



KENTUCKY TRANSPORTATION CABINET
Department of Highways
DIVISION OF PLANNING

TC 59-115
Rev. 10/2024
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KENTUCKY INDUSTRIAL ACCESS AND SAFETY IMPROVEMENT (KIASI) PROJECT APPLICATION

SECTION 1: PROJECT OVERVIEW

PROJECT TITLE

Kentucky Auto Rack LLC

APPLICANT LEGAL NAME

Jared Gaston

APPLICATION YEAR

2024

APPLICANT TYPE

Rail Served Industry

COUNTIES IMPACTED BY THE PROJECT

Warren

PROJECT PHYSICAL ADDRESS

550 Bristow Rd Bowling Green, KY

RAILROAD(S) SERVING THE SITE

CSXT

ENTITY OWNING PROJECT SITE (if different from applicant)

Mike Ferguson, Melanie Underwood, Jared Gaston

TOTAL PROJECT COST

\$ 12 Million

**KIASI FUNDING
REQUESTED**

\$ 1.875 Million

APPLICANT MATCH

\$ 1.875 Million

**APPLICANT MATCH %
(50% Minimum)**

100 %

Will the proposed project be matching awarded federal funds? ☒ NO ☐ YES

Does applicant plan to use their own manpower, equipment, or materials on the project (Force Account) or competitively bid out all work related to the project? Bid Out

DESCRIPTION OF PROPOSED PROJECT (Provide a brief project description and the proposed work to be completed. Text is limited to the space provided below.)

Build a full service rail car repair facility that can hold up to 200 rail cars and provide comprehensive maintenance, repair, and inspection services for freight railcars.

**DESCRIPTION OF HOW PROJECT WOULD PROVIDE KENTUCKY COMMUNITIES AND INDUSTRIES WITH
TRANSPORTATION OPTIONS, CONNECTIVITY AND OPPORTUNITIES** (Text is limited to the space provided below.)

A railcar repair facility in Kentucky (KY) could provide significant transportation options and connectivity opportunities through several key mechanisms. The facility would not only support the local and regional freight rail infrastructure but also enhance the overall transportation ecosystem by improving the efficiency, reliability, and safety of the rail network. Please see attached PDF.

DESCRIPTION OF HOW PROJECT WOULD ENHANCE RAIL LINE CORRIDORS TO INCREASE ON-TIME PERFORMANCE

(Text is limited to the space provided below.)

A railcar repair shop can significantly enhance the performance of rail line corridors and increase on-time delivery by ensuring that trains operate smoothly and efficiently. When railcars are in optimal condition, they are less likely to experience breakdowns, delays, and mechanical failures, which in turn improves overall rail service reliability and timeliness. Also, with the capabilities of having a 200 space rail yard this would relieve congestion currently experienced by Bowling Green with cars awaiting repairs.

**DESCRIPTION OF HOW PROJECT WOULD IMPROVE RAIL SERVICES TO EXISTING INDUSTRIES AND ENCOURAGE
INVESTMENT IN THE COMMONWEALTH** (Text is limited to the space provided below.)

A railcar repair shop can be a catalyst for improving rail services to existing industries and attracting investment into Kentucky by enhancing the reliability, safety, and efficiency of the state's rail network. By supporting key industries and fostering economic growth, such a facility would play a critical role in strengthening Kentucky's logistics infrastructure and making the state a more attractive destination for businesses.



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SECTION 1: PROJECT OVERVIEW (CONTINUED)

DESCRIPTION OF PROPOSED PROJECT READINESS, OR HOW SOON AFTER AWARD CAN CONSTRUCTION BEGIN AND HOW LONG WILL THE PROJECT TAKE TO COMPLETE *(Text is limited to the space provided below.)*

Currently, we are still in negotiations regarding the purchase of the land on Bristow Road in Bowling Green. Please see the attached PDF for more information.

