices affecting this country's ability to compete in a global transportation marketplace."



that this low water condition has drawn national attention and spotlighted the importance of the river to the nation's transportation system.



tions cost the barge industry about \$1 billion in losses.

In 1988, the river level gauge at Vicksburg was at a minus 1.6 feet. That record still stands, but the river level toyed with it on August 1 of this year when it hit 2.8 feet, and it's falling.

On the Illinois River, the pooling effect of dams combined with constant dredging is working to maintain a nine-foot channel, though backwater areas are at summer lows. From all reports it appears that commercial navigation on the Illinois is faring better than are recreational boaters.

If there is a bright side to all this, it's

U.S. Port and Inland Waterways Modernization: Preparing for Post-Panamax Vessels

Corps study completed—federal legislation introduced to promote dredging

Corps Report—Executive Summary

The health of the U.S. economy depends, in part, upon the vitality and expansion of international trade. International trade depends upon the Nation’s navigation infrastructure, which serves as a conduit for transportation, trade, and tourism and connects us to the global community. Marine transportation is one of the most efficient, effective, safe and environmentally sound ways to transport people and goods. It is a keystone of the U.S. economy. Ninety-five percent of our international trade moves through the Nation’s ports.

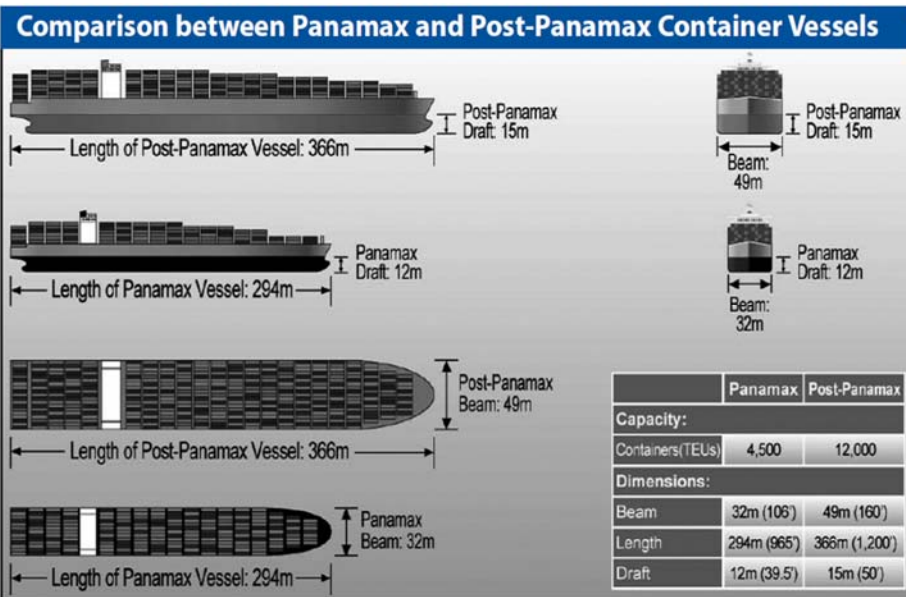
Cargo carriers, seeking to service this global trade more efficiently and lower costs, are commissioning the building of ever larger ships, known as *post-Panamax* vessels. These vessels are currently calling at U.S. ports and are expected to call in increasing number. The completion of the Panama Canal in 2014 will influence the timing of their arrival at certain ports. However, *post-Panamax* vessels will dominate world trade and call at U.S. ports regardless of the Panama Canal expansion as they are expected to represent 62 percent of total container ship capacity by 2030.

How the Nation invests in the maintenance and modernization of its navigation infrastructure presents financial challenges to be met and economic opportunities to be seized. Sustaining a competitive U.S. navigation system that can enhance economic opportunities for future generations without significant harm to the environment will require a coordinated effort between government, industry and other stakeholders.

On June 20, the U.S. Army Corps of Engineers delivered to Congress its “U.S. Port and Inland Waterways Modernization: Preparing for Post-Panamax Vessels” report. Based on a quick, 180-day study, it includes an examination of options for future modernization of U.S. ports and inland waterways.

“Post-Panamax vessels today make up 16 percent of the world’s container fleet, but account for 45 percent of the fleet’s capacity,” said Maj. Gen. Michael J. Walsh, USACE deputy commanding general for Civil Works and Emergency Operations. “Those numbers are projected to grow significantly over the next 20 years.”

