

Water Transportation Advisory Board
July 11, 2013 Meeting Minutes

The meeting of the Water Transportation Advisory Board was called to order by Chairman Greg Pritchett at 2:05 PM on July 11, 2013, in the Burke Room of the Kentuckiana Regional Planning & Development Agency (KIPDA) office in Louisville, KY.

The Advisory Board members in attendance were:

Greg Pritchett	Keith Landry
Norb Whitlock	Greg Curlin
Ken Canter	Nickie Smith

Also in attendance were:

Casey Wells, KYTC	Lynn Soporowski, KYTC
Stuart Gant, ORA	Ed Riney, ORA
Katie Haller, KBT	Laura Bruner, Greater Cincinnati Port Authority
Larry McFall, LJCR	Dan Tobergte, Northern KY Port Authority
Brian Judy, OAG	Roger Peterman, Northern KY Port Authority
John Wright, Gallatin Co.	Bill Leger, Gallatin Co.
Joe Crabtree, KTC	Stacie Rockaway, for Congressman Thomas Massie
Randall Embry, KIPDA	Will McDowell, CED
Nathan Moulder, USACE	

The meeting was conducted by Greg Pritchett, Water Transportation Advisory Board Chair. The Chair asked for all those in attendance to introduce themselves. The Chair then opened up the floor for a public comment period. No public comments were offered.

The Chair then passed out the minutes of the January 9, 2013 meeting for review and approval. Norb Whitlock motioned that the January 9, 2013 minutes be approved as presented. Second by Ken Canter. 6 Yea, 0 Nay, 0 Abstain.

The Chair then asked Nathan Moulder of US Army Corps of Engineers – Louisville, Laura Bruner of Port of Greater Cincinnati Development Authority, and Roger Peterman of Northern Kentucky Port Authority to present on the topic of redesignating the boundaries of the Port of Greater Cincinnati Development Authority and the Northern Kentucky Port Authority, and the formation of the Cincinnati Tri-State Port District.

USACE Louisville representative Nathan Moulder presented on the topic of redesignation. Mr. Moulder said there has never been a redesignation done at the Northern KY or Cincinnati ports. The most recent redesignation in the region was at the Port of Huntington WV. The biggest thing about redesignation is how the data is reported and organized at the Waterborne Commerce Statistics Center as required by Highway Performance Monitoring System (HPMS) and Lock Performance Monitoring System (LPMS). Port redesignation does not require expenditure of capital funds, does not require any new construction, and does not impact authority of any existing port authority or commission. The redesignation process includes outreach, economic justification, and legislative enactments. The Waterborne Commerce Statistics Center collects commodity and tonnage in and out of ports. Cargo is only counted in LPMS by origin and destination. There are 20 locks along the Kentucky section of the Ohio River, 8 are in the USACE Louisville District.

Bill Leger asked if any other port designations encompass more than 1 port authority. Mr. Moulder said Huntington and Cincinnati. Mr. Moulder presented a list of the top 50 US ports ranked by tonnage handled in 2011. This list included Huntington (9) and Cincinnati (49). Bill Leger asked if there was a Northern KY Port

Authority designation on the LPMS list. Mr. Moulder said “Northern KY Port” is not but will be grouped with the Cincinnati Port Authority. Norb Whitlock asked if the USACE website describes the Port of Greater Cincinnati area. Mr. Moulder said the Port of Greater Cincinnati currently stretches from the Indiana border, east 26 miles to a point east of the border of Kenton County and Campbell County in Kentucky, including both sides of the river.

Mr. Moulder’s presentation can be found at:

<http://transportation.ky.gov/Riverports/Documents/July%2011,%202013%20USACE%20Presentation.pdf>

Nate Moulder – Nathan.a.moulder@usace.army.mil

Ken Meffert – Kenneth.L.Meffert@usace.army.mil

Roger Peterman, Chairman of the Northern Kentucky Port Authority introduced himself. He said Boone County, Campbell County, and Kenton County are the three counties associated with the Northern Kentucky Port Authority. The Port of Greater Cincinnati does not include all of the area of those 3 counties. The Northern Kentucky Port Authority’s jurisdiction is not within the boundary of the Port of Greater Cincinnati. The Northern Kentucky Port Authority got its start in the 50s when coal demand took off. It was originally planned on the Licking River. It is not an active port authority at this time but still exists. They are starting to get active again because of marketing opportunities to establish a closer working relationship with the Port of Greater Cincinnati and on a more national scale. They have agreed to join forces with the Port of Greater Cincinnati to form the Cincinnati Tri-State Port District.

