

SENATE CONCURRENT RESOLUTION NO. 5

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 Missouri General Assembly supports this natural resource as a vital link in the State of Missouri's total transportation system and 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 15 railcars or 60 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 railcars and only 155 miles per gallon of fuel for trucks; and

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

WHEREAS, the Flood Control Act of 1944, as amended, expresses the United States Congress' intent to support inland waterway navigation and to provide flood control on our nation's rivers; and

WHEREAS, the June 4, 2003, August 16, 2005, and February 8, 2008, decisions of the United States Court of Appeals of the Eighth Circuit held that navigation was a dominant function of the Flood Control Act of 1944; and

WHEREAS, navigation on the Missouri River is operated in accordance with the updated Master 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 Master 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 Master 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, the upstream states have requested that the United States Army Corps of Engineers conduct a study to reexamine the authorized purposes of the Missouri River reservoir system as outlined in the 1994 Flood Control Act; and

WHEREAS, the study requested by the upstream states would be the first of its kind, because it would scrutinize the authorized purposes of the Missouri River reservoir system rather than studying the current Missouri River Master Water Control Manual, thereby undermining the Manual's management plan for the Missouri River; and

WHEREAS, in requesting this study, the upstream states are seeking an additional shift in water to upstream states, despite Congress' authorization of downstream uses of Missouri River water, including navigation; and

WHEREAS, increasing Missouri River water in upstream states will have a significant, negative impact upon Missouri and other downstream states by impacting navigation, power generation, flood control, and drinking water availability; and

WHEREAS, 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 the viability of those power plants would be jeopardized if the authorized purposes of the Missouri River reservoir system were changed; and

WHEREAS, the State of Missouri has constructed infrastructure to support water supply and power generation in the lower Missouri River basin with the understanding that reliable navigation flows would be maintained in the future, and this study could threaten the reliability of those navigation flows; and

WHEREAS, the Missouri General Assembly believes that all of the congressionally authorized uses of the Missouri River should be promoted, not just those uses benefitting the upstream states:

NOW, THEREFORE, BE IT RESOLVED by the members of the Missouri Senate, Ninety-fifth General Assembly, First Regular Session, the House of Representatives concurring therein, hereby urge the United States Congress to deny any request that would authorize a study of the Missouri River's congressionally authorized purposes; and

BE IT FURTHER RESOLVED that the members of the Missouri Senate, Ninety-fifth General Assembly, First Regular Session, the House of Representatives concurring therein, hereby urge Missouri's Congressional delegation to actively oppose the authorization and funding of the Missouri River study proposed by the upstream states; and

BE IT FURTHER RESOLVED that the Secretary of the Senate be instructed to prepare a properly inscribed copy of this resolution for the United States Army Corps of Engineers and to each member of Missouri's Congressional delegation.