

# Kentucky's Electric Vehicle Infrastructure Deployment Plan

Better Kentucky Plan



TEAM  
KENTUCKY



BETTERKY  
PLAN

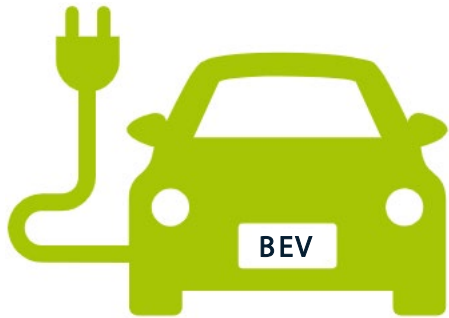
# Agenda



- Presentation
  - EV Overview
  - NEVI and KY EVIDP Overview
  - KY's Priority EV Corridors/Round 6 AFCs
  - Next Steps
  
- Questions



# Electric Vehicle (EV) Types



## Battery Electric Vehicle (BEV)

- Battery Power Only
- Typical Battery Range 150-400



## Plug-In Hybrid Electric Vehicle (PHEV)

- Battery Power and Internal Combustion Engine (ICE)
- Typical Battery Range 20-40 miles



## Hybrid Electric Vehicle (HEV)

- Internal Combustion Engine (ICE) Only
- Battery Charges by Regenerative Braking or Using Engine as a Generator
- Battery Allows for Smaller Engine, Powers Auxiliary Loads, and Reduces idling

# TYPES OF ELECTRIC VEHICLE CHARGING STATIONS

## Level 1



- Standard Outlet
- Slowest Charging
- 250 miles in 48-72 hrs

## Level 2



- “Dryer Outlet”
- Slow Charging
- 250 miles in 10 hrs

## Level 3 - DC Fast Charger



Initial Years of NEVI  
Funding are for  
Level 3 DCFCs

- Direct Current Fast Charger (DCFC)
- Fastest Charging
- 250 miles in 30 minutes

Note: Proprietary stations are NOT part of the NEVI Formula Program

TEAM  
KENTUCKY

BETTERKY  
PLAN

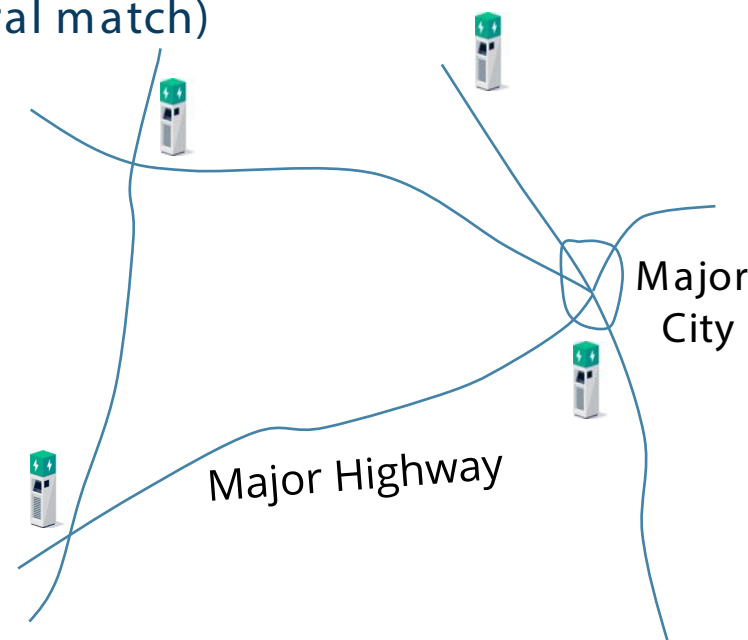




# National Electric Vehicle Infrastructure (NEVI)



- Passed Nov. 2021 -- Bipartisan Infrastructure Law (BIL) or Infrastructure Investment and Jobs Act (IIJA)
- NEVI --7.5B for EV Infrastructure
  - \$5.0B In NEVI Formula Program Funds / \$2.5B in Discretionary (competitive) Grant Funds
    - KY receives \$69.5M over 5-year period (+20% non-federal match)
- Purpose of NEVI
  - Develop a plan
  - National network of Fast Chargers
  - Designed to support travel on major corridors
  - Focused on Alternative Fuel Corridors (AFCs)



# KY's EV Infrastructure Deployment Plan (EVIDP)



Developed by:



In Coordination with:



## Plan Vision:

**A reliable, accessible, convenient, and affordable EV charging network** that supports transportation choices, energy diversification, economic development, and environmental sustainability **for all Kentuckians.**

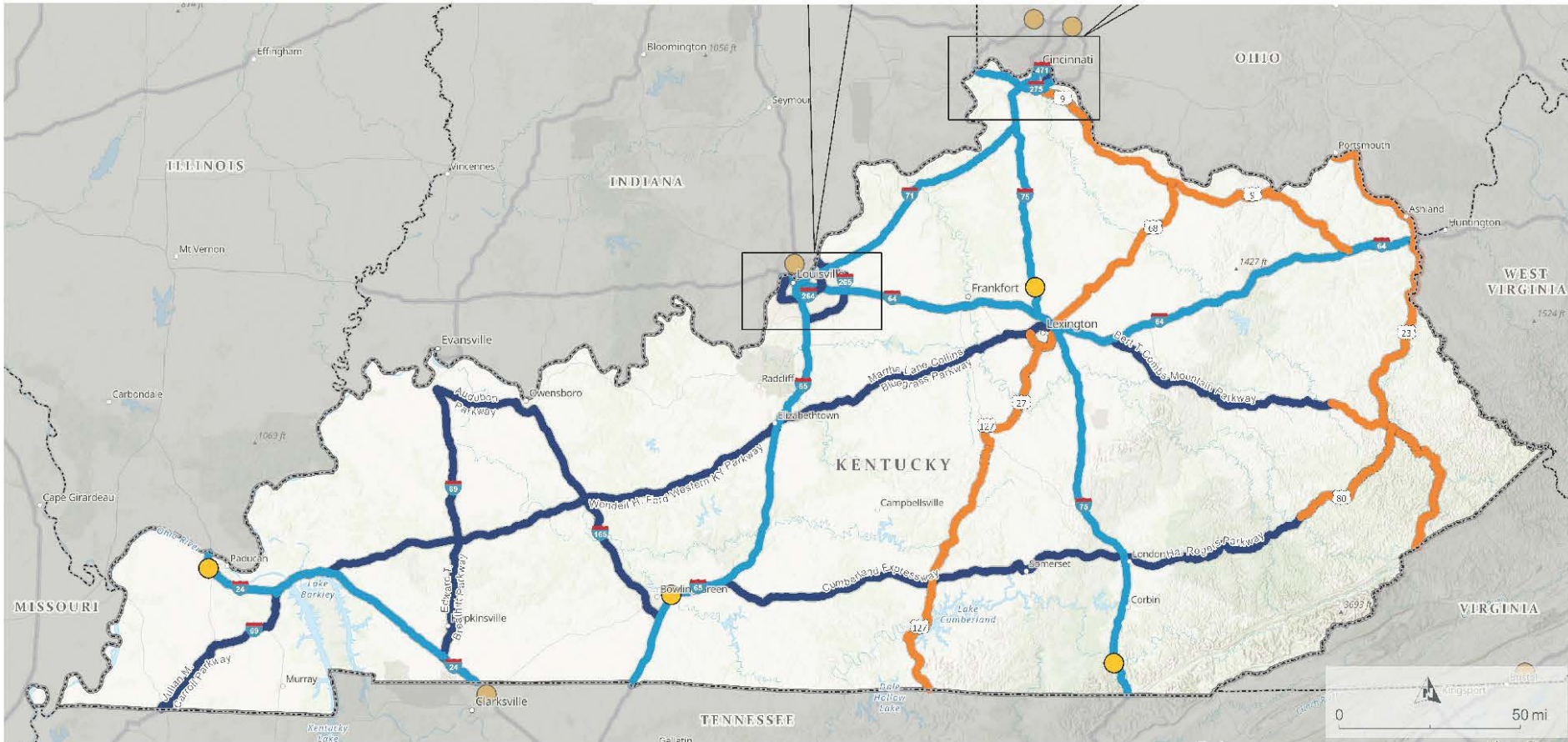
- Engaged in over 100+ Meetings (approaching 1,000 people)
- Meets the Federal Requirements
- Submitted prior to Aug. 1<sup>st</sup> Deadline and Awaiting Approval by Sept. 30<sup>th</sup>



