



WATERWAYS

QUARTERLY NEWSLETTER

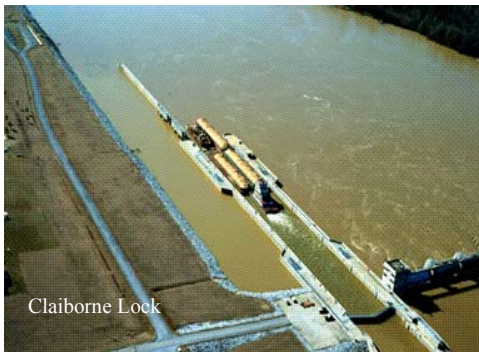
Congress Reinstates Funding for Alabama River Navigation Maintenance

WATERWAYS

Fall 2001 Issue

On November 12, President Bush signed into law the FY 2002 Energy and Water Appropriations Act, which included funding for maintaining navigation facilities on the Alabama River. In his proposed budget for FY 2002, the President had eliminated funding to maintain low-use waterways. Both the House and Senate disagreed and reinstated the money.

On the Alabama River, Congress added \$4.625 million for the annual operation and maintenance of the Claiborne Lock, lake and recreation dredging, environmental studies, and replacement of spillways signs for the Claiborne Dam.



Claiborne Lock

The Millers Ferry Lock and Dam received an additional \$2.3 million for a debris disposal system and to replace a raw water piping system. For the Robert F. Henry Lock and Dam project, an additional \$600,000 was added to replace spillway safety signs.

Allatoona Lake in Georgia received an additional \$906,000 for backlog maintenance on recreation facilities. An additional \$1.2 million was allocated for powerhouse repairs at Carters Lake.

The Coosa-Alabama River Improvement Association made a special effort to point out to the Alabama congressional delegation the importance of maintaining river projects in both the Alabama and Coosa River basins.

We are especially indebted to Representative Sonny Callahan and Senators Richard Shelby and Jeff Sessions for their support.

Administration Needs Education on Value of Inland Waterways

It is painfully obvious that, during the budgeting process for FY 2002, bureaucrats at the Office of Management and Budget (OMB) took advantage of the Bush Administration's lack of knowledge about the US inland waterways system to push through a policy that has the potential to cripple a major transportation asset. A Program Development Guidance to the US Army Corps of Engineers, issued in March, stated:

Current guidance from OMB places a low priority on navigational projects which carry little or no commercial traffic, citing in particular, (a) shallow draft harbors and (b) maintenance of inland waterway (IWW) projects carrying less than one billion ton-miles of commodity flow per year (<1btm).

Although OMB allowed some funding for the most commercially active shallow draft harbors and <1btm IWW projects in FY 02, work packages for all others will be automatically reduced or eliminated during HQUSACE program development process.

**Register for
CARIA's**

Annual Meeting

TODAY!!!

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Visit our website

www.caria.org

to register for our
February 7-8, 2002
Annual Meeting.

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Therefore, MSCs are advised *not* to place such work packages within their ceilings or baselines. Fortunately for the waterways community, there are some members of Congress who recognize the value of a complete inland waterways transportation network. The House of Representatives wasted no time in correcting the Administration's lack of judgment.

The US Senate, in a statement supporting its decision to reinstate the funding, noted that the smaller tributaries "naturally carry far less traffic than the mainstream waterways, but... play a vital role in linking communities to the system as a whole." The Senate report goes on to say that "cutting low-use waterway funding does a serious disservice to the public."

It is precisely this type of understanding that budget bureaucrats in OMB and decision-makers in the Bush Administration need to have. The following recommendations are from *The Connecting Link*, Fall edition, newsletter of the Gulf Intracoastal Canal Association:

- Ton-miles are neither realistic nor accurate in gauging the value to the economy of one waterway versus another. Consider, for example, the demand for the cargo itself (fuel, food, raw materials, etc.), and what alternate means of transport may or may not be available to the area.
- Even if ton-miles were a reliable figure, the current methodology is flawed. In calculating ton-miles for the tributary, only the miles generated on the short segment are counted – even though the trip includes many more miles of travel on the longer segments.
- Essentially, the longer segments receive ton-mile credit (and resulting funds) from transits that would not exist if not for the shorter tributaries. Failure to maintain these vital tributaries would shift freight from the most environmentally friendly transportation mode to modes that create much higher levels of pollution and traffic congestion.

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These points, plus the dire need to preserve every economic development tool available to the Alabama River basin, are understood by our Alabama congressional delegation, which is standing by the side of the waterways industry.

We must continue to relate our concerns to our Senators and Representatives lest they think we have lost interest. Urge them to educate the OMB and the Administration at every opportunity on the value of the inland waterways system.

ACT Compact Extended to January 15, 2002

At a meeting in Atlanta on November 13, Alabama and Georgia extended the deadline for completing an agreement to share the surface waters of the Alabama-Coosa-Tallapoosa (ACT) River Basin to January 15, 2002.

