

1 A RESOLUTION urging Congress to appropriate funds for inland waterways
2 construction and rehabilitation projects at a pace that matches the expenditures of the
3 Inland Waterways Trust Fund collections.

4 WHEREAS, Kentucky has more inland rivers and streams than any other state. Our
5 waterways and ports support 15,640 jobs in the Commonwealth; and

6 WHEREAS, river transportation is the most energy efficient mode of moving the
7 commodities that keep America working, pushing one ton of freight 647 miles on a single
8 gallon of fuel, compared with 477 miles by rail and 145 miles by truck; and

9 WHEREAS, each year, 95.4 million tons are transported by barge through
10 Kentucky's navigable waterways and ports, including more than 60 percent of the nation's
11 agriculture exports; and

12 WHEREAS, if the same 95.4 million tons were transported by truck, Kentucky
13 would be inundated with 3.8 million additional trucks on its roadways. If aligned bumper-
14 to-bumper, those trucks would span 54,205 miles, enough to wrap around the equator
15 more than twice; and

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

20 WHEREAS, without a vibrant river transportation system, American agriculture
21 will lose its competitive advantage in the global marketplace; and

22 WHEREAS, the Inland Waterways Trust Fund was created as part of the Inland
23 Waterways Revenue Act of 1978. The Inland Waterways Trust Fund was established to
24 help finance construction and major rehabilitation on the nation's inland waterways.
25 Under the Inland Waterways Trust Fund, commercial users of waterways contribute to the
26 trust fund through a modest tax on fuel they use on the waterway system; and

27 WHEREAS, the Inland Waterways Trust Fund is then used to cover 50 percent of

1 the costs for construction of new dams and navigation locks and major rehabilitation of
2 existing facilities. The other 50 percent of project costs is covered by federal general
3 appropriations. Once these projects are completed, United States Army Corps of
4 Engineers picks up 100 percent of the operations and maintenance costs for the system;
5 and

6 WHEREAS, in 2014, a nine cent increase on barge diesel fuel user fees was signed
7 into law, which at the time was estimated to add close to \$80 million annually to the
8 Inland Waterways Trust Fund. Nevertheless, benefits of this additional funding will
9 depend on both adequate matching funds deriving from federal general appropriations, as
10 well as substantial increases in the United States Army Corps of Engineers budget for the
11 operation and maintenance of inland waterway assets;

12 NOW, THEREFORE,

13 *Be it resolved by the Senate of the General Assembly of the Commonwealth of*
14 *Kentucky:*

15 ➔Section 1. The Kentucky Senate recognizes the importance of Kentucky's
16 navigable waterways and hereby respectfully urges the United States Congress to
17 appropriate funds for inland waterways construction and rehabilitation projects at a pace
18 that matches the expenditures of the Inland Waterways Trust Fund collections.

19 ➔Section 2. The Clerk of the Senate shall send a copy of this Resolution and
20 notification of its adoption to the Speaker and Minority Leader of the United States
21 House of Representatives, the Majority Leader and Minority Leader of the United States
22 Senate, the Secretary of the United States Department of Transportation, and to each
23 member of Kentucky's delegation to the United States Congress.