# KENTUCKY'S PRIORITY ELECTRIC VEHICLE CORRIDORS

-  Existing NEVI Compliant Level 3 (DCFC) Station
-  Primary Interstates
-  Parkways and Other Interstates
-  Other Priority Highways

*DCFC = Direct Current Fast Charge*  
*NEVI = National Electric Vehicle Infrastructure Formula Program*





# THE FIRST STEPS: ELECTRIFY OUR INTERSTATES AND PARKWAYS

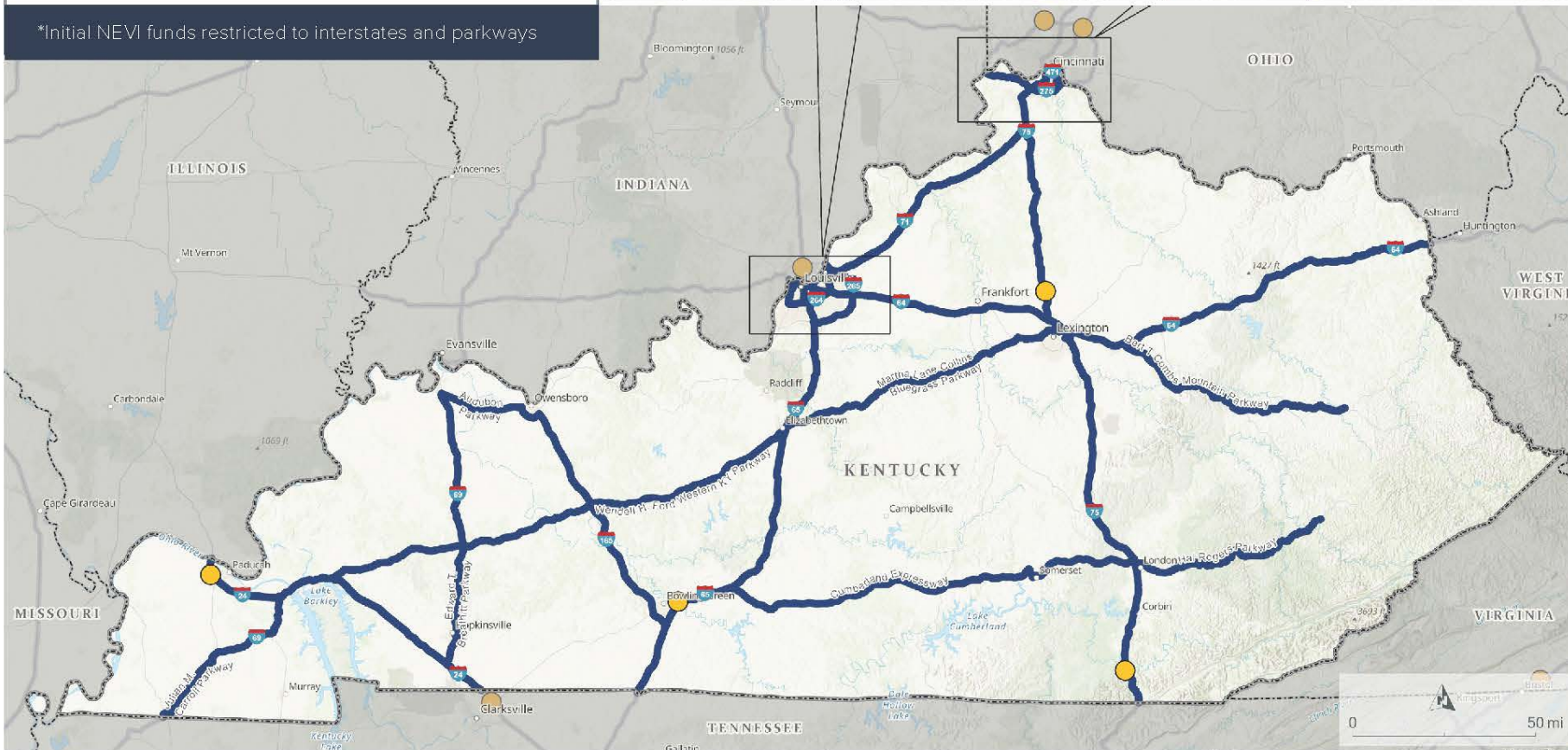
## KENTUCKY'S EV ALTERNATIVE FUEL CORRIDORS (AFCs)

-  Existing NEVI Compliant Level 3 (DCFC) Station
-  EV Alternative Fuel Corridor - Kentucky
-  EV Alternative Fuel Corridor - Out of State

*EV = Electric Vehicle*  
*DCFC = Direct Current Fast Charge*  
*NEVI = National Electric Vehicle Infrastructure Formula Program*



