

# Transportation Update

OCTOBER 2010

— Compiled by Illinois Farm Bureau®



## Drug & Alcohol Screening Still Offered Through IFB

*Midwest Truckers Assn. Remains Our Service Provider*

About the only thing that's changed this fall for members participating in the Illinois Farm Bureau (IFB®) drug & alcohol screening program is the phone number they call.

For years, IFB and Midwest Truckers Association (MTA) have cooperated to provide a drug & alcohol screening program for Farm Bureau members. That program continues unchanged except that instead of calling Illinois Farm Bureau for sign-up, additions and drops, participants call MTA directly.

To take advantage of the services and pricing negotiated by IFB with MTA, employers wanting to enroll their driver(s) in this pro-

gram will still need to hold a current membership in IFB.

Federal Motor Carrier Safety Regulations (MCSR) mandate that an employer who employs a driver for a job that requires a Commercial Drivers License (CDL) must enroll that employee in a Drug & Alcohol Screening Program (DASP.)

Farmers and their employees who qualify for the farm exemption from the CDL are also exempt from the DASP requirement.

Having a CDL and being required to have

*(Continued on page 3)*

### The Future of Midwest Transportation

A conference featuring  
USDOT Secretary

**Ray LaHood**

Peoria, IL — November 10

[http://www.bradley.edu/  
continue/future-transportation/  
index.html](http://www.bradley.edu/continue/future-transportation/index.html)

#### Inside this issue:

Harvest at 80,000#	2
E-15 Approved	2
ATVs on the Road	3
CDL Safety Gains	3
Ag for Rail Reform	4
High-Speed Rail	4
Rail Crossing Safety	5
Galesburg gets \$79M	5
CREATE Funding	5
The Big Muddy	6
Tri-City Port District	6
Asian Carp	6
DDGS	7

## MAT10 Summit Report Pending

Widespread interest, cooperative attitudes and great discussion were prevalent among the 34 individuals gathered in Earl Smith Hall in Bloomington on September 28 to discuss freight transportation issues.

Participants from both agricultural and non-agricultural interests included shippers and carriers focused on railroads, waterways and trucking. They hailed primarily from Illinois but also represented Midwest and national interests. A handful were present from out-of-state.

The preliminary document prepared by the

MAT10 Visioning Committee in advance of the Summit served to both focus and spur discussion. Summit participants thoroughly considered and often modified statements from that report to fit the assorted interests and understandings represented by this larger, more-diverse group.

A final report is still in the making. Work not completed at the Summit is now being done via correspondence. Any additional changes must be incorporated before the report is complete.

*(Continued on page 3)*

## Highways

### First Harvest in Illinois with 80,000# Roads

There were some problem areas, but by-and-large, the first harvest season in Illinois with the 80,000# Federal Bridge Formula applied to local roads was a boon for farmers.

The lower-than-average corn yields and the dry weather were factors in allowing it to work as well as it did. The dry base under local systems' oil-and-chip road surfaces generally did well at supporting the 40-ton trucks many farmers use today.

That shouldn't be surprising considering that many of these vehicles have been running those local roads at the higher weights for years—albeit illegally.

Some local road officials did overreact with excessively-restrictive weight limit postings. Reports of local roads being posted with 10-ton and even 6-ton weight limits were received by Illinois Farm Bureau. Typically these were townships or municipalities apparently attempting to protect roads or streets that might generate higher volumes of truck traffic.

Often in such cases, those local officials implemented a highly questionable practice of turning a blind eye toward local traffic, choosing only to enforce the limits on through truckers. Besides its inherent inequities, the practice is generally ignored by State law enforcement agencies who can—and sometimes do—write tickets based on the legal posting, not the local intent.



### E-15 Fuel Approved for Late-Model Vehicles

Source: *the American Farm Bureau Federation (AFBF)*

The Environmental Protection Agency (EPA) granted an official waiver request made by the Renewable Fuels Association, Growth Energy and others asking the agency to approve general use gasoline blended with up to 15 percent ethanol (E-15). That decision will apply only to model year 2007 and newer cars and light trucks. EPA granted the request based on the Department of Energy's (DOE's) testing and other available data on E-15's impact on engine durability and emissions.

The waiver does not extend the use of E-15 in model year 2000 and older cars and light trucks – or in any motorcycles, heavy-duty vehicles, or non-road engines. The agency stated that there is no testing data to support such a waiver. DOE is continuing to test the use of E-15 in model year 2001 to 2006 vehicles and expects to complete the tests in November. EPA will decide whether or not to extend the waiver to those vehicles after reviewing the test results.

