

# State of Wisconsin



2019 Senate Joint Resolution 33

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## ENROLLED JOINT RESOLUTION

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Relating to: the Mississippi River System.

Whereas, 30.3 million tons of commodities are shipped through Wisconsin annually by barges on the Mississippi River; and

Whereas, the displacement of that cargo would burden Wisconsin roads with 1.2 million additional trucks, spanning 17,215 miles bumper-to-bumper, or more than 69 percent of the earth's circumference; and

Whereas, barges move commodities through Wisconsin to and from 18 different states, as well as Canada and other nations; and

Whereas, waterways and ports support 26,850 Wisconsin jobs; and

Whereas, waterways transport \$21.5 billion in manufactured goods, \$4.3 billion in nonmetallic minerals, and \$3 billion in agricultural and food products to and from Wisconsin; and

Whereas, the Mississippi River moves more than 60 percent of the nation's agricultural exports, constituting a vibrant transportation system without which the United States would lose its competitive advantage in the global marketplace; and

Whereas, 92 percent of the locks and dams on the Mississippi River System were constructed between 1907 and 1936 and intended primarily for steamboat traffic; and

Whereas, the U.S. Congress authorized modernization of seven locks on this system through the Water Resources Development Act of 2007, but has yet to fund construction; and

Whereas, the Inland Waterways Trust Fund, a public-private partnership, makes capital improvements to locks and dams through user fees on commercial diesel fuel; and

Whereas, the Environmental Protection Agency has found that transportation-related activity accounts for 33 percent of the nation's carbon dioxide pollutants, however, barge transportation boasts the smallest carbon footprint, emitting 30 percent less carbon dioxide than rail and 1,000 percent less than trucks, with similar results for particulate matter, hydrocarbons, carbon monoxide, nitrogen oxides, and other pollutants; and

Whereas, river transportation is the most energy-efficient mode of moving commodities, pushing one ton of freight 647 miles on a single gallon of fuel, as compared with 477 miles by rail and 145 miles by truck; and

Whereas, the modernization of locks and dams on the Mississippi River System will create hundreds of millions of work hours for the region's cement masons, carpenters, pile drivers, divers, plumbers, pipefitters, operating engineers, electricians, laborers, iron workers, and other skilled workers in the building trades; now, therefore, be it

*Resolved by the senate, the assembly concurring, That* the members of the Wisconsin Legislature support the modernization of seven locks authorized under the Navigation and Ecosystem Sustainability Program for the Upper Mississippi River System; and, be it further

*Resolved, That* the Wisconsin Legislature applauds affected industries for their unanimous and voluntary support in 2014 of increasing the user fee on commercial diesel fuel that provides revenue for the Inland Waterways Trust Fund; and, be it further

*Resolved, That* the Wisconsin Legislature urges prompt completion of these construction and rehabilitation projects that matches full use of the cost-share from the Inland Waterways Trust Fund; and, be it further

*Resolved, That* the Wisconsin Legislature pledges to work with carrier, shipping, and supply industries affected by the lock and dam infrastructure of the Mississippi River System, as well as industries affected by inland river navigation issues generally.

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Representative Robin J. Vos  
Speaker of the Assembly

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Senator Roger Roth  
President of the Senate

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Date

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Jeffrey Renk  
Senate Chief Clerk

**2019 Senate Joint Resolution 33 (LRB -2790)**

Relating to: the Mississippi River System.

**2019**

05-09.	S.	Introduced by Senators <b>Marklein, Carpenter, Nass, Ringhand</b> and <b>Smith</b> ; cosponsored by Representatives <b>Oldenburg, Edming, Horlacher, Kulp, Kurtz, Loudenbeck, Petryk, Schraa, Spreitzer, Tauchen, Thiesfeldt, Tranel</b> and <b>VanderMeer</b> .	191
05-09.	S.	Read and referred to Committee on Senate Organization	191
05-09.	S.	Available for scheduling	
05-10.	S.	Placed on calendar 5-15-2019 pursuant to Senate Rule 18(1)	194
05-15.	S.	Representative Skowronski added as a cosponsor	
05-15.	S.	<b>Adopted</b>	
05-15.	S.	Ordered immediately messaged	
05-15.	A.	Received from Senate	
05-15.	A.	Read	
05-15.	A.	Rules suspended and taken up	
05-15.	A.	<b>Concurred in</b>	
05-15.	A.	Ordered immediately messaged	
05-16.	S.	Received from Assembly concurred in	



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**ENROLLED JOINT RESOLUTION**

**Adopted Documents**

Original       Substitute Amdt

19 2790, 1

Amendments:  None or  Listed below.

