



KENTUCKY SHORT LINE INFRASTRUCTURE PRESERVATION (KSLIP) APPLICATION

SECTION 1: PROJECT OVERVIEW

RAILROAD NAME	APPLICATION YEAR
Transkentucky Transportation Railroad, Inc.	2024

PROJECT TITLE

TTI Track Expansion Project

PROJECT LOCATION *(Specify rail mileposts, FRA crossing numbers, and counties.)*

MP 125.4 to 125.8, Nicholas County

TOTAL PROJECT COST	KSLIP FUNDING REQUESTED	APPLICANT MATCH	APPLICANT MATCH % <i>(50% Minimum)</i>
\$ 1,472,770.20	\$ 736,385.10	\$ 736,385.10	50 %

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.)*

Construct approximately 4 new tracks (estimated at 7,400 track feet) that will supplement current TTI construction of a new siding and track. This expansion will accommodate newly acquired business and potential future business opportunities at the Bourbon/Nicholas County Industrial Park which is located adjacent to this TTI property.

DESCRIPTION OF PUBLIC BENEFIT OF PROPOSED PROJECT *(Text is limited to the space provided below.)*

Currently, Paris Yard is operating at and above its capacity which requires TTI to stage railcars for its customers and partners on tracks outside of the Yard itself. These tracks were originally intended for high-speed overhead movement rather than sorting and switching individual railcars for customers. The proposed project would reduce the time that TTI Railroad trains interact with public at-grade highway/rail crossings, since the track switches to the expanded yard location would not be near any such crossing. Reducing interactions would not only increase safety but limit delays during daily commutes. Also, any new business attracted to the area because of the competitive rail served industrial park, would result in new job opportunities in the community.

DESCRIPTION OF CRITICALITY OF PROPOSED PROJECT TO PRESERVING AND ENHANCING EXISTING RAIL LINES AND CORRIDORS *(Text is limited to the space provided below.)*

Expanding on a freight rail yard near Millersburg, KY would yield multiple benefits to stakeholders as this would lead to quicker turnaround times for railcars requested by customers on TTI Railroad. It would also allow TTI Railroad to aggressively pursue new avenues to support area industries that could benefit from efficient and effective shortline freight rail service. Growing this business and revenue while increasing efficiency is crucial to supporting and maintaining the railroad infrastructure for years to come.

DESCRIPTION OF IMPACT OF PROPOSED PROJECT ON RETAINING EXISTING RAIL SERVED INDUSTRIES OR ATTRACTING NEW RAIL SERVED INDUSTRIES *(Text is limited to the space provided below.)*

The expanded rail yard would be placed adjacent to the Bourbon-Nicholas County Industrial Park, which was developed with a rail orientation in mind. This rail yard would be the immediate serving point from which TTI Railroad would deliver and pull freight railcars to and from industrial tenants and occupants of the park. This level of available rail service will be a competitive advantage to these communities as they seek to attract new businesses into the park.



KENTUCKY SHORT LINE INFRASTRUCTURE PRESERVATION (KSLIP) APPLICATION

SECTION 1: PROJECT OVERVIEW (CONTINUED)

DESCRIPTION OF HOW PROPOSED PROJECT WILL PRESERVE AND MODERNIZE KENTUCKY'S RAIL SYSTEM *(Text is limited to the space provided below.)*

An expanded freight rail yard at Millersburg will modernize Kentucky's rail system by adding a node to the overall rail logistics network and increasing overall railcar velocity in and out of the TTI Railroad's railcar repair operation. It will also extend the reach of shortline freight rail service well beyond the current hub of operations in Paris, KY. As capacity increases, the intent is for rail served business to grow as well. The rail yard expansion at Millersburg, KY will ensure that the infrastructure is up to the challenge of significant growth.

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.)*

In order to accommodate newly acquired business, this project will be expedited as much as possible. It is anticipated to take 90 days to work through the contract, procurement, and material delivery before scheduling construction to commence. Construction is anticipated to take 45 days, winter weather permitting.

