



Saint Paul
PORT AUTHORITY

Minnesota Freight Advisory Committee

Presented by:

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VP of Redevelopment and Harbor Management

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Our Mission

The Saint Paul Port Authority creates quality job opportunities, expands the tax base and advances sustainable development.

“We strive to improve peoples’ lives by building vibrant economic communities”



Light Industrial Development Drives Tax Revenue

- 15% Saint Paul is zoned for commercial & industrial use
- Industrial Tax Dollars
 - Only \$.60 to \$.70 spent for every \$1 generated
- Residential Tax Dollars
 - \$1.08 to \$1.16 spent for every \$1 generated



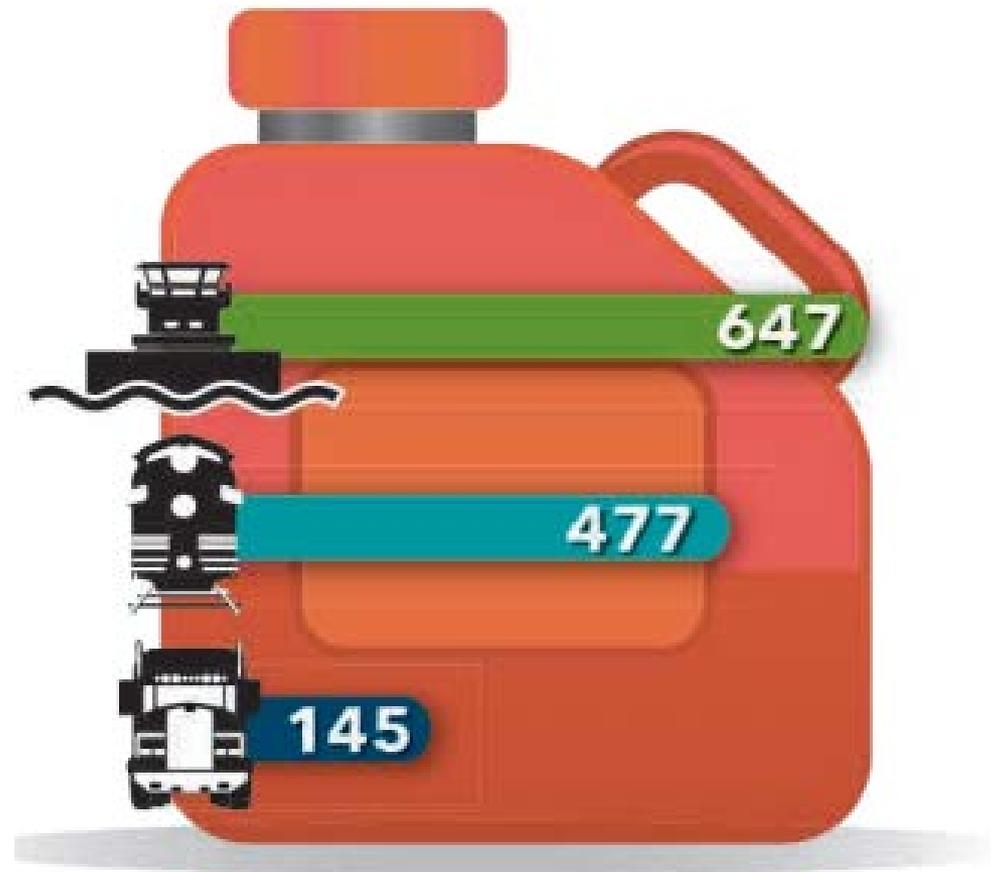
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The Working River



