

2018 Second Extraordinary Session

HOUSE RESOLUTION NO. 45

BY REPRESENTATIVE COX

A RESOLUTION

To urge and request the Department of Transportation and Development to create a task force to study the use of repurposed railroad tank cars as bridge culverts as a cost-saving measure.

WHEREAS, repurposed railroad tank cars are strong and low-cost solutions for low-volume culverts; and

WHEREAS, a railroad tank car culvert can range in diameter from seven feet to ten feet and can be custom fabricated to any length desired; and

WHEREAS, railroad tank cars are made of high quality steel with the thickness of the walls ranging from half an inch to one inch; and

WHEREAS, railroad tank car culverts are extremely strong and solid due to the thickness of the high quality steel used in creating railroad tank cars, which reduces damage from inserting and increases the life span of the culvert; and

WHEREAS, repurposing an old railroad tank car to a culvert involves minimal work, as the process requires the removal of the ends along with any plumbing or valves attached to the tank and cutting off the dome on top and covering or welding shut the leftover hole; and

WHEREAS, culverts created from repurposed railroad tank cars can carry significant water flows, with a flow opening ranging from fifty to seventy-five feet; and

WHEREAS, such a structure can carry over fifty tons, span from twenty to eighty feet, and carry a continuous flow of water; and

WHEREAS, railroad tank cars that have been repurposed as culverts are priced similarly to corrugated culverts, are stronger than corrugated culverts of comparable size, last considerably longer than corrugated culverts, and due to the smoothness of the sides, railroad tank car culverts allow as much as twenty-five percent more water flow than a comparably sized corrugated culvert; and

WHEREAS, the steel makeup of the railroad tank car culverts removes the need of reinforcement when they are handled or for support while being installed, in stark contrast to corrugated culverts, and in fact, they can be put in place with a dozer and cleaned with a backhoe, which would ordinarily damage a corrugated culvert; and

WHEREAS, in states such as Kansas, there are several counties that installed railroad tank car culverts more than thirty years ago and these areas have not experienced any problems with their modified use; and

WHEREAS, in Louisiana, DeSoto Parish realizes the advantages of using repurposed railroad tank cars as culverts, as they have installed them in the parish; and

WHEREAS, repurposing a railroad tank car is a positive way for railroad companies to protect the environment through recycling and is also an efficient method of manufacturing and installing culverts quickly, usually within two to three weeks; and

WHEREAS, road maintenance departments, farmers, and timber companies are the primary users of railroad tank car culverts throughout the country; and

WHEREAS, railroad tank car culverts provide unique benefits to states in both environmental protection and work efficiency, as they last longer than corrugated culverts, require less to manufacture and install, and are easier to maintain, which reduces the cost to the state.

THEREFORE, BE IT RESOLVED that the House of Representatives of the Legislature of Louisiana does hereby urge and request the Department of Transportation and Development to create a task force to study the use of repurposed railroad tank cars as bridge culverts as a cost-saving measure.

BE IT FURTHER RESOLVED that the task force shall study and address in the report required by this Resolution, at a minimum, all of the following:

(1) The cost-savings that may be available from the usage of repurposed railroad tank cars as culverts.

(2) Any information that details the impact that the usage of railroad tank cars as culverts for the building of bridges may potentially have on the receipt of funds from the Federal-aid Highway program distributed by the Federal Highway Administration within the United States Department of Transportation.

BE IT FURTHER RESOLVED that the task force shall be composed of the following:

(1) The secretary of the Department of Transportation and Development or his designee.

(2) Two state representatives, one from north Louisiana and one from south Louisiana, appointed by the speaker of the House of Representatives.

(3) The executive director of the Louisiana Highway Safety Commission or his designee.

(4) The president of the Desoto Parish Police Jury or his designee.

(5) The president of the Louisiana Municipal Association or his designee.

(6) The director of the Governor's Office of Homeland Security and Emergency Preparedness or his designee.

BE IT FURTHER RESOLVED that the task force shall submit a report of its findings and recommendations including any proposed legislation to the House Committee on Transportation, Highways and Public Works no later than March 1, 2019.

BE IT FURTHER RESOLVED that the task force is assigned to the Department of Transportation and Development, with staff support to be provided from existing personnel within the department.

BE IT FURTHER RESOLVED that the secretary of the Department of Transportation and Development shall serve as chairman of the task force.

BE IT FURTHER RESOLVED that, at the first meeting of the task force, the members shall elect a vice chairman and other officers as the members deem appropriate.

BE IT FURTHER RESOLVED that members of the task force shall serve without compensation or reimbursement of expenses, other than what may be afforded by their appointing authority.

BE IT FURTHER RESOLVED that the task force may conduct meetings at such places and at such times necessary or convenient to enable it to exercise fully and effectively its powers, perform its duties, and accomplish the objectives and purposes of this Resolution.

BE IT FURTHER RESOLVED that the secretary of the Department of Transportation and Development or his designee shall convene the task force for its first meeting no later than September 1, 2018.

BE IT FURTHER RESOLVED that the legislative authority for the task force shall terminate on December 31, 2019.

BE IT FURTHER RESOLVED that a copy of this Resolution be submitted to the secretary of the Department of Transportation and Development.

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SPEAKER OF THE HOUSE OF REPRESENTATIVES