



# Kentucky Freight Advisory Committee for Transportation

Frankfort, Kentucky | May 11, 2023



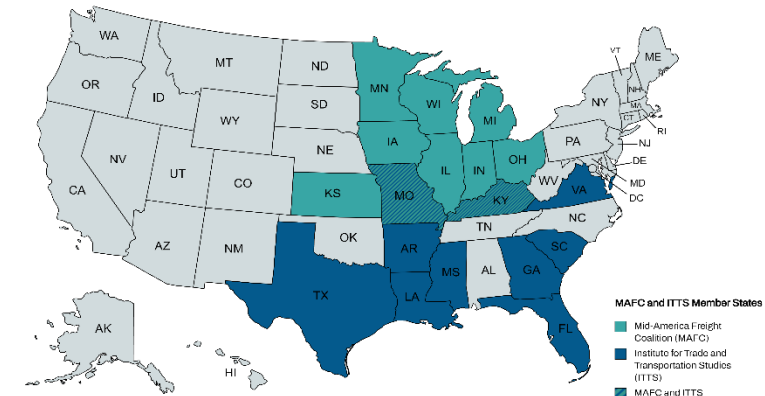
## **Agenda:**

1. **Welcome and Introductions (5 minutes)**
  - a. Michael Hancock, Deputy Secretary, Kentucky Transportation Cabinet
  
2. **Update on Federal Grants (10 minutes)**
  - a. Susan Oatman, Kentucky Transportation Cabinet
  
3. **KFACT Advise KYTC (90 minutes)**
  1. Truck –Rick Taylor, Kentucky Trucking Association
  2. MPO – Robyn Bancroft, Ohio-Kentucky-Indiana Regional Council of Governments
  3. Logistics – Kim Menke, Toyota Georgetown
  4. Manufacturing – Jennifer Kirchner, Kentuckians for Better Transportation
  5. Rail – Jeremy Edgeworth, Kentucky Transportation Cabinet
  6. Waterways – Brian Wright, Owensboro Riverport Authority
  7. Energy/Pipeline – Kenya Stump, KY Energy and Environment Cabinet
  8. Economic Development-Kristina Slattery, KY Cabinet for Economic Development
  9. Air – Jeff Wafford, UPS
  10. Agriculture – Tim Hughes, KY Department of Agriculture
  11. Transportation- Michael Hancock, Kentucky Transportation Cabinet
  
4. **Announcement of OKI/KYTC/ODOT Freight Conference (5 minutes)**
  - a. Robyn Bancroft, Ohio-Kentucky-Indiana Regional Council of Governments
  
5. **Closing Remarks/Next Meeting (5 minutes)**
  - a. Michael Hancock, Deputy Secretary, Kentucky Transportation Cabinet

