

Water Transportation Advisory Board (WTAB)
June 14, 2016 Meeting Minutes

Approved (date): 7/14/16

The meeting of the Water Transportation Advisory Board (WTAB) was called to order at 1:05 pm on June 14, 2016, in the Kentucky Transportation Cabinet Conference Center room C106 in Frankfort, KY.

The Advisory Board members in attendance were:

Greg Pritchett, Chairman	Greg Curlin
Ed Riney	Nickie Smith
Norb Whitlock	Steve Alley

Also in attendance were:

Bryan Judy, Office of Attorney General	Jamie Wynn, Eddyville Riverport
Brian Wright, Owensboro Riverport	John Fischer, Cabinet for Economic Development
Bill Miller, Paducah Riverport	Juva Barber, KBT
Lori Kelsey, KIPDA – Louisville MPO	Bernadette Dupont, FHWA
Thomas Nelson, FHWA	John Moore, KYTC
Asa Swan, KYTC	Justin Harrod, KYTC
Carol Brent, KYTC	Stacie Rockaway, Congressman Massie's staff member
Bob Porter, Congressman Massie's staff member	

(Prior to the beginning of the meeting, Disclosure of Conflict of Interest Statement forms were distributed for completion by the members.)

The Chair requested all attendees introduce themselves.

Thomas Nelson, Division Administrator of the Kentucky Division of the Federal Highway Administration, presented information to the Board regarding the federal transportation authorization legislation, FAST Act, signed into law December 4, 2015, covering all modes of transportation. It provides a formula program and a discretionary or competitive program. The formula program, the National Highway Freight Program, has dedicated funding of \$19.8 million dollars for KY in FY 2016. A maximum of 10% of the freight dollars may be spent on multimodal transportation. Beginning in October 2017, the state must have a freight plan to be eligible for the freight dollars. Kentucky's Draft Freight Plan is under review at this time. To be eligible for freight program funding, projects must be included in the state's freight plan, must be chosen in consultation with local partners, and must improve freight movement on the National Highway Freight Network.

Mr. Nelson also described the discretionary program called FASTLANE Grants. Under this nationwide competitive program, states or groups of states, Metropolitan Planning Organizations, local governments, or special districts such as Port Authorities may apply for funding including for multimodal projects. Nationally, \$4.5 billion will be available over the next five years. Examples of eligible projects include those that increase interstate capacity, highway bridge replacements, and rail crossing separation projects. KYTC has submitted grant applications and FHWA is now waiting on a decision by Secretary Foxx as to awards. Grants may be either funding or TIFIA grants.

Mr. Nelson spoke about the availability of funding through the Congestion Mitigation and Air Quality (CMAQ) Program. In non-attainment areas, these funds may be spent on port-related equipment and vehicles. Some Kentucky counties meet the eligibility requirements. The Cincinnati MPO used this program to fund Cincinnati

Bulk Terminal project and the Cincinnati Barge and Rail Terminal project for crane pads and conveyor belts. Kentucky has used CMAQ for rail and airport projects in the past.

Asa Swan, Chief of Staff for the Kentucky Transportation Cabinet, was introduced. He has been involved in the development of the state freight plan. As a former professor of history, he feels the freight plan is excellent, laying out the opportunities and challenges we have as a state. The Cabinet wants to be sure multimodal opportunities receive equal weight and emphasized the importance of the first and last mile of transportation. Mr. Swan is hoping to visit the Riverport facilities, especially since he has been told there are differences between their methods of operation. He and Secretary Thomas are looking forward to partnering with the Riverports.

The Chair opened the floor for public comments. John Fischer, Director of Community Development of the Cabinet for Economic Development (CED), noted his role is commercial, industrial, logistical real estate development. He has met some Riverport folks recently while visiting Western Kentucky Riverports and has known Norb Whitlock for many years. CED's role is to create jobs or opportunities for jobs by recruiting and facilitating new business development and expanding business development in Kentucky. CED's two big challenges are workforce development and available sites and buildings. They have had success in the last few years which has depleted their available sites and buildings so they need to increase their knowledge of any available properties, especially at Riverports. Mr. Fischer will work with the Riverports to promote their available properties on the ThinkKentucky web site.

Juva Barber, representing Kentuckians for Better Transportation, announced KBT will be holding its Waterways Committee meeting at the Owensboro Riverport on July 14, 2016. She indicated Chip Jaenichen, Maritime Administrator, and Thomas Nelson of FHWA will be in attendance.

The Chair asked for comments on the minutes of the June 4, 2015, meeting. Being none, Nickie Smith moved and Steve Alley seconded to accept the June 4, 2015, minutes. Approval was unanimous.