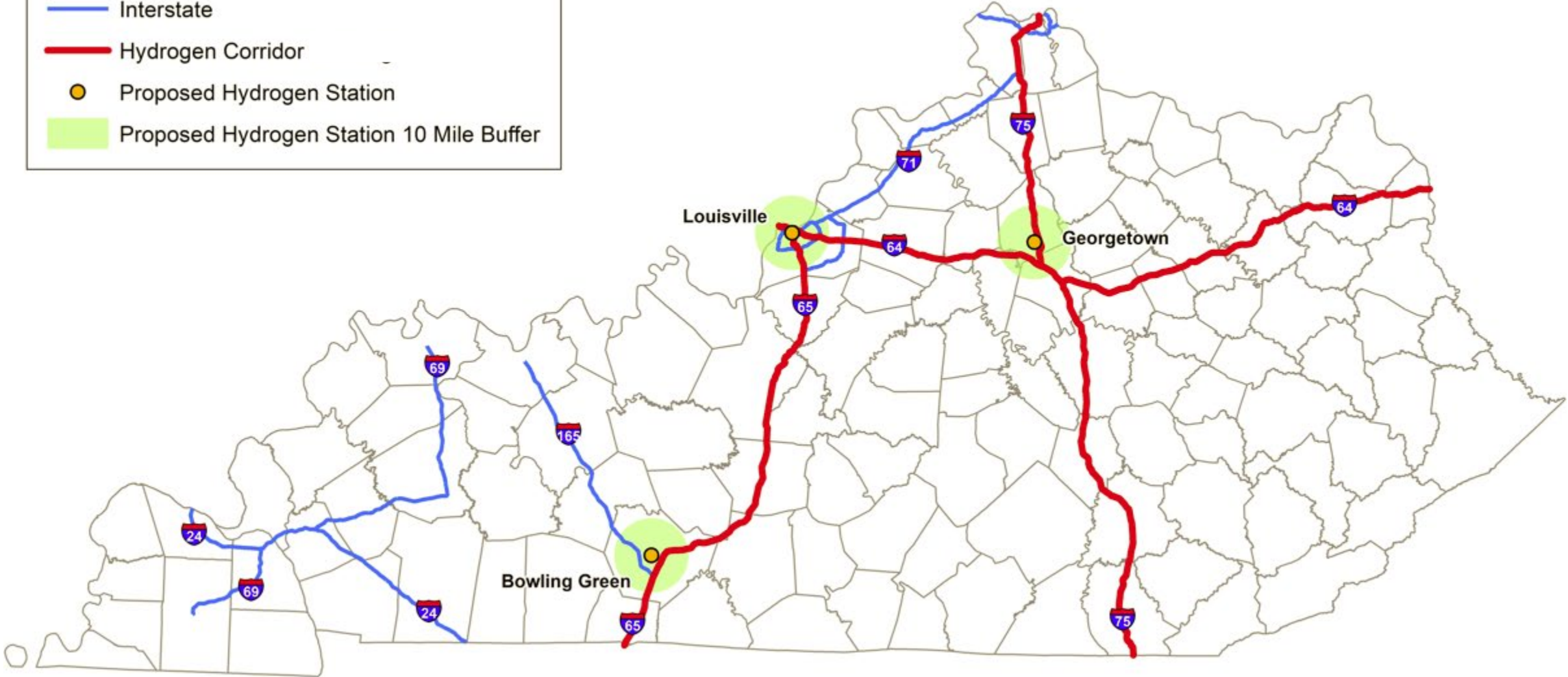
**\*Initial NEVI funds restricted to interstates and parkways**



# Hydrogen – Round 6 AFC



- Interstate
- Hydrogen Corridor
- Proposed Hydrogen Station
- Proposed Hydrogen Station 10 Mile Buffer



# Next Steps



- EV
  - Request for Information (RFI)
  - Waiting Approval from FHWA
  - Waiting for Discretionary grant funding (Nov 2022?)
  - Waiting for further Guidance on EVs when dealing with Freight (Nov 2022?)
  - Have talked with several entities on their vision for EVs and Freight
- Hydrogen
  - Kenya..anything to add



# Questions



KY EV Plan Contact Email:

[EVPlan@ky.gov](mailto:EVPlan@ky.gov)

Weblink to sign up for future emails:

[KY EV Infrastructure Deployment Plan](#)



# Kentucky Freight Plan 2022

KY FACT

UPDATE



August 15, 2022

# Introduction

- 2022 State Freight Plan
  - Update of the 2016/17 State Freight Plan
  - Integrate freight planning efforts statewide and support the LRSTP
  - Comply with updated Federal Freight Plan Requirements (IIJA/BIL)
- Current Status: Finalizing Draft/Compliance with the IIJA
- What do we need from the KY FACT?
  - Any questions you may have



# Freight Plan Outline

- 01 Kentucky Freight Plan's Mission, Vision, and Coordination with Other Plans
- 02 Overview of Kentucky's Multimodal Freight System
- 03 Goals and Performance Measures
- 04 **Current Conditions of Kentucky's Freight System**
- 05 Key Industries and Supply Chains
- 06 Trends and Challenges
- 07 Freight Operational Strategies, Conditions, and Technologies
- 08 Freight System Needs
- 09 **Recommendations**
- 10 **Freight Investment Plan**

# Mission and Vision

The 2022 Kentucky Freight Plan (KFP) is designed to supplement the 2022 Long-Range Statewide Transportation Plan (LRSTP).

## Mission

Provide a safe, efficient, environmentally sound, and fiscally responsible transportation system that delivers economic opportunity and enhances the quality of life in Kentucky.

## Vision

Meet or exceed the needs and expectations of our customers. Our focus is on people: our customers, our employees, and our partners. We will continually improve both the delivery of our products and services and the processes which support that delivery. As we progress through the 21st century, we recognize that change is inevitable. We will strive to manage that change to the benefit of all our stakeholders.



# Overview of Kentucky's Multimodal Freight System



6 major interstates and 10 state parkways



2,583 miles of freight rail: five Class I, one Class II, and seven Class III railroads



1,662 miles of USACE designated navigable waterways, including 1,020 commercially navigable, as well as 10 public riverports



Six commercial airports, including two major shipping hubs that are home to UPS Worldport (Louisville) and DHL Express/Amazon Air (Covington)



41,000 miles of pipelines moving oil, natural gas, and other commodities

# Current Conditions: Pavements

The Maintenance Rating Program (MRP) Report is an annual survey of roads conducted by the KYTC Division of Maintenance. The survey rates between 300 and 400 roadway segments among 4 road types on a 100-point scale, with a target score of 80. Grades are assigned in several categories including rideability, potholes, striping, and signing.

| ROAD SYSTEM CLASSIFICATION  | 2015        |          | 2020        |          |
|-----------------------------|-------------|----------|-------------|----------|
|                             | Score       | Grade    | Score       | Grade    |
| Interstates                 | 90.5        | A        | 92.4        | A        |
| National Highway System     | 91.0        | A        | 90.0        | B        |
| State Primary and Secondary | 84.0        | B        | 81.7        | B        |
| Rural Secondary             | 80.6        | B        | 78.0        | C        |
| All Roads                   | <b>83.7</b> | <b>B</b> | <b>81.4</b> | <b>B</b> |