Five days after delivery of the report, Congressman Cedric Richmond (D-LA) introduced the “Dredging for Restoration and Economic Development for Global Exports Act of 2012” (DREDGE Act), which would authorize the Army Corps of Engineers to dredge the Mississippi River to 50 feet so that larger vessels transiting the expanded Panama Canal can access the river. Additionally, the bill would create a pilot project to promote the rebuilding of wetlands using existing sediment dredged from the river.



- [A summary of the Corps report](#) (pdf, 9.4 MB)
- [The full report by the Corps](#) (pdf, 7.3 MB)
- [Study Website](#)



RAILWAYS

Short line railroads

Tax credit considered

The “Family and Business Tax Cut Certainty Act of 2012”, now before Congress, includes a two-year extension of the tax credit available to short line and regional railroads for maintaining track. It had expired December, 2011.



CREATE receives third TIGER grant

Illinois gains two of the 47 project funding grants

The US Department of Transportation (USDOT) announced in June that 47 transportation projects in 34 states will receive funding grants under the federal [Transportation Investment Generating Economic Recovery \(TIGER\)](#) grant program.

TIGER IV grants will total about \$500 million. A total of \$10.2 billion had been sought by applicants.

In a prepared statement, USDOT said that about 35 percent of the funding will go to pay for road and bridge projects, 16 percent will support transit projects and 13 percent will support high-speed and intercity passenger-rail projects.

In addition, freight-rail, multi-modal and port projects each account for 12 percent of total funds.

Two projects in Illinois will be among the grant recipients:

- \$20 million to the Chicago Transit Authority for the 95th Street terminal expansion;
- \$10.4 million to the Chicago Region Environmental and Transportation Efficiency, or CREATE, program for 15 projects;

This is the third grant under TIGER received by the CREATE project.

Through all four rounds combined, the TIGER program has provided \$3.1 billion to 218 projects in all 50 states, the District of Columbia and Puerto Rico, according to the USDOT.



experience gained through previous voluntary, state, federal and industry experience. Section 205 of the Rail Safety Improvement Act of 2008 required FRA to issue the regulation.

The final rule can be viewed [here](#).



Emergency notification systems at highway-rail grade crossings

FRA requires signs with toll-free contact numbers

Source: Based on Federal Railroad Administration press release

U.S. Transportation Secretary Ray LaHood has announced new regulations requiring railroads to install signs at highway-rail grade and pathway crossings with telephone numbers the public can use to alert railroad companies to unsafe conditions.

Railroads must establish Emergency Notification Systems (ENS) by installing clear and readable signs with toll-free telephone numbers at crossings so the public can report unsafe situations and for railroads to respond to malfunctioning warning signals, vehicles stalled on the tracks or other emergency situations. Depending on a railroad’s operating characteristics, calls may be received through a 24 hour call center, or for smaller railroads, through an automated answering system or third-party telephone service.

Upon receiving a call, the dispatching railroad is required to contact all trains authorized to operate through the crossing, inform local law enforcement

to assist in directing traffic, investigate the report or request that the railroad with maintenance responsibility for the crossing to investigate the report. If the report is substantiated, the railroad is required to take certain actions to remedy the unsafe condition.

Railroads without an existing ENS will have until July 2015 to establish one. Railroads that currently have an ENS in place may be able to retain existing signs, or will have until July 2015 or July 2017 to replace signs depending upon several factors. FRA’s regulatory impact analysis for the final rule found the total cost will be \$15.6 million, which is expected to be off-set by estimated accident and casualty reduction benefits of \$57.8 million over a 15-year period.

There are approximately 211,000 public and private highway-rail and pathway grade crossings in the United States. Many major freight and commuter railroads have systems in place to receive emergency reports. The rule announced today builds upon the

High Speed Rail—Tier 1 EIS

IDOT seeking input on next phase—double track

The Illinois Department of Transportation (IDOT) is conducting a 16-month Tier 1 Environment Impact Study (EIS) as the next step in the Illinois High-Speed Rail Chicago to St. Louis program. This is the official planning document for long-term investment in the corridor. A final EIS is expected by the Fall-Winter of 2012.

The current corridor consists primarily of a single track that is shared by both freight and passenger rail service (Amtrak). The Tier I EIS will assess: changing the existing rail corridor from one to two tracks; increasing the number of high-speed passenger trains; and determining potential corridor route alternatives between Chicago and Joliet, through the City of Springfield, and the approach to St. Louis.

For more information or to offer input you can sign-up for study [news-letters](#) and emails, [submit a comment](#), call the project hotline at 1-855-IDOT HSR (436-8477), or check out the website at: <http://idothsr.org/>.