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Corrections:  None or  Listed by date below.

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Topic:  Same as relating clause or  Indicated below.

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5/16/19

Date

Enrolling Drafter



State of Wisconsin  
2019 - 2020 LEGISLATURE

LRB-2790/1  
JKS:amn

## 2019 SENATE JOINT RESOLUTION 33

May 9, 2019 - Introduced by Senators MARKLEIN, CARPENTER, NASS, RINGHAND and SMITH, cosponsored by Representatives OLDENBURG, EDMING, HORLACHER, KULP, KURTZ, LOUDENBECK, PETRYK, SCHRAA, SPREITZER, TAUCHEN, THIESFELDT, TRANEL and VANDERMEER. Referred to Committee on Senate Organization.

1       **Relating to:** the Mississippi River System.

2               Whereas, 30.3 million tons of commodities are shipped through Wisconsin  
3 annually by barges on the Mississippi River; and

4               Whereas, the displacement of that cargo would burden Wisconsin roads with  
5 1.2 million additional trucks, spanning 17,215 miles bumper-to-bumper, or more  
6 than 69 percent of the earth's circumference; and

7               Whereas, barges move commodities through Wisconsin to and from 18 different  
8 states, as well as Canada and other nations; and

9               Whereas, waterways and ports support 26,850 Wisconsin jobs; and

10              Whereas, waterways transport \$21.5 billion in manufactured goods, \$4.3  
11 billion in nonmetallic minerals, and \$3 billion in agricultural and food products to  
12 and from Wisconsin; and

13              Whereas, the Mississippi River moves more than 60 percent of the nation's  
14 agricultural exports, constituting a vibrant transportation system without which the  
15 United States would lose its competitive advantage in the global marketplace; and

1           Whereas, 92 percent of the locks and dams on the Mississippi River System  
2 were constructed between 1907 and 1936 and intended primarily for steamboat  
3 traffic; and

4           Whereas, the U.S. Congress authorized modernization of seven locks on this  
5 system through the Water Resources Development Act of 2007, but has yet to fund  
6 construction; and

7           Whereas, the Inland Waterways Trust Fund, a public-private partnership,  
8 makes capital improvements to locks and dams through user fees on commercial  
9 diesel fuel; and

10           Whereas, the Environmental Protection Agency has found that  
11 transportation-related activity accounts for 33 percent of the nation's carbon dioxide  
12 pollutants, however, barge transportation boasts the smallest carbon footprint,  
13 emitting 30 percent less carbon dioxide than rail and 1,000 percent less than trucks,  
14 with similar results for particulate matter, hydrocarbons, carbon monoxide, nitrogen  
15 oxides, and other pollutants; and

16           Whereas, river transportation is the most energy-efficient mode of moving  
17 commodities, pushing one ton of freight 647 miles on a single gallon of fuel, as  
18 compared with 477 miles by rail and 145 miles by truck; and

19           Whereas, the modernization of locks and dams on the Mississippi River System  
20 will create hundreds of millions of work hours for the region's cement masons,  
21 carpenters, pile drivers, divers, plumbers, pipefitters, operating engineers,  
22 electricians, laborers, iron workers, and other skilled workers in the building trades;  
23 now, therefore, be it

24           ***Resolved by the senate, the assembly concurring, That*** the members of the  
25 Wisconsin Legislature support the modernization of seven locks authorized under

1 the Navigation and Ecosystem Sustainability Program for the Upper Mississippi  
2 River System; and, be it further

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10 ***Resolved, That*** the Wisconsin Legislature pledges to work with carrier,  
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12 Mississippi River System, as well as industries affected by inland river navigation  
13 issues generally.

14 (END)