

1 STATE OF OKLAHOMA

2 2nd Session of the 51st Legislature (2008)

3 HOUSE

4 RESOLUTION 1057

By: Derby and Faught

5
6 AS INTRODUCED

7 A Resolution stating support for continued
8 congressional funding for the McClellan-Kerr Arkansas
9 River Navigation System; and directing distribution.

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11 WHEREAS, the Rivers and Harbors Act passed by the United States
12 Congress in 1946 authorized the construction and maintenance of the
13 McClellan-Kerr Arkansas River Navigation System at a cost of One
14 Billion Two Hundred Million Dollars (\$1,200,000,000.00); and

15 WHEREAS, the design of the Navigation System included a minimum
16 operating draft of nine feet that extended four hundred forty-five
17 (445) miles from the Mississippi River to Tulsa, Oklahoma with
18 actual construction of the system contingent upon the principal
19 cities along the proposed waterway in the States of Arkansas and
20 Oklahoma committing to construct and maintain public ports; and

21 WHEREAS, with those commitments in place, construction of this
22 year 'round waterway began in 1950 and was completed in 1970, and
23 today handles over thirteen million (13,000,000) tons of cargo
24 through its five (5) public ports and some fifty (50) private

1 terminals to include iron and steel, construction materials,
2 agricultural products, petroleum products and chemicals, and
3 equipment for distribution internationally and throughout the
4 central United States; and

5 WHEREAS, over forty percent (40%) of these cargos flow through
6 the public and private ports and terminals in Oklahoma; and

7 WHEREAS, the State of Oklahoma has not only fulfilled its
8 commitment of constructing public ports and terminals along the
9 waterway, but has also made additional transportation infrastructure
10 improvements to include constructing roads and bridges to further
11 the development of the Navigation System and constructing pier
12 protection cells at Interstate and Highway bridges crossing over the
13 Navigation System to provide greater public safety; and

14 WHEREAS, this partnership with the Federal Government has worked
15 well as Oklahoma and surrounding states now trade internationally
16 via water transportation; and

17 WHEREAS, in recent years the Congress has failed to provide the
18 necessary funds to adequately maintain and modernize the Navigation
19 System thereby threatening its safety, performance and reliability
20 placing thousands of jobs and the economic well-being of Oklahoma at
21 risk with a total cost of One Million Three Hundred Thousand Dollars
22 (\$1,300,000.00) per day the System is shut down; and

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1 WHEREAS, the current backlog of unfunded critical maintenance
2 projects amounts to approximately Thirty Million Dollars
3 (\$30,000,000.00); and

4 WHEREAS, with inland waterways being the most energy efficient
5 transportation mode of our nation and the only mode with ample
6 available cargo handling capacity, the Navigation System is expected
7 to soon realize substantial increases in container shipments on
8 barge as part of the Federal Government's recently enacted Energy
9 Independence and Security Act of 2007; and

10 WHEREAS, more recently, in 2006, Congress further authorized
11 spending \$160 million to deepen the operating draft of the
12 McClellan-Kerr Arkansas River Navigation System to twelve (12) feet
13 thereby enabling each barge to be loaded to the equivalent of 80
14 truck loads as compared to the current 60 truck loads per barge; and

15 WHEREAS, the annual return on investment, based on both National
16 and Regional benefits, is expected to exceed or equal nine percent
17 (9%), the return currently being realized on the original cost of
18 the Navigation System; and

19 WHEREAS, to date, Congress has only partially funded actual
20 construction; and

21 WHEREAS, with the current width of the Navigation System between
22 Muskogee and Catoosa, Oklahoma being only one hundred fifty (150)
23 feet, too narrow to permit two barge tows from passing one another
24 thereby limiting the capacity of the System and ultimately leading

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

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

7 THAT the Oklahoma House of Representatives does hereby request
8 that the Federal Government fully fund Operations and Maintenance
9 expenditures to ensure the Navigation System's viability as
10 originally promised.

11 THAT the Federal Government provide funding for the deepening of
12 the navigation channel to the now authorized twelve (12) feet and
13 provide funding for the widening of the navigation channel from one
14 hundred fifty (150) feet to three hundred (300) feet between
15 Muskogee and Catoosa, Oklahoma.

16 THAT copies of this resolution be forwarded to the President of
17 the United States George W. Bush, the President of the Senate and
18 the Speaker of the House of Representatives of Congress, and the
19 Oklahoma Congressional delegation.

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21 51-2-10340 BW 03/03/08

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