SECTION 2: CONTACT INFORMATION

APPLICATION PRIMARY CONTACT NAME & TITLE	PHONE	EMAIL	
Jared Gaston / General Manager Co-Owner	423-994-0396	j.gaston@tennesseehautorack.com	
MAILING ADDRESS	CITY	STATE	ZIP
123 Emma Dr	Portland	TN	37148

If awarded, will signatory be different from the Primary Contact? ☒ NO ☐ YES *(Provide signatory information.)*

AGREEMENT SIGNATORY NAME & TITLE	PHONE	EMAIL	
MAILING ADDRESS	CITY	STATE	ZIP

If awarded, will Project Manager be different from the Primary Contact? ☒ NO ☐ YES *(Provide information.)*

PROJECT MANAGER NAME & TITLE	PHONE	EMAIL	

SECTION 3: PROPOSED PROJECT PERMITS/APPROVALS/READINESS

A. Have consultations with state or federal agencies (US Army Corps of Engineers, US Coast Guard, US Fish and Wildlife Service, Kentucky Division of Water, Kentucky Heritage Council, or others) determined the need for permits? No

B. Have all required permits been obtained? No

C. Will the proposed project have ANY impacts on a public road (City, County, State, US)? ☒ NO ☐ YES

D. Have all necessary roadway authorities been notified about the proposed project? ☐ YES ☒ NO ☐ N/A

E. Has preliminary engineering been completed for the proposed project? ☐ YES ☒ NO ☐ N/A

What engineering still needs to be done and when will it be completed? TBD after property has been purchased.

SECTION 4: ECONOMIC DEVELOPMENT INFORMATION

A. If the project will provide new and/or increased service to an industrial park:

Total acres of the industrial park	Total amount of developable acres	Acres that may be served by project
0	50	50

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SECTION 4: ECONOMIC DEVELOPMENT INFORMATION (CONTINUED)

B. Utility infrastructure in place to the site to be served by the project:

☒ Electric ☐ Natural Gas ☒ Water ☒ Wastewater ☒ Fiber/telecom

C. Provide listing of the names of existing companies currently served/to be served by the project along with the number of existing full-time jobs, potential new full-time jobs to be created, and potential capital investment to be incurred for each company.

	COMPANY NAME	FULL TIME JOBS		CAPITAL
		CURRENT	POTENTIAL	INVESTMENT
1	CSXT			\$
2	BNSF			\$
3	TTX			\$
4	NS			\$
5	KCS			\$
6	CN			\$
7	UP			\$
8	CIT			\$
9	GBRX			\$
10				\$

D. Are there any companies considering location or expansion of a potential project on the site to be served?

☐ YES ☒ NO ☒ N/A

If YES, provide details of the potential project for each company (e.g., potential new full-time jobs to be created and potential capital investment to be incurred).

SECTION 5: SUBMISSION CHECKLIST (See KIASI Guidance Document, Section VI, for details.)

- ☒ Kentucky Industrial Access and Safety Improvement (KIASI) Project Application (TC 59-115)
- ☒ Statement of Work
- ☒ Scope of Work
- ☐ Project Schedule/Timeline
- ☒ Diagrams/maps depicting proposed project
- ☐ Rail Connectivity Letter (as applicable)
- ☐ Detailed engineering assessment report (as applicable)
- ☒ Aerial Photographs and photographic documentation of crossing location and condition
- ☐ Plans, schematics, details, drawings of the proposed project (as applicable)
- ☐ For equipment purchases, a price quote on letterhead from vendor OR for construction projects, a detailed estimate for the project
- ☐ Road authority consultation letters (as applicable)
- ☐ Public Interest Finding (as applicable)
- ☐ Required Annual Affidavit for Bidders, Offerors and Contractors from applicant.



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SECTION 6: KENTUCKY RAILROAD ANNUAL REPORT COMPLIANCE (Required **ONLY** if applicant is a railroad.)

I hereby certify that as an applicant defined as a railroad in 603 KAR 7:090(1), my company has completed and submitted TC 59-102, *Kentucky Railroad Annual Report*, in compliance with the provisions of 603 KAR 7:090 at the time of this application to be considered an eligible applicant. If it is determined I am not an eligible applicant at the time of this submission, I agree that this application shall be immediately rejected without consideration and returned to me without review.