Laura Brunner, President/CEO of the Port of Greater Cincinnati Development Authority introduced herself and began discussing her port. The Port of Greater Cincinnati Development Authority is a joint relationship between the city of Cincinnati and Hamilton County. They are focused on economic development throughout the county. They are funded both by the city and the county. The private industry came to Laura early on in her position to say she needed to get the “port” back in port authority, with a refocus on using the river facilities. She was told the waterways industry hasn’t been advertised enough on a national or local scale. The Port of Greater Cincinnati Development Authority is beginning to step into more of an advocacy role. They just did a study with a consultant to determine if there was an unmet need to operate a port on the river. They determined the answer to be no, saying Port of Greater Cincinnati Development Authority could operate from a distance by supporting the local economy. The redesignation of the Port of Greater Cincinnati Development Authority began in the spring of 2012 when they reached out to the Northern Kentucky Port Authority. They then entered into an agreement with the Northern Kentucky Port Authority in the fall of 2012 to begin forming the Cincinnati Tri-State Port District. Their application to USACE is due in March of 2014. There are 19 counties involved in the proposed 205 mile redesignation area. This stretch of river includes at least 73 terminal operators working with 57 different commodities. They cannot ask for legislation enactment until they meet the requirements of economic linkage. Examples of economic linkages include commodities with origin and destination within the proposed boundary and situations where one firm operates multiple terminals (or docks) within the proposed boundary. Local commodity examples include coal, fertilizer, petroleum, gravel, gypsum, lime. Key benefits of the partnership collaboration, future investment, and enhanced awareness of what the area has to offer. The extent of the boundaries of the Cincinnati Tri-State Port District will stretch from Greenup County (boundary of Huntington Port Authority), west to the western limits of Carroll County. The new designation will include a section of the Licking River where there is currently some commercial traffic/activity. Boundary is consistent with how USACE views the river.

Ms. Brunner’s presentation can be found at:

<http://transportation.ky.gov/Riverports/Documents/July%2011,%202013%20Port%20of%20Greater%20Cincinnati%20Presentation.pdf>

Laura Brunner – lbrunner@cincinnatiport.org

Nickie Smith asked how many operating ports within the boundary of the Cincinnati Tri State Port District. Ms. Brunner said there are no public ports. There are at least 73 private terminals.

Laura presented the economic impact of the Port of Greater Cincinnati Development Authority. She said employment in the area is over 6,000, personal income is over \$471m, and business revenue is over \$530m. John Wright, attorney with Gallatin County Fiscal Court, asked Ms. Brunner if claiming undesignated sections of river get contentious. Mr. Brunner said claims usually don't get contentious because the metropolitan area, city boundary, and/or county boundary normally fit logically/economically with the river section they are claiming. Roger Peterman added that the Port of Greater Cincinnati has more resources than the Northern Kentucky Port Authority so they see it as a great opportunity to combine. It will help economic development across the region. Ms. Brunner added that there has been some past contention about real estate and boundaries along the river but both port authorities are now trying to collaborate to development the entire region together.

Katie Haller of Kentuckians for Better Transportation invited the Port of Greater Cincinnati and Northern Kentucky Port Authority to join KBT.

John Wright, attorney with Gallatin County Fiscal Court, wanted to encourage the Port of Greater Cincinnati and Northern Kentucky Port Authority to be more open to the public (in the media) as single entities and also with the formation of the Cincinnati Tri-State Port District. He encourages them to have a more formal, official meeting with Gallatin County and other communities along the river. Ms. Brunner said she has met with the Area Development District that includes Gallatin County and some representatives from the County were at that meeting. Mr. Brunner said they will meet more openly with the counties and cities along the river. She said upcoming meetings and events will be more inclusive of other organizations including terminal owners. John Wright added that he saw the news of the Cincinnati Tri-State Port District in the newspaper before they heard from either of the port authorities.

The Chair gave some more background of why Cincinnati Tri-State Port District was invited to the WTAB meeting. He said he was approached by Gallatin County and the Port of Greater Cincinnati. He saw this WTAB meeting as a good introduction to the other ports across the state so they could provide information to the public as needed.

The Chair then asked what Cincinnati Tri-State Port District wanted to achieve by being at the WTAB meeting. Ms. Brunner said primarily communication and introduction. She appreciates continued suggestions and open dialogue between Kentucky's riverports and Cincinnati Tri-State Port District.

Norb Whitlock said he is worried the data collected by USACE and the consultant hired by the Port of Greater Cincinnati doesn't have specific criteria for how you categorize the data. He added that if it is not specific, it becomes less usable. It's important to better define criteria. Laura said the criteria for the economic linkages are very strict – ports will either meet the criteria or they won't. They will either hold together as a port authority of a larger geographic area or they won't. She said this is consistent with international economy with respect to regional markets.

