

CERTAINTY FOR FARMERS

CONGRESSMAN MIKE SIMPSON'S PROPOSAL

The "Columbia Basin Initiative" framework would breach four dams on the lower Snake River to restore Idaho's salmon and steelhead to abundance. Barging on the river would no longer be possible, so the shipping system will shift to highways and railroads. The proposal ensures a smooth transition by dedicating federal investments toward improving the capacity of the rail shipping system and controlling the cost of shipping.

"If I thought for a second that this would harm agriculture in the long run, then I would drop it in a heartbeat."

REP. MIKE SIMPSON

Creating Capacity

Farmers are concerned that the rail and road system of the inland Northwest is not large or reliable enough to ship all of the region's grain. By investing more than \$5 billion into agriculture, Rep. Simpson's proposal guarantees that the system will continue to offer efficient transportation. All these investments would be completed before any dams are breached, ensuring a seamless shift.

Agricultural Investments

Transportation Adjustment \$1.5B	Ports and Shippers \$1.5B	Irrigators \$750M	Tri-Cities Hub \$600M	Lower Columbia Locks \$600M
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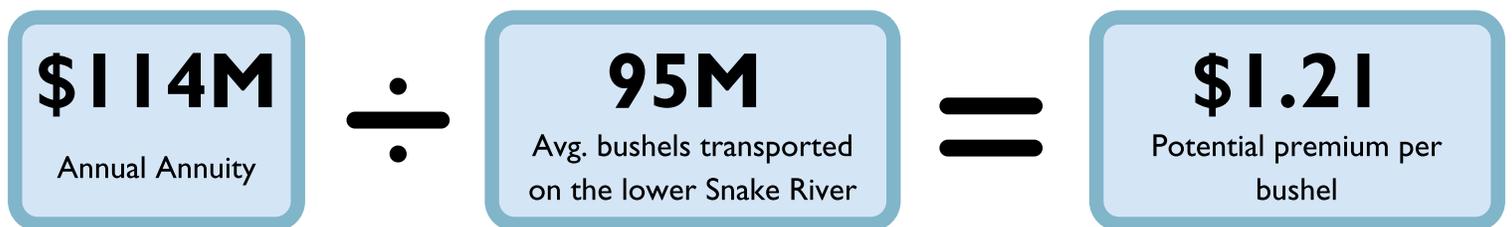
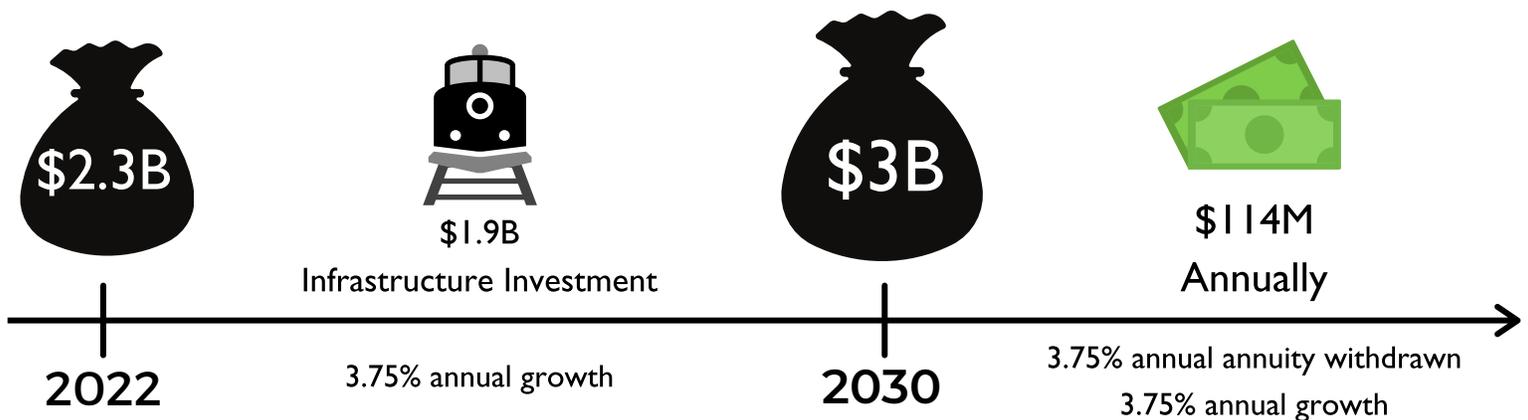
- Before the lower Snake River dams were completed in 1975, farmers used trains to ship their product downstream. Much of that infrastructure is in place today, ready for use.
- Barge shipping along the lower Snake River has already declined 40% since 2000 as farmers and industries switch to other shipping methods.
- Congressman Simpson has stated that under his proposal, he expects barging on the lower Columbia River—where dams would remain in place—to increase. The proposal invests \$600M into addressing a backlog of maintenance projects and dredging at those dams.
- The Tri-Cities in Washington would become the new furthest upstream port facility, and would receive funds to develop an intermodal transportation hub for trucks, trains, and barges.

Controlling Costs

Farmers are also concerned about shipping rates—if barge shipping is no longer an option, railroad companies could significantly increase the cost of transport. This would increase expenses for producers and take away from their earnings. Rep. Simpson has proposed using some of the transportation funding in his proposal to create a trust that would compensate farmers for any increase in shipping rates.

The Agriculture Transport Trust

The trust would be formed by investing a portion of the agriculture investment funding in 2022, for use after dam breaching in 2030 and beyond. The initial investment would grow until 2030, then an annuity would be disbursed to farmers and other stakeholders impacted by the transition from barges to trains. The rest of the funds would be invested in infrastructure.



- The cost to barge a bushel of grain from Lewiston to Portland is \$0.50 to \$0.75. Even if rail shipping is twice as expensive due to rate increases, the annual premium would more than compensate farmers.
- The trust would be overseen by farmers, shippers, and state agencies. Funds could also be reinvested or used for agricultural research at Northwest universities.