AFBF supported the waiver request and submitted comments to the EPA urging the increase. The

agency encountered strong opposition from anti-renewable fuels forces which claimed that E-15 would be bad for engines and increase the cost of food.

Additionally, the agency announced that it is proposing E-15 pump labeling requirements. The fuel industry would be required to

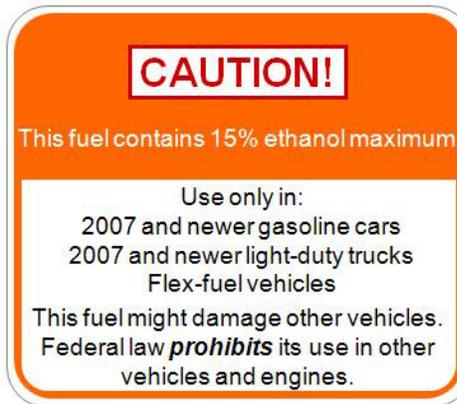
specify the ethanol content of gasoline sold to retailers. This is in response to fuel vendors' concerns that they would be liable if consumers use E-15 in non-approved motors. The proposal

includes a quarterly survey of retail stations to help ensure their gas pumps are properly labeled.

Currently, most gasoline is blended at a 10 percent blend rate (E-10). The waiver was requested because there was concern that the ethanol industry would hit the 'blend wall' (the point at which the amount of ethanol produced nationally exceeds the ability of the market to absorb it at an E-10 level). An EPA waiver was required for use of any ethanol blends higher than 10 percent (not including E-85).

Visit the EPA website at:

<http://www.epa.gov/otaq/regs/fuels/additive/e15/420f10054.htm>



## ATVs Back on the Road for Farm Use

Farmers generally may now operate ATVs on local roadways after an on-again, off-again authorization.

That allowance applies to these vehicles only when used for farming purposes and only on county and township roadways. City streets and state highways are not included.

In 2007, a law was passed allowing farmers to operate All-



Terrain Vehicles (ATVs) being used for farming purposes on county and township roadways. However, in 2009—when Gator-type vehicles were to be granted the same capability—legislation was passed that took away that authority for both vehicle types.

In 2010 Illinois Farm Bureau successfully sought legislation [HB 6094] to correct the farm ATV problem and restore the authority for both ATVs and Gator-type vehicles to be used on local roads for purposes of farming.

That legislation was signed by the Governor on August 11, 2010, effective immediately. Today, farmers can once again operate ATVs—and now, Gator-type vehicles—on county & township roadways under the provisions of the law.



## CDL Impacts Safety

The National Highway Traffic Safety Administration (NHTSA) released statistics on October 18 showing a dramatic decrease in fatalities and injuries in accidents involving large trucks in 2009.

Nationwide, fatalities dropped by 20%, from 4,245 in 2008 down to 3,380 in 2009. About one third of those total fatalities were alcohol-impaired-driving crashes.

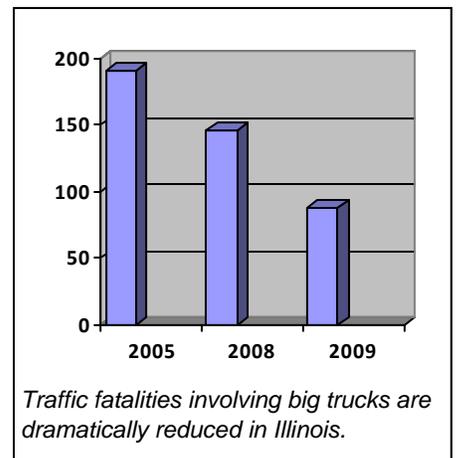
But when you look at Illinois, the decrease is even more dramatic. There were 88 fatalities involving a large truck in Illinois during 2009 compared to 146 in 2008. That's nearly a 40% reduction!

Over the four years since 2005 when Illinois experienced 191 such accidents, we've seen a 54% reduction in fatalities.

Terry Montalbano, CDL Administrator for the State of Illinois, says, "When you take into account all of the changes that raise the standard of licensing for CDL drivers, plus

add with it the concerted effort in Illinois with alcohol . . . I believe—when all added together—is the reason for this huge decrease in large truck fatalities in Illinois."

Still more requirements of CDL holders are being considered at the national level. Regulations are being promulgated that would establish minimum hours of training for persons wanting to get or upgrade a CDL



## MAT10

*(Continued from page 1)*

Once finalized, the report will be made available to county Farm Bureaus® and on the Illinois Farm Bureau website.

The report is split into three major topic areas: **Visioning** (long-range transportation policy and project delivery), **Education** and **Finance**.



