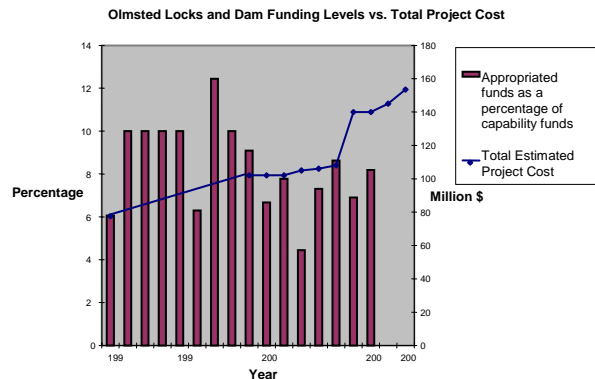


## Highlights of the Inland Waterways Users Board 2007 Report to Congress

The Board is generally encouraged by the progress that has been made during the past few years in the level of financial support that both the Administration and the Congress have demonstrated for capital improvements to the inland waterway system. Where Inland Waterways Trust Fund annual expenditure levels were well below \$100 million for much of the 1990's, those levels have increased significantly in recent years reflecting higher annual budget requests from the Administration and rising appropriations amounts from the Congress for lock and dam modernization. This, in turn, has led to project construction activity closer to U.S. Army Corps of Engineers capability levels for many of these important projects. We applaud this progress.

The Board believes, however, that the Inland Waterways Trust Fund could be spent more effectively. Under the present system the Corps too often is required to execute the inland waterways construction program in a very inefficient, and occasionally wasteful, manner. The results of funding at less than capability amounts are delays and escalating costs, as shown in the chart for Olmsted Locks and Dam below.



Therefore, many of the Board's recommendations this year address changes in funding policies and procedures.

The Inland Waterways Users Board respectfully recommends the following:

1. Congress and the Administration should act to put in place a process which encourages award of multi-year construction contracts. Contracts should allow for completion of significant project segments.
2. The Civil Works Program of the U.S. Army Corps of Engineers should be restructured to emulate the MILCON construction management process. The Military Construction Program has functioned efficiently and with significant cost savings benefits.
3. Congress and the Administration should provide full capability funding in FY 2008 and beyond (i.e. to completion) for Inland Waterways Trust Fund projects;
4. Congress and the Administration should direct appropriated funds to the priority projects listed below, rather than divert scarce financial resources to other authorized projects.
5. Congress should strive to complete budget action by October 1 each fiscal year.
6. Congress and the Administration should undertake an investigation to determine the feasibility of Inland Waterways Trust Fund revenues being used to issue bonds so projects can be fully funded at the 50/50 cost share basis without increasing taxes.
7. Cost sharing for the Lockport Pool Major Rehabilitation project should reflect the multi-purpose nature of the Illinois Waterway, especially flood control and waste removal for the city of Chicago.

8. Congress and the Administration should conduct an investigation to determine why there seems to be a significant drop in Inland Waterways Trust Fund receipts from FY 2005 to FY 2006. An informal survey by Inland Waterways Users Board members suggests that 76% of the credited receipts for FY 2006 were paid by 16 companies who were showing a year-over-year increase of 1%, rather than an overall decline of 11.5%.
9. Congress and the Administration should require that project managers be fully accountable for scheduling, cost control, and expenditures of appropriated funds.
10. Congress and the Administration should appropriate sufficient funds to provide for operation and maintenance of the inland waterway system and preclude catastrophic system failure as has been experienced in recent years.
11. Congress and the Administration should direct the Corps of Engineers to develop a new contingency plan for emergency response to catastrophic failures of the inland waterway system, including a rigorous inspection program.
12. Congress and the Administration should require that payments for waterway system damages that are now paid to the Treasury's general fund be credited to the U.S. Army Corps of Engineers civil works accounts.

### Top Priority Capstone Activities.

**Lock and Dam No. 19**, Mississippi River, *Iowa*  
(Major Rehabilitation)

**Locks and Dam No. 27**, Mississippi River, *Illinois*  
(Major Rehabilitation)

**McAlpine Locks and Dam**, *Kentucky and Indiana*  
(Construction)

**Olmsted Locks and Dam**, *Illinois and Kentucky*  
(Construction)

**Lock and Dam No. 3**, Mississippi River, *Minnesota*  
(Major Rehabilitation)

### High Priority Projects:

**Monongahela River Locks and Dams 2, 3, and 4**,  
*Pennsylvania* (Construction)

**Marmet Locks and Dam**, *West Virginia*  
(Construction)

**Kentucky Locks and Dam**, *Kentucky* (Construction)  
**Lock and Dam No. 11**, Mississippi River, *Iowa and Wisconsin*  
(Major Rehabilitation)

**Markland Locks and Dam**, *Kentucky* (Major  
rehabilitation)

**Emsworth Locks and Dam**, Ohio River,  
*Pennsylvania*, Dam Safety Static Instability (Major  
Rehabilitation)

**Lockport Pool**, Illinois Waterway (Dam Safety)  
(Major Rehabilitation)

**Inner Harbor Navigation Canal Lock**, *Louisiana*  
(Construction)

**Chickamauga Lock and Dam**, Tennessee River,  
*Tennessee* (Construction)

**John T. Myers Locks and Dam**, Ohio River, *Indiana*  
*and Kentucky* (Construction)

### Priority PED projects and studies:

1. Upper Mississippi River and Illinois Waterway  
Navigation Project, (PED)

2. Greenup Locks and Dam, Ohio River, (PED)

3. Bayou Sorrel Lock, GIWW, (PED)

4. Calcasieu Lock, GIWW, (Study)

5. Gulf Intracoastal Waterway, GIWW (PED)

6. Lower Monumental L&D, L. Snake R.(Study)

7. John Day L&D, Columbia R. (Study)

8. Upper Ohio R. Navigation (Study)

### **Inland Waterways Users Board Members**

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## Highlights of the 2007 Inland Waterways Users Board Report to Congress



Olmsted Locks and Dam Project, Ohio River  
New Locks await construction of dam.