

Calendar No. 744

107TH CONGRESS }
2d Session }

SENATE

{ REPORT
{ 107-327

A BILL TO MODIFY THE PROJECT FOR NAVIGATION,
CHICKAMAUGA, TENNESSEE

NOVEMBER 4, 2002.—Ordered to be printed

Filed, under the authority of the order of the Senate of October 17, 2002

Mr. JEFFORDS, from the Committee on Environment and Public
Works, submitted the following

REPORT

[to accompany S. 2983]

[Including cost estimate of the Congressional Budget Office]

The Committee on Environment and Public Works, to which was referred a bill (S. 2983) to authorize a project for navigation, Chickamauga Lock and Dam, Tennessee, having considered the same, reports favorably with an amendment and recommends that the bill, as amended, do pass.

GENERAL STATEMENT AND BACKGROUND

Projects and project modifications are ready for authorization by Congress after they have completed a reconnaissance and a feasibility study and received a positive recommendation from the Chief of Engineers in the form of a completed, signed Chief's Report. The project authorized by S. 2983 has met these requirements. This bill authorizes the project for navigation, Chickamauga Lock and Dam in Tennessee.

The Chickamauga Lock and Dam is located on the Tennessee River (river mile 471) at Chattanooga, TN (13 miles upstream of the Port of Chattanooga.) Growth in traffic, barge sizes, and the size and configuration of tows have increased delays and processing times at the Chickamauga Lock which has only one chamber. It currently has the highest average locking time in the entire Ohio River System. The project is also plagued with a condition called

“concrete growth” in which a gel forms that causes concrete expansion, leading to cracking within the concrete causing structural instability. The Chief’s Report was completed in May 2002. It recommends a replacement lock at a total cost of at \$239,400,000, with 50 percent funded by the Corps of Engineers (Federal share) and 50 percent funded through the Inland Waterways Trust Fund (non-Federal share). The project is economically justified.

OBJECTIVES OF THE LEGISLATION

S. 2983 authorizes construction of the project for navigation at the Chickamauga Lock and Dam in Tennessee.

SECTION-BY-SECTION ANALYSIS

Section 1. Chickamauga Lock and Dam, Tennessee

S. 2983 authorizes the project at a total cost of \$239,000,000 with 50 percent paid from the general fund of the Treasury and 50 percent paid from amounts appropriated from the Inland Waterways Trust Fund.

LEGISLATIVE HISTORY

Senators Frist and Thompson introduced S. 2983 on September 19, 2002. The bill was referred to the Committee on Environment and Public Works. No hearing was held on the bill. The committee considered and amended the bill in a business meeting on September 26, 2002 and ordered the bill reported to the Senate.

ROLLCALL VOTES

The Committee on Environment and Public Works met to consider S. 2983 on September 26, 2002. The committee adopted a technical amendment offered by Senator Jeffords by voice vote. The committee favorably reported the bill by voice vote. Senator Smith and Senator Voinovich recorded a “no” vote.

REGULATORY IMPACT STATEMENT

The bill does not create any additional regulatory burdens, nor will it cause any adverse impact on the personal privacy of individuals.

MANDATES ASSESSMENT

In compliance with the Unfunded Mandates Reform Act of 1995 (Public Law 104–4), the committee finds that S. 2983 would impose no unfunded mandates on State, local, or tribal governments.

COST OF LEGISLATION

Section 403 of the Congressional Budget and Impoundment Control Act requires that a statement of the cost of the reported bill, prepared by the Congressional Budget Office, be included in the report. That statement follows:

U.S. CONGRESS,
CONGRESSIONAL BUDGET OFFICE,
Washington, DC, October 7, 2002.

Hon. JAMES M. JEFFORDS, *Chairman,*
Committee on Environment and Public Works,
U.S. Senate, Washington, DC.

DEAR MR. CHAIRMAN: The Congressional Budget Office has prepared the enclosed cost estimate for S. 2983, a bill to authorize a project for navigation, Chickamauga Lock and Dam, Tennessee.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is Julie Middleton, who can be reached at 226–2860.

Sincerely,

DAN L. CRIPPEN.

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S. 2983, A bill to authorize a project for navigation, Chickamauga Lock and Dam, Tennessee, as ordered reported by the Senate Committee on Environment and Public Works on September 26, 2002

Summary

S. 2983 would authorize the Secretary of the Army, through the U.S. Army Corps of Engineers, to replace the Chickamauga Lock on the Tennessee River. The lock was built by the Tennessee Valley Authority, but the Army Corps of Engineers is responsible for operations and maintenance of the lock. S. 2983 would authorize a total project cost of \$239.4 million (in 2001 dollars) that could be adjusted for inflation. Under this bill, the Corps would be responsible for the entire cost of this project.

Assuming appropriation of the necessary amounts, including adjustments for anticipated inflation, CBO estimates that implementing S. 2983 would cost about \$100 million over the 2003–2007 period, and an additional \$175 million after that period. Enacting S. 2983 would not affect direct spending or revenues.

S. 2983 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act (UMRA) and would impose no costs on State, local, or tribal governments.

Estimated Cost to the Federal Government

The estimated budgetary impact of S. 2983 is shown in the following table. The costs of this legislation fall within budget function 300 (natural resources and environment).

By Fiscal Year, in Millions of Dollars

	2003	2004	2005	2006	2007
CHANGES IN SPENDING SUBJECT TO APPROPRIATION					
Estimated Authorization Level	0	4	35	40	58
Estimated Outlays	0	2	18	32	48

Basis of Estimate

For this estimate, CBO assumes that S. 2983 will be enacted in fiscal year 2003 and that amounts will be appropriated to meet the anticipated construction schedule for the project. Based on information from the Army Corps of Engineers, CBO estimates that replacing the lock would cost about \$100 million over the 2003–2007 period, including adjustments for anticipated inflation, and an additional \$175 million after that period.

Intergovernmental and Private-Sector Impact

S. 2983 contains no intergovernmental or private-sector mandates as defined in UMRA and would impose no costs on the budgets of State, local, or tribal governments.

Estimate Prepared By: Federal Costs: Julie Middleton; Impact on State, Local, and Tribal Governments: Marjorie Miller; Impact on the Private Sector: Lauren Marks.

Estimate Approved By: Peter H. Fontaine, Deputy Assistant Director for Budget Analysis.

CHANGES IN EXISTING LAW

Section 12 of rule XXVI of the Standing Rules of the Senate requires the committee to publish changes in existing law made by the bill as reported. Passage of this bill will make no changes to existing law.

