

# *Illinois* **Field & Bean**

MARCH 2022

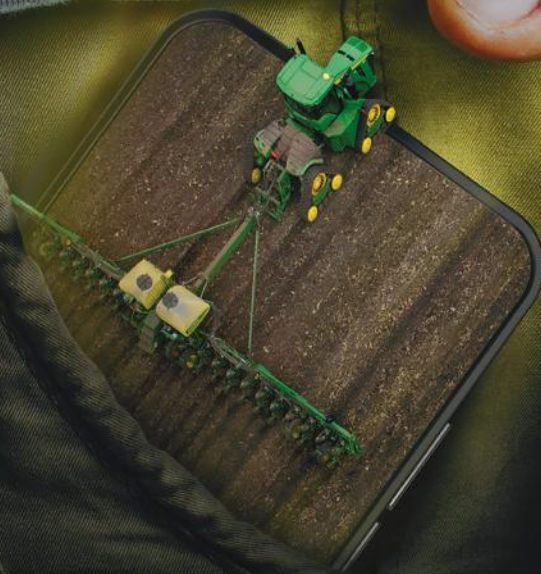
A PUBLICATION OF THE ILLINOIS SOYBEAN ASSOCIATION

## Building A Better Way: The Infrastructure Issue





1,962 ACRES.  
**AND THEY ALL FIT  
IN YOUR POCKET.**



Take your farm everywhere you go with John Deere Operations Center™. As a complete management tool, Operations Center allows you to see near real-time data, assign jobs to operators and even make adjustments, all from your mobile device. You can also share valuable insights with your trusted contacts, helping you analyze your performance and make a plan for next season. It's your way of farming, plus the confidence and control you need to **Gain Ground+**

**See what you have to gain :** [JohnDeere.com/GainGround](http://JohnDeere.com/GainGround)



**JOHN DEERE**





# CONTENTS

MARCH 2022

Volume 2 Issue 3

## 6 Better Days for Waterways

Lock dewatering is the key to reliability.

## 14 When Legislation Comes Home

Read what the Federal Infrastructure Bill means for Illinois soybean farmers.

## 19 Old Man River

Dredging and maintenance of the Mississippi River is essential for successful exporting of farmers' goods.

## 20 Bridge Bundling is Ready for Prime Time

Illinois bridges need repairs, and bundling contracts offer efficiencies to the process.

## 22 Soy on the Move: Modes of Transportation

From river to railway, learn how Illinois soybeans are transported to end users.

## 24 Every Farmer Has A Story

Meet fourth-generation Illinois soybean farmer and advocate, Senator Patrick Joyce.

---

## DEPARTMENTS

### 4 FROM THE BOARDROOM WITH SCOTT GAFFNER

### 5 CEO'S MESSAGE

### 10 GROWTH BY ASSOCIATION

### 12 EDITOR'S MESSAGE

### 26 PARTNER PERSPECTIVE



Visit us online at  
[www.ilsoy.org/magazine/illinois-field-bean](http://www.ilsoy.org/magazine/illinois-field-bean).



**COVER:** Infrastructure improvements remain a priority for checkoff investments. It's also an important focus of Illinois Soybean Growers' ongoing policy and advocacy work.





FROM THE BOARDROOM

# America's Backbone



SCOTT GAFFNER | MARKET DEVELOPMENT CHAIRMAN |  
ILLINOIS SOYBEAN BOARD

Change. There has been quite a bit of change recently, and positive change is critical for Illinois farmers. From higher bean prices to a new brand for the Illinois Soybean Association (ISA), we've been busy with change lately – and it's good! The Illinois Soybean Board is continually making changes to positively impact Illinois soybean farmers in a variety of ways. One of those changes includes how we take our harvested crop to market – from roads to rails to water, it's important to have a reliable infrastructure. This is the backbone of America and is not only used by farmers but impacts our local economies as well.

As farmers, once we take our harvested crop to market, there are several ways it reaches its end-user, from semi-trucks to trains to barges. We rely on good infrastructure for these transportation opportunities, and we must maintain our competitive advantage by ensuring we have reliable infrastructure systems in place. ISA has been actively working on many projects to ensure those systems for Illinois farmers.

Rural broadband is another priority of ISA as limited network access outside of metropolitan areas hinders economic growth, healthcare, and quality of life. We are focused on efforts to better provide internet to rural communities, benefiting farmers and their neighbors. There are direct economic impacts for Illinois farms as the average contribution to per acre profit from the use of on-farm digital technologies is almost \$90 per acre, with a benefit-to-cost ratio of 9.7 to 1.0. We are working to showcase the necessity of internet access statewide. Access to broadband can also offer the opportunity for a 4% income increase for farmers. Access to quality internet is a change that impacts lives, allowing for better connectivity to personal and professional opportunities and enables farmers to utilize technology directly from the field.

ISA also prioritizes the improvement of waterways; it's a major method in which we transport soybeans. We are continuously supporting infrastructure projects that advance the future of Illinois agriculture, including being part of a \$1 million investment in updating locks and dams on Illinois' waterways. ISA has been focusing on the LaGrange Lock and Dam on the Illinois River and Lock 25 on the Mississippi River as particularly high priority pieces of waterways infrastructure. The ultimate goal is to have these and other locks in the system enlarged from their current 600 feet to 1,200 feet to accommodate the length of modern barge tows.

In January, the United States Army Corps of Engineers released its spending plan outlining the specific inland waterways projects that were allocated funding from the Infrastructure Investment and Jobs Act (also known as the infrastructure package). A significant priority for soybean and grain farmers was the \$732 million designated to complete the design and construction of a bigger Lock and Dam 25. This is a huge win for Illinois grain farmers as we progress towards enhancing our ways of transporting grain to market. This positive change assists in more ways than meets the eye.

Upcoming, we are looking to increase federal highway efficiency with maintained roads and bridges, knowing that without strong roadways, our grain-filled semis cannot haul the loads we need – affecting everyone from the farmer to the consumer. Recent estimates show that approximately 8.5% of Illinois bridges have elements that are rated poor or worse. This percentage needs to change. These roadways carry Illinois agriculture products heading to markets from our fields. The journey not only includes the raw product from the farmer's field but the many by-products produced for consumers around the world.

All of these changes are intended to better Illinois and our farming communities.

#### CHAIRMAN

Steve Pitstick, Maple Park  
District 2

#### VICE CHAIRMAN

Ron Kindred, Atlanta  
District 9

#### SECRETARY

Elliott Uphoff, Shelbyville  
District 10

#### TREASURER

Dwayne Anderson, Lynn Center  
District 3

#### ASSISTANT SECRETARY-TREASURER

David Wessel, Chandlerlerville  
At-Large Director

#### GOVERNMENT RELATIONS COMMITTEE

##### CHAIR

Brad Daugherty, West Union  
District 14

#### MARKET DEVELOPMENT COMMITTEE

##### CHAIR

Scott Gaffner, Greenville  
At-Large Director

#### UTILIZATION COMMITTEE CHAIR

James Martin, Pontiac  
District 6

#### DIRECTORS

Ryan Frieders, Waterman | District 1  
Buck Hill, Grand Ridge | District 4  
Mark Read, Putnam | District 5

Bryan Severs, Potomac | District 7

David Niekamp, Coatsburg |

District 8

Matt Murray, Paxton | District 11

Brock Willard, Pittsfield | District 12

Ed Murphy, Farmersville |

District 13

Jeff Parker, Belleville | District 15

Brian Atteberry, Carmi | District 16

Nick Harre, Nashville | District 17

Rick Rubenacker, McLeansboro |

District 18

#### AT-LARGE DIRECTORS

Betsey Emerick, Vandalia

Brady Holst, Plymouth

Jeff O'Connor, Kankakee

Tim Scates, Carmi

#### UNITED SOYBEAN BOARD (USB)

Gary Berg, St. Elmo

Dan Farney, Morton

Lynn Rohrscheib, Fairmount

Doug Winter, Mill Shoals

#### AMERICAN SOYBEAN ASSOCIATION (ASA)

Stan Born, Mahomet

Daryl Cates, Columbia,

ASA Vice President

Jered Hooker, Clinton

Ron Moore, Roseville

Bill Raben, Ridgway

Rob Shaffer, El Paso

Roberta Simpson-Dolbeare, Nebo

Bill Wykes, Yorkville

#### STAFF CREDITS

Editor | Rachel Peabody, Illinois Soybean Association

Assistant Editor | Betsy Osman, Illinois Soybean Association

Staff Writer | Claire Weinzierl, Illinois Soybean Association

Staff Writer & Advertising Coordinator | Jill Parrent, Illinois Soybean Association

Staff Writer | Brynna Sentel, Illinois Soybean Association

Staff Writer & Photographer | Stephen Sostaric, Illinois Soybean Association

Digital Edition & Circulation Manager | Heather Atkinson, Illinois Soybean Association

#### OTHER ISA STAFF

Chief Executive Officer | John Lumpe

Chief Financial Officer & Chief Operating Officer | Brian Hansen

Senior Director of Government Affairs | Mike Levin

Director of Ag Innovation | Linda Kull

Director of Operations | Dustin Scott

Director of Market Development | Andrew Larson

Director of Agronomy | Abigail Peterson

The Illinois Soybean Growers is owner of Illinois Field & Bean, a publication for Illinois soybean farmers, designed and written to provide timely and useful industry information. Illinois Field & Bean is published by the Illinois Soybean Association, 1605 Commerce Parkway, Bloomington, IL 61704. For address corrections, contact Illinois Field & Bean at 1605 Commerce Parkway, Bloomington, IL 61704. Phone 309-663-7692. Web address: [www.ilsoy.org](http://www.ilsoy.org). Email: [atkinsonh@ilsoy.org](mailto:atkinsonh@ilsoy.org).

