

# 2017 Federal Legislative Agenda



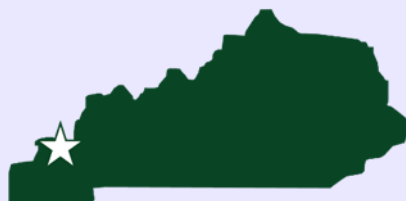
## PADUCAH AREA CHAMBER OF COMMERCE

### Community Priorities:

Department of Energy  
Education  
Public Policy Positions

### Infrastructure

- ❖ Inland Waterways
- ❖ Highways
- ❖ Air Service
- ❖ Paducah Flood Wall



## Community Priorities - Department of Energy

Since 2014 the deactivation of the Department of Energy site in Paducah, Kentucky has been underway and much work has been accomplished. The local community has worked closely with our Congressional delegation to ensure stable funding in order to facilitate cleanup of the site and the void of losing any employment positions since the closing of the Paducah Gaseous Diffusion Plant was announced in 2013. Our points of interest include:

- The community appreciates the awarding of the longer-term contract by the Department of Energy for an up to 10-year period (5, 3, 2). This longer term contract ensures our local employees of more stable employment and provides for cleanup work continuity.
- The community appreciates the timely manner the Department of Energy awarded the recent contracts at the Paducah site without significant delays to Four Rivers Nuclear Partnership and Mid-America Conversion Services.
- However, the community is disappointed in the recently announced layoffs of approximately 200 positions at the DOE site. The community encourages the Department of Energy to look for ways to increase the employment number moving forward. We are concerned that the layoffs impact an important sector of historical knowledge that exists at the site that cannot be easily replaced.
- The community will continue to work with our Congressional delegation to encourage the funding levels for the Paducah site to stay consistent or to increase so we can position the site to grow the employment level closer to the 1,500 employee level (where it was during the first three years of deactivation work) and to allow for more work to be completed on a safe and timely basis.
- The community would like to see timely environmental decisions made by DOE and EPA so work at the site can move forward with cleanup.
- Kentucky is a pro-nuclear state having lifted the nuclear moratorium earlier this year. The state officials from the Paducah area led this effort in our state capitol because of our highly skilled workforce, available property and community acceptance of nuclear related projects. During our trip, we are meeting with nuclear companies, like NuScale small modular reactors. We encourage the Department of Energy to continue to support nuclear energy to help us position the site for new technologies for re-industrialization.
- We invite Energy Secretary Rick Perry to visit the Paducah, KY DOE site to see the impact that DOE has on our community. We look forward to hosting him in the near future.
- Thank you for continuing to support the Global Laser Enrichment project.
- We respectfully request your assistance in helping us to keep the level of funding from the Uranium Decontamination and Decommissioning fund at the FY 2014 D&D funding level of \$265 million (\$320 million site wide).
- For FY 2018 we encourage the securing of \$265 million from the D&D funding (\$320 million site wide), which is flat funding from FY 2014. This funding will allow DOE to accelerate the C-400 Building cleanout project, which has previously been connected to hazards associated with historic ground water contamination.

## Education – West Kentucky Community and Technical College

The Paducah Chamber *supports* Section 3507 of the National Defense Authorization Act (NDAA) for FY 2018 that allows the Secretary of Transportation to designate as a Center of Excellence for domestic maritime workforce training and education a covered training entity located in a state that borders on the Gulf of Mexico, Atlantic Ocean, Long Island Sound, Pacific Ocean, Great Lakes or Mississippi River System.

The Paducah Chamber supports this specifically for a Center of Excellence designation at our West Kentucky Community and Technical College, which currently offers academic degrees and workforce training in Maritime technology through its Inland Logistics and Marine Institute. The potential to have this important College site designated a Center of Excellence is vitally linked with Paducah's long history as a leader in the marine industry and has significant impact for our community.

# Responsible Investment in Infrastructure

Transportation infrastructure is the lifeblood of business and commerce. Adequate and reliable infrastructure including air, roads, bridges, railways, waterways, riverport, locks, dams and flood protection systems represents a critical foundation to economic growth. The Paducah area's geographical location offers a unique and competitive advantage on an Interstate and at the confluence of the Tennessee and Ohio Rivers, easy access for railways, riverport with Foreign Trade Zone designation, airport with service to Chicago, plus much more! We encourage continued investment in our infrastructure that strengthens these systems.

## **INLAND WATERWAYS: Kentucky Lock**

The inland waterway system forms a critical part of our nation's transportation network. The awarding of \$39 million in the FY 2017 Appropriations Bill allowed an efficient construction schedule for the Kentucky Lock to continue. It is crucial that construction stays on schedule to relieve congestion and increase traffic flow through western Kentucky with the passage of the FY2018 Appropriations Bill. This 70-year-old lock is functioning at 90 percent capacity and the current delay to lock is 8 – 12 ½ hours. As a result, we respectfully request that Congressional appropriations continue to include sufficient funding for future contracts and project completion, including a request for \$40.5 million in the FY2018 Appropriations Bill.

