



KENTUCKY TRANSPORTATION CABINET

Department of Highways

DIVISION OF PLANNING

TC 59-113

Rev. 08/2026

Page 1 of 3

KENTUCKY PUBLIC RIVERPORT CONSTRUCTION AND MAINTENANCE (KPRCM) APPLICATION

INSTRUCTIONS: A guidance document is provided to assist in completing the application packet and may be accessed at <https://transportation.ky.gov/MultimodalFreight/Pages/KPRCM.aspx>
See the guidance document for required attachments and acceptable methods of submittal.

SECTION 1: APPLICANT INFORMATION

PUBLIC RIVERPORT NAME		TOTAL PROJECT COST	KPRCM FUND REQUEST
Owensboro Riverport Authority		\$250,000.00	\$250,000.00
STREET ADDRESS	CITY	STATE	ZIP
1771 River Road	Owensboro	KY	42301
CONTACT NAME & TITLE	PHONE	EMAIL	
Brian Wright, President & CEO	270-663-4034	bwright@owensbororiverport.com	

SECTION 2: PROJECT DESCRIPTION

PROJECT TITLE	DURATION
Rail-to-Truck loading area project	12 months weeks
FACILITIES AFFECTED BY THE PROPOSED PROJECT	

☒ Owned by Riverport Authority ☐ Leased to:

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

The project will evaluate, design, and implement an improved rail-to-truck loading area within the port to address existing congestion, drainage, maintenance, and safety challenges. The investment will improve the efficient transfer of bulk commodities between rail and truck, reduce delays and demurrage, lower maintenance requirements, and provide greater transportation flexibility for existing and future customers. The project will strengthen the port's multimodal freight capabilities and support continued industrial and economic growth.

Select ONE: ☐ Applicant plans to use their own manpower, equipment, or materials on the project (Force Account).
☒ Applicant plans to competitively bid out all work related to the project.

TRAFFIC	CURRENT	AFTER PROJECT
Trucks per day	200-225	210-235
Train cars per week	50-60	55-65
Barges per week	11-12	11-12

SECTION 3: PERMITS AND APPROVALS

	YES	NO
Has the applicant consulted with state and federal agencies (US Army Corps of Engineers, US Coast Guard, US Fish & Wildlife Service, KY Division of Water, KY Heritage Council, etc.)?	☐	☒
Has state and federal agency consultation determined permits are needed?	☐	☒
Have all required permits (environmental, encroachment, etc.) been obtained?	☐	☒

FOR KYTC USE ONLY

Date Received: _____	WTAB Approval ☐ Yes ☐ No	Notification of Award: _____ MOA #: _____ Notice to Proceed: _____
Application Complete? ☐ Yes ☐ No	Sec. Approval ☐ Yes ☐ No	
Eligible Applicant? ☐ Yes ☐ No	Award Amount: _____	
Permits Needed? ☐ Yes ☐ No	Award Date: _____	

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SECTION 4: PROJECT EVALUATION

A. DESCRIPTION OF THE PROPOSED PROJECT'S CRITICALITY AND TRANSPORTATION IMPACT ON RIVERPORT OPERATIONS AND KENTUCKY'S MULTIMODAL FREIGHT NETWORK *(Text is limited to the space provided below.)*

The project will address a key operational pinch point in the port's rail-to-truck transfer process and improve the movement of bulk commodities between two critical transportation modes. By increasing the efficiency and reliability of rail unloading and truck loading, the project will reduce congestion, minimize delays and demurrage, and strengthen the port's role as a flexible multimodal freight connection for regional customers.

B. DESCRIPTION OF THE PROPOSED PROJECT'S ECONOMIC DEVELOPMENT IMPACT AND ABILITY TO SUPPORT ECONOMIC GROWTH, JOBS, INDUSTRY, AND PRIVATE INVESTMENT *(Text is limited to the space provided below.)*

The project will support continued growth in rail-served bulk commodity business by providing customers with a more efficient and cost-effective transportation option. Improved rail-to-truck capabilities will strengthen the competitiveness of existing industries, support port-related jobs and economic activity, attract new customers, and provide infrastructure capable of supporting future private investment and increased commodity volumes.