Comments and statewide news articles should be sent to the above address. Advertising space reservations must be made by the first of the month preceding publication. In consideration of the acceptance of advertisement, the agency and the advertiser must, in respect of the contents of the advertisement, indemnify and save the publisher harmless against any expense arising from claims or actions against the publisher because of the publication of the content of the advertisement.

#### FOR ADVERTISING INFORMATION

Rachel Peabody

Director of Communications

Phone: (217) 825-7654

Email: [peabodyr@ilsoy.org](mailto:peabodyr@ilsoy.org)

# Policy Work

I'm convinced there are few industries that know more about hard work than the agriculture industry. We work in an industry that's committed 365 days a year. It looks a lot like sunrise alarm clocks, work boots by the back door, and closing the barn door after evening chores.

It's always been reassuring to me that in a world where so much changes from generation to generation, the basic tenets of our industry don't change. You'll always find those in agriculture at work. It's passion and pride that keep us all going in our relentless pursuit to have a better year than the one before it.

Some of the work that I most enjoy is that of farm policy. That's particularly important to me because, when done right, it keeps our farmers profitable and productive at home on their farms with the freedom to operate as they choose.

Developing new farm policy is a long process and - you guessed it - that takes a lot of work. That's why Illinois Soybean Growers and many other organizations are already looking ahead to the 2023 Farm Bill. We start thinking about our policy strategies a couple of years in advance, watching the trends, consulting the experts, and collaborating with other farm organization partners. Our political strategists predict there are several hot factors that will impact the 2023 legislation, including new ag committee leadership, climate change, trade challenges, pandemic-related issues, research, conservation, transportation, and more.

The most important expert we work with through this process is you - the Illinois soybean farmer. After all, you've got the most at stake. You understand the needs of your farm better than anyone, and as a policy-driven organization, that's the feedback we want to hear.

Throughout 2022, you'll hear us talking more about the 2023 Farm Bill. We plan to hold more farmer listening sessions where we want to hear your concerns and help answer your policy-related questions.

As you read this March 2022 Illinois Field & Bean issue focused on one of the most mission critical policy issues in our industry - infrastructure - I hope you start thinking about what it is that your farm needs out of the next farm package. I invite you to email us today with your farm bill feedback at [ilsoy@ilsoy.org](mailto:ilsoy@ilsoy.org).

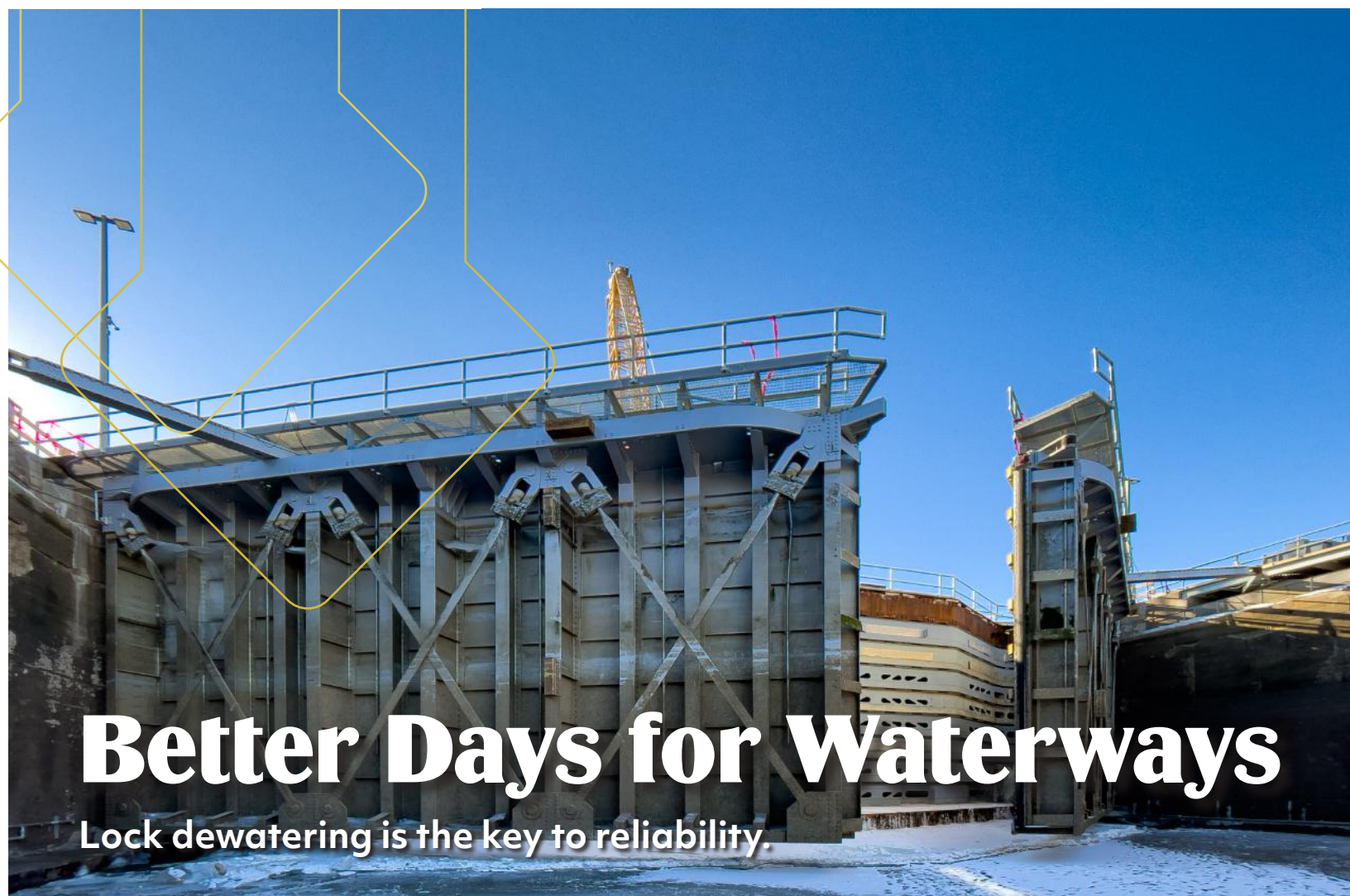
Help us help you in advocating for the best interests of Illinois soybean farmers. After all, it's some of our most important work.



JOHN LUMPE | CEO |  
ILLINOIS SOYBEAN ASSOCIATION







# Better Days for Waterways

Lock dewatering is the key to reliability.

Lock dewatering allows for maintenance of critical components of the lock that are usually in the water, including the gates seen here.

By Stephen Sostaric

**T**he chill of winter has settled in over Illinois, slowing the barges and towboats that ply the Mississippi River and Illinois Waterway. It's a moment of relative calm on the waterways, one where the United States Army Corps of Engineers can catch its breath and give the system some much needed TLC.

This winter, that activity has focused on Lock and Dam 15 on the Mississippi River at the Rock Island Arsenal. Crews have dewatered the lock, pumping it dry to get to all of its inner workings, including parts of the lock complex normally hidden under the waters of the river. Illinois Field & Bean was fortunate enough to receive an invitation to come see the men and women of the United States Army Corps of Engineers

in action as they keep our inland waterways reliable and the Illinois economy moving.

The lock was completed in 1932 as the first part of the 9-Foot Channel Project on the Mississippi, which created a nine-foot deep navigation channel on the Upper Mississippi River and Illinois Waterway. The project finally accomplished the long-standing goal to provide a reliable navigation channel for shippers and would ultimately include 37 lock and dam sites with 42 locks on 1,200 river miles in Illinois, Iowa, Minnesota, Missouri, and Wisconsin. The Lock and Dam 15 complex includes a 600-foot long by 110-foot wide main lock chamber and a 360-foot long by 110-foot wide auxiliary lock chamber.

Despite closing in on 90 years old, Lock 15 is a vital and hard-working facility. Part of the regular

maintenance schedule of the lock requires it to be dewatered. This process occurs every 20 to 25 years and is generally done in winter to minimize disruption to traffic and industry.

Tom Heinold, Chief of the Operations Division of the U.S. Army Corps of Engineers' Rock Island District, oversees this kind of work in the Rock Island District.

"Normally submerged items, including the valves that fill and empty the lock, are made accessible for any maintenance required," says Heinold. "Any submerged items are automatically put on a list to be inspected and repaired to prevent failure."