SECTION 2: CONTACT INFORMATION

APPLICATION PRIMARY CONTACT NAME & TITLE	PHONE	EMAIL		
Jimmy Kelley - Capital Projects Manager	859-338-4991	j.kelley@mbrail.com		
MAILING ADDRESS	CITY		STATE	ZIP
205 Winchester Street	Paris		KY	40361

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

AGREEMENT SIGNATORY NAME & TITLE	PHONE	EMAIL		
Dustin Shaver - Partner and CCO	859-388-0288	d.shaver@mbrail.com		
MAILING ADDRESS	CITY		STATE	ZIP
205 Winchester Street	Paris		KY	40361

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

PROJECT MANAGER NAME & TITLE	PHONE	EMAIL

SECTION 3: PERMITS AND APPROVALS

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?
 Not Applicable

B. Have all required permits been obtained? Not Applicable

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



KENTUCKY SHORT LINE INFRASTRUCTURE PRESERVATION (KSLIP) APPLICATION

SECTION 4: SUBMISSION CHECKLIST (See KSLIP Guidance Document, Section VI, for details.)

- Kentucky Railroad Crossing Improvement Application (TC 59-114)
- Statement of Work
- Scope of Work
- Project Schedule/Timeline
- 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 N/A
- Road authority consultation letters (as applicable) N/A
- Public Interest Finding (as applicable) N/A
- X Required Annual Affidavit for Bidders, Offerors and Contractors from applicant.

SECTION 5: KENTUCKY RAILROAD ANNUAL REPORT COMPLIANCE CERTIFICATION

I hereby certify that as an applicant defined as a railroad in 603 KAR 7:090(1), my company has completed and submitted the 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
Jimmy Kelley - Capital Projects Manager		8/30/2024

SECTION 9: APPLICANT CERTIFICATION

I have read the Kentucky Short Line Infrastructure Preservation 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
Jimmy Kelley - Capital Projects Manager		8/30/2024

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.

STATEMENT OF WORK

TTI Track Expansion Project

The Transkentucky Transportation Railroad (TTI Railroad) is a shortline railroad that operates approximately 50 miles of rail line from Paris, KY to Maysville, KY. The route traverses Bourbon, Nicholas, Fleming, and Mason Counties, with its operational headquarters, primary yard facilities, connection to CSX Transportation, and rail-to-truck transloading capabilities being centered in Paris, KY. Midwest & Bluegrass Rail (MB Rail) acquired the TTI Railroad in 2021 and has continued to operate it under the same name, all the while investing in the infrastructure and pursuing new business opportunities.

Over that time, TTI Railroad has added more business from rail/truck transload customers at Paris, KY. Additionally, through a partnership with a 3rd party, TTI Railroad now facilitates extensive railcar repair operations at Paris Yard. This initiative has cemented TTI Railroad as a key node in Kentucky's rail network where vast quantities of railcars are diverted to receive repairs critical to their continued safe and efficient service to regional freight shippers. As a result, Paris Yard is – for the first time in many years – operating at full capacity. TTI Railroad has continued to provide high quality service to its customers, but the capacity constraints must be addressed if growth is to continue. This Kentucky Short Line Infrastructure Preservation (KSLIP) application is connected to a project to expand a satellite freight rail yard near Millersburg, KY. This expanded yard would not only add to the capacity of Paris Yard, but it would also benefit the local community, as described below.

Because Paris Yard is operating at and above its rated capacity, TTI Railroad has found the need to stage railcars for its customers and partners on tracks outside of the Yard itself. These tracks were originally intended for high-speed overhead movement rather than sorting and switching individual railcars for customers. Expanding on a freight rail yard near Millersburg, KY would yield multiple benefits to stakeholders. First, it would lead to quicker turnaround times for railcars requested by customers on TTI Railroad. Second, it would reduce the time that TTI Railroad trains interact with public at-grade highway/rail crossings, since the track switches to the expanded yard location would not be near any such crossing. Third, it would allow TTI Railroad to aggressively pursue new avenues to support area industries that could benefit from efficient and effective shortline freight rail service.

In particular, the expanded rail yard would be placed adjacent to the Bourbon-Nicholas County Industrial Park, which was developed with a rail orientation in mind. This rail yard would be the immediate serving point from which TTI Railroad would deliver and

pull freight railcars to and from industrial tenants and occupants of the park. This level of available rail service will be a competitive advantage to these communities as they seek to attract new businesses into the park, bringing new job opportunities for area residents.