C. DESCRIPTION OF THE PROPOSED PROJECT'S ABILITY TO IMPROVE SAFETY, PRESERVE INFRASTRUCTURE, AND IMPROVE RESILIENCY *(Text is limited to the space provided below.)*

Relocating or redesigning the rail-to-truck operation will reduce congestion and address the existing rail pit's drainage, maintenance, and confined-space concerns. The project will reduce recurring maintenance costs, improve working conditions for employees, and create a more reliable operation that is less vulnerable to equipment, drainage, or capacity-related disruptions.

D. DESCRIPTION OF THE PROPOSED PROJECT'S READINESS & DELIVERABILITY AND LIKELIHOOD THE PROJECT CAN PROCEED EFFICIENTLY AND SUCCESSFULLY *(Text is limited to the space provided below.)*

The project addresses a clearly identified operational need with demonstrated and increasing demand. Evaluation of the most effective location and design, followed by installation and commissioning of the improved facility can be completed timely and does not require major construction or permitting. Because the project builds upon existing rail and port infrastructure, it is well positioned for efficient implementation and successful completion.

E. DESCRIPTION OF THE PROPOSED PROJECT'S FINANCIAL LEVERAGE & PARTNERSHIP AND WHETHER THE PROJECT LEVERAGES OUTSIDE INVESTMENT OR PARTNERSHIPS *(Text is limited to the space provided below.)*

The proposed project will be funded through the requested grant assistance. At this time, no additional outside funding sources or formal financial partnerships are being considered for funding the project. Although the project does not include additional financial investment from outside partners, it directly supports the riverport's existing customer base and the private-sector businesses that depend on the facility for efficient and reliable freight handling.

F. DESCRIPTION OF THE PROPOSED PROJECT'S STRATEGIC IMPORTANCE TO KENTUCKY AND BROADER STATEWIDE TRANSPORTATION AND ECONOMIC SIGNIFICANCE *(Text is limited to the space provided below.)*

The project has strategic significance because it strengthens ORA's ability to efficiently connect rail and truck transportation, providing customers with greater flexibility in managing freight and transportation costs. Expanding reliable multimodal capability will enhance the port's competitiveness, support regional supply chains, reduce transportation bottlenecks, and position the facility to accommodate continued industrial and economic growth.

KENTUCKY PUBLIC RIVERPORT CONSTRUCTION AND MAINTENANCE (KPRCM) APPLICATION

SECTION 5: SUBMISSION CHECKLIST *(See guidance document for details.)*

- ☒ Kentucky Public Riverport Construction and Maintenance (KPRCM) Application (TC 59-113)
- ☒ Statement of Work
- ☒ Scope of Work
- ☒ Purchase quote or cost estimate for the project
- ☒ Project Schedule/Timeline
- ☒ Maps, aerial photos, drawings, and photographs, as needed
- ☐ Engineering plans, schematics, details, drawings of the proposed project, as needed
- ☐ Copies of all correspondence or evidence of consultation that has occurred with state and federal agencies, if applicable
- ☒ Required Affidavit for Bidders, Offerors and Contractors from applicant

SECTION 6: CERTIFICATION

I have read the Kentucky Public Riverport Construction and Maintenance Project Guidance Document and understand and agree to abide by what is stated therein. I agree that incomplete applications, applications missing any of the above required supporting documents, or applications received after the deadline, will be deemed ineligible by Division staff without consideration for KPRCM funds and returned to applicant. I also hereby certify, subject to the provision of KRS 523.100 (unsworn falsification to authorities), that the above information is true and correct to the best of my knowledge.

PRINTED NAME & TITLE	SIGNATURE	DATE
Brian Wright, President & CEO		9-30-26

Completed applications and all required attachments must be submitted electronically in PDF format. Paper copies will not be accepted. Emailed applications must be received by the Division by date indicated in call for projects. PDF copies shall be sent via email to the address indicated in the call for projects.