So how does this process work? During normal operations, a lock is emptied and filled by gravity. Valves are opened and closed and water allowed to seek its natural level. No pumps are

involved; pumps are only used during the dewatering process in order to completely empty the chamber. To provide access to the lock gates themselves, temporary barriers called stop logs or bulkheads are placed on the river side of each set. This allows the entire area to be dewatered and gets the gates out of the water.

The design of Lock and Dam 15 requires some extra logistical planning on the part of the Army Corps. Most locks in the system have a land side that makes it easy to bring in needed equipment. Because Lock 15 lacks this clear and easy land side access, all large equipment must be brought in by barge. The Army Corps towboat, Rock Island, is assigned icebreaking duty to keep the area around the locks clear by making sure ice doesn't build up.





In addition to regular maintenance, this year's dewatering included several upgrades to the lock facility.

The auxiliary lock chamber went through the dewatering process in December 2021, having its work done ahead of the main lock being shut down. In January 2022, the main lock was dewatered, a process that takes about two days. Once dewatered, the United States Army Corp of Engineers can get to work on its to-do list, which includes the regular maintenance of submerged parts and a variety of components requiring inspection no less than every five years.

In addition to regular maintenance, this year's dewatering included several upgrades to the lock facility. Concrete work was completed on vertical surfaces to minimize potential wear or damage to vessels in the lock as they are raised and lowered. The lock's bubbler system was also replaced. This system prevents ice buildup in critical areas of the lock and makes for more reliable winter operation.

Work was also done on the gates. The anchorages, large pieces of riveted steel embedded in the concrete walls of the lock, were given special attention this year.

"When the gates are swung out from the wall and closed, their entire weight is held by these

anchorages as there are no rollers at the bottom," says Heinold.

"The anchorage work exposed steel that hasn't been outside of concrete since the lock's original construction in the 1930s."

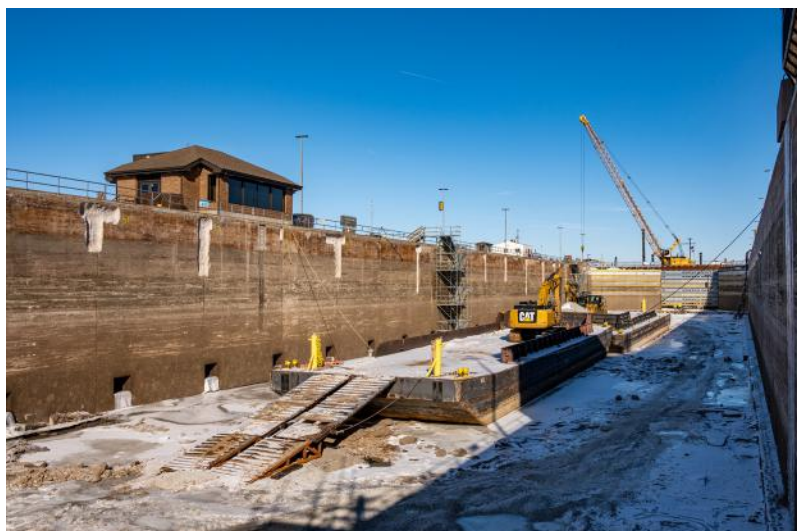
Once the required work is done, the anchorages will be encased in new concrete to protect them as they continue to support the lock gates.

"The work done during this time ensures as much as 25 years of reliable service at the facility," said Heinold.

The dewatering and maintenance process at Lock and Dam 15 is a great illustration of the hard work the men and women of the United States Army Corps of Engineers put in every day and in all seasons to maintain the reliability and efficiency of our inland waterways. This reliability and efficiency is set to further increase, with Lock 25 having recently been given funding for a new 1,200-foot lock chamber.

Over their decades of service, the original 1930s locks have provided the United States Army Corps of Engineers with many opportunities to learn how to do things even better.

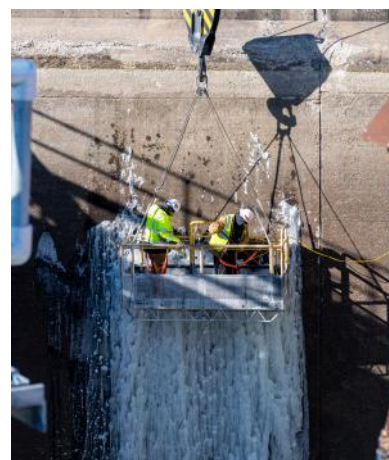
"Lessons have been learned over the years that will make for a better project," explains Heinold.



The dewatering and maintenance process at Lock and Dam 15 is a great illustration of the hard work the men and women of the United States Army Corps of Engineers put in every day and in all seasons to maintain the reliability and efficiency of our inland waterways.

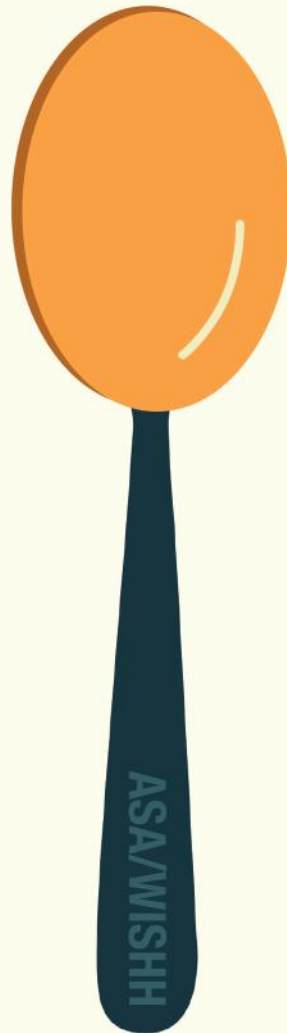
"We can apply those lessons and make sure when the new 1,200-foot lock chambers are built, we do it right."

Illinois' waterway system is one of its greatest advantages. It gives Illinois farmers unprecedented access to markets around the world. While the fields sleep and wait for the warmth and growth of a new season, the United States Army Corps of Engineers is hard at work readying its network of infrastructure to keep the barges moving that power the state and national economies.



Winter work often requires battling Mother Nature, including chipping ice off the lock walls.

**WISHH graduates entrepreneurs  
from **global training** for  
high-quality foods and feeds.**



**Connect with WISHH  
[wishh.org](http://wishh.org)**



*WISHH is a program of the American Soybean Association and is funded in part by the United Soybean Board and state soybean board checkoff programs.*





# (you)

Who's the No. 1 protein source in chicken feed?  
YOU are. That's right. You're winning.

All soybean farmers, including you, are really big in poultry and livestock feed. How? By pooling your resources through your soy checkoff. Learn how your soy checkoff is bringing tangible returns back to you and your operation at [unitedsoybean.org/hopper](https://unitedsoybean.org/hopper).



Moving Soy Forward.  
Moving You Forward.





# Talking Transportation

What is a competitive advantage? For some, it's an "x" factor they bring to the table based on proprietary skills or information. For Illinois agriculture, it's the mature and connected infrastructure network across the state.

Each winter and spring when Illinois farmers prepare to plant the year's crop, their counterparts in the Southern hemisphere are doing the opposite. In Brazil, once soybeans leave the field, they often have a daunting journey to export terminals. As Brazil has become the world's largest supplier of soybeans, especially on the export market, the infrastructure to get soybeans to customers still lags dramatically. It is not uncommon to hear stories of traffic jams over a mile long on unpaved roads that have turned into a goopy mess of mud and clay. However, investments are being made. Foreign investors, including China, have plans for building roads, railroads, and more port infrastructure. Just as rapid expansion in soybean acres have drawn concern from environmentalists, the rapid growth planned for Brazilian infrastructure also sheds light on the sustainability of their product.

In Illinois, we have one of the most dynamic transportation systems in the world. Illinois has nearly 6,000 miles of freeway and expressways, around 8,000 miles of rail including trackage by every Class 1 freight railroad in the country, access to the Mississippi River via barge, a wholly contained river system in the Illinois River, and several other major waterways connecting to the Mississippi River. These systems allow for Illinois soybeans to reach customers more reliably and cost-effectively, bringing a competitive advantage for Illinois farmers.