PRINTED NAME AND TITLE	SIGNATURE	DATE

SECTION 7: BUSINESS STANDING CERTIFICATION

I hereby certify that the applicant is a business entity in good standing with the Office of the Kentucky Secretary of State or under the laws of the jurisdiction(s) in which the entity is organized or authorized to conduct business and is not delinquent in taxes owed to any taxing entity. Applicants not in good standing or delinquent in taxes are subject to this application immediately being rejected without consideration and returned to me without further review.

PRINTED NAME AND TITLE	SIGNATURE	DATE

SECTION 8: APPLICANT CERTIFICATION

I have read the Kentucky Industrial Access and Safety Improvement (KIASI) Projects guidance document, and I understand and agree to abide by what is stated therein. I also hereby certify, subject to the provisions of KRS 523.100 (unsworn falsification to authorities), that the above information is true and correct to the best of my knowledge.

PRINTED NAME AND TITLE	SIGNATURE	DATE
Jared Gaston / General Manager Co-Owner		12/2/24

Submission Directions: Applicants must combine their completed application and all required attachments into a single PDF and submit it electronically via email to address provided in call for projects. It is the responsibility of the applicant to ensure delivery of the emailed submission.

TENNESSEE AUTO RACK

Established in 2013

Located in Gallatin, TN

Specializing in Auto Rack Freight Car Repair

Certified to work all Class 1 Railroads

Main Customers: CSX - BNSF - TTX

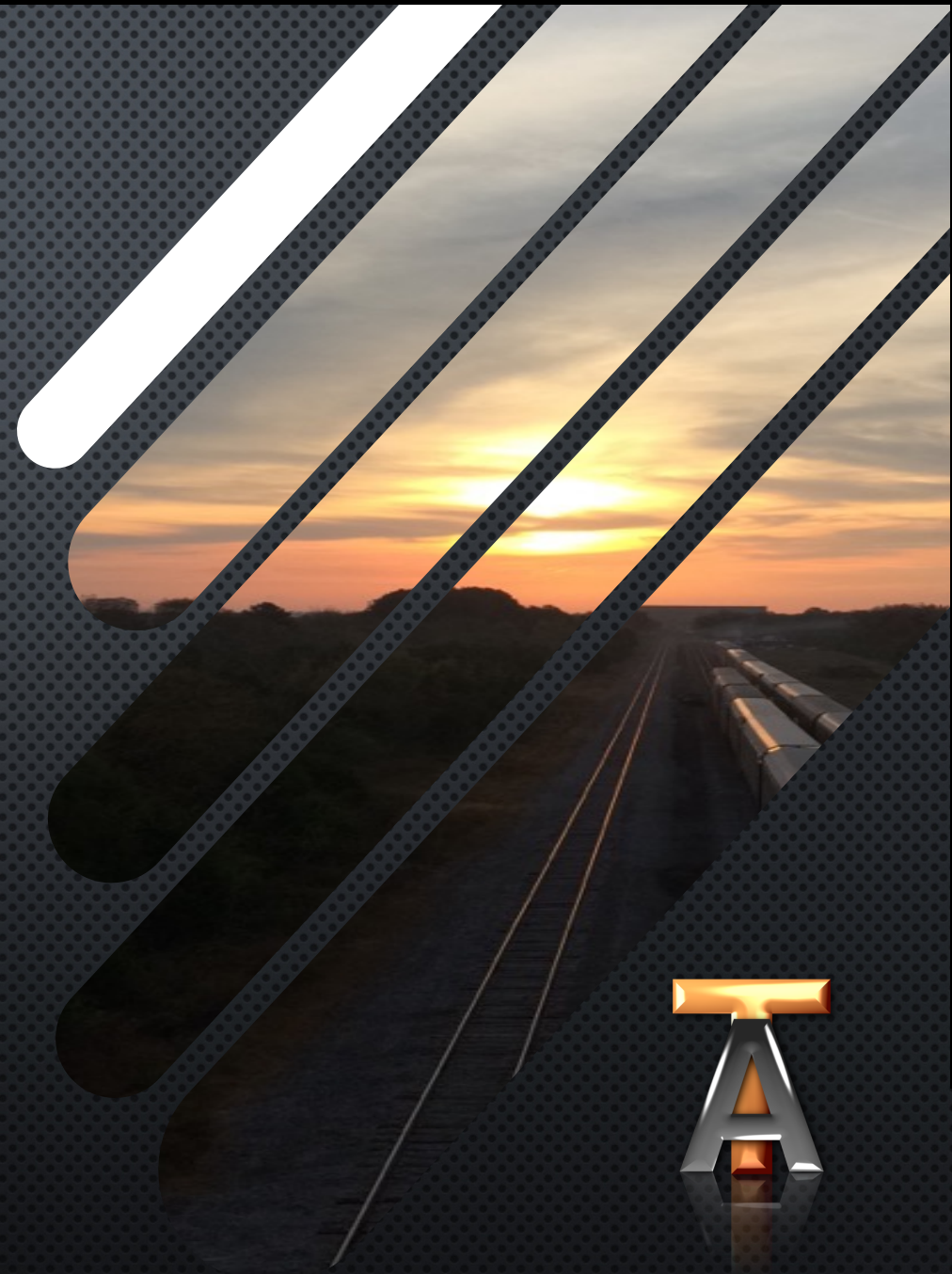
Repairing 600 freight cars a year

Current Location able to hold 60 Auto Racks

Business growth has exceeded current locations capabilities

Looking to expand and meet repair demand.

Expanding Capabilities and offering more services for our customers



Bowling Green Property we are looking at buying.

The 50 acres is outlined in red.