## DASP

*(Continued from page 1)*

one are two entirely different things!

Many farmers have a CDL who are qualified for the exemption from the CDL. If that's the case, they need not be enrolled in a DASP for the farm. However, if they hold that CDL for some sideline job (i.e.: driving school bus or snow plow), then that non-farm employer would have to enroll them in a DASP.

<http://www.iifb.org/viewdocument.asp?did=18066>



## State Agriculture Departments Call for Rail Reform

### *The Journal of Commerce Press Release Excerpts*

WASHINGTON – Highlighting a joint study by the U.S. Departments of Agriculture and Transportation which found that the railroad industry's exemption from federal anti-trust laws and ineffective federal regulation result in artificially high freight rail rates, the National Association of State Departments of Agriculture (NASDA) adopted a resolution calling on Congress and President Obama to enact bipartisan freight rail reform legislation in the 110th Congress.

The NASDA resolution called for enactment of S.2889, the Surface Transportation Board Reauthorization Act and S.146 and H.R. 233, the Railroad Antitrust Enforcement Act. It was introduced by the Western Association of State Departments of Agriculture (WASDA) and the Midwestern Association of State Departments of Agriculture (MASDA).

The National Association of State Departments of Agriculture (NASDA) represents the secretaries, commissioners and directors of agriculture for all fifty states.

The Midwestern Association of State Departments of Agriculture ([www.nasda.org/masda](http://www.nasda.org/masda)) represents the state departments of agriculture in the development, implementation, and communication of sound public policy and programs that support and promote the American agricultural industry, while protecting consumers and the environment. MASDA member states include: Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota and Wisconsin.

The Western Association of State Departments of Agriculture

([www.nasda.org/wasda](http://www.nasda.org/wasda)) WASDA represents state departments of agriculture secretaries, commissioners, and directors from the following states: Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, New Mexico, Nevada, Oregon, Utah, Washington, and Wyoming. Alberta and British Columbia are affiliate members and are invited to participate in the regional discussions.

Excerpts of the NASDA rail reform resolution:

•75 percent of agricultural areas in the nation lost rail competition from 1992 to 2007

•Antitrust law is vital to protect competition, yet the freight rail industry today is mostly exempt from this law

•Agricultural commodities historically have been charged higher rates than traffic with more access to competition

•Rail rates for moving grain and oilseeds increased 46 percent from 2003 – 2007, while rates for moving other commodities increased 32 percent for the same period

•Railroad fuel surcharges, from 2001 to 2007, were 55 percent higher than the incremental cost of fuel.



## Construction of Higher-Speed Track Begins from Alton to Lincoln

The half-mile long Union Pacific track-laying train is lumbering northward from Alton toward Lincoln laying 5,000 railroad ties per day as it goes. Though the 18-car train might seem to be moving slowly, IDOT officials seem pleased with its progress.

Illinois is the first state in the nation to begin high-speed rail construction following the January announcement that \$8 billion in federal ARRA funding would go toward high-speed rail.

When the corridor is completed, travelers will be able to go from Chicago to St. Louis by train in four hours.

Upgrade of this 90-mile segment of track is expected to cost \$98 mil-

lion. Illinois received \$1.1 billion in federal dollars for the overall project.

This round of track work is the first, and perhaps will be the easiest in Illinois. IDOT still has to get all of the permits and permission to start work on the tracks between Lincoln and Dwight. Work isn't slated to begin until 2011. If the work all goes according to schedule some trains could be running at 110 miles per hour in 2012, but the full line is not expected to be upgraded until at least 2014. And even then trains between Chicago and St. Louis will still be limited as they enter and exit both cities.



## Rail Crossing Safety

Illinois has the second-largest number of rail crossings—Texas being number 1. Additionally, we are at the crossroads of the nation, accommodating heavy train and truck traffic. As a result, Illinois experiences a relatively high number of highway-railway accidents. Statewide, there were 78 collisions at public rail-road crossings during 2009.

The federal government has included Illinois in a list of the 10 worst states experiencing the most accidents involving trains, vehicles and pedestrians.

Illinois rail officials believe the list should be based on the states with the highest rate of incidents. That comparison, based on the number of collisions per 100,000 vehicles per day at each crossing, would put Illinois way down the list at 34<sup>th</sup> of 50 states.

According to Illinois Commerce Commission (ICC) officials, the 10-year trend shows fewer collisions at rail crossings in Illinois, from 195 in 2000 to 145 in 2005 and 129 in 2008, then dropping to 78 in 2009.