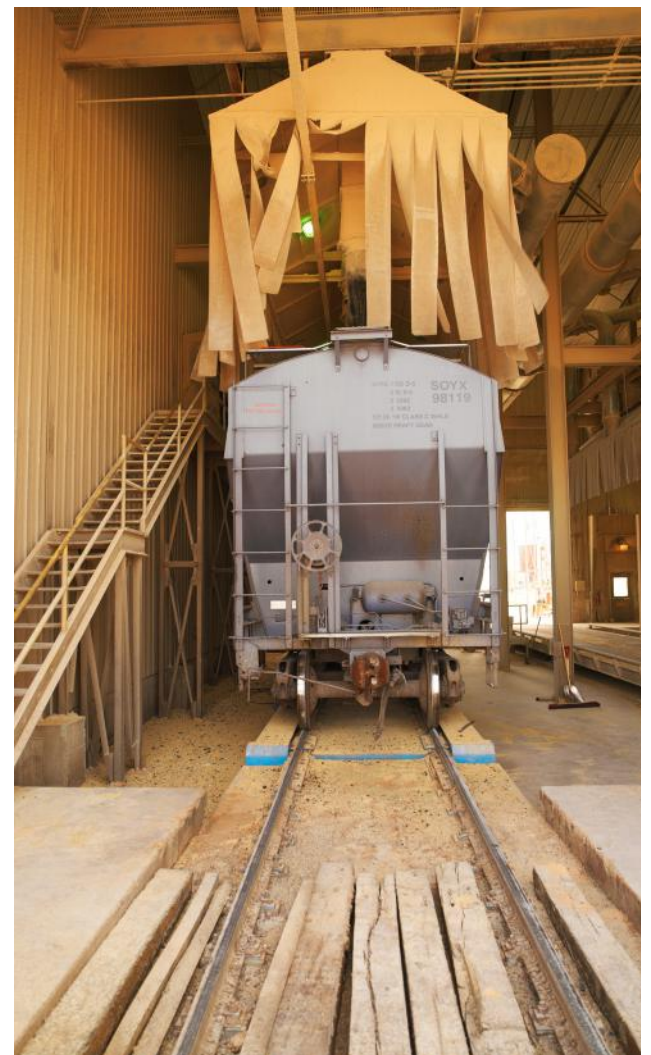
Each mode of transit for Illinois is a unique advantage. However, two modes bring extra opportunities for Illinois. With access to major rivers including the Mississippi River, Ohio River, and Illinois River, Illinois can ship bulk soybeans and soybean meal by barge. Each 15-barge tow can displace over 1,000 semis off the road and two entire unit trains of 108 cars each. Not only does this save cost, but it provides the most reliable and environmentally-sound transportation option for Illinois soybeans. Over 60 percent of Illinois soybeans are exported each year, and the vast majority take a journey down the inland waterways to be exported via the Gulf of Mexico.

Illinois is also well positioned to serve customers who are looking to purchase soybeans of many varieties in shipping containers. Each container can hold around 1,000 bushels. This is far less than a river barge, but represents opportunity for the buyer and seller. Buyers can get the exact product they need whether it's conventional soybeans, Non-Genetically Modified Organisms (GMOs), food grade, or other. They can also get this product in the exact amount they need and at the right intervals. Farmers can take advantage of premium opportunities from those products and pass along the care they take growing their crop directly to customers. Illinois enjoys the access to containers in the major intermodal yards based near Joliet. These yards see the largest volume of containers inbound via rail of anywhere in the interior of the country. Trains make a seven-day journey from Chicago to the ports of Los Angeles and Long Beach, sending ag containers back to Asia to make another round trip.

Illinois is well positioned to have a competitive advantage and send our soybeans and ag products to customers across the country and the world. This advantage, along with the sustainability of the Illinois family farm, make us well positioned to compete for generations to come. As we look toward the future, we will be wise to be grateful for our advantageous position while keeping a close eye on our competitors in the service of maintaining a reliable and efficient transportation network.



ANDREW LARSON | DIRECTOR OF MARKET DEVELOPMENT |  
ILLINOIS SOYBEAN ASSOCIATION





# When the world relies on you for healthy food choices, rely on **SOYLEIC®**

**SOYLEIC® is a non-GMO, high-oleic option for  
today's soybean farmers — and those they serve.**

- Maturity Groups for Your Area
- Competitive Yields
- Added Value for Culinary and Livestock Markets

That means the future  
of a healthier food system  
isn't manufactured —  
it's grown.



See why soybean farmers are  
embracing SOYLEIC®.

[soyleic.com](http://soyleic.com)

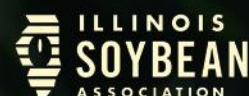
  
**SOYLEIC®**



**MISSOURI  
SOYBEANS**

(573) 635-3819  

734 S. Country Club Drive  
Jefferson City, MO 65109





# Right Place, Right Time



RACHEL PEABODY | EDITOR |  
ILLINOIS SOYBEAN ASSOCIATION

In Illinois, bounty and access go hand in hand. We've been blessed with some of the most productive soils in the world located next to the lifeline of American agriculture: the Mississippi River system. I like to think about what our ancestors must have thought as they settled in Illinois. Did they recognize the same natural advantages we still enjoy today? Was it simply a case of right place, right time? Would they be amazed by the 1.2 billion bushels of soybeans we send down the river every year to domestic and international markets around the world? I like to think they would.

I don't know if I'll ever stop being awestruck by the strength of Illinois agriculture. In terms of opportunity and geographic advantage, it's as good as it gets. The crop year 2021 United States Department of Agriculture (USDA) production report once again named Illinois the number one soybean state in the country, citing a bin busting yield of 672.6 million bushels on 10.51 million harvested acres. That's an average yield of 64 bushels per acre, up 4 bushels from 2020.

This March issue is centered on infrastructure and for good reason. Infrastructure improvements, in all their forms – modernized waterways, bridges, broadband and beyond – are vital to the advancement of the agriculture industry.

Our feature story this month on page six takes you behind the scenes of what it means to “dewater” the locks on the Mississippi and Illinois Rivers, an important component of lock maintenance. On page 20, we talk about Illinois Soybean Association's (ISA) bridge bundling efforts and how bridge repairs are being prioritized and funded statewide. We look at the latest in ag policy on page 14, breaking down the \$1.2 trillion federal infrastructure package and what it means for Illinois soybean farmers.

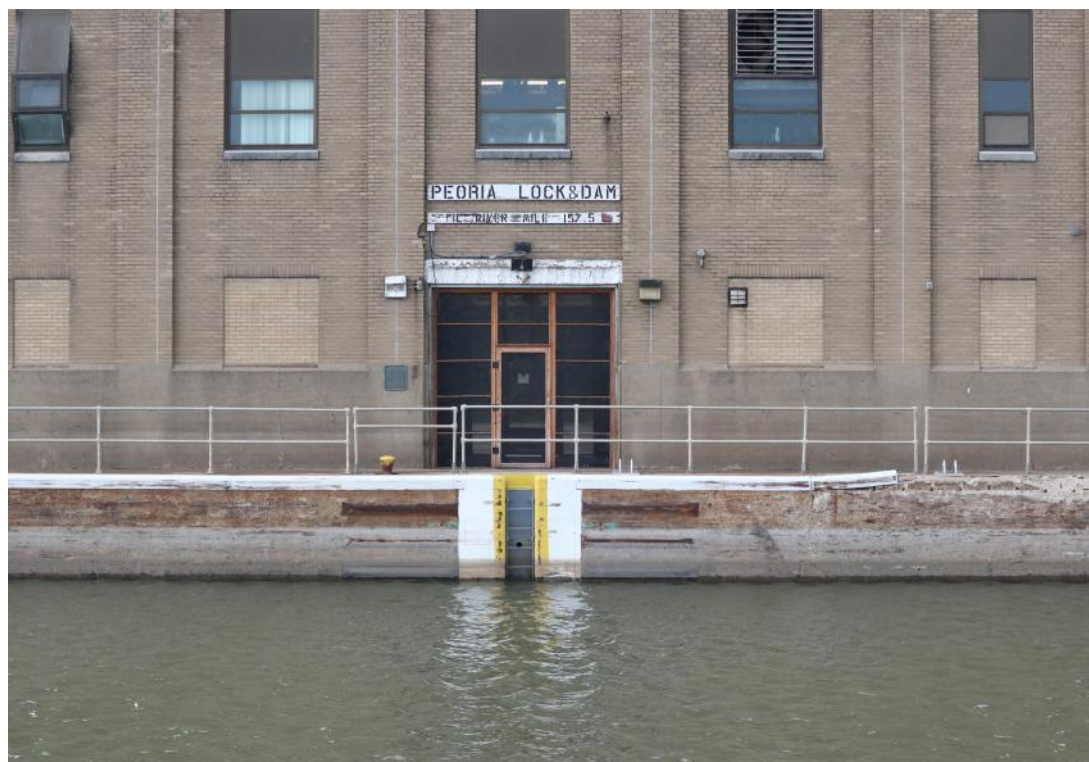
As far as the checkoff goes, infrastructure isn't a new topic for us, but there is new energy and new ideas at play. State soy checkoffs

are coming together to look at common shared issues, infrastructure being a main priority, to see what we can invest in together. Multi-state efforts are focused on improving the many transportation assets our state industries rely upon. The collaboration happening among state soy checkoffs is at an all-time high and gaining even more momentum. There's optimism for soy and a true glass-half-full kind of approach at thinking about what we could do next; we're certainly not limited by passion, skill, or a desire to work together toward shared goals.

There are so many good “right place, right time” dynamics happening in our industry today and 2022 is bound to be a year for scaling even higher heights for the advancement of soy.

As always, it's a pleasure to serve this industry. Thank you for being my own kind of “right place, right time.”

Email us today at [ilsoy@ilsoy.org](mailto:ilsoy@ilsoy.org).