Phase 1: Four Rail Lines laid parallel to the main line with an office and warehouse.

Phase 2: Additional rail lines laid with a shop that can accommodate up to 8 to 10 cars under roof.

Phase 3: Expansion of other facilities and rail depending upon demand.



[Open to view the listing of this property.](#)



Example of how we are wanting to utilize the property.



TNAutorack.com



- PHASE 1 / START UP

- 4 TO 6 MILLION
 - LAND PURCHASE PLUS PREP
 - 10,000 FOOT OF RAIL
 - OFFICE / WAREHOUSE
 - EQUIPMENT
 - EMPLOYMENT OF 15 TO 20 EMPLOYEES
 - AFTER LAND PURCHASE AWARDED WE CAN BE OPERATIONAL WITHIN A YEAR TO 16 MONTHS OF THIS PHASE.

- FUTURE GOALS

BECOME THE LARGEST CAR REPAIR FACILITY IN THE SOUTH.

CREATE SUSTAINABLE JOBS THAT PROVIDE SERVICE TO THE LARGEST RAIL TRANSPORTATION INDUSTRY IN THE WORLD.

PROVIDE A PLACE OF EMPLOYMENT FOR LIFETIME CAREERS.

- PHASE 2

- 4 TO 6 MILLION
 - SHOP
 - 1 TO 2 YEARS AFTER PHASE ONE COMPLETE.
 - CAR MOVER
 - ADDITIONAL TRACK
 - EMPLOYMENT OF 40 TO 50 ADDITIONAL
 - THREE SHIFTS OF 20 TO 25 PER SHIFT.

- COMPETITORS

- METRO EAST INDUSTRIES
- TRANSCO



Benefits to the Commonwealth of Kentucky

Economic Growth and Job Creation

- Local Employment:** A railcar repair facility would create a significant number of jobs in Kentucky, both directly (skilled trades, technicians, engineers) and indirectly (support staff, suppliers, logistics). These jobs could help reduce unemployment rates and support local economies.
- Income Generation:** With job creation comes increased local spending. Workers in the facility would spend money on housing, groceries, transportation, and other goods, stimulating local businesses and boosting the overall economy.
- Skilled Workforce Development:** Kentucky could become a hub for specialized workforce training in railcar repair, creating opportunities for workers to gain valuable skills in industries like manufacturing, mechanical engineering, and logistics.

