

Water Transportation Advisory Board (WTAB)
May 23, 2017 Meeting Minutes

Approved by WTAB (date): 06/05/2018

The meeting of the Water Transportation Advisory Board (WTAB) was called to order at 1:00 pm on May 23, 2017, at the KY Transportation Cabinet Office Building at 200 Mero Street, Frankfort, KY 40622.

The WTAB members in attendance were:

Greg Curlin, Chairman
Greg Pritchett
Larry McFall
Steve Alley

Ed Riney, Vice Chairman
Nickie Smith
Norb Whitlock

Also in attendance were:

Bill Miller, Paducah Riverport
Jamie Wynn, Eddyville Riverport
Wayne Cassady, Louisville Riverport
Bryan Gibson, KY Transportation Center
Jeff Schnobrich, Legislative Research Commission
Stacie Rockaway, Office of Congressman Massie
Carol Brent, KYTC
Lynn Soporowski, KYTC
Brian Judy, KY Office of the Attorney General
John Bevington, KY Cabinet for Economic Development
Jerry Martin, KY Cabinet for Economic Development

Brian Wright, Owensboro Riverport
Billy Ray Coursey, Eddyville Riverport
Greg Cantrell, Louisville Riverport
Bernadette Dupont, FHWA
Justin Perry, Legislative Research Commission
Bryan Ellis, KY Speaker of the House
Casey Wells, KYTC
Asa James Swan, KYTC
Lori Kelsey, Louisville MPO

Welcome and Introductions:

All attendees introduced themselves.

Public Comment Period:

The Chair invited all attendees to make comments.

Bill Miller announced his riverport will be hosting the November 7th and 8th StrongPorts meeting. He is working with the federal Maritime Administration (MARAD) on the meeting which will be focused on inland river freight movement.

Greg Pritchett announced his presentation at the upcoming Smart Rivers Conference in Pittsburgh September 18-21. Henderson Riverport will be highlighted as an example of a typical inland riverport. Casey Wells discussed his recent interview with the Lane Report regarding Kentucky's public riverports. The Lexington-based magazine is updating their 2012 article on the same topic.

Presentation of Minutes from January 18, 2017 meeting

The minutes of the January 18, 2017 meeting were presented and subsequently approved on motion of Greg Pritchett, seconded by Norb Whitlock.

Discussion with KY Cabinet for Economic Development regarding Riverports

John Bevington of the KY Cabinet for Economic Development (CED) discussed trends and statistics highlighting Kentucky's position in freight and economic development. Mr. Bevington discussed CED's

site selection program, SelectKentucky.com, ThinkKentucky.com, and their Build-Ready site inventory. He discussed the need for CED to know more about the riverports and the riverports need to know more about services offered by CED. He said companies looking to locate in Kentucky desire multiple modes of freight transportation. Link to Mr. Bevington’s presentation:

http://transportation.ky.gov/Planning/Documents/Freight%20Planning/Freight%20Conferences/2017_FrConfPres/Bevington-KYCED.pdf

(Prior to discussion of KRI projects, Disclosure of Conflict of Interest Statement forms were distributed to and completed by WTAB members.)

2017 awardees update WTAB on status/success of 2017 KRI projects

The Chair invited representatives from riverports with incomplete 2016 KRI projects to discuss the status of their projects.

Greg Curlin (Hickman Riverport) – Bridge Resurface Project

Hickman Riverport has only received one bid for this project. The bidder is not prequalified. The riverport may go out for additional bids for this project. Otherwise the project is ready to begin. The project will start as soon as possible.

Jamie Wynn (Eddyville Riverport) – Truck Queuing and Grain Pit Improvements Project

Eddyville Riverport received 4 bids for the project and they have selected a contractor. The field area is being prepped. The concrete and asphalt will begin as soon as the field area is ready.

Greg Pritchett (Henderson Riverport) – Crane Restoration Project

Henderson Riverport has selected a contractor and the restoration project is underway. A rental crane is on site to cover the riverport’s operations until their project is complete.

The other four funded projects from 2016 have been completed.

Review and Prioritization of FY 2018 Kentucky Riverport Improvement applications

Thirteen applications were received for the \$500,000 funding available through the FY 2018 KRI grant program. The applications requested \$1,525,736 in funding. Chair Curlin requested Casey Wells describe the projects. Link to Mr. Wells’ presentation:

http://transportation.ky.gov/Riverports/Documents/WTAB_FY18/Meetings/2017-05-23%20WTAB%20Presentation.pdf

Riverport	Project	Total Cost	Requested
Eddyville	Master Plan	\$130,000.00	\$65,000.00
Hickman	Cargill Conveyor Replacement	\$2,500,000.00	\$500,000.00
Hickman	Conveyor Upgrade	\$300,000.00	\$150,000.00
Hickman	Dredging	\$201,600.00	\$100,800.00
Hickman	Warehouse Access	\$301,437.50	\$150,718.00
Louisville	Tie Replacement	\$215,000.00	\$107,500.00
Owensboro	Trailer Staging Area	\$403,436.00	\$201,718.00
Paducah	Bulk Yard Pavement Project	\$64,000.00	\$32,000.00
Paducah	Conveyor Refurb	\$196,000.00	\$98,000.00

Paducah	General Cargo Pavement Phase 1	\$240,000.00	\$120,000.00
<i>Total</i>		\$4,551,473.50	\$1,525,736.00

Prior to the meeting, Casey Wells distributed a recommended scoring sheet to each WTAB member to assist in prioritizing projects. WTAB members were not required to complete the form but were encouraged to use it to document their project prioritization. Mr. Wells requested feedback from WTAB members about the scoring sheet.