# WEATHER OR NOT. RELENTLESS.

## MAXIMUM FLEXIBILITY, CONTROL AND YIELDS. **MINIMUM HASSLE.**

Rain or shine, Anthem® MAXX herbicide from FMC protects your season from the toughest broadleaf weeds and grasses. Dual modes of action and overlapping residuals minimize resistance, too. This easy-to-use herbicide has a dramatically lower use rate than many competitors, plus the flexibility to be used as a preemergence or postemergence herbicide. And it's compatible with glyphosate, triazines and ALS-inhibiting products and liquid fertilizers, making it an easy choice for your corn and soybean fields.

**Visit your FMC retailer or [ANTHEMMAXX.AG.FMC.COM](https://www.anthemmaxx.ag.fmc.com) to learn more.**





Modernizing regulations on trucking, new revenue for railroads, waterways and roadways, and resources dedicated to addressing the impacts of climate change may improve the resiliency of the entire transportation network.

# When Legislation Comes Home

## What the Federal Infrastructure Package Means for Illinois Soybean Farmers.

By Betsy Osman

**O**n Friday, November 5, 2021, Congress passed a historic \$1.2 trillion infrastructure bill that will rebuild the nation's deteriorating roads and bridges and fund new climate resilience and broadband initiatives.

This bill makes unprecedented investments in U.S. infrastructure and will greatly impact the competitiveness of soy and other agricultural products for years to come. The package includes \$550 billion of new federal investments in America's infrastructure over five years, touching everything from bridges and roads to the

nation's broadband, water and energy systems.

But what piece of the federal pie will end up on Illinois' dining table?

According to Illinois Soybean Association (ISA) Transportation and Infrastructure Advisor Todd Main, the benefits to Illinois farmers can be categorized in both general and specific ways.

"The bipartisan infrastructure bill (H.R. 3584) signed by President Biden represents a once-in-a-generation opportunity to improve transportation infrastructure in Illinois. Some of the general benefits include investments that will improve agricultural competitiveness, and resilience of the supply chain," says Main. "Illinois ag-



riculture enjoys a competitive advantage globally because of a robust transportation system that allows us to move goods from the interior of the country out to the world. These new investments in our infrastructure will strengthen and secure this economic advantage for the future."

According to Main, another benefit includes resilience of the supply chain. Modernizing regulations on trucking, new revenue for railroads, waterways and roadways and resources dedicated to addressing the impacts of climate change will improve the resiliency of the entire transportation network.

More specific benefits include investments to address rural bridges, waterways and quality broadband service in

rural Illinois. The bill contains \$110 billion (Illinois share-\$1.4 billion) dedicated to address the problem of rural bridges, investments that will reduce transportation costs for Illinois farmers. It contains \$17 billion for improving our inland waterways infrastructure, investments that will facilitate long-delayed maintenance and reduce unscheduled closures that increase costs for Illinois farmers. And it will improve quality broadband service, which holds the promise of improved rural economies, as well as an expanded medical and educational system.

Congresswoman Cheri Bustos, who represents Illinois' 17th Congressional District in the U.S. House of Representatives, is hopeful about the impact Illinois agriculture will experience as result of the bill.

"The bipartisan infrastructure law was designed to create millions of new, good-paying jobs across the country, all while rebuilding our cities, towns and villages," says Bustos. "This year, billions in federal funding will head to communities big and small across our state. These resources will not only help farmers and producers transport goods through investments in roads, bridges, ports and waterways, but it will also help revitalize rural communities through investments in broadband expansion and an apprenticeship pilot program. I'm looking forward to seeing shovels in the ground across Northwest, Northern and Central Illinois, and the impact this law has on rebuilding our state's crumbling infrastructure."

Says Mike Levin, ISA Senior Director of Government Relations, "As these federal dollars are distributed to the state and then to local communities, ISA will continue to play an important role by clearly communicating our perspective on what Illinois' priorities for these investments should be. But it's worth noting that this legislation proves that both sides of the political aisle can still come together around solutions that meet the needs of our country and our industry, benefiting the everyday lives of Illinoisans throughout the state, and creating millions of jobs in the process."

Continues Levin, "This is what it looks like when our voices are heard, and our people are given the tools they need to succeed into the next generation."



As these federal dollars are distributed to the state and then to local communities, ISA will continue to play an important role by clearly communicating our perspective on what Illinois' priorities for these investments should be.






[unitedsoybean.org](http://unitedsoybean.org)

## MAINTAINING OUR REPUTATION TO DELIVER

*Whether shipping by river, road or rail, the soy checkoff is committed to ensuring America's infrastructure is a significant advantage for U.S. soybean farmers. We're looking inside the bean, beyond the bushel and around the world to keep preference for U.S. soy strong. And it's helping make a valuable impact for soybean farmers like you.*

*See more ways the soy checkoff is maximizing profit opportunities for soybean farmers at [unitedsoybean.org](http://unitedsoybean.org)*



Brought to you by the soy checkoff. 

© 2018 United Soybean Board. Our Soy Checkoff and the Our Soy Checkoff mark are trademarks of United Soybean Board. All other trademarks are property of their respective owners.



# WISHH catches new markets for U.S. soy by **advancing aquaculture.**



ASA/WISHH is helping explore opportunities for soy-based feeds to grow aquaculture in 8 sub-Saharan African countries, including Ghana, Nigeria, Senegal, Togo, Burkina Faso, Uganda, Kenya, Tanzania

**Connect with WISHH**  
**wishh.org**



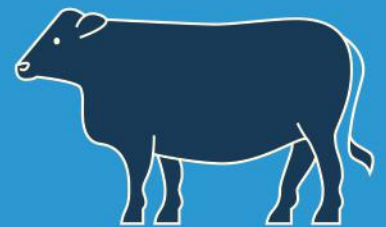
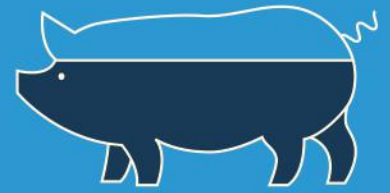
*WISHH is a program of the American Soybean Association and is funded in part by the United Soybean Board and state soybean board checkoff programs.*



# A soybean checkoff program with some real meat to it.

Animal agriculture and aquaculture consume 97% of U.S. soybean meal, making this market your number one customer.

.5% per bushel sold



Your half percent per bushel checkoff contribution goes in part to fund programs designed to support the growth and expansion of Illinois livestock, and increase demand for meat and meat exports. ISA also invests in growing both domestic and international demand for turkey and fish, as these species rely on the nutritional profile of soy to produce healthful and accessible protein options. It's clear: The animal agriculture and aquaculture markets have never been so hungry for soybean meal.

For more information on your investment, visit [ilsoy.org](http://ilsoy.org).

THE CHECKOFF THAT PAYS OFF.







# Old Man River

**Dredging is constantly occurring along the waterway, clearing out unnecessary sediment or buildup that naturally accumulates, and is required in any sort of waterway to keep it functional.**

*By Brynna Sentel*

**I**n 2021, 998 million bushels of soybeans were exported from the Mississippi Gulf region. In the coming years, that number has the opportunity to increase exponentially and it's due to simple maintenance like dredging.

"The Mississippi River is responsible for farmers in the middle part of the country being able to participate in the export market," says Mike Steenhoek, Executive Director. "They are international entrepreneurs as I like to describe it because there is really no reason why a farmer in Illinois should be exporting."

The Mississippi River begins in Northern Minnesota and flows 2,348 miles south, collecting the watershed of 33 states and flowing through 10 states, eventually emptying into the Gulf of Mexico after passing through New Orleans. The Mississippi is bound to require some regular maintenance in order to keep the river - and soybeans - flowing.

Dredging is constantly occurring along the waterway, clearing out unnecessary sediment or

buildup that naturally accumulates, and is required in any sort of waterway to keep it functional.

"The target has been to keep the river at a lower channel throughout the lower 256 mile stretch that is responsible for 60% of US soybean exports and 59% of US corn exports," says Steenhoek.

A lower channel simply means a higher carrying capacity. The deeper the river, the heavier the barges can be loaded, which means more soybeans exported per barge.

"The first 150 miles will hopefully be at 50 feet soon," says Steenhoek. "It's the most important part of our industry as 11 of the 14 export terminals for soybeans and grain are located within that first 150 miles."

Steenhoek says the first phase of deepening the beginning of the river will hopefully be done before 2023.

The next phase will focus on the lower Mississippi. Right now it is hovering around 45 feet deep. However, a recent effort to increase that depth to 50 feet could

allow soybean farmers to increase their maximum carrying capacity from 2.4 million bushels to 2.9 million bushels.

The process of deepening the lower 256 mile stretch started in September of 2020 and could take another two to four years.

"The river becomes more challenging at that point," says Steenhoek. "Most notably because you have a series of pipelines that are buried under the river. So if you are starting to deepen that river you have to take into account that you might encounter pipelines. So there is a significant amount of engineering and site assessment work that is happening right now."

Steenhoek says this work will be reflected in a farmer's wallet. The price that the farmer receives at the point of sale is significantly influenced by the efficiency of transportation after the delivery occurs.

