



National Lieutenant Governors Association

1 **A RESOLUTION ON THE IMPORTANCE OF AMERICA'S INLAND WATERWAY**
2 **SYSTEM FOR A HEALTHY NATIONAL ECONOMY**

3 **WHEREAS**, 541,000 American jobs are directly tied to our inland river navigation system and
4 investment in its lock and dam infrastructure produces a high rate of return to the nation, translates
5 directly into economic growth for America, and increases revenue to the U.S. Treasury; and

6 **WHEREAS**, our inland river system moves products that are the underpinnings of our economy,
7 including iron, steel, chemicals, petroleum, coal, road salt, fertilizer, aggregate material, and more than
8 60 percent of American agriculture products for export to the global market; and

9 **WHEREAS**, American agriculture is reliant on our lock and dam system and risks losing its competitive
10 advantage in the global market unless the efficiency of our inland river transportation system is
11 renewed; and

12 **WHEREAS**, 78 percent of river locks in the United States will have exceeded their design life by the
13 end of this decade and the U.S. Army Corps of Engineers' Institute for Water Resources anticipates a
14 61% increase in river transportation by 2040; and

15 **WHEREAS**, inland river locks have endured a 800 percent increase in outages from 1992 to 2008, with
16 unscheduled outages alone costing \$585 million; and

17 **WHEREAS**, the American Society of Civil Engineers' 2013 "Report Card for America's Infrastructure"
18 deemed our lock and dam system a grade of D- and has identified \$16 billion in needed waterway
19 infrastructure improvements by 2020, protecting \$270 billion in exports, \$697 billion in gross domestic
20 product, 738,000 jobs and \$872 billion in personal income; and

21 **WHEREAS**, the collaborative effort between the commercial carriers and shippers, via the Inland
22 Waterways Users Board, and the U.S. Army Corps of Engineers did in April 2010 produce the *Inland*
23 *Marine Transportation System Capital Projects Business Model*, identifying a capital development plan to
24 address the next 20 years of river infrastructure needs; and

25
26 **WHEREAS**, the modernization and timely rehabilitation of the lock & dam system will create hundreds of
27 millions of construction man-hours for cement masons, carpenters, piledrivers, plumbers and pipefitters,
28 operating engineers, electricians, laborers, iron workers, and other skilled building trades; and

29 **WHEREAS**, a recent study by the University of Tennessee and University of Kentucky shows that
30 enactment of those recommendations would generate 350,000 job-years of new, full-time employment
31 with a present value of more than \$14 billion over a 10-year period; and

32 **WHEREAS**, barge transportation has the smallest carbon footprint among competitive modes, emitting
33 30 percent less carbon dioxide than rail and 1,000 percent less than trucks, with similar results when
34 comparing particulate matter, hydrocarbons, carbon monoxide, nitrogen oxides and other pollutants;
35 and

36 **WHEREAS**, river transportation is the most energy efficient mode of moving the commodities that
37 keep America working, pushing one ton of freight 616 miles on a single gallon of fuel, compared with
38 478 miles by rail and 150 miles by truck; and



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39 **THEREFORE, Be it Resolved** that the NLGA recognizes the multiple benefits of river dams,
40 including flood control, recreation, hydropower, industrial and municipal water supply, land value, and
41 many others; and

42 **BE IT FURTHER RESOLVED**, the NLGA applauds the waterway industry's voluntary and unanimous
43 request, and the 2014 U.S. Congressional authorization to increase the existing 20 cent per gallon diesel
44 fuel tax by 45 percent, or 9 cents, providing matching construction funds from the Inland Waterways
45 Trust Fund (IWTF); and

46 **BE IT FURTHER RESOLVED**, the NLGA supports robust federal appropriations amounts to match
47 the expenditure of the Inland Waterways Trust Fund collections; and

48 **BE IT FURTHER RESOLVED**, the NLGA supports the advancement of the *Inland Marine Transportation*
49 *System Capital Projects Business Model* prioritization list for construction and rehabilitation of our lock
50 system; and

51 **BE IT FINALLY RESOLVED**, the NLGA will be an engaged forum for collaboration among states to
52 ensure the most efficient and reliable river navigation system, to address the national intermodal
53 transportation needs for the future.

Primary Sponsors: Lt. Governor Kim Reynolds, IA; Lt. Governor Dan McKee, RI; Additional Co-
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