An additional operational and safety benefit of this project, as referenced earlier, would be realized at highway/rail grade crossings. By centralizing railcar switching activity to a location that does not conflict with public roadways, the time that trains occupy crossings in the area will dramatically drop. This will benefit not only the traveling public, but first responders as well. TTI Railroad strives to be a partner to its host communities when it comes to growth and development; this project would go a long way towards that goal.

An expanded freight rail yard at Millersburg will modernize Kentucky's rail system by adding a node to the overall rail logistics network and increasing overall railcar velocity in and out of the TTI Railroad's railcar repair operation. It will also extend the reach of shortline freight rail service well beyond the current hub of operations in Paris, KY. As capacity increases, the intent is for rail served business to grow as well. The rail yard expansion at Millersburg, KY will ensure that the infrastructure is up to the challenge of significant growth.

TTI - Track Expansion Project - SCOPE

Description	Location	Quantity	Material Cost (7,400 TF rail, tie plates, Joint Bars, Spikes and Bolts, Ties, Switches)	Labor	Equipment includes Mobilization	TOTAL
Storage Track Expansion	MP 125.4 to 125.8	7,400 Track Feet	\$776,482.00	\$307,100.00	\$255,300.00	\$1,338,882.00
					10% Contingency	\$133,888.20
					TOTAL PROJECT	\$1,472,770.20

TTI Track Expansion Project - Project Timeline

		October 2024	November 2024	December 2024	January 2025	February 2025
TTI/KYTC Award and Contract	30 days					
Procurement (Bid Process), Contractor/Material Approval, Notice to Proceed	30 days					
Material Delivery	30 Days					
Schedule Contractor and Mobilization	15 Days					
Construction	45 Days					

