

Congress of the United States
Washington, DC 20515

February 26, 2016

Chairman Bill Shuster
Committee on Transportation and Infrastructure
U.S. House of Representatives
2165 Rayburn House Office Building
Washington, DC 20515

Ranking Member Peter DeFazio
Committee on Transportation and Infrastructure
U.S. House of Representatives
2164 Rayburn House Office Building
Washington, DC 20515

Chairman Bob Gibbs
Committee on Transportation and Infrastructure
U.S. House of Representatives
2165 Rayburn House Office Building
Washington, DC 20515

Ranking Member Grace F. Napolitano
Committee on Transportation and Infrastructure
U.S. House of Representatives
2164 Rayburn House Office Building
Washington, DC 20515

Dear Chairman Shuster, Ranking Member DeFazio, Subcommittee Chairman Gibbs, and Ranking Member Napolitano:

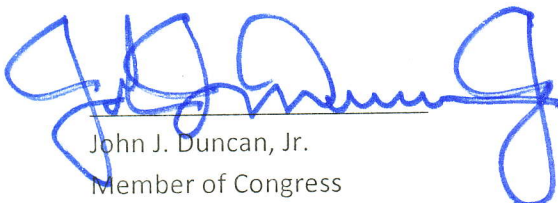
We are writing to ask for your support for inclusion in WRDA 2016 of a modification in the definition of what constitutes a "major rehabilitation project" on the inland waterways transportation system.

Currently, routine operation and maintenance of a navigation lock or dam is funded from the U.S. Army Corps of Engineers Operation and Maintenance account until such time as that cost exceeds \$20 million. At that point, the project work becomes eligible for funding from the Inland Waterways Trust Fund (IWTF). This threshold creates an incentive for the Corps to withhold initiating routine maintenance until such time as the aggregate cost exceeds \$20 million and then re-classify the work as "major rehabilitation" and shift the cost to the IWTF.


In 2015 an unscheduled maintenance outage at a lock on the Ohio River cost the customers of one barge carrier \$3.6 million. In 2014, the lack of a single \$5 million spare part shut down the Algiers Lock, resulting in \$142 million in economic harm to shippers.

We respectfully request that the threshold for classifying work as either Operation and Maintenance or Major Rehabilitation be changed from the current level of \$20 million to \$50 million. An analysis of projects qualifying for trust fund eligibility demonstrates that the average cost is \$55.1 million. Thus, addressing this anomaly will not impact truly major rehabilitation work. It will however address the unintended incentive to not maintain our navigation infrastructure.

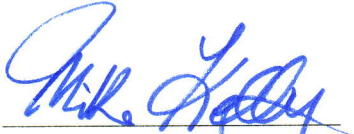
Sincerely,



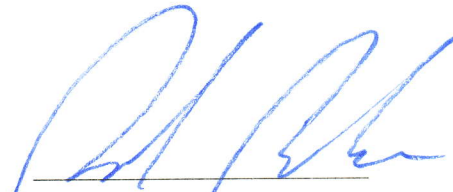
John J. Duncan, Jr.
Member of Congress



Daniel W. Lipinski
Member of Congress



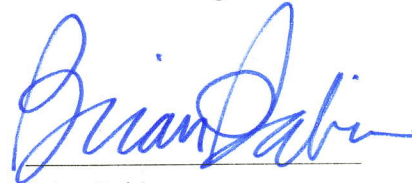
Mike Kelly
Member of Congress



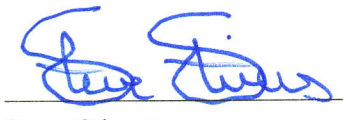
Rod Blum
Member of Congress



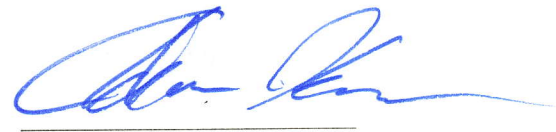
Chuck Fleischmann
Member of Congress



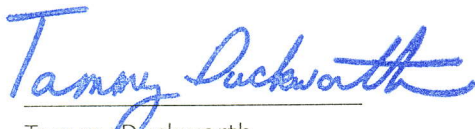
Brian Babin
Member of Congress



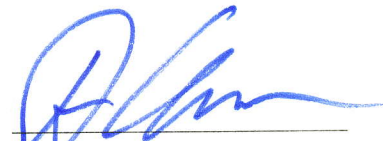
Steve Stivers
Member of Congress




Adam Kinzinger
Member of Congress



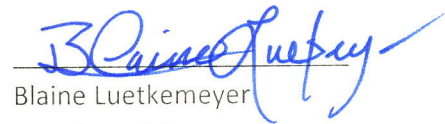
Tammy Duckworth
Member of Congress



Ralph Abraham, M.D.
Member of Congress




Larry Buchhorn
Member of Congress



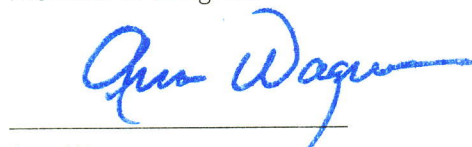
Blaine Luetkemeyer
Member of Congress



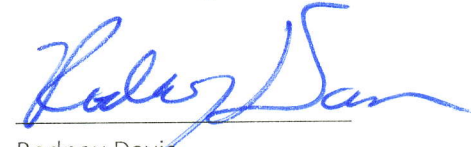
Bill Johnson
Member of Congress



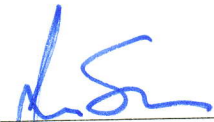
Dave W Loebsock
Member of Congress



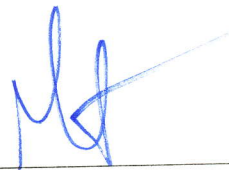
Ann Wagner
Member of Congress



Rodney Davis
Member of Congress



John Shimkus
Member of Congress



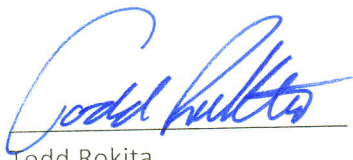
Garret Graves
Member of Congress



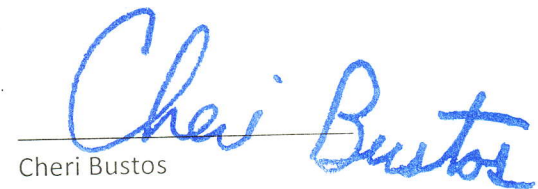
Darin LaHood
Member of Congress



Rick Nolan
Member of Congress



Todd Rokita
Member of Congress



Cheri Bustos
Member of Congress