Project Eligibility discussion:

Casey Wells distributed a Project Eligibility Ballot to each WTAB member as riverports discussed their projects.

Greg Pritchett asked Brian Judy and Asa James Swan about the eligibility of Eddyville Riverport’s application for funding for a Riverport Master Plan. Steve Alley suggested the application is not maintenance of access and therefore not eligible. Greg Pritchett suggested the application is outside the guidelines of “Dredging or Maintenance of Access” but supported the project as it helps map out a long-term plan and adheres to the general governmental responsibilities of public riverport authorities. Mr. Pritchett highlighted the current planning environment and that local, state, and federal levels of government want public riverports to have a completed plan. Mr. Judy suggested the project does not fall under “Maintenance of Access” intent of the budget legislation authorizing the Riverport Improvement grants.

Norb Whitlock asked Greg Curlin if the Cargill conveyor at Hickman Riverport is owned by the riverport. Mr. Curlin confirmed the conveyor is owned by the Hickman Riverport. For the Cargill conveyor project, Cargill would be supplying the match up \$1 million if the project was approved. Mr. Curlin also said the conveyor in Hickman’s second application is also owned by Hickman Riverport.

Norb Whitlock asked Bill Miller if the Paducah Riverport application for conveyor refurb involved the conveyor improved with FY 13 funds. Mr. Miller informed WTAB this is not the same conveyor. This is the main river conveyor.

Ed Riney asked if eligibility only relates to “Dredging or Maintenance of Access” or does it also relate to the financing requirement. Lynn Soporowski informed WTAB that eligibility only relates to "Dredging or Maintenance of Access”.

Billy Ray Coursey (Chairman, Eddyville Riverport Authority) requested a chance to speak about the Riverport Master Plan applications. Mr. Coursey discussed the hurdles they have experienced due to the lack of a riverport plan. He provided examples of facilities inside the riverport that could have been better located if riverport operators, at the time, had planned further ahead. Mr. Coursey said the master plan would help them better utilize the property at the riverport. Nickie Smith and other attendees agreed that a riverport master plan is needed at each riverport but current KRI funds cannot be used for this type of project.

Bill Miller asked Greg Curlin why US Army Corps of Engineers (USACE) doesn’t take responsibility for dredging Hickman Riverport. Mr. Curlin informed attendees that USACE dredges a certain distance from the centerline of the river and this distance does not reach the docks at Hickman Riverport nor does it reach the entrance to the harbor.

Steve Alley asked if “maintenance” projects proposed as replacement of facilities are eligible if they only include upgrades to make the facility bigger, better, and faster or if eligibility should be limited to replacement of existing level of service? Mr. Pritchett commented anything that can be seen as an improvement to the facility should be eligible. Mr. Curlin commented when new technology and better equipment can be obtained, the funds should include this upgrade as maintenance. Mr. Judy commented this type of project should fall under “Maintenance of Access.” Mr. Whitlock commented this type of project is comparable to other projects that have added hard surface areas inside the riverport as they are all maintenance through facilitating or improving the movement of freight.

Ed Riney commented that WTAB has struggled with the limitations of the language in the budget statute providing for KRI funding. He said dredging is easy to understand but “maintenance of access” is too broad and general. Asa James Swan read KRS 174.210 for the Riverport Improvement Fund project types. It is believed by WTAB that the KRI funds were intended to go into the Riverport Improvement Fund (KRS 174.210) but this link to the fund was never specified in the budget bill. As such, the language in this statute does not directly apply to the KRI grant program which is limited to the language in the current budget bill, 2016 House Bill 304, which specifies “Dredging or Maintenance of Access.” Casey Wells presented the language from House Bill 304 and read the guidance for the KRI program, which was approved by WTAB and KYTC at the beginning of the application process. This section from **FY 18 KRI Guidance - Part 1 KRI Program Admin - Intro-Eligibility-Funding** is applicable:

Eligible project types are dredging the waterway servicing the riverport and maintenance of riverport access. Maintenance of access projects must be within the boundary of the riverport and generally include preserving a riverport access facility by improving it in a way that prolongs the operational life of the riverport or enhances the movement of freight.

Chair Curlin requested WTAB members submit their ballots for eligibility and Lynn Soporowski summarized the results. All applications except Eddyville Riverport Master Plan were ruled eligible by majority vote.