KPRCM Application

Applicant Name: Owensboro Riverport Authority

Project Title: Rail-to-truck loading area project

Date Submitted: September 30, 2026

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1771 River Road ♦ P.O. Box 21955 ♦ Owensboro, KY ♦ 42304-1955
1 877 599-7929 ♦ (270) 926-4238 ♦ FAX (270) 683-3711

www.OwensboroRiverport.com



September 30, 2026

RE: Rail-to-truck loading area project

Dear Sir or Madam:

The Owensboro Riverport Authority (ORA) is proud to be one of Kentucky's leading public riverports, moving nearly 1 million tons of cargo in fiscal year 2026 through integrated river, rail, and road operations. We are respectfully submitting our application for funding through the Kentucky Public Riverport Construction and Maintenance (KPRCM) program to support critical infrastructure improvements.

Your consideration of this request is vital to ensuring ORA can continue to meet the evolving transportation demands of our region and support statewide economic growth.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Wright", is positioned above the printed name.

Brian Wright
President/CEO

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Statement of Work

In FY 2026, ORA facilitated the movement of approximately 13,000 tons of bulk commodities directly from rail to truck for outbound shipment, compared to no activity utilizing this transportation mode in the prior fiscal year. This growth has continued into FY 2027, with approximately 3,300 tons handled through rail-to-truck operations during the first quarter alone. Increasing customer demand for transportation flexibility and the need to manage freight and logistics costs have created a growing need for ORA to provide an efficient rail-to-truck option, particularly for smaller quantities of bulk fertilizer commodities serving both existing and new customers.

The Owensboro Riverport Authority's current rail-to-truck loading area was constructed in the 1990s and is located between the CSX mainline and the loading docks serving Warehouses 2 and 3. The existing configuration creates an operational pinch point and can result in railcar congestion when multiple commodity cars are delivered to the facility for unloading. In addition, the existing rail pit presents ongoing drainage and maintenance challenges and creates confined-space concerns for employees performing inspection, cleaning, and maintenance activities. ORA has incurred nearly \$18,000 in maintenance costs to date associated with cleaning and repairing the rail pit to maintain the ability to provide rail-to-truck services.

This investment will address an operational constraint by identifying and implementing a more efficient and sustainable location and configuration for rail-to-truck loading operations. Funding will support the evaluation and design of the preferred solution, followed by installation and commissioning of the improved loading area. The project will reduce railcar congestion, improve operational efficiency and employee safety, minimize maintenance requirements, and reduce the risk of demurrage costs associated with delayed railcar unloading. By improving ORA's ability to efficiently transfer bulk commodities from rail to truck, the project will provide greater transportation flexibility, improve customer service, and position the port to accommodate continued growth in rail-served business.

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Scope of Work

The Owensboro Riverport Authority (ORA) will follow a competitive bidding process in accordance with procurement policies to secure contractors to perform the evaluation and upgrades to a rail-to-truck loading area to improve or replace the existing location. The enhancements to the facility will provide greater transportation flexibility, improve customer service, and position the port to accommodate continued growth in rail-served business.

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Detailed Budget

Rail-to-truck loading area project

Line Item	Amount
Galvanized channel frame pit conveyor to go from Rail to truck	\$ 100,000
Electrical and Install estimate	\$ 150,000
Grand Total	\$ 250,000

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Atlas Equipment Services, Inc.

PO Box 554
554 Old Jimtown Rd
Mayfield, KY 42066
270.251.9111

QUOTE

Date 6/30/2026
Quote # AESQ22327

MSHA Contractor ID# P862



Sold To:

Owensboro Riverport
Ben Walker
2703162354

bwalker@owensbororiverport.com



Ship To:

Owensboro Riverport
Ben Walker

2700 Rinaldo Rd
Owensboro, KY 42301



Payment Terms

Net 30- Freight PP&A



Rep

Shawn



Ship Via

FOB Factory

Ln #	Qty	Description	Unit Price	Ext. Price
1	1	Galvanized channel frame pit conveyor to go from Rail to truck, Rated @ 100TPH Potash 70PCF, 30" x 85ft with 16ft lift, 4 supports, head chute, No Install or electrical included	\$91,260.0000	\$91,260.0000



Thank You

Thank you for the opportunity to quote your material handling needs

Subtotal	\$91,260.00
Shipping	\$0.00
Total	\$91,260.00

Quote expires 15 days from origination. Pricing dependent on quoted quantities. Prices based on weekday non holiday hours.