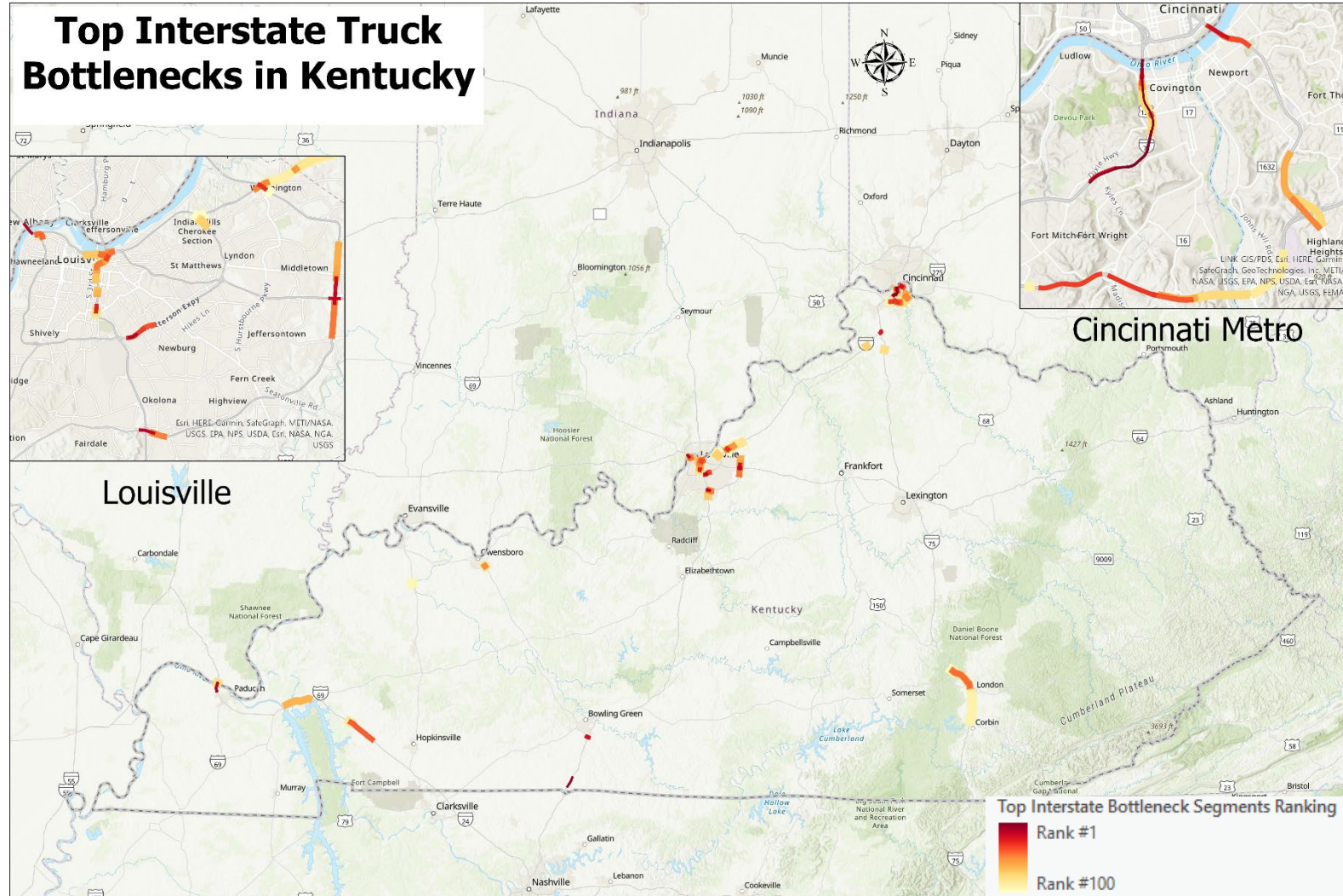
Source: KYTC, Maintenance Rating Program Reports.

# Current Conditions: Top Interstate Truck Bottlenecks

| Rank | County    | Route | Location                                   |
|------|-----------|-------|--|
| 1    | Kenton    | I-71  | Brent Spence Bridge                        |
| 2    | Simpson   | I-65  | South of I-65/KY-100                       |
| 3    | Jefferson | I-64  | Sherman Minton Bridge                      |
| 4    | Campbell  | I-471 | Bridge over the Ohio River                 |
| 5    | Jefferson | I-265 | I-265/I-64 Interchange                     |
| 6    | Jefferson | I-264 | East of I-65/Watterson Expy Interchange    |
| 7    | McCracken | I-24  | Bridge at the Kentucky/Illinois State Line |
| 8    | Jefferson | I-65  | South of I-65/I-64 Interchange             |
| 9    | Kenton    | I-275 | West of I-471/I-275 Interchange            |
| 10   | Jefferson | I-71  | I-71/I-265 Interchange                     |
| 11   | Laurel    | I-75  | North of I-75/KY-80 Interchange            |
| 12   | Jefferson | I-265 | East of I-65/I-265 Interchange             |
| 13   | Warren    | I-165 | I-65/I-165 Interchange                     |
| 14   | Daviess   | I-165 | I-165/US-60-BYP Exit 70                    |
| 15   | Jefferson | I-264 | I-71/Watterson Expy Interchange            |
| 16   | Webster   | I-65  | Webster/Henderson County Line              |
| 17   | Laurel    | I-75  | South of I-75/KY-192 Interchange           |
| 18   | Trigg     | I-24  | North of I-24/US-68 Interchange            |
| 19   | Campbell  | I-471 | I-471/I-275 Interchange                    |
| 20   | Grant     | I-75  | KY-491/Exit 166                            |
| 21   | Lyon      | I-24  | West of I-24/US-62 Interchange             |
| 22   | Jefferson | I-64  | I-65/I-64 Interchange                      |
| 23   | Boone     | I-71  | I-71/I-75 Interchange                      |
| 24   | Boone     | I-71  | Boone/Gallatin CL                          |
| 25   | Jefferson | I-65  | Jefferson/Bullitt County Line              |

Source: INRIX, 2021.

# Current Conditions: Top Interstate Truck Bottlenecks



# Future Needs

Safety

Multimodal

Economic Development

Initiate a program to improve Kentucky's ability to compete in the regional, national, and global marketplace

Support and work with private rail carriers to provide a safe, reliable, efficient, and effective rail transportation system

Prepare Kentucky for the changing flow of freight, including developing coordinated plans of action and improvements to ports, railroads, and interstate highways

Improve the commercial vehicle crash rates with serious injury on Kentucky interstates and U.S. highways that have a KAB of greater than 25 percent

Safety

Mobility/Reliability

Improve key highway bottlenecks, such as the Brent Spence Bridge bottleneck

Build resiliency and redundancy to maintain safe operational capabilities related to extreme natural events

Supply Chain

Understanding future supply chain needs is crucial to making optimal investments in future freight infrastructure