Project Prioritization discussion:

To assist with prioritization of applications, Chair Curlin opened the floor for questions to riverports about their applications.

Greg Pritchett asked riverports that submitted multiple applications to rank their projects in their own respective order applicable to their needs at their riverport. Bill Miller responded by saying Paducah’s Conveyor Rehab project was his most important followed by General Cargo Pavement and Bulk Yard Pavement. Greg Curlin responded by saying Hickman’s applications are prioritized as follows: Conveyor Upgrade (reason – funding coming from The Andersons Grain), Dredging, Warehouse Access, Cargill Conveyor Replacement. Mr. Pritchett asked Mr. Curlin if the dredging occurred on riverport property. Mr. Curlin responded that it is not on riverport property.

Mr. Curlin asked Wayne Cassady how Louisville’s railroad rehab application fit with their past 3 KRI grants for railroad rehab projects. Mr. Cassady informed WTAB the railroad rehab will continue to be ongoing as they are trying to replace every third or fifth tie, for example.

Chair Curlin requested WTAB members cast their votes for prioritization of the projects stating, projects are to be ranked 1 through 9, with Eddyville Riverport Master Plan being eliminated for eligibility

reasons. After calculating the total score for each project, ranking the projects by their total score, the funding was prioritized as follows:

WTAB ranked the applications and assigned funding recommendations as follows:

1. Paducah - Conveyor Refurbish – KRI Funding: \$88,200
2. Hickman - Conveyor Upgrade – KRI Funding: \$135,000
3. Louisville - Railroad Tie Replacement – KRI Funding: \$96,750
4. Owensboro - Truck / Trailer Staging Area – KRI Funding: \$180,050
5. Hickman - Harbor Dredging #4 – KRI funding not available
6. Paducah - Bulk Yard Pavement Project – KRI funding not available
7. Paducah - General Cargo Pavement Phase 1 – KRI funding not available
8. Hickman - Warehouse Access – KRI funding not available
9. Hickman - Cargill Conveyor Replacement – KRI funding not available
10. Eddyville - Riverport Master Plan – Not eligible

Project/Applicant	Total Cost	KRI Request	WTAB Funding	WTAB Score	WTAB Rank
Paducah - Conveyor Refurbish	\$ 196,000.00	\$ 98,000.00	\$ 88,200.00	18	1
Hickman - Conveyor Upgrade	\$ 300,000.00	\$ 150,000.00	\$ 135,000.00	18	2
Louisville - Railroad Tie Replacement	\$ 215,000.00	\$ 107,500.00	\$ 96,750.00	19	3
Owensboro - Truck / Trailer Staging Area	\$ 403,436.00	\$ 201,718.00	\$ 180,050.00	32	4
Hickman - Harbor Dredging #4	\$ 201,600.00	\$ 100,800.00	\$ -	39	5
Paducah - Bulk Yard Pavement Project	\$ 64,000.00	\$ 32,000.00	\$ -	40	6
Paducah - General Cargo Pavement Phase 1	\$ 240,000.00	\$ 120,000.00	\$ -	43	7
Hickman - Warehouse Access	\$ 301,437.50	\$ 150,718.75	\$ -	44	8
Hickman - Cargill Conveyor Replacement	\$ 2,500,000.00	\$ 500,000.00	\$ -	62	9
Eddyville - Riverport Master Plan	\$ 130,000.00	\$ 65,000.00	\$ -		
		Funded:	\$ 500,000.00		

In order to fund a 4th project, each tentative awardee confirmed reduced KRI Funding would not prevent the project from being completed.

Other Business:

Chair Curlin discussed the presence of \$10,000 currently in the KRS 174.210 Riverport Improvement Fund specified to be used for improvement or marketing of the public riverports and asked for suggestions for use of those funds. Ed Riney suggested using a portion of the funds for a Kentucky riverports advertisement in the Lane Report to supplement the upcoming article about the riverports. Greg Pritchett made a motion to recommend expending up to \$5,000 for a Kentucky riverports advertisement in the Lane Report. This motion was seconded by Ed Riney and unanimously approved by the Board.

Chair Curlin discussed his involvement in the Delta Regional Authority, whose territory includes many of the riverports and which has a website at <http://dra.gov/>.

Brian Wright (Owensboro Riverport) and Asa Swan discussed their recent separate meetings with US DOT. Brian also indicated that he has been appointed to a two-year term with MARAD’s Maritime Transportation System National Advisory Committee (MTSNAC). His subcommittee’s mission is to improve utilization of the Marine Highway Network.

Bill Miller discussed the upcoming StrongPorts conference in Paducah in November.

Tentatively, the WTAB scheduled their next meeting for November at Paducah Riverport. A specific date and time will be determined and announced publically once the agenda is available for the StrongPorts activities.

There being no further business, on motion of Ed Riney, seconded by Norb Whitlock, and unanimous approval, the meeting was adjourned at 3:18 PM.

Submitted:
Casey Wells
Water Transportation Advisory Board Staff, KYTC