Farmers in Illinois might have been seeing pricing drops and it wasn't because they didn't grow a quality crop or because demand changed. It was simply because

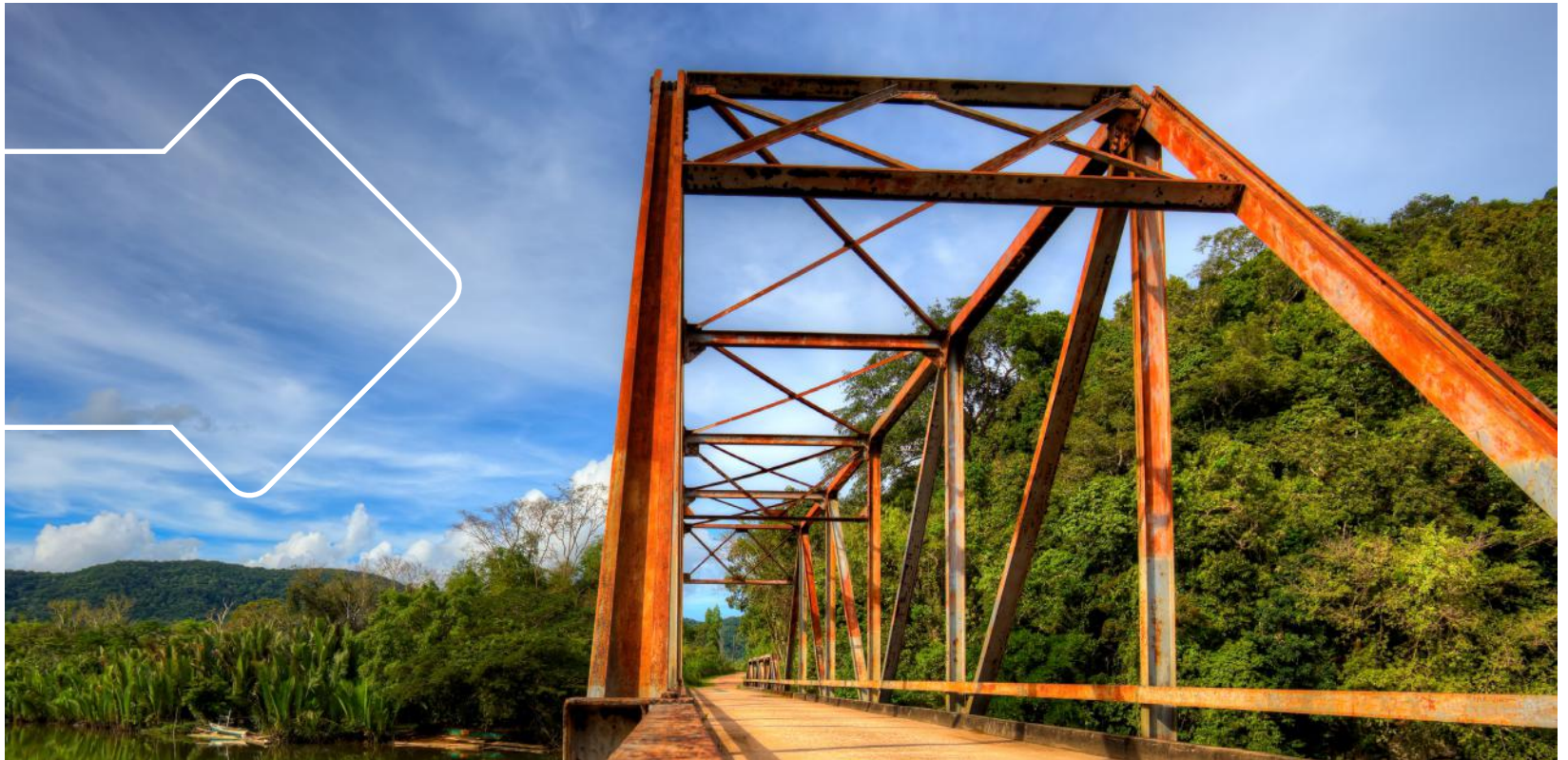
transportation wasn't equipped to accommodate their soybeans. This project is addressing that issue.

"When you make improvements to the supply chain those benefits can accrue to the farmer," says Steenhoek. "I see a lot of these infrastructure improvements in terms of having more money in a farmer's wallet. So it's very relatable to farmers and it has very strong individual impacts."

This project is also playing a huge role in a wetlands restoration. The sediment that is being dredged near the Gulf of Mexico is being used to help fortify the coastline of Louisiana against hurricanes, as well as helping protect wildlife habitats.

"This has been described as the largest wetlands restoration project on the planet," says Steenhoek. "We are seeing bird habitats come back and seeing the coastline getting more fortified. It won't fully reverse the erosion that has occurred and continues to occur, but it is a real win-win."





Illinois' exclusive network of highways, railways and waterways exists nowhere else in the world and allows Illinois' products a competitive economic advantage in the marketplace.

# Bridge Bundling is Ready for Prime Time

**Illinois bridges need repairs, and bundling contracts offers efficiencies to the process.**

*By Todd Main, Illinois Soybean Association Transportation & Infrastructure Advisor*

**I**llinois agriculture producers have long benefited from our robust transportation network. This exclusive network of highways, railways and waterways exists nowhere else in the world and allows Illinois products, a competitive economic advantage in the marketplace across the globe. Illinois' location is unmatched, allowing us to excel around the world.

One of the foundations of this network include rural bridges, which allow producers access from the field to their destination point for delivery. However, often the bridge's foundation is under stress because of deferred

maintenance and poor condition. Recent estimates show that approximately 8.5% of Illinois bridges have elements that are rated poor or worse. The Illinois repair backlog includes 2,273 bridges identified as structurally deficient and an additional 1,191 bridges with posted restrictions on size and weight of vehicles that can use them. The estimated cost to repair these bridges is \$4.8 billion. This cost is continually growing, with the need for repairs becoming imperative.

The poor condition of these rural bridges impacts Illinois farmers directly through increased costs to take products to market and a reduction in the resiliency of our transportation network, both of which erode our global com-

petitive advantage. Something must be done to continue to allow Illinois farmers to excel. We have the product; the way of moving it to the end destination is just as vital.

Recently, the state and federal funds have become available to address these transportation network resiliency issues including Rebuild Illinois, and the Federal Infrastructure Bill. There is a proven opportunity to streamline and accelerate implementing the repair and rehabilitation of our rural bridges through bundling the projects and using economies of scale by issuing a single contract for the replacement, rehabilitation, or repair of multiple bridges to reduce costs.

Several of Illinois' neighbor-

ing states including Ohio and Missouri have successfully used innovative bridge bundling programs to combine multiple bridge contracts together to address maintenance backlogs and create local jobs. Projects are grouped by location, design and other characteristics. They are flexible to the specific needs of a jurisdiction and have proven successful in allowing a significant number of bridges to be fixed faster with less expenses versus traditional methods.

The Illinois Soybean Association checkoff program has been engaged in a public outreach and education program directed at transportation stakeholders and local decision makers on





**TODD MAIN | ILLINOIS SOYBEAN ASSOCIATION TRANSPORTATION & INFRASTRUCTURE ADVISOR**

the merits of bridge bundling. We have convened a series of six educational webinars and multiple one-on-one interviews with neighboring transportation agencies and contractors that have implemented successful bridge bundling programs to understand how a program in Illinois could work.

Momentum for this innovative solution is building across Illinois as agricultural groups and local transportation officials actively discuss how the state could use bridge bundling to address problems with rural bridges. Recently the Illinois Department of Transportation (IDOT) announced that they are developing a pilot program that will use bridge bundling for state projects with the first contracts being put out for bid in the spring of 2022.

The Illinois Soybean Association is not finished after analyzing the inventory of bridges that needed repairs; we understand that 68% of all bridges and 95% of bridges that are rated as fair or poor in Illinois are owned or maintained at the municipal or county level.

In addition to our work educating state transportation officials and stakeholders, our education and outreach program has also been working with Illinois county engineers across the state to inform and better understand their perspectives on how a successful bridge

bundling program can be implemented. We recently conducted a survey to gauge interest in bridge bundling and discovered three-fourths of county engineer respondents were familiar with the idea of bridge bundling and that two thirds were supportive of using bridge bundling in their counties.

The remaining challenge to wide adoption of bridge bundling to address the backlog of Illinois rural bridges in need of repair is to review, understand and ensure that county and municipal decision makers have the legal authority to bundle bridge projects.

Currently Illinois allows local officials to use "bundling" in some circumstances. Governmental self-insurance pools allow local public entities to combine their resources and risks to provide a level of protection from potential fiscal hardship. The Illinois Supreme Court held that governmental self-insurance pools were a valid exercise of intergovernmental cooperation, and although not legally necessary, in 1990, the legislature added a new subsection to the Intergovernmental Cooperation Act to specifically authorize self-insurance pools.


Current federal guidelines encourage the use of bridge bundling programs to speed up the repair and rehabilitation of rural bridges. IDOT is developing a bridge bundling program, and recently Boone County announced that they are moving forward with a program.

For bridge bundling to work in Illinois, the program needs to ensure a level playing field so construction firms of all sizes and from across the state can participate. We are continuing our work to educate decision makers about this exciting and innovative opportunity with a strong and clear message: Bridge Bundling is Ready for Prime Time - let's get moving.