Casey Wells prepared a list of the funds awarded through the Kentucky Riverport Improvement (KRI) grants program from its inception through the most recent awards in FY 2016, showing the total amount of money granted to each Riverport for past years and a bar chart showing the types of projects funded. Photos were shown of representative projects funded by previous grants. Amounts awarded to each Riverport are summarized as follows:

• Eddyville Riverport	\$150,250.00	7 projects
• Greenup-Boyd Riverport	\$157,337.50	2 project
• Henderson Riverport	\$164,890.00	4 projects
• Hickman Riverport	\$442,460.00	8 projects
• Louisville Riverport	\$205,110.00	4 projects
• Owensboro Riverport	\$638,827.25	8 projects
• Paducah Riverport	\$200,000.00	3 projects

Thirteen applications were received for the \$500,000 funding available through the FY 2017 KRI grants program. The applications requested \$1,446,063.50 in funding. Projects were presented in alphabetical order by Riverport name. Chair Pritchett requested the Riverports describe their applications.

During the discussion of the Hickman Riverport application for the Cargill conveyor, the question was raised as to whether the conveyor served only Cargill or other businesses. Greg Curlin explained it now serves only Cargill but equipment and contracting authority are available for the Riverport to use it to serve other businesses.

During the discussion of the Owensboro Riverport application for construction of a right-turn lane from KY 331 to the Riverport entrance, there was a discussion of the similarities and differences between this project and the

project submitted in 2013 by Marshall County/Calvert City. The former project was rejected as ineligible because it involved improvement of a county road not contiguous to the Riverport property. In this case, the Owensboro Riverport turn lane is contiguous to property, and, in fact, part of the required property is already owned by the port. The Riverport will work with the KYTC Highway District 2 office in Madisonville to obtain any necessary access permits for the project. Brian Judy and John Moore supported the decision that the previous project was not applicable to the Owensboro project.

The following list of project applications were received prior to the June 9 deadline:

- Eddyville Riverport: Truck Queuing and Pit Improvements: **requested \$75,000**. Jamie Wynn described the project to construct a new queueing area and a new grain unloading pit area connected by a looping road so trucks will have a safer and more efficient traffic pattern eliminating turning movements across the paths of other trucks.
- Henderson Riverport: Crane Restoration: **requested \$250,000**. Greg Pritchett described the project to replace and update the main ring gear and turntable and replace the electrical systems on the main dock crane which is approximately 35 years old.
- Hickman Riverport: Cargill Conveyor Replacement: **requested \$500,000**. Greg Curlin described the project to replace the 1200' of 30" wide conveyor belt with 48" wide belt and replace the conveyor legs and grain cell containing the loadout spout to increase the amount of grain loaded by barge by 150%.
- Hickman Riverport: Conveyor Upgrade: **requested \$250,000**. Greg Curlin described the project to upgrade the bucket-lift and crossover conveyor to double the loading capacity to 30,000 bushels of grain per hour.
- Hickman Riverport: Crane Bridge Resurface: **requested \$60,000**. Greg Curlin described the project to repair the deterioration of the concrete surface on the bridge providing semi-truck access to the crane. The damaged area is a result of loading and unloading bulk fertilizer and other chemicals between barges and trucks.
- Hickman Riverport: Dock Dredging #3: **requested \$25,200**. Greg Curlin described the project to dredge an area 30' wide by 700' long and require the removal of approximately 15,000 cubic yards of material. The proposed project area extends from the United States Army Corps of Engineers (USACE) dredging boundary to the Riverport docks.
- Hickman Riverport: Scale Access Paving: **requested \$7,250**. Greg Curlin described the project to provide a paved area of about 85' x 92' for truck access to the truck scales. This area is currently gravel and truck traffic creates dust and mud, which negatively impacts adjacent KY 94.
- Louisville Riverport: Railroad Rehab #4: **requested \$100,000**. This project involves the replacement of 1,770 aging crossties to maintain the reliability of the Riverport's track. The crossties maintain the required gauge between the rails. As the ties lose the ability to hold the spikes, the gauge of the rail can change, causing track closures or possibly derailment. Replacing the ties will significantly improve the reliability of the track and maintain rail access.
- Owensboro Riverport: Access Road and Trailer Storage Area: **requested \$157,118**. Brian Wright described the project to improve access to one of the Riverport's main warehouses by building a new road to the facility and a trailer staging area adjacent to the facility
- Owensboro Riverport: Inner Loop Road: **requested \$33,704.50**. Brian Wright described the project to provide more efficient access to the guard building for security clearance to enter the Riverport property. A loop road will be constructed near the existing entrance to provide parking space for those awaiting clearance.
- Owensboro Riverport: KY 331 Turn Lane: **requested \$27,520**. Brian Wright described the project to construct a right turn lane on KY 331 at the Rinaldo Road entrance to the port. This would provide safer and more efficient access to the planned single-entry point accessing the Riverport property.
- Paducah Riverport: Dock Dredging #1: **requested \$39,730**. Bill Miller described the project to dredge an area approximately 60' wide by 200' long requiring the removal of approximately 5,500 cubic yards of material. The proposed project area extends from the USACE dredging boundary to the Riverport docks.
- Paducah Riverport: Truck Scale Replacement: **requested \$45,541**. Bill Miller described the project to replace the aging truck scale at the bulk commodity yard. The scale is failing structurally and requires regular