River
Shipping is
fuel efficient
and helps
relieve
congestion
on freeways



Ton-miles Traveled per Gallon of Fuel

Source: National Waterways Foundation



Lock & Dam Infrastructure Update

Lee J. Nelson

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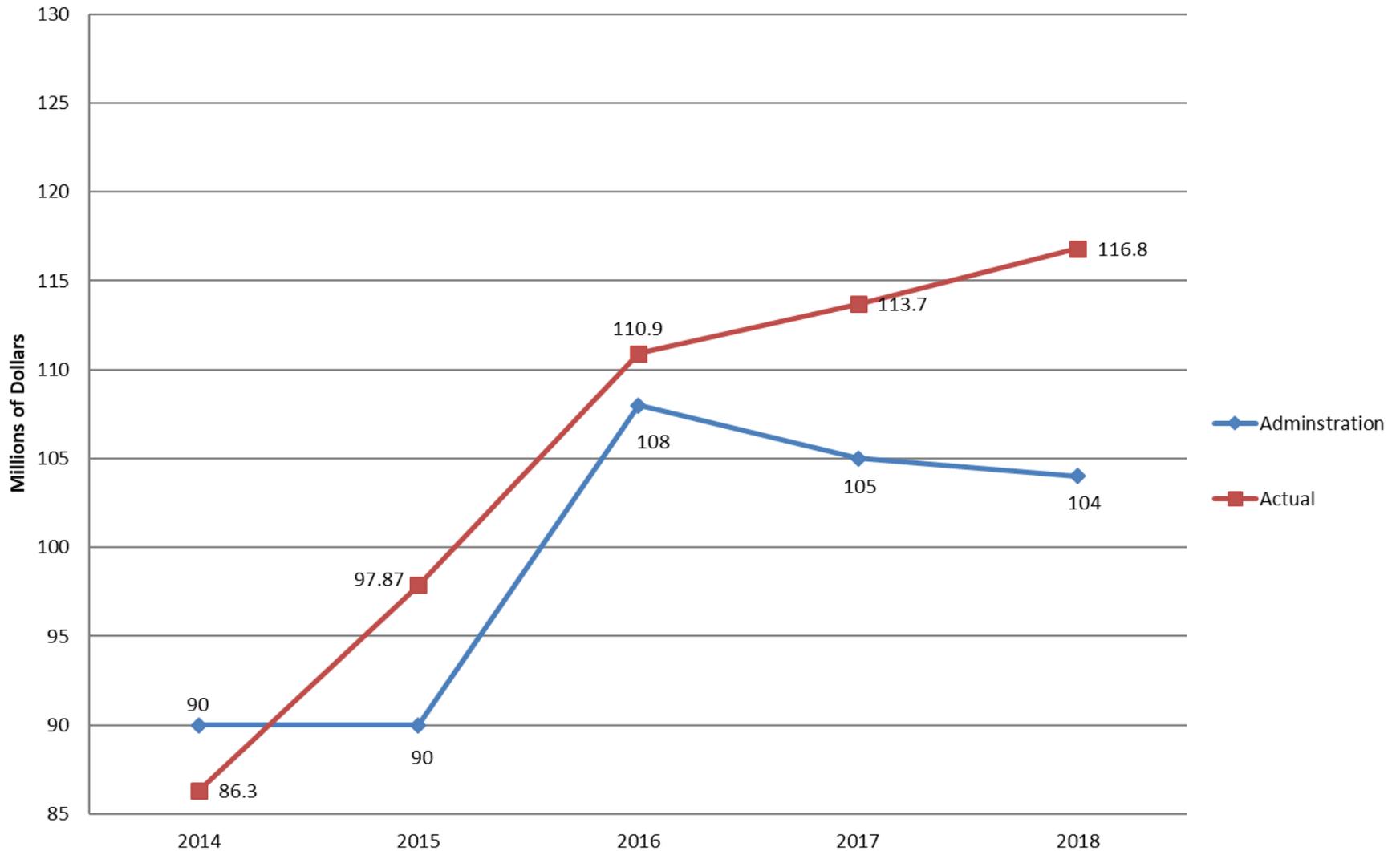


WATERWAYS
COUNCIL, INC.

Where Has 9 Cents/Gallon Taken Us?