Learn about what we're working on at [ILBridgeBundling.com](http://ILBridgeBundling.com).


## ILLINOIS EXPLORING BRIDGE BUNDLING

### WHY?




#### What is bridge bundling?

Bridge bundling takes advantage of an "economy of scale" by issuing a single contract for the replacement, rehabilitation or repair of multiple bridges. Illinois has a lot of bad bridges throughout the state. Bridge bundling won't mean that every bridge is repaired or replaced, but it could allow for a significant number of bridges to be fixed quicker and less expensively than through traditional methods.



#### Where has it been done?

State departments of transportation in Missouri, Ohio, Pennsylvania, New York and Oregon have used bundling to address multiple bridges. Michigan just kicked-off a bridge bundling initiative. The Federal Highway Administration has an entire section of its website dedicated to bridge and project bundling. More information on this nationally tested best practice can be viewed [here](#).



#### What are the benefits?

##### ALTERNATIVE FUNDING AND DELIVERY

- Missouri's Safe and Sound 802 Bridges program employed a modified design-build model and was partially funded through federal GARVEE Bonds.
- Ohio's Bridge Partnership program used GARVEE Bonds, Toll Credit and "local let," which permits counties or cities to work on federally-funded projects, to replace 220 county bridges and 20 city bridges.
- Oregon's State Bridge Delivery program consolidated 14 environmental regulations and six permits into a single set of standards to simplify delivery of 271 better bridges.
- Pennsylvania's Rapid Bridge Replacement initiative leveraged private investment through a public-private partnership (P3) and utilized private activity bonds (PABs) to replace 558 bridges.

##### LESS EXPENSIVE


- Missouri's bridge bundling program saved 42%
- Ohio's program saved 15%
- Oregon reported a 35% savings
- Pennsylvania's initiative reduced costs by 20%

##### JOB

- Missouri's program supported an estimated 8,866 jobs
- Ohio's partnership program supported an estimated 1,540 jobs
- Oregon estimated that 22,000 jobs were created and sustained through their bridge bundling initiative
- Pennsylvania's bridge bundling supported approximately 15,210 jobs

#### Why is there an urgent need?

### ILLINOIS HAS 26,809 BRIDGES



**1 in 7 bridges need repair**

#### What would it cost without bundling?

Estimated cost to replace or repair is **\$4.8 BILLION**

## How bad are the worst bridges in Illinois?

### 8.5%


2,273 BRIDGES

of bridges have elements that are in poor or worse condition

Bridges in this condition are identified as **"STRUCTURALLY DEFICIENT"** and are in urgent need of repair or replacement


### 167

of these bridges are on Illinois Interstates



### 1,191

bridges have posted restrictions on the size and weight of vehicles that can use them



#### Who are we?

We are Illinoisans concerned about the condition of bridges in our state. At the same time, we understand the positive impact fixing a significant number of bridges will have on agriculture, safety and our economy. Bridge bundling may be the only way repair or replace a number of bridges quickly. In the coming months, we will be exploring the concept and having a conversation with the public and key leaders throughout Illinois.

#### Will it fix every bridge?

Bridge bundling can be used to address a number of bridges locally at a city, county or regional level. It may be unlikely that we can fix all bad bridges statewide through existing funding sources and methods. Bridges are usually repaired or replaced one at a time. Funding comes from traditional township, county, city, state or federal sources. Bridge bundling could allow us to replace and repair a large group of bridges in any part of the state including rural areas and smaller-to medium-sized cities. It could also allow for alternative funding such as private sector investment or bonds.

#### How can you get involved?

Join our mailing list!

PHONE 312-981-3331

EMAIL [Adam.Miliszewski@wsp.com](mailto:Adam.Miliszewski@wsp.com)





Soybeans are often delivered by truck to a river terminal, stored, loaded onto barges, and then make their way to New Orleans and into the Gulf of Mexico.

# Soy on the Move: Modes of Transportation

*By Claire Weinzierl*

**T**hroughout the growing season, we see freshly planted soybeans flourish through each growth stage until they have reached maturity and are ready for harvest. But once the beans are cut, where do they go?

After soybeans leave the field, they have many different destination opportunities and several modes of transportation to get there.

In Illinois specifically, farmers have plenty of options of where to send their soybeans. Many tend to sell to local co-operatives, who then store the

beans until they are ready to be loaded into trucks and taken to soybean crushers across the state, river terminals, container transload facilities, or potentially rail loaders.

Soybeans typically begin their journey by truck, and most farmers either utilize their own trucks for transport or in other instances, the buyer may coordinate the truck transport.

## Grain Elevators

Based on where a farmer is located, their best option may be to sell their harvested soybeans to a grain elevator or grain cooperative. A grain cooperative is based on a financial outlet for soybeans.

Elevators also have a significant amount of storage versus what might be available on-farm. After farmers sell to the elevator, the beans are then sold to a variety of other outlets. If not selling to a grain elevator or cooperative, farmers may also sell their beans directly to the following outlets listed below.

## Crushing

Once sold to a crushing plant, the soybeans are processed into soybean meal and soybean oil. Illinois has a handful of crushing facilities throughout the state including locations in Bloomington, Decatur, Gibson City, Gilman, Cairo, and Quincy.

## River Terminals

For this mode of transportation, soybeans are delivered by truck to a river terminal, stored, loaded onto barges, and then make their way to New Orleans and into the Gulf of Mexico. From there, the soybeans go to 8-10 export gulf terminals and are loaded onto vessels. They then make their way to export markets like China, Mexico, Indonesia, Japan or Taiwan. Sixty percent of Illinois-grown soybeans are exported.

## Rail

Illinois has many rail loaders, providing another viable option for soybean transport. The



soybeans often make their way to the Southeastern U.S. where there are additional crushing facilities, are then turned into soybean meal, which is sent via rail cars and shipped to the Southeastern chicken and hog markets for feed. Other times, the soybeans are exported via rail to Canada or Mexico.

### Containers

Containers offer another mode of transportation for soy. In this case, the soybeans are transported by truck to a trans-loader facility and are loaded into containers. From there, the containers are transported by rail to either coast.

How do farmers decide where to sell their beans? Simply put, farmers make that decision based on economics, and compare current market

bids to find where they will get the most value out of their beans. This is often impacted by their physical proximity to those markets.

"Illinois farmers are at a unique advantage to several markets when it comes to proximity. Most other states do not have this same advantage and certainly not at the same level. The river and container markets are biggest in Illinois, and that's what feeds export markets," says Illinois Soybean Association Trade Analyst Eric Woodie.

### Regulatory Bodies

"The United States Department of Agriculture Animal and Plant Health Inspection Service (USDA APHIS) is involved with all agricultural products that are exported, keeping export markets open by working to

eliminate unjustified sanitary or phytosanitary barriers raised by U.S. trading partners.

"USDA APHIS does basic grain inspections to ensure that what is being loaded for exports is acceptable, consistent, and managed," says Woodie. "They see the product loading at all points that meet the export markets and ensure that all requirements are met to import into other countries."

"As far as transportation is concerned, there are also governing bodies for all contracted tonnage that makes its way out of the United States, but it depends on whether the soy is being transported via container or bulk as there are two different bodies. However, they have the same approach about ensuring the business between the United States

party and foreign entity so that they are consistent and fair," adds Woodie.

The Illinois Department of Transportation is another regulatory agency involved on a more local level, specifically when it comes to trucking. Additionally, rail has its own restrictions on aspects such as weight and quality.

We know that soy exists in many of the products we consume, whether foods, industrial products, consumer products, biodiesel, or livestock feed, and for each use of soy that there may be, there exists a unique pathway that it travels from the field to the end-user. Whether it gets to you by truck, train, or barge, remember that it all started from a soybean seed planted in a field right here in Illinois.



Illinois has many rail loaders, providing another viable option for soybean transport.



Farmers decide where to sell their beans based on economics, and compare current market bids to find where they will get the most value out of their crop.



# Every Farmer Has A Story

## Meet State Senator and fourth-generation Illinois farmer, Patrick Joyce.

By Betsy Osman

**A** local business owner and fourth-generation farmer, Senator Patrick Joyce is one of those rare political figures who knows who he is, knows who he's not, and has never lost his optimistic plot. At a time of immense political polarization, Joyce is a breath of fresh air with an eagerness to understand all sides, and an earnest concern that invites people to share their stories with him.

He's the sort of guy who asks questions and then actually listens for the answers. In a moment of political absolutism and polarization—of good guys and bad guys, of different partisan realities—Joyce tries to coax us toward something approximating common ground. And he does it without asking for it.

His deep-rooted ties to the 40th Senate District were first planted on his family's farm where he grew up in Reddick, Illinois, living out a childhood that would one day equip him for a dual career in agriculture and politics.

"The story has always been agriculture. I've been farming for as long as my memory reaches," says Joyce, who grew up farming alongside his father and uncle, growing corn and soybeans, and some 400 head of sheep. "From grain to livestock, planting to harvest, it was a full-farming experience and served up endless adventures."

