



KENTUCKY GENERAL ASSEMBLY

State Capitol

Frankfort, Kentucky 40601

502-564-8100

March 7, 2024

The Honorable James Comer
United States House of Representatives
2410 Rayburn House Office Building
Washington, D.C. 20515

Dear Representative Comer:

We are writing to support the funding of \$218 million in Community Project Funding (CPF) for the Kentucky Lock in the fiscal year 2025 Energy and Water Appropriations bill.

Located just 20 miles east of Paducah, construction on Kentucky Lock's current 600-foot chamber began in 1935 and became operational in 1942. This more than 80-year-old lock will gain both needed redundancy and measurable efficiency improvements with the completion of a new auxiliary 1,200-foot lock currently under construction. Since most of today's barge tows are greater than 600 feet in length, time-consuming double lockages must take place at the existing lock, causing an average delay of nine hours, some of the longest of any lock on the inland waterways system.

This U.S. Army Corps of Engineers navigation construction project is well suited for CPF because it will enhance the inland waterways system's unique ability to support increased capacity and reduce the risk of unplanned closures or catastrophic failure of our nation's aging locks. This funding also will shrink the completion timeline to offer transportation benefits to Kentucky and the nation.

Ranked fourth in miles of navigable inland waterways in the U.S., Kentucky transited 79 million tons of freight valued at \$5.2 billion in 2021, and on average, 25 million tons of that freight transits Kentucky Lock annually. The completion of Kentucky Lock will also spur more economic activity at both riverside and landside facilities that are vital to our intermodal supply chain in the commonwealth, adding to the 158,000 jobs and \$18 billion in Gross State Product the inland waterways industry produces for Kentucky.

The Honorable James Comer

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America's waterways transport more than 60 percent of our country's agriculture exports, providing the lowest-cost transportation of grain to facilitate our global competitiveness. Our inland waterways system also provides a key strategic advantage to our U.S. manufacturing and energy sectors. Still, reliance on an aging system of locks and dams requires significant and immediate attention.

We thank you for considering this request and urge your inclusion of \$218 million in FY25 CPF funding for Kentucky Lock to move closer to its long-awaited completion for the benefit of the Paducah area, the state, the region, and the nation at large.

Sincerely,



Randy Bridges
State Representative



Danny Carroll
State Senator



Chris Freeland
State Representative



Jason Howell
State Senator

RB/DC/CF/JH/lr

Paducah Area
CHAMBER OF COMMERCE



March 8, 2024

The Honorable James Comer
U.S. House of Representatives
2410 Rayburn House Office Building
Washington, DC 20515

Dear Congressman Comer:

The Paducah Area Chamber of Commerce is writing to urge your consideration for a Fiscal Year 2025 (FY25) Community Project Funding (CPF) submission of \$218 million for Kentucky Lock on the Tennessee River.

Located just 20 miles east of Paducah, construction on Kentucky Lock's current 600-foot chamber began in 1935 and became operational in 1942. This 80+-year-old lock will gain both needed redundancy and measurable efficiency improvements with the completion of a new auxiliary 1200-foot lock currently under construction. Since most of today's barge tows are greater than 600 feet in length, time-consuming double lockages must take place at the existing lock, causing an average delay of 9 hours, some of the longest of any lock on the inland waterways system.

This U.S. Army Corps of Engineers navigation construction project is well suited for CPF because it will enhance the inland waterways system's unique ability to support increased capacity, as well as reduce the risk of unplanned closures or catastrophic failure of our nation's aging locks. Additional funding will also shrink the completion timeline to begin offering transportation benefits to Kentucky and the nation. Resulting increased efficiencies will help sustain nearly 158,000 jobs in inland waterways-dependent industries in Kentucky. These jobs result in \$10.1 billion in personal income, \$18 billion in Gross State Product, and \$40 billion in total output, giving rise to \$1.9 billion in state and local tax revenue for Kentucky.¹

Ranked 4th in miles of navigable inland waterways in the U.S., Kentucky transited 79 million tons of freight valued at \$5.2 billion in 2021. The completion of Kentucky Lock will also spur more economic activity at both riverside and landside facilities that are vital to our intermodal supply chain in the Commonwealth.

Our waterways transport more than 60 percent of America's agriculture exports, providing the lowest-cost transportation of grain to facilitate our global competitiveness. Our inland waterways system also provides a key strategic advantage to our U.S. manufacturing and energy sectors, but reliance on an aging system of locks and dams requires significant and immediate attention.

We thank you for your consideration of this request and urge your inclusion of \$218 million in FY25 CPF funding for Kentucky Lock to move closer to its long-awaited completion for the benefit of the Paducah area, the state, the region, and the nation at large.

Sincerely,

Sandra Wilson
President/CEO

¹ https://nationalwaterwaysfoundation.org/file/55/HQ_Waterways_KY_231108.pdf



March 7, 2024

Representative James Comer
U.S. House of Representatives
2410 Rayburn House Office Building
Washington, DC 20515

Dear Rep. Comer:

The following companies are writing to you in support of including funding for the Kentucky Lock Addition project in the Fiscal Year 2025 Energy and Water Appropriations bill.

Located just 20 miles east of Paducah, construction on Kentucky Lock's current 600-foot chamber began in 1935 and became operational in 1942. This 80+-year-old lock will gain both needed redundancy and measurable efficiency improvements with the completion of a new auxiliary 1,200-foot lock currently under construction. Since most of today's barge tows are greater than 600 feet in length, time-consuming double lockages must take place at the existing lock, causing an average delay of 9 hours, some of the longest of any lock on the inland waterways system.

This U.S. Army Corps of Engineers navigation construction project is well suited for Community Project Funding (CPF) because it will enhance the inland waterways system's unique ability to support increased capacity and reduce the risk of unplanned closures or catastrophic failure of our nation's aging locks. This funding also will shrink the completion timeline to offer transportation benefits to Kentucky and the nation.

Ranked 4th in miles of navigable inland waterways in the U.S., Kentucky transited 79 million tons of freight valued at \$5.2 billion in 2021, and on average, 25 million tons of that freight transits Kentucky Lock on an annual basis. The completion of Kentucky Lock also will spur more economic activity at both riverside and landside facilities that are vital to our intermodal supply chain in the Commonwealth, adding to the 158,000 jobs and \$18 billion in Gross State Product the inland waterways industry produces for Kentucky.

America's waterways transport more than 60 percent of our country's agriculture exports, providing the lowest-cost transportation of grain to facilitate our global competitiveness. Our inland waterways system also provides a key strategic advantage to our U.S. manufacturing and energy sectors. Still, reliance on an aging system of locks and dams requires significant and immediate attention.

We thank you for considering this request and urge your inclusion of \$218 million in FY25 CPF funding for Kentucky Lock to move closer to its long-awaited completion for the benefit of the Paducah area, the state, the region, and the nation at large.

Sincerely,

Crouse Corporation
Hines Furlong Line
Ingram Marine Group
James Marine, Inc.
Marquette Transportation Company, LLC.
McNational, Inc.