Engineering Assessment

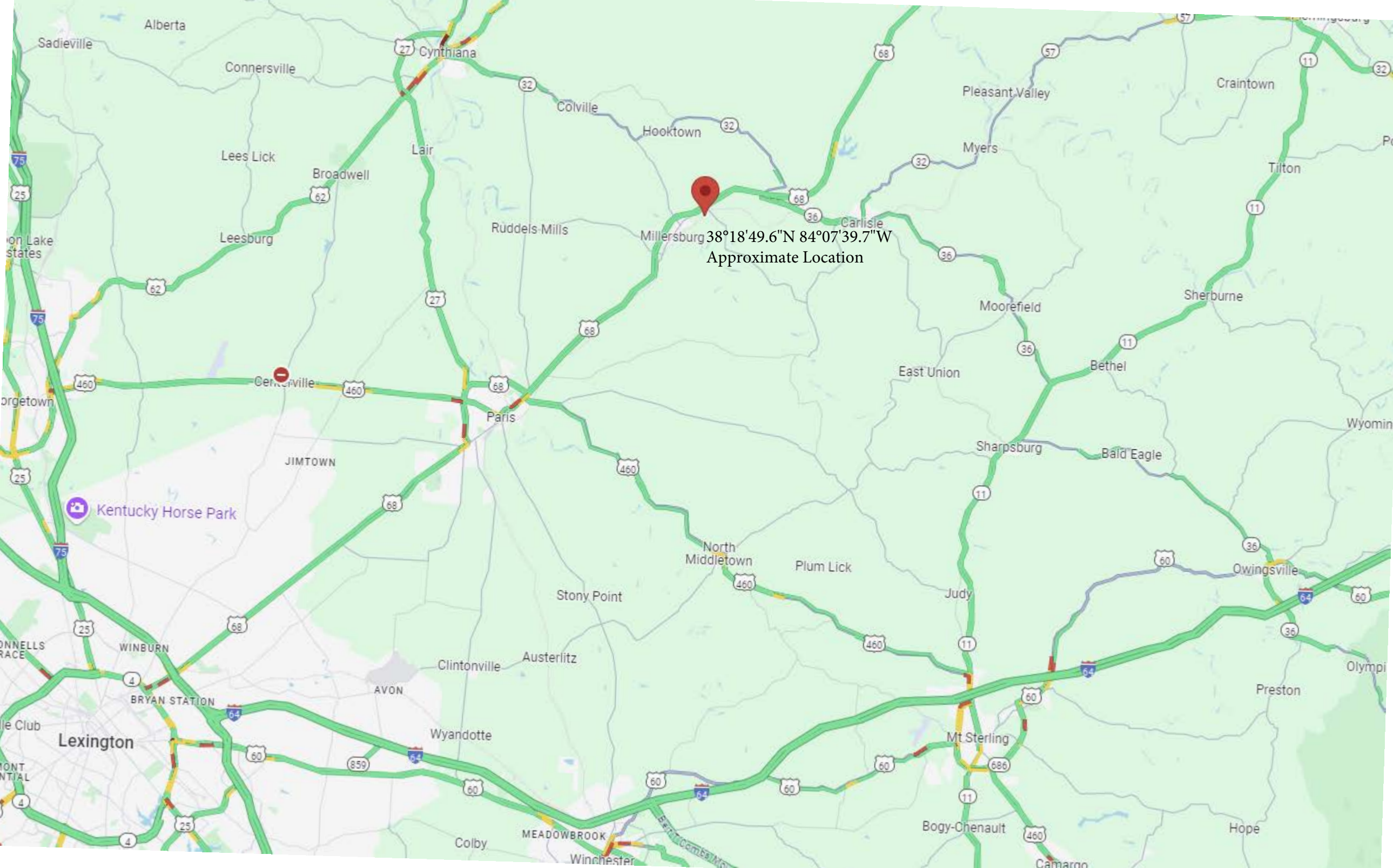
TTI Track Expansion Project

Currently, the Paris Yard is operating at and above its rated capacity creating a need to stage railcars on tracks outside of the Yard. These tracks were originally intended for high-speed overhead movement rather than sorting and switching individual railcars for customers. This new need has created more interactions at public at-grade highway/rail crossings between train operations and the traveling public. Expansion of the proposed rail yard would greatly reduce these public interactions. Also, wear and tear on the Main Line track, where trains carry heavier loads at higher speeds, would decrease significantly resulting in less future maintenance costs. Lastly, sorting and switching of railcars in the expanded tracks would vastly improve efficiency therefore reducing train crew times and reducing stress on locomotives.



1234

ADD 7,400 Track Feet -
Approximately 4 Tracks to
current construction



38°18'49.6"N 84°07'39.7"W
Approximate Location

Kentucky Horse Park

Lexington

Mt Sterling

Millersburg

Paris

Alberta

Connersville

Cynthiana

Lees Lick

Broadwell

Leesburg

Lair

Colville

Hooktown

Pleasant Valley

Craintown

Myers

Tilton

Ruddels Mills

Millersburg

Carlisle

Moorefield

Sherburne

East Union

Bethel

JIMTOWN

Sharpsburg

Bald Eagle

North Middletown

Plum Lick

Owingsville

Stony Point

Judy

CONNELLS RACE

WINBURN

BRYAN STATION

AVON

Clintonville

Austerlitz

Preston

le Club

Wyandotte

Mt Sterling

Olympi

Colby

MEADOWBROOK

Winchester

Bogy-Chenault

Hope

Camargo







Required Affidavit for Bidders, Offerors and Contractors (KRS 45A.110 & 45A.115)

Affidavit Effective for One (1) Year from Date of Execution

Instructions: Pursuant to KRS 45A.110 and 45A.115, a bidder, offeror, or contractor ("Contractor") is required to submit a Required Affidavit for Bidders, Offerors, and Contractors to be awarded a contract, or for the renewal of a contract. An authorized representative of the contracting party must complete the attestation below, have the attestation notarized, and return the completed affidavit to the Commonwealth.

Attestation

As a duly authorized representative for the Contractor, I swear and affirm under penalty of perjury, that that the Contractor has not knowingly violated campaign finance laws of the Commonwealth of Kentucky and that the award of a contract will not violate any provision of the campaign finance laws of the Commonwealth. For purposes of this attestation, "Knowingly" means that the bidder or offeror is aware or should have been aware of the existence of a violation. The bidder or offeror understands that the Commonwealth retains the right to request an updated affidavit at any time.

James Kelley
Signature
Capital Projects Manager
Title

James Kelley
Printed Name
8-30-24
Date

Bidder or Offeror Name: Transkentucky Transportation Railroad
Address: 205 Winchester Street
Paris, KY 40361

Commonwealth of Kentucky Vendor Code (If known): _____

Subscribed and sworn to before me this 30 day of August, 2024.
State of: Ky Notary: Cecilia Sponcil
County of: Bourbon My Commission Expires: 1-30-27

