

1 ENGROSSED SENATE
2 CONCURRENT
3 RESOLUTION NO. 57

By: Brogdon, Garrison, Adelson,
Aldridge, Anderson,
Ballenger, Barrington,
Bass, Bingman, Branan,
Brown, Burrage, Coates,
Coffee, Corn, Crain,
Crutchfield, Easley, Eason
McIntyre, Ford, Gumm,
Ivester, Johnson
(Constance), Johnson
(Mike), Jolley, Justice,
Lamb, Laster, Laughlin,
Leftwich, Lerblance,
Mazzei, Morgan, Myers,
Nichols, Paddack, Rabon,
Reynolds, Rice, Riley,
Schulz, Sparks, Sweeden,
Sykes, Wilcoxson,
Williamson, Wilson and
Wyrick of the Senate

and

Derby of the House

16 A Concurrent Resolution requesting the federal
17 government to fully fund operations and maintenance
18 of the McClellan-Kerr Arkansas River Navigation
19 System and provide funding to deepen and widen the
20 navigation channel; and providing distribution.

21 WHEREAS, the Rivers and Harbors Act passed by the United States
22 Congress in 1946 authorized the construction and maintenance of the
23 McClellan-Kerr Arkansas River Navigation System (Navigation System)
24 at a cost of \$1.2 billion. The design of the Navigation System
included a minimum operating draft of nine feet that extended 445

1 miles from the Mississippi River to Tulsa, Oklahoma, with actual
2 construction of the Navigation System contingent upon the principal
3 cities along the proposed waterway in the states of Arkansas and
4 Oklahoma committing to construct and maintain public ports; and

5 WHEREAS, with those commitments in place, construction of the
6 waterway began in 1950 and was completed in 1970. Today it handles
7 over 13 million tons of cargo through its five public ports and some
8 fifty private terminals to include iron and steel construction
9 materials, agricultural products, petroleum products and chemicals,
10 and equipment for distribution internationally and throughout the
11 central United States. Over 40% of these cargos flow through the
12 public and private ports and terminals in Oklahoma; and

13 WHEREAS, the State of Oklahoma has not only fulfilled its
14 commitment of constructing public ports and terminals along the
15 waterway, but has also made additional transportation infrastructure
16 improvements, to include constructing roads and bridges to further
17 the development of the Navigation System and constructing pier
18 protection cells and interstate and highway bridges crossing over
19 the Navigation System to provide greater public safety. This
20 partnership with the federal government has worked well as Oklahoma
21 and surrounding states now trade internationally via water
22 transportation; and

23 WHEREAS, in recent years, Congress has failed to provide the
24 necessary funds to adequately maintain and modernize the Navigation

1 System, thereby threatening its safety, performance, and reliability
2 and placing thousands of jobs and the economic well-being of
3 Oklahoma at risk with a total cost of \$1.3 million per day if the
4 Navigation System is shut down. The current backlog of unfunded
5 critical maintenance projects amounts to approximately \$30 million.
6 With inland waterways being our nation's most energy efficient
7 transportation mode and the only mode with ample available cargo
8 handling capacity, the Navigation System is expected to soon realize
9 substantial increases in container shipments on barge as part of the
10 federal government's recently enacted Energy Independence and
11 Security Act of 2007; and

12 WHEREAS, more recently, in 2006, Congress further authorized
13 spending \$160 million to deepen the operating draft of the
14 McClellan-Kerr Arkansas River Navigation System to twelve feet,
15 thereby enabling each barge to be loaded to the equivalent of 80
16 truckloads as compared to the current 60 truckloads per barge. The
17 annual return on investment, based on both national and regional
18 benefits, is expected to exceed or equal 9%, the return currently
19 being realized on the Navigation System's original cost; and

20 WHEREAS, to date, Congress has only partially funded actual
21 construction. With the Navigation System's current width between
22 Muskogee and Catoosa, Oklahoma, being only 150 feet, too narrow to
23 permit two barges from passing one another, thereby limiting the
24 capacity of the Navigation System and ultimately leading to serious

1 inefficiencies as barge traffic increases, future funding by
2 Congress is needed to widen this portion of the Navigation System to
3 300 feet, the original authorized width of the Navigation System.

4 NOW, THEREFORE, BE IT RESOLVED BY THE SENATE OF THE 2ND SESSION
5 OF THE 51ST OKLAHOMA LEGISLATURE, THE HOUSE OF REPRESENTATIVES
6 CONCURRING THEREIN:

7 THAT the Oklahoma State Legislature requests the federal
8 government to fully fund operations and maintenance expenditures to
9 ensure the McClellan-Kerr Arkansas River Navigation System's
10 viability as originally promised, provide funding for the deepening
11 of the navigation channel to the authorized 12 feet, and provide
12 funding for the widening of the navigation channel from 150 feet to
13 300 feet between Muskogee and Catoosa, Oklahoma.

14 THAT a copy of this resolution be distributed to Oklahoma's
15 Secretary of State for distribution to members of Oklahoma's
16 Congressional Delegation.

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