Improve the capacity and operations of the rural freight system

Capacity

Redundancy/Resiliency

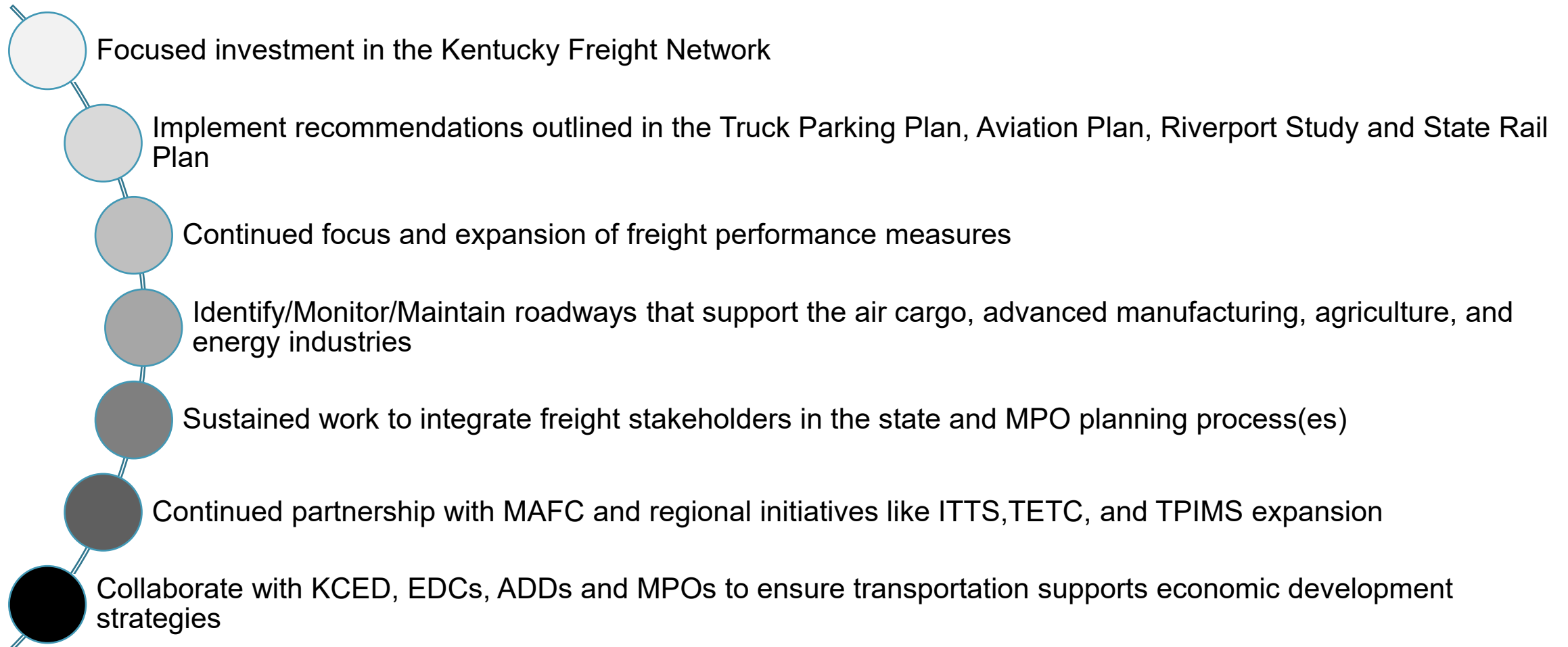
Continue working with the FAA to lengthen additional GA airport runways to 5,000 linear feet.

Air Cargo

Seek opportunities to incorporate Intelligent Transportation Systems (ITS), Information Technology (IT), and other new technologies into freight planning and projects

Technology Integration

# Program-Level Recommendations





# Policy-Level Recommendations

## Enhance Safety

- Encourage participation of **freight stakeholders** in the development of future KYTC safety plans.
- Work with legislators and the railroads to expand **grade crossing safety** funding opportunities.
- Partner with the Kentucky State Police (KSP) to address safety – specifically **truck parking and overweight truck** enforcement.
- Expand the MAASTO Regional **Truck Parking** Information Management System (TPIMS) initiative to include more locations in Kentucky.
- **Implement recommendations** from the Truck Parking Needs Assessment and Action Plan to reduce unauthorized truck parking on highway ramps and shoulders.
- Encourage increased **truck safety analysis** in the next KYTC Strategic Highway Safety 11 Plan.

# Policy-Level Recommendations

## Deliver a high level of maintenance and resiliency

- Increase Corridor-level investment in facilities that show **high truck volumes and declining pavement/bridge quality**.
- Further evaluate multimodal freight corridors for the **redundancy and resiliency** to mitigate the impacts and severity of extreme weather or natural disasters on the multimodal freight system.
- **Mitigate freight flow disruptions** along key freight corridors by closely monitoring bridge inspection reports.
- **Determine KYTC's role in encouraging new technologies** (such as truck platooning, Unmanned Aerial Vehicles (UAV), etc.) as method to prolong the states infrastructure.
- **Implement recommendations** of the Kentucky Riverport, Highway and Rail Freight Study that pertain to riverport maintenance and overall resiliency of the waterway system
- Continue to work with the riverports to **identify opportunities and solve unique riverport infrastructure challenges** throughout Kentucky

# Policy-Level Recommendations

## Ensure a reliable flow of people and freight

- Work with the Kentucky State Police (KSP) to **develop alternative route plans** for major incidents/unplanned closures.
- Work to identify and **improve highway connectivity with other modes.**
- Improve and **expand Intelligent Transportation Systems (ITS) technology** along key corridors to increase efficiency and reliability.
- Actively work to reduce the impact and **address freight bottlenecks.**
- Proactively **protect KYTC assets from potential freight-related incidents;** identify potential barriers restricting freight movements, plan work zones, and detours to handle freight vehicles, etc.

# Policy-Level Recommendations

## Provide local, regional, and global connectivity for communities

- Partner with local governments and private partners to **proactively manage the condition of intermodal connectors** and connectivity points
- Develop a program to **educate local officials** on the importance of intermodal connectors
- Identify and **address any first or last mile gaps** near major manufacturing hubs and multimodal connectivity points
- **Support the use of CMAQ funds** for freight-related transportation projects that reduce emissions, with specific attention to the localized air quality impacts of freight movement
- Ensure that new freight infrastructure and state supported freight facility investments analyze, mitigate, and **improve the impacts of freight movement** on wildlife habitat loss, flooding and stormwater runoff



# Project-Level Recommendations

**Progress the projects  
identified in the 2022-2028  
Kentucky Highway Plan**

**I-69 Ohio River Crossing  
Project**  
(Henderson)

**Mountain Parkway  
Widening**  
(Campton to Salyersville)

**Brent Spence Bridge  
Project**  
(Covington)

# Freight Investment Plan

- KYTC's Freight Investment Plan applies National Highway Freight Program (NHFP) funding from federal fiscal years 2023-2031 to **the three projects that address major freight mobility challenges** on the National Highway Freight Network.
- Potential eligible projects were identified in the **2022 Strategic Highway Investment Formula for Tomorrow (SHIFT) process** and validated as the highest priority freight needs in Kentucky.
- With the passage of the IJA/BIL, the **forecast period for a freight plan was extended from five to eight years**. With this change, the final out years of the Freight Investment Plan will include projects that are not part of a STIP/TIP or the Kentucky Highway Plan (Six Year Plan).

# FAST Act & IJA Compliance Checklist

*Develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight*

The most recent commercial motor vehicle parking facilities assessment conducted by the State

The most recent supply chain cargo flows in the State, expressed by mode of transportation

An inventory of commercial ports in the State

If applicable, consideration of the findings or recommendations made by any multi-State freight compact to which the State is a party;

The impacts of e-commerce on freight infrastructure in the State

Considerations of military freight

Strategies and goals to decrease:

- The severity of impacts of extreme weather and natural disasters on freight mobility
- The impacts of freight movement on local air pollution
- The impacts of freight movement on flooding and stormwater runoff
- The impacts of freight movement on wildlife habitat loss

8-Year Forecast and update every 4 years

Include a Freight Investment Plan

Discussion of enhanced reliability or redundancy

# Next Steps

- Finalize Plan
- IJJA Compliance Check
  - Most new requirements were covered
  - Take a closer look at the resiliency/environmental freight mobility impact of:
    - Extreme weather and natural disasters
    - Local air pollution
    - Flooding and stormwater runoff
    - Wildlife habitat loss

# Questions?

**Jeremy R. Edgeworth**

Freight, Rail and Waterways Coordinator  
Division of Planning

502-782-5095

[jeremy.edgeworth@ky.gov](mailto:jeremy.edgeworth@ky.gov)