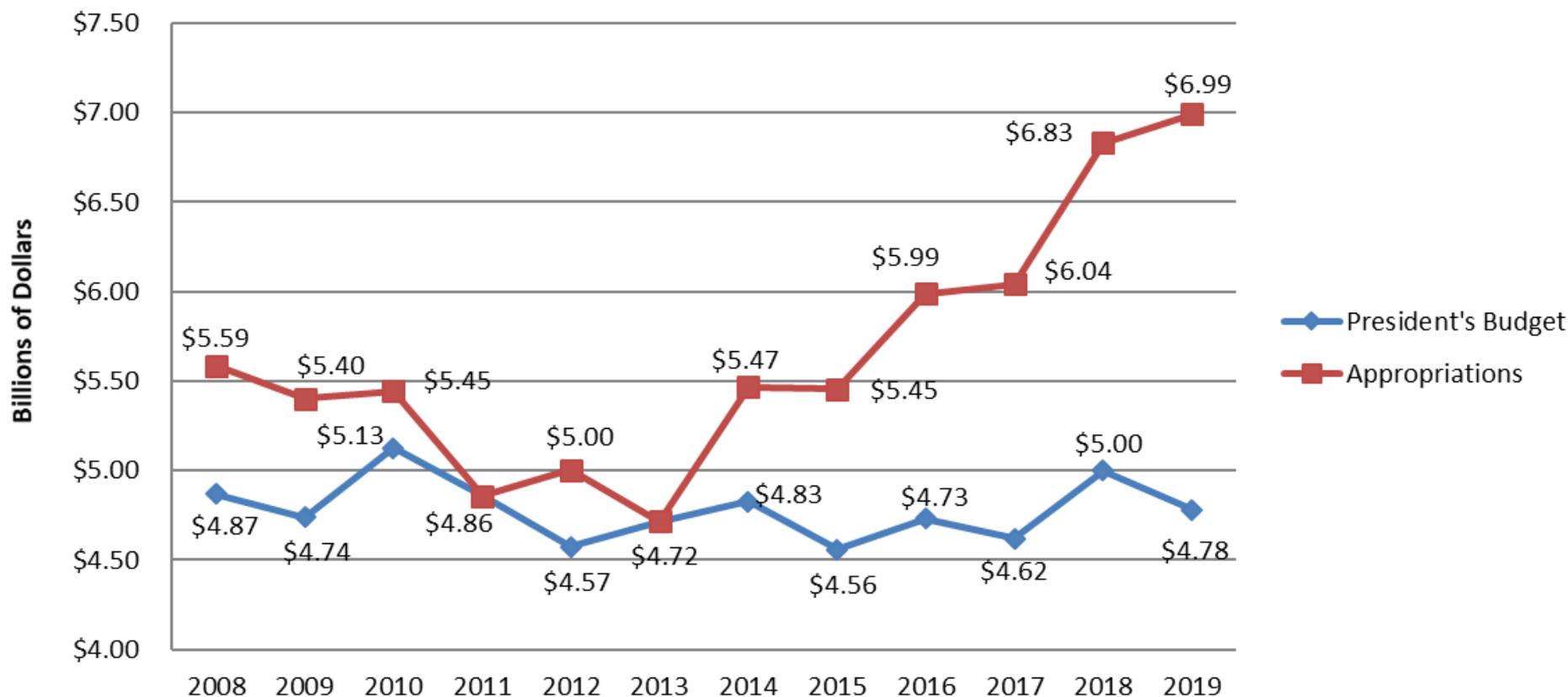
(45% Increase to the Diesel Fuel Tax in 2014)