Still, 16 people were killed and 40 were injured in crossing accidents last year, ICC records show. There is an annual budget of \$42 million for safety work at rail crossings statewide. The need is far in excess of that.

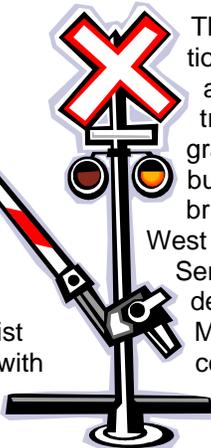
The ICC is conducting field studies of all the crossings in the state, and many of the safety improvements are scheduled to take place over the next three to four years.



## \$79 Million to Reduce Rail & Road Congestion in Galesburg

Source: IGNN (excerpts):

In mid-September, Governor Pat Quinn announced \$79 million for projects to reduce rail and roadway congestion in the Galesburg area, improving traffic and increasing train reliability. Together, the projects were estimated to create nearly 500 jobs.



The major road/rail separation project is intended to alleviate congestion, reduce train noise and close eight grade crossings in Galesburg. As part of the project, bridges will be constructed at West Main Street and North Seminary Street, and an underpass will be built at East Main Street. The project will cost \$34 million.

The project will also support Galesburg's Quiet Zone Project, an initiative to decrease the estimated 3,400 times daily that train engineers in the area must utilize a "horn sequence."

Construction will begin next year.

Also announced was a \$45 million rail congestion mitigation project, including construction and extension of a Burlington Northern Santa Fe Railway (BNSF) mainline track and two new staging tracks to improve reliability as well as the separation of freight trains from Amtrak passenger trains. Construction will begin next year.

Galesburg is a major regional rail hub for Illinois. Seven major rail lines converge at Galesburg and provide direct links to the Pacific Northwest, California, Texas, Southern Illinois and Chicago.



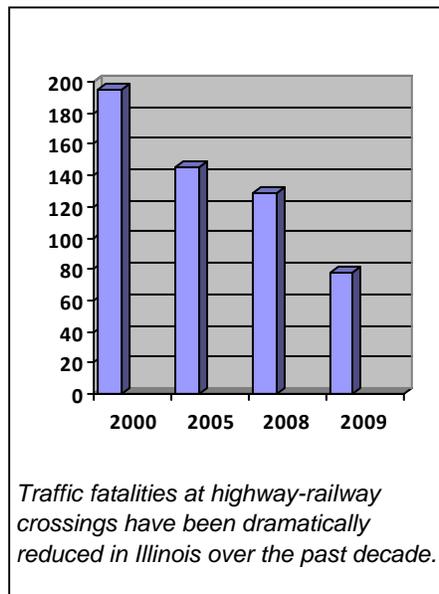
## TIGER II Funds Sought for CREATE

The Illinois Department of Transportation submitted an application to the U.S. DOT for an \$85.2 million TIGER II grant on behalf of the Chicago Region Environmental and Transportation Efficiency (CREATE) program.

The application seeks funds for three projects, which were previously submitted in IDOT's application for a Transportation Investment Generating Economic Recovery, or TIGER I, grant:

- \$74.6 million for a project in Bedford Park, Chicago and Summit for construction of double track and crossovers between shortline and

(Continued on page 7)



## The Mudslinging is Over, Let the Mud Slinging Begin

The National Research Council (part of the National Academy of Sciences) issued a report in late September concluding that the [Army Corps of Engineers](#)' plan to dump sediment into the Missouri River would not significantly increase the "Dead Zone" in the Gulf of Mexico.

But, Leonard Shabman, who chaired the scientific panel, recognized that sediment is a part of the overall health of the river, known as "The Big Muddy". He said, "More than any other river in the country, the Missouri is about much more than water. But we stopped paying attention to sediment in the river after the dams were built, and now we have a sediment challenge."

After negotiating the matter with the U.S. Fish and Wildlife Service and several court rulings in 2003, the Corps had agreed to create 20,000 acres of shallow water

habitat along the lower river.

The Corps' plan involved dredging and then dumping the sediment into the river to mimic the Missouri's natural free-flowing conditions.

But the plan was criticized by Missouri's Clean Water Commission that ordered a halt to the corps' sediment projects two years ago. They said the project posed water quality problems and was virtually the same as a construction site.

The corps has continued its work along the river in other states.

Corps officials said they intend to come to an agreement with the Missouri commission before resuming several million dollars worth of projects in Missouri.