**Patrick Anater**

Senior Transportation Planner  
HDR

513-693-1642

[Patrick.Anater@hdrinc.com](mailto:Patrick.Anater@hdrinc.com)



# Agriculture & Transportation





# 2021 STATE AGRICULTURE OVERVIEW

## Kentucky

† Survey Data from [Quick Stats](#) as of: Aug/15/2022

### Farms Operations †

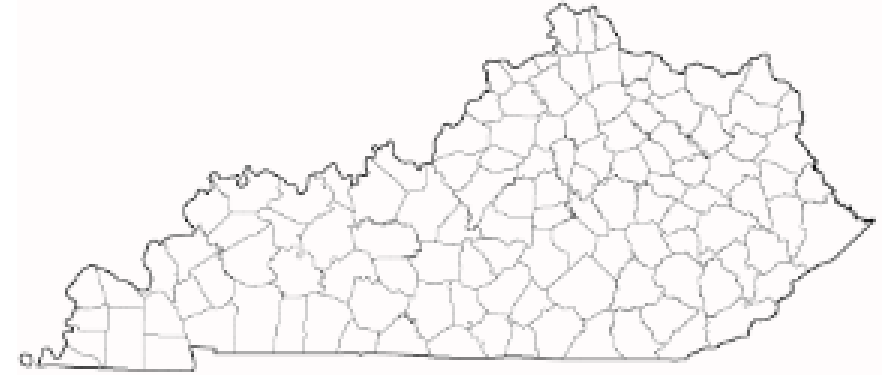
|  |            |
|--|------------|
| Farm Operations - Area Operated, Measured in Acres / Operation | 174        |
| Farm Operations - Number of Operations                         | 74,100     |
| Farm Operations - Acres Operated                               | 12,900,000 |

### Livestock Inventory †

|  |             |
|--|-------------|
| Cattle, Cows, Beef - Inventory ( First of Jan. 2022 )  | 966,000     |
| Cattle, Cows, Milk - Inventory ( First of Jan. 2022 )  | 44,000      |
| Cattle, Incl Calves - Inventory ( First of Jan. 2022 ) | 2,020,000   |
| Cattle, On Feed - Inventory ( First of Jan. 2022 )     | 18,000      |
| Goats, Meat & Other - Inventory ( First of Jan. 2022 ) | 54,000      |
| Goats, Milk - Inventory ( First of Jan. 2022 )         | 5,500       |
| Sheep, Incl Lambs - Inventory ( First of Jan. 2022 )   | 59,000      |
| Hogs - Inventory ( First of Dec. 2021 )                | 435,000     |
| Chickens, Broilers - Production, Measured in Head      | 297,400,000 |

### Milk Production †

|  |             |
|--|-------------|
| Milk - Production, Measured in Lb / Head | 19,717      |
| Milk - Production, Measured in \$        | 175,051,000 |
| Milk - Production, Measured in Lb        | 907,000,000 |



[https://www.nass.usda.gov/Quick\\_Stats/Ag\\_Overview/stateOverview.php?state=kentucky](https://www.nass.usda.gov/Quick_Stats/Ag_Overview/stateOverview.php?state=kentucky)

**Crops - Planted, Harvested, Yield, Production, Price (MYA), Value of Production <sup>†</sup>**  
**Sorted by Value of Production in Dollars**

| Commodity                     | Planted All Purpose Acres | Harvested Acres | Yield            | Production     | Price per Unit | Value of Production in Dollars |
|-------------------------------|---------------------------|-----------------|------------------|----------------|----------------|--------------------------------|
| <b>CORN</b>                   |                           |                 |                  |                |                |                                |
| CORN, GRAIN                   |                           | 1,440,000       | 192 BU / ACRE    | 276,480,000 BU | 5.35 \$ / BU   | 1,479,168,000                  |
| CORN, SILAGE                  |                           | 90,000          | 19 TONS / ACRE   | 1,710,000 TONS |                |                                |
| CORN                          | 1,550,000                 |                 |                  |                |                |                                |
| <b>SOYBEANS</b>               |                           |                 |                  |                |                |                                |
| SOYBEANS                      | 1,850,000                 | 1,840,000       | 56 BU / ACRE     | 103,040,000 BU | 13 \$ / BU     | 1,339,520,000                  |
| <b>HAY</b>                    |                           |                 |                  |                |                |                                |
| HAY                           |                           | 2,120,000       | 2.63 TONS / ACRE | 5,582,000 TONS | 166 \$ / TON   | 854,818,000                    |
| HAY, (EXCL ALFALFA)           |                           | 2,020,000       | 2.6 TONS / ACRE  | 5,252,000 TONS | 149 \$ / TON   | 782,548,000                    |
| HAY, ALFALFA                  |                           | 100,000         | 3.3 TONS / ACRE  | 330,000 TONS   | 219 \$ / TON   | 72,270,000                     |
| <b>HAY &amp; HAYLAGE</b>      |                           |                 |                  |                |                |                                |
| HAY & HAYLAGE                 |                           |                 |                  |                |                | 854,818,000                    |
| HAY & HAYLAGE, (EXCL ALFALFA) |                           |                 |                  |                |                | 782,548,000                    |
| HAY & HAYLAGE, ALFALFA        | 8,000                     |                 |                  |                |                | 72,270,000                     |
| <b>TOBACCO</b>                |                           |                 |                  |                |                |                                |
| TOBACCO                       |                           | 49,800          | 2,351 LB / ACRE  | 117,060,000 LB | 2.298 \$ / LB  | 269,268,000                    |
| <b>WHEAT</b>                  |                           |                 |                  |                |                |                                |
| WHEAT                         | 510,000                   | 350,000         | 87 BU / ACRE     | 30,450,000 BU  | 6.4 \$ / BU    | 194,880,000                    |
| WHEAT, WINTER                 | 510,000                   | 350,000         | 87 BU / ACRE     | 30,450,000 BU  | 6.4 \$ / BU    | 194,880,000                    |

(NA) Not Available

(D) Withheld to avoid disclosing data for individual operations

(S) Insufficient number of reports to establish an estimate

(X) Not Applicable

(Z) Less than half the rounding unit

[https://www.nass.usda.gov/Quick\\_Stats/Ag\\_Overview/stateOverview.php?state=kentucky](https://www.nass.usda.gov/Quick_Stats/Ag_Overview/stateOverview.php?state=kentucky)

# Freshness Starts in Kentucky

There is no better time than now to locate or expand a food and beverage industry facility in Kentucky. Food and beverage manufacturers and distributors, along with numerous container and packaging manufacturers, packaging plants, refrigerated warehousing operations and other food and beverage industry facilities are thriving in the commonwealth. Where freshness is vital, Kentucky's central location will ensure products get to market quickly.

The state's proximity to massive consumer markets, combined with an abundance of natural agricultural resources and transportation networks, allows companies to produce and transport quality products cost effectively and efficiently. From headquarters to food processing to an ever-expanding bourbon industry, food and beverage facilities are creating an economic feast across Kentucky. What makes Kentucky the perfect location for food and beverage industries? Our recipe for success is served in bite-sized facts.

**#6**

Ranked 6th in the nation  
for number of farms.