The extension was again based on the hope that Alabama, Florida, and Georgia can work out an agreement on the Apalachicola-Chattahoochee-Flint (ACF) River Basin. Georgia negotiators have repeatedly said that an ACT agreement is contingent upon a satisfactory ACF agreement.

Alabama and Georgia have already agreed in principle on how to manage the ACT waters. Several people, including Representative Bob Barr of Georgia, have expressed deep reservations about the legality of the proposed formula and its ability to equitably share the waters for users in the Coosa River basin.

Negotiators for both states continue to express confidence that the formula will stand legal review. The Federal government, however, has made statements that continue to question whether some provisions in the agreement will conform to current federal laws.

Lindsey Thomas, Federal representative to the ACT Commission, has requested the two states incorporate federal agencies more into the process to reduce the potential of conflict once the agreement is under federal review.

CARIA ANNUAL MEETING FEBRUARY 7 & 8, 2002

The annual meeting of the Coosa-Alabama River Improvement Association is set for February 7-8, 2002, at the Embassy Suites Hotel in Montgomery. Tentative plans call for a reception and dinner on Thursday, the 7th, at the Marengo Plantation in Lowndesboro, Alabama. Attendees at previous CARIA meetings will remember the Marengo as a very enjoyable dining experience. And, yes, their famous Filet Mignon has been chosen as the entrée.

The general meeting on Friday, the 8th, will feature updates on several issues of concern to the Association, including the state of navigation on the Alabama River, the water negotiations between Alabama and Georgia, relicensing of Alabama P program being developed by the State of Alabama, the influx of electrical power generating plants on the Coosa and Alabama, and the latest information on environmental programs affecting the ACT basin. In addition, the City of Montgomery will brief attendees on the status of its river-front development program.

For spouses, a short trip to tour Magnolia Plantation, a privately-owned Montgomery area ante-bellum home, an informal talk on the history and restoration of the house and a traditional tea is planned as their Friday morning event.

Early registration is essential to our being able to provide accurate numbers to the hotel and restaurant for dinners and lunches. We also need to pre-arrange bus transportation to the dinner and for the Plantation tour.

Your cooperation by registering early will be greatly appreciated. A detailed schedule and a registration form will be in the mail by mid-December. The registration form is also on our website: www.caria.org. You may wish the convenience of registering online for CARIA events *only*.

The majority of the events will be held at Embassy Suites in Montgomery. Should you not receive a registration package, call 334-265-5744.

Reserve Hotel Rooms by Early January

Hotel reservations **must be phoned in to the hotel by January 15th, 2002** in order to be assured of the Special Corporate /Conference Rate of \$ 119.

To reserve, call either the direct Embassy Suites Montgomery number (334-269-5055) or the 1-800-EMBASSY (1-800-362-2779) number and request Rate Plan Code ARI.

The hotel suites consist of a bedroom with queen or king-sized bed and separate living-room. A kitchen alcove is furnished with a coffee maker, microwave and fridge. Coffee makings are provided.

We look forward to welcoming you to our annual February meeting. As is customary, door prizes will be awarded at the dinner on Thursday evening and during the closing luncheon on Friday.

CARIA Board Meeting

Members of the CARIA Board are scheduled to meet on Thursday afternoon, February 7th. Time to be announced later.

As stipulated in CARIA By-Laws, Board Members will be apprised of this meeting by separate letter. Affirmation of attendance will be expected by January 20th.

January 15th is the deadline to reserve a hotel room at conference rate.

Registration Deadline for CARIA February 2002 Annual Meeting:

JANUARY 31, 2002

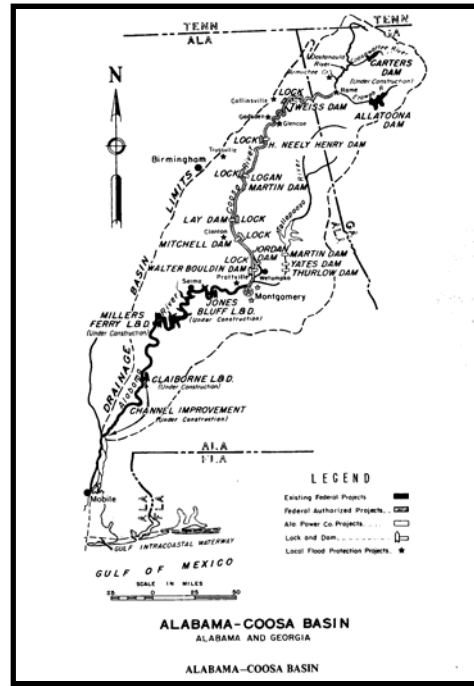
Wishing you renewed hope and peace in this Holiday Season and throughout the New Year.

WATERWAYS

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Details in this Newsletter
Theme: The Alabama River...untapped
potential
FEBRUARY 7TH AND 8TH, 2002
MONTGOMERY
HELD AT EMBASSY SUITES IN
CARIA'S ANNUAL MEETING TO BE

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