maintenance and costly repairs. A new scale will eliminate excessive maintenance and calibrations and allow for weighing trucks more efficiently.

Ballots were distributed for the Board to vote on eligibility of the projects. The unanimous vote of the Board indicated all thirteen projects were eligible for prioritization. Members were then provided prioritization ballots and were requested to rank the projects from the highest priority of one to the lowest priority of thirteen.

After calculating the total score for each project and ranking the projects by their total score, the projects were prioritized as follows:

1. Hickman Riverport: Dock Dredging #3: **requested \$25,200.**
2. Paducah Riverport: Dock Dredging #1: **requested \$39,730.**
3. Eddyville Riverport: Truck Queuing and Grain Pit Improvements: **requested \$75,000.**
4. Owensboro Riverport: Inner Loop Road: **requested \$33,704.50.**
5. Paducah Riverport: Truck Scale Replacement: **requested \$45,541.**
6. Hickman Riverport: Crane Bridge Resurface: **requested \$60,000.**
7. Henderson Riverport: Crane Restoration: **requested \$250,000.**
8. Louisville Riverport: Railroad Rehab #4: **requested \$100,000.**
9. Owensboro Riverport: KY 331 Turn Lane: **requested \$27,520.**
10. Hickman Riverport: Scale Access Paving: **requested \$7,250.**
11. Owensboro Riverport: Access Road and Trailer Storage Area: **requested \$157,118.**
12. Hickman Riverport: Conveyor Upgrade: **requested \$125,000.**
13. Hickman Riverport: Cargill Conveyor Replacement: **requested \$500,000**

Carol announced the priorities and noted the first six priorities could be fully funded with \$220,824 left over. The remaining funds are not enough to completely fund the seventh priority, the Henderson Riverport Crane Restoration project, for which \$250,000 was requested. The Board discussed whether any of the projects could be scaled-back so the Crane Restoration could be funded completely, but that was not an option for the projects prioritized above the Henderson crane project. The Board asked if the Henderson Crane project could be constructed with the lesser funds available and were assured the funds could be utilized even though the Riverport match would then be greater.

There was discussion about a situation during the last grant cycle in which an amount of funding was returned to the Cabinet by Greenup-Boyd County Riverport. Since Hickman Riverport had the next prioritized project, the funding was offered to them but they opted to pass. The funding was then offered to and subsequently accepted for the next prioritized project which was at Owensboro Riverport. Norb Whitlock moved to recommend to the Secretary the projects as prioritized and funding up to 50% of the project cost. The motion was seconded by Ed Riney and passed unanimously. Steve Alley moved any funds returned from projects to the Cabinet should apply to the next prioritized project, up to 50% of the total project cost but not to exceed \$250,000 for any one project. Greg Curlin seconded the motion and it passed unanimously. The projects to be recommended to the Secretary for funding through the Kentucky Riverport Improvement funds are as follows:

1. Hickman Riverport: Dock Dredging #3: **requested \$25,200.**
2. Paducah Riverport: Dock Dredging #1: **requested \$39,730.**
3. Eddyville Riverport: Truck Queuing and Grain Pit Improvements: **requested \$75,000.**
4. Owensboro Riverport: Inner Loop Road: **requested \$33,704.50.**
5. Paducah Riverport: Truck Scale Replacement: **requested \$45,541.**
6. Hickman Riverport: Crane Bridge Resurface: **requested \$60,000.**
7. Henderson Riverport: Crane Restoration: **requested \$250,000, recommend \$220,824.50.**

Chairman Pritchett reminded the Board the next meeting is scheduled for July 14, 2016, at 10 AM at the Owensboro Riverport.

Bill Miller reminded attendees the Paducah Riverport is hosting an informational meeting about container-on-barge shipping on June 21, 2016, at 11 AM at the Paducah Bank Conference Center.

Business being concluded, the meeting was adjourned.

Submitted:

Carol Brent

Casey Wells

Water Transportation Advisory Board staff, KYTC