Starters, wiring, permits, and excavation are not included unless explicitly itemized above. Customer is responsible for lifting equipment and / or manlifts as needed and are not included unless explicitly itemized above.

Prices subject to change upon availability. Generally all hardware and components proposed above are covered by a limited one year manufacturers warranty. We shall not be liable for any loss of profits, business, goodwill, interruption of business, nor for incidental or consequential merchantability or fitness of purpose, damages related to this agreement. Minimum 15% restocking fee.

Confidential Information:

All written and oral information and materials disclosed or provided by Atlas Equipment Services Inc. to the recipient is confidential information regardless of whether it was provided before or after the date of this document or how it was provided to the recipient.

Interest charges of 10% APR compounded daily apply on late payments.



Please contact me if I can be of further assistance





Atlas Equipment Services, Inc.

PO Box 554
554 Old Jimtown Rd
Mayfield, KY 42066
☎ 270.251.9111

QUOTE

Date 6/30/2026
Quote # AESQ22329

MSHA Contractor ID# P862



Sold To:

Owensboro Riverport
Ben Walker
2703162354

bwalker@owensbororiverport.com



Ship To:

Owensboro Riverport
Ben Walker

2700 Rinaldo Rd
Owensboro, KY 42301



Payment Terms

Net 30- Freight PP&A



Rep

Shawn



Ship Via

FOB Factory

Ln #	Qty	Description	Unit Price	Ext. Price
1	1	Galvanized channel frame feeder conveyor to go from Rail hopper to Bucket Elevator Rated @ 100TPH Potash 70PCF, 36" x 20ft supports, head chute.		
2	1	Bucket Elevator to receive from feeder above and discharge into chute work		
3	1	Discharge chute work		
4		No Install or electrical included		



Thank You

Thank you for the opportunity to quote
your material handling needs

Subtotal	\$222,475.76
Shipping	\$0.00
Total	\$222,475.76

Quote expires 15 days from origination. Pricing dependent on quoted quantities. Prices based on weekday non holiday hours.

Starters, wiring, permits, and excavation are not included unless explicitly itemized above. Customer is responsible for lifting equipment and / or manlifts as needed and are not included unless explicitly itemized above.

Prices subject to change upon availability. Generally all hardware and components proposed above are covered by a limited one year manufacturers warranty. We shall not be liable for any loss of profits, business, goodwill, interruption of business, nor for incidental or consequential merchantability or fitness of purpose, damages related to this agreement. Minimum 15% restocking fee.

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Please contact me if I can be of further assistance





Project Schedule and Timeline

Rail-to-truck loading area project

January 2027 – Put project out for bid

February 2027 – Review and award bid

March- December 2027- Work performed for improvements

December 2027 – Complete work and place rail-to-truck loading area into service

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Project Photos
Rail-to-truck loading area project



Rail pit entry and conveyor structure

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Rail-to-truck loading chute



Electrical control room

Engineering plans, schematics, details, drawings of the proposed project: Not Applicable

Copies of correspondence or consultation with state and federal agencies: Not Applicable

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**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 offer understands that the Commonwealth retains the right to request an updated affidavit at any time.

Brian Wright
Signature
President
Title

Brian Wright
Printed Name
9-30-26
Date

Bidder or Offeror Name:

Address:

Owensboro Riverport Authority
1771 River Road
Owensboro, Ky 42301

Commonwealth of Kentucky Vendor Code (If known): _____

Subscribed and sworn to before me this 30 day of September, 2026.

State of: Kentucky

Notary: Carol Huff KYNP 70213

County of: Darwin

My Commission Expires: May 21, 2027