

IL Corn – Inland Waterways 2026



IL CORN
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Overview:

Illinois corn farmers depend on a modern, efficient inland waterway system to move grain to domestic and international markets, making continued investment in lock and dam infrastructure critical to maintaining U.S. competitiveness.

Main Points:

- FY 2027 Energy and Water Appropriations
- Water Resources Development Act 2026
- Improving the Delivery of Inland Waterways Infrastructure Projects

Energy and Water Appropriations

- Fiscal Year 2027
 - \$350 million for lock and dam 25 – Senate Ask
 - \$95 million operations and management (O&M) for the Upper Mississippi – Senate Ask

***The House passed its version on May 20, which included \$250 million for lock 25 and \$95 million for (O&M)**



CORN EXPORT IMPACTS

1 BILLION
in labor income

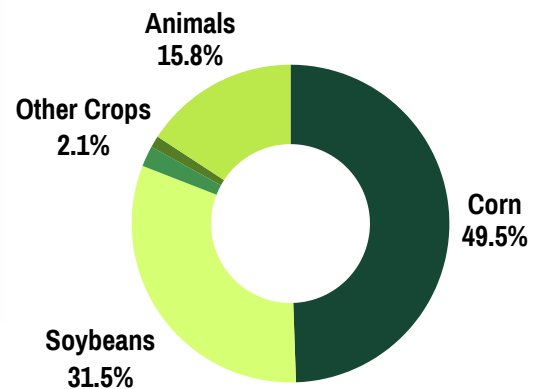
4.3 BILLION
in output

14,900
Jobs

1.9 BILLION
in Gross Domestic Product

11.7 MILLION
tons of corn exported via
inland waterways

COMPOSITION OF ILLINOIS'S AGRICULTURAL INDUSTRY BY SALES



Water Resources Development Act 2026

- **Exclude Major Dam Rehabilitation** projects from coast-sharing with Inland Waterways Trust Fund (IWTF)
- Provide the **Full Amount Supportable** by Diesel Fuel Tax Receipts into the Inland Waterways Trust Fund
- **Oppose** any potential tolling, lockage fees, or other onerous charges for Commercial Use of Waterway Systems

CARGO CAPACITY



ONE BARGE

1,750 TON
58,333 BUSHEL
1,555,000 GALLONS



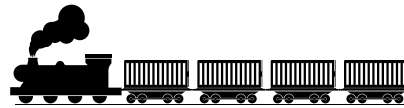
ONE 15-BARGE TOW

26,250 TON
874,995 BUSHEL
23,325,000 GALLONS



ONE RAIL CAR

110 TON
4,000 BUSHEL
33,870 GALLONS



ONE 108-CAR TRAIN

11,880 TON
400,000 BUSHEL
3,387,000 GALLONS



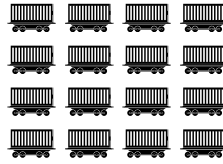
ONE LARGE SEMI

25 TON
910 BUSHEL
7,865 GALLONS

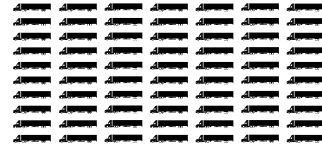
EQUIVALENT UNITS



ONE BARGE



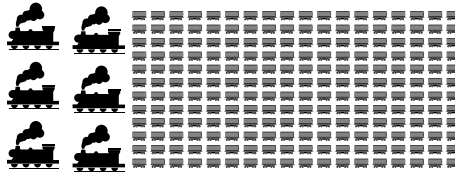
16 RAIL CARS



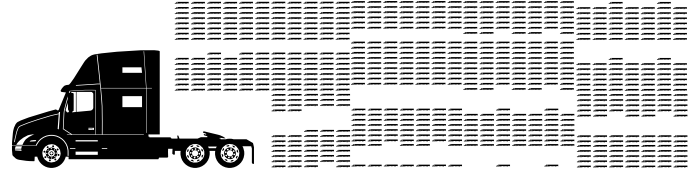
70 LARGE SEMIS/ TRACTOR TRAILERS



ONE 15-BARGE TOW



6 LOCOMOTIVES AND 216 RAIL CARS



1,050 LARGE SEMIS/ TRACTOR TRAILERS

Improving the Delivery of Inland Waterways Infrastructure Projects

- The Inland Navigation Construction Organization (INCO) would manage inland navigation modernization as a cohesive national program — similar to how the U.S. Army Corps of Engineers (USACE) oversees dam safety and military construction portfolios
- Core Objectives
 - Clear communication with Congress
 - Defined accountability – one responsible lead
- What would change
 - **One Accountable Lead:** A designated Inland Program manager (IPM) serving as a single point of communication and accountability
 - **Improved Oversight:** Regular in-process reviews of scope, schedule, and budget to facilitate early risk identification before issues reach Congress
 - **Better Alignment:** Unified messaging on priorities and funding needs aligned to a national investment strategy

*A Congressional letter signed by 37 members supporting the concept was sent in early May to Assistant Secretary to the Army (ASA) Telle and General Graham with the USACE

- Illinois Reps. Bost, Budzinski, Casten, Davis, Jackson, Kelly, Krishnamoorthi, Miller, Quigley, Schakowsky, and Sorensen

Annual Grain Barge Movements from Origin States

