

Upper Mississippi River-Illinois Waterway Investments: Legislation in the 109th Congress



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Reviews

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(Derick Brekke)*

UPPER MISSISSIPPI RIVER-ILLINOIS WATERWAY INVESTMENTS: LEGISLATION IN THE 109TH CONGRESS

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Bibliogov, United States, 2013. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.The Upper Mississippi River and Illinois Waterway (UMR-IWW) is at the center of a debate over the future of inland navigation, the restoration of rivers used for multiple purposes, and the reliability and completeness of the Corps analyses justifying investments. Consequently, authorization of investments in navigation and ecosystem restoration of the UMR-IWW has played a role in WRDA debates in the 109th Congress; among the topics debated are the cost, urgency, necessity, and national benefit of expanded UMR-IWW navigation capacity and ecosystem restoration. The UMR-IWW is a 1,200-mile, 9-foot-deep navigation channel created by 37 lock-and-dam sites and thousands of channel training structures built beginning in 1822. The UMR-IWW makes commercial navigation possible between Minneapolis and St. Louis on the Mississippi River, and along the Illinois Waterway from Chicago to the Mississippi River. It permits upper midwestern states to benefit from low-cost barge transport. Since the 1980s, the system has experienced increasing traffic delays, purportedly reducing competitiveness of U.S. products in some global markets. The river is also losing the habitat diversity that has allowed it to support an unusually large number of species for a temperate river. This loss is partially attributable to changes in the distribution and movement of river water caused by navigation structures and operation of the 9-foot navigation channel. In December 2004, the Corps Chief of Engineers approved a UMR-IWW 50- year framework for navigation and ecosystem restoration investments, as laid out in a Corps final feasibility report. This framework consists of combined navigation investments (\$2.4 billion) and ecosystem restoration investments (\$5.3 billion), to be accomplished through incremental implementation. For the first increment, the Chief recommends authorizing \$1.88 billion (50 from the Inland Waterway...



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