Agriculture contributes  
**\$45.6 BILLION**  
to Kentucky's economy  
each year.

**\$867 MILLION**  
exported in food,  
kindred products and  
distilled spirits in 2019.

**350+**  
food and beverage-  
related facilities.

**52,000+**  
employees in Kentucky's  
food and beverage-related  
facilities.

**\$7 BILLION**  
in GDP from food, beverage  
and related products  
manufacturing.

# EXPORTING Kentucky agriculture

**\$2.36  
BILLION**  
TOTAL AGRICULTURAL  
EXPORTS FROM KENTUCKY

**Tobacco**  
**\$190M**

**2,618**  
FARMS SUPPORTED

**TOTAL LBS.  
PRODUCED**  
**173.9M**

**Equine**  
**\$524.5M**

Mostly pure-bred horses

**\$1.9B**

Income from  
direct, indirect, and  
induced labor in  
the equine industry



**60,494**  
JOBS SUPPORTED

**Forest  
products**  
**\$246.9M**

This includes logs, wooden casks, and  
lumber (oak, poplar, cherry and ash)



**EVERY  
COUNTY**  
PROVIDES HARVESTED  
RESOURCES FOR  
WOOD PRODUCTS



**53,000**  
JOBS SUPPORTED

**Distilled  
spirits**  
**\$390.9M**

Canada is  
the largest  
importer of  
Kentucky  
distilled spirits

**15-20**  
MILLION  
BUSHELS

of Kentucky-grown  
corn are used by  
Kentucky's bourbon  
and spirits industry

**35,200**  
JOBS  
SUPPORTED

**\$70M**



“  
Kentucky needs  
international  
trade but more  
importantly, the  
rest of the world  
needs Kentucky  
agriculture.”



*Dr. Ryan Quarles*

Dr. Ryan Quarles  
KY Commissioner of Agriculture



KENTUCKY  
DEPARTMENT OF  
AGRICULTURE

[kyagr.com/trade](http://kyagr.com/trade)

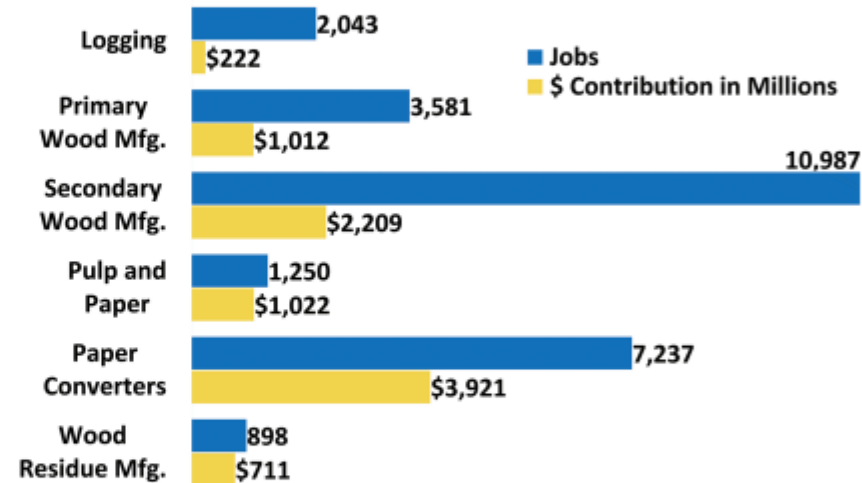




# 2020 Forest Sector Economic Contribution Estimates

The Kentucky forest sector is comprised of six sub-sectors: logging, primary wood manufacturing, secondary wood manufacturing, pulp and paper, paper converters, and wood residue manufacturing. Employment and economic contributions for each of the sub-sectors in 2020 are displayed in Figure 4.

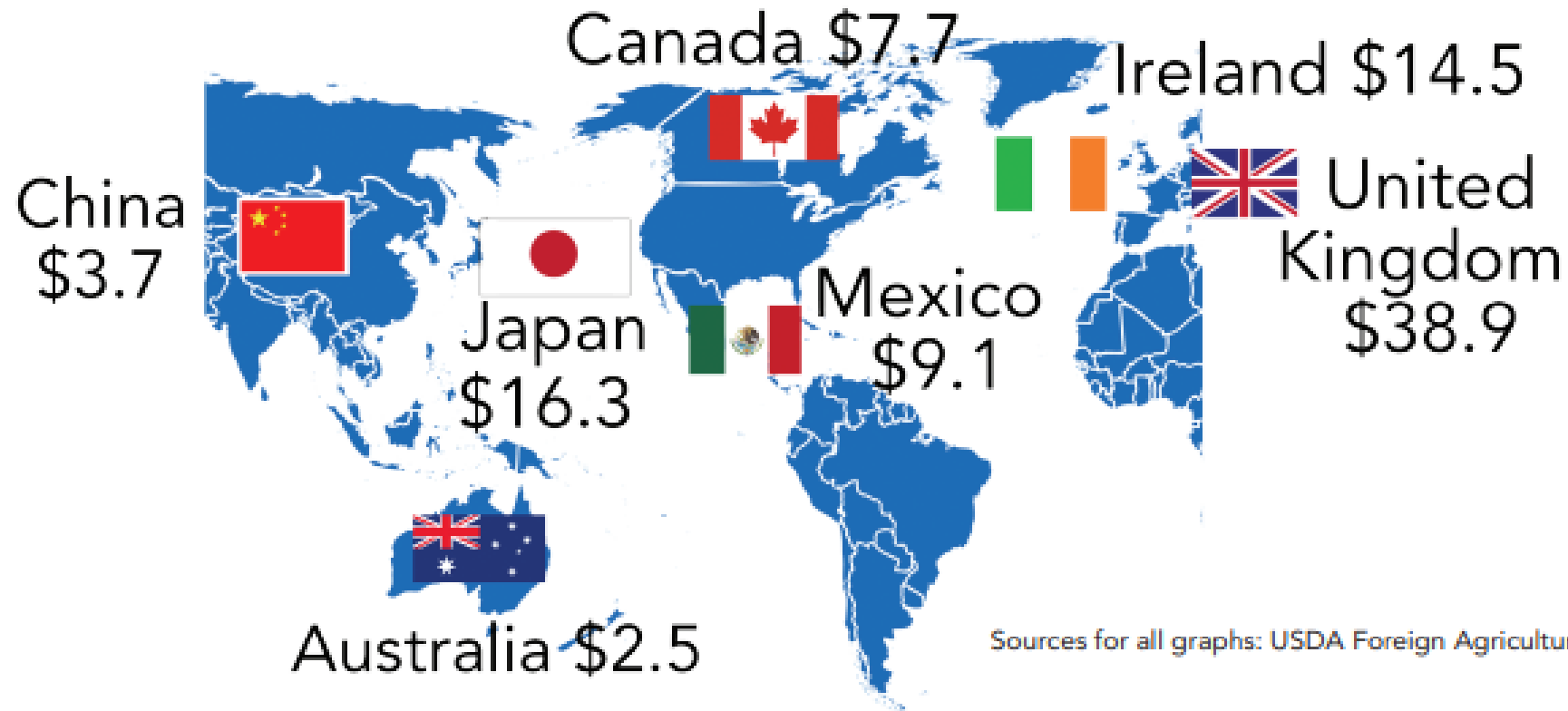
Figure 4. Direct Employment and Economic Contributions of Kentucky Forest Sub-Sectors