Of his many warm memories from early farm days, the Senator recalls watching newborn lambs in their first moments of life. "When lambs are being born, they're kept in small, confined pens close to their mothers. But as they begin to

wean off their mothers, and get to experience open space for the first time, you can't help but feel gleeful watching them bound and leap on all four legs. It's like watching freedom unfold in a way you've never seen before, watching these creatures step into the experience of being fully alive. I'll never forget the sight of it."

His father was involved in politics, often taking young Joyce along for campaigning and shaking hands with community members. "I remember going door-to-door at a young age, and seeing firsthand the impact an elected office can have," says Joyce. "I can't say I was exactly interested in running for office just yet, but I was growing in my awareness

of how important relationships really were."

Adds Joyce, "I think the bigger lesson came from my mother who taught me to always treat others with respect, the way I hoped myself to be treated."

After his graduation from Reddick High School, Joyce attended Joliet Junior College and then Illinois State University where he earned a degree in Agribusiness.

Since that time, Joyce's political career has been focused on health care, the environment and education. As the Senate Agriculture Committee Chairman, and as a farmer himself, Joyce is a champion for Illinois growers and works with intention to make agriculture inclusive. His ongoing partnership with the Illinois Soy-

bean Association (ISA) includes sponsorship of the B20 initiative and several other sustainably-focused projects.

Water quality is another issue that Joyce has a deep personal connection to, laboring under the belief that everyone should be entitled to clean, affordable drinking water as a human right and resource not to be taken for granted. He has long fought for the conservation and protection of the Kankakee River, using his political capital to send the message that pollution, private water companies, and outdated plumbing all threaten the safety of our water supply.

Joyce works to encourage more Illinoisans to understand and appreciate the challenges farmers face, and the many ways



Senator Joyce is an advocate for agriculture, health care and a number of important issues including "Hayli's Law" which ensures children under 16 can run a lemonade stand without permit or license.



agriculture affects everyone. "We are expanding opportunities for young people to go into agriculture education at our public colleges and universities, because we simply have too many ag instructors retiring and not enough of our next generation ready to take their place. We are working with our colleagues in the House to encourage more urban farming opportunities on open lots."

When asked about his greatest achievement in politics, the Senator smiles and answers immediately.

"I was approached by a young girl who had her lemonade stand shut down by a local government entity. I decided to help, and introduced legislation that would ensure children can operate lemonade stands without government interference. It was so rewarding to see this brave little girl testify in Springfield, and see the smile on her face after the bill was passed."

He continues, "It might have been just a lemonade stand. But to her, it meant the chance to stand up for what's right. I was honored to be part of that. The world needs more young entrepreneurs who are empowered to dream big."

Today, Joyce and his wife of 38 years, Rita, live in Essex, Illinois. Together they have two daughters and a son, and two granddaughters.

Sadly, heartbreak befell the Senator and his wife in 2011 when their daughter, Katelyn, died of leukemia.

Joyce's experience of losing his daughter inspired him to improve the health care system. While Katelyn was undergoing treatment, Joyce saw first-hand how difficult the American medical system can be to navigate, even for a family with substantial support and resources. Today, he believes that increasing advocacy and support services would improve the American health system immensely. Every year for nearly a decade, Joyce has led a team of friends and family members to raise money at the Leukemia and Lymphoma Society's "Light

the Night" fundraiser in Katelyn's memory. To date, he has helped raise over a quarter of a million dollars for the organization.

Today, there are a few things Senator Joyce loves doing: enjoying a ribeye steak with his wife, listening to Van Morrison after a long day, and projecting optimistically about the future of Illinois agriculture.

"There's plenty of successful brain trusts in the agricultural industry that will sustain the business side of agriculture and promote the stewardship of the land that provides for it," he says. "Illinois farmers are answering to a high-octane calling. There's a lot of pressure on growers today, and it's my job to see that they have what they need to succeed."

It's rare to meet someone in agriculture who doesn't have a Joyce story to share. Conversations



Senator Joyce attends an ISB Board Meeting in 2021.

with him about his priorities feel freighted with a special charge. His uncompromising hustle is impressive, but his inborn integrity has been poured into everything

he's touched over his long career.

With Senator Patrick Joyce at the helm, Illinois' agriculture is as safeguarded as its lemonade stands.



Today, Joyce and his wife of 38 years, Rita, live in Essex, Illinois.





**WATERWAYS**  
COUNCIL, INC.



TRACY ZEA | PRESIDENT & CEO |  
WATERWAYS COUNCIL, INC.

# WCI and ISA

## An educational partnership

Last November, after months of negotiations between the Administration and Congress, the President signed the Infrastructure Investment and Jobs Act into law, providing \$2.5 billion for the construction of inland waterways projects with full federal funding. This once-in-a-generation opportunity to modernize the Nation's inland waterways system will improve access to markets for farmers and shippers of other commodities.

On January 19, the U.S. Army Corps of Engineers released its spending plan, outlining the specific inland waterways projects that were allocated funding from the Infrastructure Package as follows:

- Kentucky Lock (Tennessee River): \$465.49 million (funded to completion)
- Montgomery Lock (Ohio River): \$857.71 million (funded to completion)
- Lock and Dam 25 (Upper Mississippi River) (Navigation & Ecosystem Sustainability Program (NESP): \$732 million (funded to completion)
- Three Rivers (Arkansas River): \$109.15 million (funded to completion)
- T.J. O'Brien Lock and Dam (Illinois Waterway), (Major Rehabilitation): \$52.52 million (funded to completion)

This infrastructure funding, if combined with full annual appropriations, equates to nearly \$4 billion over the next five years for inland waterways construction and major rehabilitation projects. The funds will increase competitiveness, create thousands of skilled jobs for America's building trades, and promote energy security.

After the spend plan's announcement, Waterways Council, Inc. (WCI), the national public policy organization whose mission is to advocate for reliable, efficient, and modern lock and dam infrastructure, thanked its members, including the Illinois Soybean Association (ISA), and expressed its gratitude to the Administration and Congress for working together to develop and pass the critical infrastructure bill with the funding allocations.

WCI is also grateful to ISA for the significant funding they provided in 2021 for public education about the many benefits of the inland waterways.

Along with other contributors to WCI's annual public education efforts, last year ISA helped fund a campaign that created a new

30-second TV commercial that aired in the Washington, DC metro area. The funding also allowed WCI to create ten 15-second videos, four animated short videos and 12 stand-alone infographics for various social media platforms, highlighting the impact of the waterways on the economy, environment, energy, and agriculture. They also address safety, U.S. competitiveness, NESP, how a lock works, age of the locks, and quality of life benefits that inland waterway transportation provides.

With nearly 236,000 jobs in Illinois connected to the inland waterways, and 83 million tons of freight valued at \$13.2 billion that moved on Illinois' inland waterways (2018 statistics), the inland system is crucial to the state's shippers and particularly soybean farmers and others in agriculture. In fact, according to the U.S. Department of Agriculture (USDA), the U.S. currently has a \$5.35 per metric ton advantage over Brazil when shipping soybeans on the inland waterways from Davenport, Iowa, to Shanghai, China. The USDA study also indicates rebuilding the NESP locks could inject \$72 billion into the national economy.

America's inland waterways are a critical conduit for farmers to export their goods to foreign buyers in the most cost-competitive way. WCI values the strong partnership with ISA. We hope it will continue for many years – and through many more modernized locks ahead.







LEADING NEW  
LEGACIES IN ILLINOIS  
AGRICULTURE



## It's Time to Champion Our Own

Young farmers are our future, and no state's future in agriculture is brighter than that of Illinois. Leading the nation as **#1 in soybean production** and **Top 10 in agriculture** as a whole, Illinois is brimming with farmers of all specialties who truly operate in a league all their own.

### SPECIAL THANKS TO OUR SPONSORS



JOHN DEERE

BuseyBANK®

## Nominate an IL Farmer

Visit **IL20Under40.com** to nominate yourself or someone else by filling out the online nomination form and recommendations from at least two outside sources.

### NOMINATION DEADLINE

**March 31, 2022**



Sent to you compliments of:

Illinois Soybean Association  
1605 Commerce Pkwy  
Bloomington, IL 61704

NONPROFIT  
U.S. POSTAGE  
PAID  
ILLINOIS SOYBEAN  
GROWERS



# IT'S TIME TO TAKE A STAND

## TOGETHER, WE HAVE THE GREATEST IMPACT

As the number one soybean producing state in the US, Illinois soybean farmers have a responsibility to protect what they've worked so hard to create. And there's no better spokesperson for your farm than you, that's why we encourage you to make your voice heard through Voice for Soy today.

In just a few clicks and less time than it takes to scroll your social feeds, you can make a difference in important legislative issues such as biodiesel, trade, infrastructure and more. Illinois Soybean Growers (ISG) does the work of monitoring these issues impacting Illinois farmers at the state and national levels, engaging you through the Voice for Soy platform when it's time to act. We've laid the groundwork, but you must be the one to fight for the future you want. Your farm's viability, profitability and accessibility are all up to you.

Text "SOY" to 52886 to sign up to  
be a Voice for Soy Advocate today.

VOICE<sub>FOR</sub>SOY