## Great Lakes Commission on Asian Carp

*Framework* focuses on keeping Asian carp from establishing populations in the Great Lakes. It will evaluate the operation of Chicago's navigation locks; increased monitoring; construction of barriers to prevent fish passage during floods; completing a third electric barrier on the Chicago Sanitary and Ship Canal (CSSC); and studying options to modify the operation of existing structures to prevent the migration of carp into Lake Michigan. In the long term, the strategy calls for new research on tools for controlling Asian carp; educational and enforcement efforts to prevent live carp from being sold or transferred; additional chemical treatments; assessing the possibility of transfer of carp in ballast and bilge water; expanding the market for Asian carp; and studies to permanently prevent the interbasin transfer of aquatic invasive species.



## Tri-City Port District Capitalizes on Grants

The Tri-City Port District recently received a \$6 million Transportation Investment Generating Economic Recovery (TIGER) grant from the [U.S. Department of Transportation \(USDOT\)](#) to help fund an intermodal hub project in Granite City, Ill.

The federal funds will enable the district to build the South Rail Loop project, which calls for adding 9,600 feet of rail at the port.

The district plans to secure additional funding for the \$23 million intermodal hub project and has applied for a TIGER II grant. The grants will be awarded to projects that are deemed to have a significant impact on the nation, a region or metropolitan area, as well as create jobs, according to the USDOT.

More recently, the Port District was awarded a \$400,000 grant

to be used for security improvements.

The Tri-City Regional Port District is a 1,200-acre facility located in southwestern Illinois on the Chain of Rocks Canal near St. Louis, Missouri. Annually, the Port transfers in excess of three million tons of products between barges, railcars and trucks.



## Maritime “Hazardous” Label Could be Lifted from DDGS

*Source: US Grains Council*

In mid-September in London the key subcommittee of the International Maritime Organization (IMO) approved a U.S. proposal that DDGS be classified as a non-hazardous cargo. This is a major step toward resolving confusion that has emerged about shipping requirements for DDGS. The subcommittee decision is expected to be ratified by the Maritime Safety Committee when it meets in December. Even though the new classification will not become binding in the IMO code until 2013, the decisions and its expected ratification in December will have significant force in the international marketplace in the interim.

DDGS exports have grown rapidly in the past five years, but some insurance companies insisted that DDGS be treated as a hazardous cargo. This confusion has led to shipping disruptions and higher

transportation costs for DDGS exports.

Beginning in spring of 2010, the Council coordinated an industry effort to obtain clarification that DDGS is a non-hazardous cargo. With support from industry contributions the Council retained a consultant, arranged for laboratory tests on DDGS samples, and cooperated with the U.S. Coast Guard in preparing a formal proposal to the IMO. The tests confirmed the experience of the industry that DDGS is a non-hazardous cargo. The U.S. proposal went to the IMO in June and met the deadline for consideration at the annual meeting of the Dangerous Goods, Solid Cargoes and Containers (DSC) Subcommittee this week.

In addition to strong support from the U.S. Coast Guard and other advisors on the U.S. delegation to the meeting, the Council obtained signatures from dozens of U.S.

DDGS producers, traders and transport companies affirming the safety of DDGS. A similar letter collected the endorsements from dozens of non-U.S. DDGS users, traders and shipping companies. NAEGA, GAFTA and a number of international trading and shipping companies complemented the efforts of the Council's international staff to alert other countries about this proposal and obtain the support of their delegations in the IMO meetings.

The subcommittee's decision to approve the U.S. proposal must be ratified by the full Committee in December, but the subcommittee process is considered the critical hurdle and we do not expect any further debate in the full committee.



## CREATE

*(Continued from page 5)*

mainline tracks and two new seven-mile main tracks around the south side of the Clearing Yard;

- \$25 million for a bi-directional computerized traffic control system on a CSXT line in Chicago, the reconstruction of two bridges and upgrade of 10 hand-thrown switches to power switches; and,
- \$6.9 million for installation of connection tracks from CSXT to Norfolk Southern Railway &

between two NS tracks to a BNSF lead track in Chicago.

The program had earlier been awarded a \$100 million TIGER I grant. If federal TIGER II funding for the projects is awarded, it would be obligated by September 2012.

About 25 percent of the nation's rail traffic travels through the Chicago region. The CREATE program aims to alleviate major bottlenecks along the region's freight-rail and passenger-rail corridors.

This public/private partnership

program includes more than 46 rail and 25 grade-separation projects that call for restructuring, modernizing and expanding Chicago's rail network.

CREATE partners include Amtrak, the Association of American Railroads, Belt Railway, BNSF, CSXT, CN, Canadian Pacific, Indiana Harbor Belt, Metra, NS, Union Pacific Railroad, IDOT and the Chicago DOT.