Total Economic  
Contribution of  
Kentucky's Forest  
Sector

**\$13 Billion**

Figure 11: Top 7 Importers of Kentucky Barrels by Country in 2021 in Millions



[https://forestry.ca.uky.edu/files/ky\\_contribution\\_report2020-2021.pdf](https://forestry.ca.uky.edu/files/ky_contribution_report2020-2021.pdf)

# Farm Vehicle Regulations

Reference guide provided by  
Kentucky Farm Bureau



In coordination with the  
Kentucky State Police

Published 2020

## Table of Contents

|   |       |
|---|-------|
| Foreword.....   | 4     |
| Special Thanks.....   | 4     |
| Requirements for Moving Farm Implements.....  | 5-6   |
| State and Federal Guidelines Requirements.....  | 7     |
| State and Federal Guidelines Exemptions.....  | 8-9   |
| Kentucky Registration Fee Schedule.....   | 10-11 |
| Commercial Vehicle Enforcement Regional Map<br>and Scale Facility Locations.....  | 12-13 |
| Frequently Asked Questions.....   | 14-17 |
| Additional Information.....   | 17    |
| Definitions.....  | 18-20 |
| Disclaimer.....   | 20    |
| Annual Vehicle Inspection Report Example.....   | 21    |
| <b>Sources</b>  |       |
| KRS TITLE XVI: Chapter 186, Chapter 189   |       |
| KRS TITLE XXI: Chapter 246  |       |
| KRS TITLE XXIV: Chapter 281   |       |
| 601 KAR 1:005: Section 1 and 3  |       |
| 601 KAR 1:018: Section 1, 2, 9, and 10  |       |
| 601 KAR 1:019   |       |
| Regulatory Guidance for the Federal Motor Carrier Safety Regulations (FMCSRs):<br>Parts 390-396   |       |
| Federal Motor Carrier Safety Administration (FMCSA) Information Memorandum -<br>"Moving Ahead for Progress in the 21st century (MAP-21)".<br>Dated February 17, 2016. |       |
| <i>Note: This publication, printed July 2020, may also be viewed online and printed by clicking<br/>on the Federation tab at kyfb.com.</i>                            |       |



Kentucky Farm Bureau is a grassroots organization dedicated to serving our membership family and their communities. As the Voice of Agriculture, we identify problems, develop solutions, promote economic success, and enhance the quality of life for all.

For further information, contact:

Public Affairs Division  
Kentucky Farm Bureau  
9201 Bunsen Parkway  
Louisville, KY 40220  
(502) 495-5000  
kyfb.com



# BRIDGE REPLACEMENT INNOVATIONS

[http://www.soytransportation.org/newsroom/Top%20%20Innovations%20for%20Rural%20Bridge%20Replacement%20and%20Repair%20\(2021\).pdf](http://www.soytransportation.org/newsroom/Top%20%20Innovations%20for%20Rural%20Bridge%20Replacement%20and%20Repair%20(2021).pdf)







# “Share the Road” Safety Campaign



<https://www.kyagr.com/marketing/farm-safety.html>





COMMONWEALTH OF KENTUCKY  
TRANSPORTATION CABINET  
transportation.ky.gov

Andy Beshear  
GOVERNOR

Jim Gray  
SECRETARY

OFFICE OF THE SECRETARY

OFFICIAL ORDER NO. 112920

SUBJECT: DECLARATION OF EMERGENCY, SUSPENSION OF REGISTRATION  
REQUIREMENTS, AND EXEMPTION OF HOURS OF SERVICE AND  
STOPPAGE AT WEIGH STATIONS





# Questions?

Please contact:

Tim Hughes

Senior Trade Advisor

[TimD.Hughes@ky.gov](mailto:TimD.Hughes@ky.gov)

502-782-9265

[www.kyagr.com/trade](http://www.kyagr.com/trade)





# **Kentucky Freight Advisory Committee**

**August 15<sup>th</sup>, 2022**

# Kentucky Riverport Locations





# Paducah McCracken County





# Owensboro Riverport



# Owensboro Riverport





# Owensboro Riverport



# Owensboro Riverport



**WORKFORCE SOLUTIONS CDL ACADEMY**

**OWENSBORO COMMUNITY COLLEGE**

**Supporting Partner**

**Owensboro Riverport**

Employer Partners: [Katie.Vincent@kctcs.edu](mailto:Katie.Vincent@kctcs.edu), 270-686-4423

Student Drivers: [Amee.Payne@kctcs.edu](mailto:Amee.Payne@kctcs.edu), 270-686-3786

# Henderson County Riverport

- Inquiries for natural gas pipe delivered by rail.
- Inquiries for heavy equipment used for electrical substations by barge.



# Kentucky Riverport Improvement Grants

| Riverport    | Project                                  | WTAB Rank | KRI Requested | KRI Funding Recommendation |
|--------------|--|-----------|---------------|----------------------------|
| Eddyville    | Barge Positioning Winch System Project   | 1         | \$105,058.00  | \$105,058.00               |
| Paducah      | Bulk Commodity Receiving Hopper Project  | 2         | \$72,721.00   | \$72,721.00                |
| Owensboro    | Bucket for Liebherr LH 120 Project       | 3         | \$57,490.00   | \$57,490.00                |
| Hickman      | Mooring Dock Cell Repair Project         | 4         | \$50,000.00   | \$50,000.00                |
| Hickman      | Dock Dredging Project                    | 5         | \$31,800.00   | \$31,800.00                |
| Owensboro    | Caterpillar 903D Wheel Loader Project    | 6*        | \$36,790.00   | \$36,790.00                |
| Owensboro    | Grapple for Sennebogen 875 Project       | 6*        | \$35,912.00   | \$35,912.00                |
| Eddyville    | Laydown Yard Project                     | 7*        | \$184,896.00  | \$110,229.00               |
| Owensboro    | Terminal Facility Asphalt Paving Project | 7*        | \$72,536.00   | No funding                 |
| <i>Total</i> |  |           | \$647,203.00  | \$500,000.00               |

# Federal Grant Programs

- The Kentucky Riverports are active in pursuing federal grant opportunities:
  - 2 Port Infrastructure Development Program Grants – 2022
  - 1 PIDP awarded to Paducah for \$3.3M
  - 1 USDOT BUILD grant – 2018
- Many of the Kentucky Riverports are financially limited on being able to match funding on federal and state programs.

# Kentucky Riverports, Highway & Rail Freight Study

- Published on KYTC Multimodal Freight website on June 22nd <https://transportation.ky.gov/MultimodalFreight/Pages/Kentucky-Riverports,-Highway-and-Rail-Freight-Study.aspx>.
- This is the most recent study conducted since 2008.
- Key Focus Areas of the Study:
  - Multimodal Freight analysis.
  - State to state riverport funding comparison.
  - Investment needs to Preserve, Modernize and Expand.
  - Recommendations.

# Kentucky Riverports

Access to deep-draft ports of New Orleans and Mobile.

# Thank You

We appreciate your interest.

[Kentuckyriverports.com](http://Kentuckyriverports.com)