The Chair thanked Laura, Roger, and Nathan for coming to present at WTAB meeting.

The Chair then asked the Kentucky riverport representatives for updates on their KRI projects.

Greg Curlin said Hickman-Fulton County Riverport has been slow to begin construction because of high water. The river is still above flood stage this week. Most of the construction material is on-site. They will put the barge access facility in place when the water lowers.

Larry McFall of Louisville Riverport has 2 projects. They are railroad tie replacement and boat terminal access road resurfacing. Money for terminal access road was too small to do anything so they were approved to roll the money into the first project – railroad tie replacement. This railroad tie replacement project was let the week of 7/1/13.

Ken Canter of Paducah Riverport has 2 projects also. They include a dock improvement (9,800 sq ft of concrete replacement) and conveyor replacement. Dock improvement (concrete replacement) has been completed. Invoices submitted to Casey Wells during WTAB meeting. The bids were much lower than original estimate so Paducah Riverport asked the state to expand the scope and they were granted this request. Paducah Riverport was able to add several hundred more square feet of new concrete to the project. Paducah Riverport is hoping to open the second project for bid within the next couple of weeks and have construction complete in September. Mr. Canter added that Paducah Riverport has purchased a new crane. The new crane will have a 48 ton lifting capacity and will be the largest flat top tower in North America. The Chair asked Ken to expand on why he chose a flat top tower crane. Mr. Canter said it is mostly due to experience and familiarity with that type of crane. The crane's versatility and small footprint on the dock was also an important factor. The new crane will have a much longer boom. A bridge crane would not work because of the flood wall.

Ed Riney and Stuart Gant of Owensboro Riverport have 2 projects. These projects include surfacing (asphalt) the port's general traffic area and improving some rail at the port. The surfacing project is complete. The railroad improvement project turned out to be much larger than they anticipated after they began construction. The riverport has over 1.5 miles of railroad on the property. They have partnered with a construction firm to do more construction and are using the KRI grant to assist with payment for that work.

Greg Pritchett of Henderson County Riverport has 1 project – concrete replacement. The bid was lower than estimated so they were able to expand the scope. The concrete work was done next to the railroad. Unfortunately the concrete work pushed the railroad out of gauge a little (about a 20' section). Fixing this problem will not require modification of the new KRI concrete. The riverport anticipated subsurface departure of materials under the dock (drainage collapse). They were proved correct when they took up the old concrete and had to replace a culvert. Henderson County Riverport's project is complete.

Lynn Soporowski gave a status update on the Eddyville Riverport project – dock repairs. The scope was written with some confusion. The bidders thought it included taking out existing material but actually was supposed to be just an improvement. Bids came in way over budget. The scope will be modified and the project will be re-let for bid.

The Chair asked for any other comments about KRI before moving to next item on agenda. No comments were presented.

The Chair then opened the meeting to a discussion of miscellaneous topics. The Chair said the election of officers would be considered at the next WTAB meeting. He added that the FY14 KRI projects would be reviewed at the September meeting. Norb Whitlock suggested WTAB review the language that describes the purpose and project types of KRI and possible offer suggestions to the legislature of changes to the wording.

Greg Curlin said he doesn't understand why each riverport has to leave the room when their project is discussed and voted on. He added that he thinks the riverports should be in the room to discuss their

projects and then abstain from voting. Norb Whitlock added that anyone submitting a project needs to be at the meeting to discuss the project and answer any questions that might arise. He pointed out that some port directors were absent when their projects were reviewed by WTAB.

The Chair wanted to give some background to Brian Judy, new representative from the Office of the Attorney General (OAG), about the previous KRI awards. The Chair said there was some concern with how projects were evaluated and rated during first KRI. He suggested revisiting that process and thought WTAB should have a discussion with OAG to improve procedures. He recommends everyone be present in the room when the projects are discussed and then leave the room or abstain from voting when their project is presented.

Ken Canter had another issue with the procedure of the first KRI award. He was under the impression that when the projects were sent out to WTAB for review (before evaluation), they were complete. This turned out to be not exactly the case. He asked for Lynn Soporowski to talk about how that will be improved with the next round. Lynn said Casey Wells will more thoroughly review applications as they are submitted to ensure they are complete.

The board decided the next meeting of WTAB would be held on September 19, 2013 in Frankfort.

With no other business, the Chair thanked everyone for their participation and adjourned the meeting at 3:25 PM.

Submitted:
Casey Wells
Water Transportation Advisory Board, KYTC Staff.