



Locks & Dams and Inland Waterways

U.S. Agriculture's Competitiveness Depends on Inland Waterways

The annual net economic benefit generated by the Corps' Civil Works mission is estimated to be \$89 billion, which equates to a return of about \$12 for every dollar expended.

- Enact Fiscal Year 2025 (FY25) Energy and Water Appropriations
- Provide the Full Amount Supportable by Diesel Fuel Tax Receipts into Inland Waterways Trust Fund (IWTF)
- Oppose Any Potential Tolling, Lockage Fees, or Other Onerous Charges for Commercial Users of Waterway Systems

Ask: Oppose Any Potential Tolling, Lockage Fees, or Other Onerous Charges for Commercial Users of the Waterways System

- In 2024, the industry voluntarily supported and achieved a 45% increase to the diesel fee paid by commercial operators; annual revenue has averaged \$118 million since then, compared to a 10-year average of \$87 million prior to the increase
- Commercial barge companies and their customers are the only stakeholders paying into the IWTF
 - System beneficiaries not paying: recreational boaters, municipal, hydropower, and irrigation users
- Unlike highway toll systems, inland waterways do not have alternate routes for commercial operators
 - Implementing tolls or lockage fees would divert cargo from waterways to already congested roads and rail systems

Ask: Enact Fiscal Year 2025 (FY25) Energy and Water Appropriations

- Enacting an FY25 Energy and Water appropriations bill that funds the Corps of Engineers' Civil Works program to avoid long-term impacts to ongoing construction on inland waterway system
- Short-term continuing resolutions create uncertainty, leading to increased costs and schedule delays
- No funds would be available under a short-term continuing resolution due to the "lessor of" rule, which limits funding to the lowest amount among the President's budget requests, the House, or the Senate

Ask: Provide the Full Amount Supportable by Diesel Fuel Tax Receipts into Inland Waterways Trust Fund (IWTF)

- Full-use Talking point: Since the fuel tax increase took full effect in FY16, average annual receipts into the IWTF have been \$118 million
 - We cannot afford another Olmsted project, which took over 20 years to complete
- Trust Fund Balance Talking Point: For FY24, Congressional appropriations did not require cost-share match from IWTF, saving nearly \$160 million for future appropriations
- The Corps report on available balance of \$288.4 million in the IWTF for future use, ensuring compliance with the Anti-Deficiency Act (minimum required: \$20 million)