



Paducah / McCracken County, Kentucky

Community Priorities FY 2016-2017

Cleanup and Future Use of DOE's Paducah Site

The deactivation of the Department of Energy site has been underway since July 2014 and much work has been completed. The current employment site-wide is between 1,500 and 1,600, which has filled the void of losing the former USEC employees. The economy has just now started to see the benefits of a stable workforce and continued progress at the site. The President's budget for cleanup was about \$205 million (~\$272 site-wide). For this year we have three main requests:

- 1.) We are pleased that the proposed funding level for FY 2017 is higher than the starting place for FY 2016. However, we believe the best long-term path for stable funding for the site is the FY 2014 spending level of \$265 (~\$320 site-wide). We realize that every year is a tight budget year, but we ask your help to secure flat funding at the level of FY 2014.
- 2.) Another major concern is the scheduled expiration of the deactivation contract in July 2017. We have noticed that DOE is moving diligently to procure another contract. We also wish to express our appreciation to DOE for heeding our advice for longer-term contracts and issuing a Request-for-Proposal for a potential ten-year contract, rather than the three-year in place now. Because we do not want to see any interruption in the work at the site, we ask that DOE maintain their schedule for awarding a new contract before the current one expires in July 2017.
- 3.) DOE has made great strides in processing assets to the Paducah Area Community Reuse Organization (PACRO). Recently, approximately 10,000 tons of coal was transferred to PACRO. We thank them for their efforts and ask that they continue this policy of transferring assets.

Responsible Investment in Infrastructure

Transportation infrastructure is the lifeblood of business and commerce, and responsible investment in our nation's roads, bridges, locks, dams and flood protection systems represents a critical foundation to economic growth.

Inland Waterways: Kentucky Lock

The inland waterway system forms a critical part of our nation's transportation network. The awarding of \$45 million earlier this year allowed the return to an efficient construction schedule for the Kentucky Lock. It is **crucial** that construction stays on schedule to relieve congestion and increase traffic flow through western Kentucky with the passage of the 2016 WRDA bill. This 70-year-old lock is functioning at 90 percent capacity and the current delay to lock is 8 – 12 ½ hours. Because of the approval of a nine cent increase in the inland waterway diesel fuel user fee in the 2014 WRDA bill and the federalization of the Olmsted project in the 2014 Capital Development Plan, full use of the Inland Waterways Trust Fund has been available. As a result, we respectfully request that Congressional appropriations continue to include sufficient funding for future contracts and project completion.

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 addition, we respectfully request that the I-69 Corridor of the Future be included in the National Highway Freight Network.

Barkley Regional Airport

- *Contract Control Towers:* Recommendations from the Contract Control Tower Association relating to costs/benefits analysis were not included in the recent FAA legislation leading to concerns that FAA will find it easier to discontinue contract control tower operations at lower activity airports. We ask that these recommendations be adopted as soon as practical.
- *Airport Improvement Program Grants:* We applaud the Congressional legislation that resulted in adequate grant potential. Barkley Regional is highly dependent on these grants for airport improvements and expansions.
- *Passenger Facility Charges (PFCs):* We encourage Congress to approve a PFC level higher than \$4.50, an amount unchanged for about a decade. Pegging maximum PFC dollar values to a consumer price or similar index could be an option and help off-set increased construction costs. Airlines pocket billions annually from baggage and ancillary fees but stoutly resist an increase in PFC's.
- *Essential Air Service Funding:* Essential Air Service funding is vital for our region. Without it, the region would not have air service. The current EAS subsidy per passenger at Barkley Regional is \$46 and the maximum annual cost for the current duration of SkyWest's EAS contract is \$2,170,000. Yet air service at Barkley Regional injects \$30,000,000 annually into the regional economy, a benefit to cost ratio of 14:1. That's a tremendous return on investment. Over 40,000 passengers use SkyWest, d/b/a United Express, jet service to Chicago O'Hare annually.

Paducah Flood Protection System Repairs

The 2011 flood demonstrated the foresight of the nation's investments in the Paducah Local Flood Protection Project (LFPP) as well as the community's strong commitment to maintaining that investment -- a commitment held up as a model for others to follow by the USACE. Capital improvements are needed in this nearly 70-year-old asset to continue providing a safe environment for economic vitality and growth for our community. Over the past 16 years, this project has undergone the federal government's comprehensive protocols that have qualified and authorized the City of Paducah, Kentucky's LFPP to receive federal funding for its reconstruction. The Paducah, Kentucky, LFPP "Project Authorization" language was recently included and passed in the H.R. 3080, 113th Congress, "Water Resources Reform and Development Act of 2014" (WRDA14). The implementation and successful conclusion of the Paducah, Kentucky's LFPP resides solely on the "Federal Authorization" receiving an appropriate "Federal Appropriation." Therefore, the City of Paducah formerly requests that our federal delegation of elected officials and representatives Sponsor and/or Support any/all "Appropriation Legislation" that will provide the federal funding resources for the reconstruction of the Paducah, Kentucky LFPP.

Public Policy Positions

Clean Power Plan: *Strongly opposes* EPA's final rule called the "Clean Power Plan." This rule will negatively impact Kentucky's economy and its citizens by making it more difficult to produce affordable and reliable electricity, driving up manufacturing costs, and forcing jobs outside the United States while stifling new job opportunities here at home.

DOL's Employee Overtime Regulation Changes: *Opposes* the changes by the Department of Labor to the regulations that determine whether a "white collar" employee (executive, administrative or professional) is eligible to be paid overtime for any hours worked beyond 40 per week. These changes could negatively impact both for-profit and non-profit employers and employees.

S. 2707 / H. R. 4773 Protecting Workplace Advancement and Opportunity Act: *Supports* this legislation which nullifies the proposed changes in the federal overtime regulation and *joins* with the U.S. Chamber in its efforts to encourage other members of Congress to support this legislation.

Patent Trolls: *Supports* the passage of commonsense patent litigation reform to protect businesses, including the realty industry, from patent troll abuse and frivolous lawsuits.