STB on ways to protect captive rail shippers

Avoiding unreasonable rates

The Surface Transportation Board (STB) announced in late July two initiatives to explore ways to further protect captive shippers from unreasonable rail rates.

First, the STB proposes to reform its rules on how it resolves rate disputes to ensure that all captive shippers have a meaningful way to challenge rates.

Second, it is taking steps to consider a proposal submitted by The National Industrial Transportation League (NITL) to increase rail-to-rail competition.

The centerpiece of the STB's rate rules proposal removes the limitation on relief for cases brought under the Simplified-Stand Alone Cost alternative.

"Our goal is to encourage shippers to use a simplified alternative to a Full-

[Stand Alone Cost] analysis that is economically sound, yet provides a less complicated and less expensive way to challenge freight rates by discarding the requirement that shippers design a hypothetical railroad to judge a railroad's real world rates," the Board wrote in the decision issued today, in *Rate Regulation Reforms*, EP 715.

The STB also proposes to double the relief available to shippers under its other simplified approach, the Three-Benchmark method; to make technical changes to the Full-SAC and simplified rate procedures; and to raise the interest rate that railroads must pay on reparations to shippers if the railroads are found to have charged unreasonable rates.

In addition to these immediate proposals, the STB is beginning a proceeding to explore a competitive-access proposal submitted by NITL.

"We continue," said the STB, "to explore whether there are policy changes the Board could adopt that would promote more rail-to-rail competition and thereby allow competition and the demand for services to establish reasonable rates for transportation by rail, and thus minimize the need for Federal regulatory control." Under NITL's proposal, certain shippers located in terminal areas that lack effective transportation alternatives would be granted access to a competing railroad, if there is a working interchange within 30 miles.



Curtail

(Continued from page 6)

ed in 2010. According to recent briefings provided to the Inland Waterways Users Board, the levels of service will be as shown in the table at right.

It appears there will be one lock in Illinois affected by the reduction—the one on the Kaskaskia River. However indications are that it sits near the top of the level 2 criteria, meaning that added traffic brought on by expanding uses could boost the lock into the top tier, once again offering round-the-clock locking service.

Corps' Proposed Levels of Lock Operation		
Level	Title—Range of Opr.	Data
1	Full Service —24/7/365	More than 1,000 commercial lockages per year
2	Reduced Service – Two Shifts Per Day	Between 500 to 1,000 commercial lockages per year
3	Limited Service – Single Shift	Less than 500 commercial lockages per year or greater than 100
4	Scheduled Service – Set Times Per Day	Limited commercial and/or substantial recreational traffic, with a more consistent daytime pattern of lockage
5	Weekends & Holidays	Little to no commercial lockages with significant recreational lockages (500 or more per year)
6	Service by Appointment	Limited commercial traffic with no consistent pattern of lockage

Access

(Continued from page 2)

ing officials as do non-farm businesses. Consequently, a major farm facility is more likely to end up on an inadequate road than is a non-farm facility.

But there's another reason for this difference in farm v. non-farm siting, especially for livestock facilities.

Public opinion and State set-back regulations virtually force livestock facilities to be located in remote, rural locales, away from populated areas. These sites are likely to be served only by lower-type road systems—a built-in strike against livestock facilities having adequate access.

Local Road Systems

Townships are responsible for the vast majority of rural road miles in Illinois. That means, odds are that farm sites are more likely to be served by a township road than by any other.

The road district highway system was routinely designed as a farm-to-market system. It works well to blanket farming areas providing occasional, seasonal access to widely scattered fields and farmsteads. But, it has seldom been designed to serve single-point traffic generators.

Today's agriculture—with its specialization (livestock, dairy, grain) and growing farm size—finds more concentration of specialized facilities, creating those single-point traffic generators.

Livestock and dairy producers create another demand that is not well-satisfied by most road district highways, the need for year-round, all-weather access.

Farmers planning new or expanded projects are encouraged to include highway access in that plan.



MAP-21

(Continued from page 3)

hensive study on rural transportation issues every three years.

The 2008 Farm Bill had mandated that USDA and USDOT produce the original version of the rural transportation study. It was published in April of 2010. That study is available at: <http://www.ams.usda.gov/AMSv1.0/ruraltransportationstudy>.

Rail

the Farm Bill requires the Secretary of Agriculture to participate in all proceedings and developments before the Surface Transportation Board (STB) that may impact agriculture and rural America. The STB is the regulatory agency created by the United States Congress to resolve railroad rate and service disputes and reviewing proposed railroad mergers.