Strengthening the Transportation Infrastructure

- Improved Rail Operations:** Kentucky is centrally located in the U.S., with key rail networks passing through the state. A local railcar repair facility would improve the efficiency and reliability of rail operations, ensuring that railcars are properly maintained and safe for use. This would help reduce delays and improve the flow of goods.
- Faster Turnaround Times:** Having a nearby facility would shorten the turnaround time for repairs, reducing the downtime of railcars. This can lead to better service for industries that depend on rail transportation, such as agriculture, manufacturing, and logistics.
- Intermodal Connectivity:** Kentucky's strategic location, near major interstate highways and key rail corridors, would allow for seamless intermodal transportation. A railcar repair facility could help integrate rail into broader transportation systems more effectively, promoting multimodal logistics solutions.
- Automotive Demand:** Ford, Honda, and Toyota are currently having majority of their freight cars shipped out of state for repairs creating longer lead times and putting cars in other automotive pools. Keeping these freight cars in state will help maintain Kentucky's automotive shipping effectiveness and help automotive manufactures move higher volume of cars.

Cost Savings and Supply Chain Efficiency

- Lower Repair Costs:** Keeping railcar repairs local can cut down on transportation costs associated with sending railcars to distant repair facilities. This reduces both operational costs for rail operators and the economic burden of long-distance hauling.
- Enhanced Rail Service for Local Businesses:** Kentucky has a diverse economy, including large sectors such as automotive manufacturing, agriculture, and coal. A railcar repair facility in the state could offer lower-cost, quicker access to maintenance services, benefiting Kentucky's businesses that rely on freight transportation.
- Supply Chain Resilience:** By establishing a local repair facility, Kentucky can ensure that railcars are kept in optimal condition, preventing costly breakdowns that might disrupt supply chains and create delays for businesses and consumers alike.

Environmental and Sustainability Benefits

- Sustainability through Rail:** Rail transportation is generally more fuel-efficient and environmentally friendly than trucking. By ensuring that railcars are properly maintained and repaired, Kentucky can help enhance the sustainability of the state's transportation infrastructure. Efficient rail services could also contribute to reduced carbon emissions and less highway congestion.
- Recycling and Eco-Friendly Practices:** Railcar repair facilities can implement recycling programs for old parts and focus on environmentally responsible disposal and refurbishing practices, promoting sustainability in manufacturing and repair processes.

Strategic Importance and Regional Competitiveness

- Attracting Investment:** The establishment of a railcar repair facility could attract further investment into Kentucky, especially in related industries like manufacturing, logistics, and transportation. The state would position itself as a regional leader in freight and transportation services, potentially luring new businesses.
- Regional Hub for Rail Services:** Given Kentucky's geographic location at the intersection of major rail lines, the facility could become a regional hub for railcar repair services, serving not only Kentucky's needs but also neighbouring states and national rail operators.
- Supporting Kentucky's Role in National Logistics:** As part of the U.S. transportation network, Kentucky could solidify its position as a critical player in the country's logistics and supply chain operations by hosting key infrastructure like a railcar repair facility.

Public Safety and Reliability

- Enhanced Safety:** A well-maintained fleet of railcars contributes directly to the safety of the rail system. Regular repairs and maintenance prevent accidents caused by faulty equipment, thereby protecting workers, passengers, and communities near rail lines.
- Infrastructure Resilience:** A railcar repair facility can also help maintain the resilience of Kentucky's overall transportation network. By ensuring railcars are in top condition, the facility supports the robustness of both short-term and long-term rail transportation, helping prevent disruptions in critical supply chains.

Enhancing Kentucky's Position in the National Supply Chain

- Access to Key Industries:** Kentucky is home to major industries like automotive manufacturing, coal, agriculture, and logistics. A local railcar repair facility can support these industries by ensuring efficient, reliable, and cost-effective transportation of goods.
- Improved Global Competitiveness:** With a state-of-the-art repair facility, Kentucky can enhance its role in the national and global supply chain, making it an even more attractive location for companies looking to reduce supply chain costs and ensure the timely delivery of goods.

We feel that a railcar repair facility in Kentucky would bring a multitude of benefits, including the creation of jobs, a stronger transportation network, cost savings for local businesses, environmental sustainability, and regional competitiveness. By positioning itself as a rail logistics hub, Kentucky could enhance its standing in both the national and global supply chain while simultaneously improving safety, efficiency, and overall economic prosperity.

Please help us make Kentucky our future home.