## **INTERSTATE HIGHWAY: I 69**

Safe, affordable and reliable highway transportation is critical to economic growth. The community urges continued expansion of the interstate highway system to meet the transportation needs of this century, including I-69. The Federal Government should continue to look to new and diverse mechanisms to fund such projects and grant states and local communities flexibility to involve business-driven solutions to transportation needs. In Kentucky progress is continuing on I-69 with the bridge project to connect Kentucky to Indiana and the highway connection to Tennessee at the forefront. In addition, we respectfully request the full inclusion of I-69 in the National Highway Freight Network.

## **PADUCAH FLOOD PROTECTION SYSTEM REPAIRS**

The Paducah Local Flood Protection Project (LFPP) is paramount for the protection of the Paducah-McCracken County community. The community's strong commitment to maintaining that "flood wall" investment is frequently held up as a model for others to follow by the Army Corps of Engineers. Capital improvements continue to be needed in this nearly 70-year-old asset in order to continue providing a safe environment for economic vitality and growth for our community. This Flood Protection Plan protects approximately \$1.2 billion in assets as well as the citizens of our community. The community is appreciative of the recent announcement by Majority Leader Senator Mitch McConnell for the federal appropriation of \$19 million for the rehabilitation of the floodwall. In addition, we thank him for his assistance in increasing the project's maximum funding cap and in moving the project authorization and appropriation forward.

The implementation and successful conclusion of the Paducah LFPP resides solely on the "Federal Authorization" receiving an appropriate "Federal Appropriation." The City of Paducah and our community requests that our federal delegation continue to sponsor and / or support any and all appropriation legislation that will provide the federal funding resources for the reconstruction of the Paducah LFPP.

## Responsible Investment in Infrastructure (continued)

### **AIR SERVICE – Barkley Regional Airport**

Barkley Regional Airport injects \$43 million annually into the regional economy with approximately \$30 million as a result of the SkyWest service. In 2016, approximately 40,767 passengers utilized the SkyWest service. The nearest hub airport for our region is Nashville which has extremely limited international air service with a driving distance from Paducah of over 140 miles. The population of Barkley's catchment basin is approximately 500,000 from four states.

**Essential Air Service (EAS) Funding:** Without EAS Funding, Barkley Regional Airport could face the threat of loss of service. Passengers from Paducah and its economic basin would be forced to travel 2 ½ to 3 ½ hours to Memphis, Nashville, or St. Louis, none of which have the quantity and quality of air service currently available at Chicago – O'Hare. Without air service, not only will accessing airlines at other airports be more expensive and time-consuming but an impediment to economic development in the region.

**Contract Control Towers:** Paducah is vitally interested in FAA having sufficient funds in its budget for Federal contract control towers. If Barkley Regional's control tower is closed due to a lack of funding, there will be negative implications for aviation safety, reliability, and revenue as well as for the regional economy. Closure will also result in the direct loss of five jobs at the control tower as well as any other aircraft servicing positions adversely affected by reduced aircraft operations in the event of FCT closing.

**Airport Improvement Program (AIP) Grants:** In the past, Paducah has utilized about \$35 million in Entitlement and Discretionary AIP grants for runway, taxi, and apron renovation and expansion, airfield lighting, emergency vehicles and equipment, and structures. The vast majority of these improvements would not have occurred without the AIP program. Paducah is heartened by the AIP funding levels proposed by committees of both the House and Senate and strongly encourages maintaining those levels through the final legislative process. Equally important is the timely passage of the FAA budget for FY 2018, thus negating the need for the use of continuing resolutions for AIP funding.

## Public Policy Positions

**S.21 REINS Act (Regulations from the Executive in Need of Scrutiny):** *Supports* revising provisions relating to Congressional review of agency rulemaking and requiring that Congress affirmatively approve every new "major rule" proposed by the Executive Branch before it can be enforced on the American citizens. A "major rule" is defined as (1) any federal rule or regulation that may result in an annual economic impact of \$100 million or more;(2) a major increase in costs or prices for consumers, individual industries, government agencies or geographic regions; or (3) significant adverse effects on competition, employment, investment, productivity, innovation, or the ability of U.S.-based enterprises to compete with foreign-based enterprises.

**H.R. 1116 TAILOR Act (Taking Account of Institutions with Low Operation Risk Act of 2017):** *Supports* requiring federal agencies, when taking regulatory action focused on financial institutions, to take into account the risk profiles and business models of the institutions they oversee and to consider various costs and other impacts for those institutions, including "the impact on the ability of the applicable institution or class of institutions to serve evolving and diverse customer needs."

**H.R. 10 Financial CHOICE (Creating Hope and Opportunity for Investors, Consumers and Entrepreneurs) Act:** *Supports* passage of this legislation that would amend the Dodd-Frank Wall Street Reform and Consumer Protection Act, expand economic opportunity, end taxpayer bailouts and increase penalties for financial fraud and crimes.

## Paducah Area Chamber of Commerce

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