

SENATE CONCURRENT RESOLUTION NO. 51

WHEREAS, the State of Missouri contains 553 miles of the Missouri River, which borders 23 Missouri counties and over 50 Missouri communities, making it one of the State's greatest natural resources; and

WHEREAS, the General Assembly recognizes that eighteen power plants, which have the capacity to generate over 11,000 megawatts of electricity, draw cooling water from the lower Missouri River basin; and

WHEREAS, over half of Missouri citizens get their drinking water from the Missouri River and its alluvium, and the State of Missouri has constructed infrastructure to support water supply in the lower Missouri River with the understanding that reliable navigation flows would be maintained in the future; and

WHEREAS, Missouri is the origin or destination for over one-half of all commercial tonnage shipments on the Missouri River, with the Port of St. Louis, just downstream from where the Missouri enters the Mississippi River, being one of the largest inland ports in the United States; and

WHEREAS, the Missouri River is a vital link in the State of Missouri's total transportation system and the General Assembly wishes to maximize this valuable asset in order to move freight and to support our state's economy; and

WHEREAS, barge transport allows for significant economic benefits and cost savings, since one barge can transport the same amount of freight as 16 rail cars or 70 trucks; and

WHEREAS, river transportation is the most environmentally friendly form of transporting goods and commodities, creating almost no noise pollution and emitting 35 to 60 percent fewer pollutants than either trucks or trains; and

WHEREAS, barges are also the most fuel efficient method of freight transport; barges can move one ton of cargo 576 miles per gallon of fuel, compared to 413 miles per gallon of fuel for rail cars and only 155 miles per gallon of fuel for trucks; and

WHEREAS, the General Assembly recognizes that the State of Missouri is investing more of its resources to develop and improve public ports as intermodal connectors in the state, including those on the Missouri River; and

WHEREAS, in the Flood Control Act of 1944, as amended, the United States Congress authorized the construction of the Missouri River Mainstem Reservoir System for the federal purposes of flood control and navigation, with other authorized purposes including irrigation, power, water supply, water quality and recreation; and

WHEREAS, the June 4, 2003 and August 16, 2005 decisions of the United States Court of Appeals of the Eighth Circuit confirmed that navigation and flood control are the two dominant functions of the Flood Control Act of 1944; and

WHEREAS, the Missouri River is operated in accordance with the updated Missouri River Master Water Control Manual, which contains the management plan for the River and was adopted by the United States Army Corps of Engineers in 2004; and

WHEREAS, the Missouri General Assembly recognizes that the United States Army Corps of Engineers utilized extensive public processes to complete the 2004 Missouri River Master Water Control Manual and worked to balance the needs and desires of many competing stakeholder groups in establishing the Manual's navigation guidelines; and

WHEREAS, the 2004 Missouri River Master Water Control Manual was finalized after 15 years of debate and litigation and after the expenditure of over \$35 million in federal funds; and

WHEREAS, the 2004 Missouri River Master Water Control Manual reduced the length of the navigation season, shifting a large amount of water away from navigation and other downstream uses of the Missouri River to benefit upstream uses, such as reservoir recreation; and

WHEREAS, despite the opposition of Missouri's congressional delegation, the Omnibus Appropriations Act of 2009 authorized the United States Army Corps of Engineers to conduct the Missouri River Authorized Purposes Study at a total cost of \$25,000,000, which will review the original authorized purposes from the Flood Control Act of 1944 and will determine if changes to those purposes and existing Federal water resources infrastructure may be warranted; and

WHEREAS, the United States Army Corps of Engineers began conducting the Missouri River Authorized Purposes Study in October of 2009; and

WHEREAS, the scope of the Missouri River Authorized Purposes Study, as defined by the United States Army Corps of Engineers, exceeds the scope of the Congressional authority for the study, in that the Corps intends to develop recommendations and alternatives to the authorized purposes that Congress did not request; and

WHEREAS, federal taxpayers' dollars should not be wasted to develop recommendations and alternatives that Congress did not authorize; and

WHEREAS, the Consolidated Appropriations Act of 2010 authorized the United States Department of Transportation to conduct an independent and comprehensive study and analysis at a total cost of \$2,000,000 to supplement the Missouri River Authorized Purposes Study and to develop a comprehensive understanding of the full value of river flow support to users in the Mississippi and Missouri Rivers; and

WHEREAS, the Consolidated Appropriations Act of 2010 also authorized the Missouri Department of Transportation to conduct a Missouri River Freight Corridor Study at a total cost of \$900,000, which will examine how to increase freight tonnage moved on the Missouri River, long-term development opportunities along the Missouri River corridor and ways to better use Missouri waterways to relieve infrastructure stress and congestion; and

WHEREAS, at times the Missouri River provides over sixty percent of the water in the Mississippi River that passes St. Louis; and

WHEREAS, if the navigability of the Mississippi River is negatively impacted between the confluence of the Missouri and Mississippi Rivers and the confluence of the Ohio and Mississippi Rivers, barges would no longer be able to travel from the far northern portions of the Mississippi River to the Gulf of Mexico, which would devastate the barge industry, the agricultural industry and the transportation system as a whole; and

WHEREAS, it is imperative that the Missouri River Authorized Purposes Study consider Mississippi River navigation when evaluating if changes to the authorized purposes are warranted:

NOW THEREFORE BE IT RESOLVED that the members of the Missouri Senate, Ninety-fifth General Assembly, Second Regular Session, the House of Representatives concurring therein, hereby express their continued opposition to the Missouri River Authorized Purposes Study; and

BE IT FURTHER RESOLVED that the members hereby express their opposition to the alteration of the Missouri River's primary purposes of navigation and flood control; and

BE IT FURTHER RESOLVED that the members hereby urge the Missouri's Congressional delegation to actively oppose funding the Missouri River Authorized Purposes Study in future fiscal years; and

BE IT FURTHER RESOLVED that the members hereby urge the United States Army Corps of Engineers to narrow the scope of the Missouri River Authorized Purposes Study to make it consistent with Congressional authority; and

BE IT FURTHER RESOLVED that the members hereby urge the United States Army Corps of Engineers to include Mississippi River navigation in any evaluation of the authorized purposes under the Missouri River Authorized Purposes Study; and

BE IT FURTHER RESOLVED that the Secretary of the Missouri Senate be instructed to prepare properly inscribed copies of this resolution for the United States Army Corps of Engineers and the members of the Missouri congressional delegation.