IWTF Adminstration vs Actual

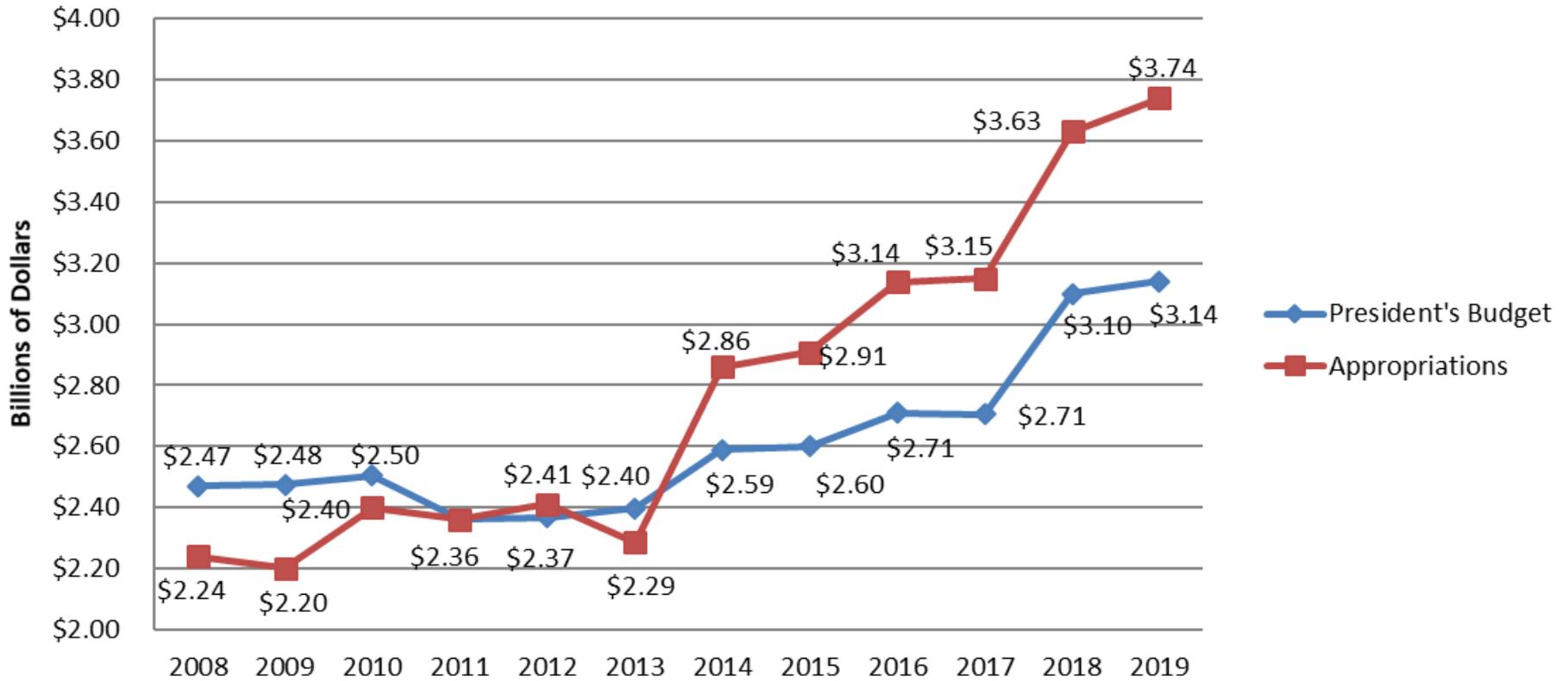


Army Corps Annual Funding (FY2008-2019)

Army Corps – Civil Works Total Annual Funding



Annual Funding for Operations and Maintenance



Annual IWTF Project Funding (FY 2012-FY 2019)

Fiscal Year	Administration Budget Request (\$ million)	Additional Funding from Congress (\$ million)	Percentage Increase
2012	154.4	-	-
2013	185.1	33.9	18.3%*
2014	176.4	92.6	52.5%
2015	169.0	117.3	69.4%
2016	232.0	171.6	74.0%
2017	225.0	184.0	81.8%
2018	175.0	224.0	128.0%
2019	35.0	294.8	742.28%

* FY13 was under a Continuing Resolution; workplan was source of additional funds

CY 2019 Priorities

- Full-Use Funding for Construction (\$403M for FY18)
 - Appropriate the maximum amount supportable by IWTF revenues (anticipated \$115M during FY20)
 - \$59M Lower Monongahela L/D
 - \$90.3M Kentucky L/D
 - \$104.3M Chickamauga L/D
- Increase funding for Operations & Maintenance (\$3.74B for FY18)
- Oppose additional taxation or onerous lockage or user fees on commercial inland waterway stakeholders - the only entity currently paying into the public-private partnership of IWTF



2019 Priorities (Continued)

- Fund pre-construction engineering and design (PED) for the Upper Mississippi River System's Navigation-Ecosystem Sustainability Program (NESP), Upper Ohio and Three Rivers (Arkansas) projects
- To recognize multiple beneficiaries, shift the cost share of IWTF-funded projects to 25% IWTF / 75% general revenues (from 50/50). This also allows for a continuation of a \$400M program
- Transfer into IWTF \$1.5B in net revenues derived from the sale of hydropower generated at Corps of Engineers' dams
- Funding rational for project-specific economic analysis should be based on Remaining-Benefit / Remaining Cost Ratio (RBRCR) rather than BCR

Shifting the Cost Share of Inland Waterways Trust Fund

50/50
Cost
Share

- In 10 years = 6 projects funded to completion
- In 20 years = 13 projects funded to completion
- After 20 years = **13 projects still not completed**

75/25
Cost
Share

- In 10 years = 13 projects funded to completion
- In 20 years = all 26 projects funded to completion

NESP

Authorized 2007, \$2B, Inland Waterways Trust Fund-shared

Seven 1,200-Foot Locks, UMR L/D 20-25, Illinois River at LaGrange & Peoria

Mooring Facilities for Lockage Prep (Locations Flexible but Likely L/D 11, 14, 15, 18, 19, 20, 21, 24 & LaGrange)

Switchboats at L/D 20-25 to Assist Tow Entry/Exit into Lock at Seven L/D

Continued Study on Non-Structural Options for Efficiency & 50-Year Plan Monitoring









**More than 60% of America's Agriculture
Exports Move on Rivers & Waterways
More Info? Text **LOCKS** to **52886****

waterwayscouncil.org



YouTube