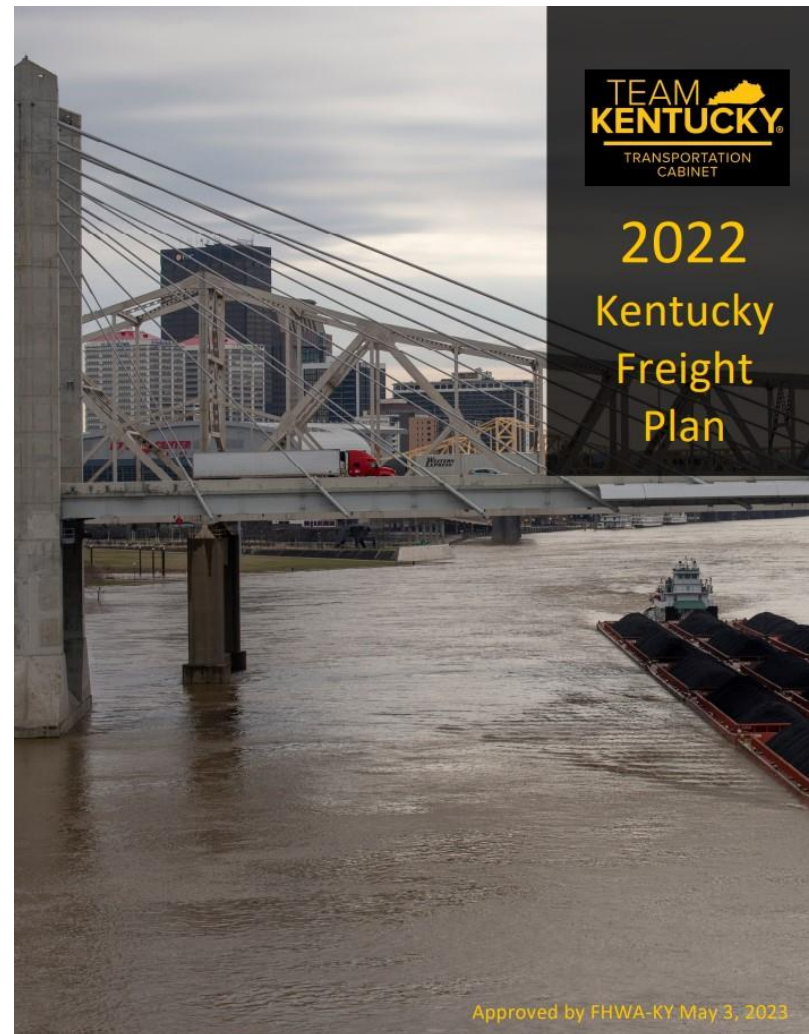


# OKI Conference on Freight

- September 5, 2023 - September 7, 2023
- Hyatt Regency Cincinnati (151 W 5th St, Cincinnati, OH 45202)
- Hosted by:
  - Ohio-Kentucky-Indiana Regional Council of Governments
  - Kentucky Transportation Cabinet
  - Ohio Department of Transportation
  - Mid America Freight Coalition
  - Institute for Trade and Transportation Studies
- Target Audience: Private and public freight stakeholders from trucking, rail, water and air cargo sectors across 18 Midwest and Southern states (OH, KY, IN, IL, VA, MI, MN, WI, IA, KS, MO, TX, AR, LA, MS, FL, GA, SC).
- [2023 Freight Conference Email Signup - OKI Regional Council of Governments](#)



# Kentucky Freight Plan



- Approved by FHWA-KY on May 3, 2023.
- [2022 Kentucky Freight Plan.pdf](#)



[transportation.ky.gov](http://transportation.ky.gov)

**Thanks for your  
participation!**

# Infrastructure Investment and Jobs Act (IIJA) KYTC Update

Susan B. Oatman – Division of Program Management

May 11, 2023

# Federal Transportation Grants:

## Opportunities

### Delayed FY 22 Opportunities

- **Notice of Funding Opportunity (NOFO) **NOW** posted**
  - PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation – **\$848 M available, due August 18, 2023**
  - Charging and Fueling Infrastructure – **\$700 M available, \$350 M Community Charging and Fueling Program and \$350 M Alternative Fuel Corridor Grants (Corridor Program), due May 30, 2023**
    - KY River ADD is submitting on behalf of Hazard and Perry County
    - Louisville Metro is submitting an application
  - Wildlife Crossing Pilot Program – **\$111,850,000 Available, due August 1, 2023**
- **FY 22 and FY 23 funds have been combined for these**

# Federal Transportation Grants:

## Award Announcements

### FY 22 Announcements

- **Awards announced**

- INFRA – GRADD/P&L Railroad received an award for the Rockport RR Bridge (\$17.3 M)
- MEGA – KYTC/ODOT received an award for Brent Spence Bridge Corridor(\$250 M)
- Bridge Investment Program - KYTC/ODOT (1 of 5 states) received an award for Brent Spence Bridge Corridor (\$1.385 B)
- RAISE- Lou Metro received an award for Reimagine 9<sup>th</sup> Street (\$15.584 M) and Broadway All the Way (\$5 M for planning)
- Strengthening Mobility and Revolutionizing Transportation (SMART)- Lou Metro received an award (\$2 M)
- Reconnecting Communities Program (RCP) – Frankfort received an award (\$100 K, planning)
- Port Infrastructure Development – Eddyville Riverport received an award ( a little over \$4.9 M)



# Federal Transportation Grants:

## Opportunities

### FY 22 Announcements

- **Awards announced**

- Safe Streets for All (SS4A)- Lou Metro, Elizabethtown, Ashland, KIPDA, Corbin, and 11 ADDs received awards
- National Scenic Byways Program (NSBP)- No KY award
- Bus and Bus Facilities Program –
  - LFUCG Transit Auth., \$6.3M for new CNG buses
  - Northern KY Transit Auth., \$3M for hybrid electric buses
  - TARC, \$7.4M for battery electric buses and charging infrastructure
  - KYTC, \$3.2M on behalf of 7 rural transit agencies to purchase buses and upgrade technology
- **Not yet announced**
  - FY 22 Railroad Crossing Elimination
  - FY22 Consolidated Rail Infrastructure and Safety Improvements (CRISI)
  - FY 22 Passenger Ferry Grants

# Federal Transportation Grants:

## Opportunities

### FY 23 Opportunities

- **Port Infrastructure Development Program (PIDP)**
  - NOFO posted February 8, 2023
  - Submittal deadline- April 28, 2023
  - Hickman Fulton County Riverport applied
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**
  - NOFO posted Nov 2022, announcement expected by June 28, 2023
  - Submittal deadline – Feb 28, 2023
  - KYTC submitted 1 application and worked with City of Jackson and Kenton County on applications
- **Buses and Bus Facilities Program (FTA)**
  - NOFO posted January 27, 2023, due April 13, 2023
- **Safe Streets for All (SS4A)**
  - NOFO posted March 30, 2023, due July 10, 2023
- **Ferry Programs (Ferry Service for Rural Communities and Passenger Ferry Boat Program) FTA**
  - NOFO not yet posted

# Federal Transportation Grants:

## Opportunities

### FY 23 Opportunities

- **Multimodal Project Discretionary Grant (MPDG)**
  - Multi grant opportunity- (Mega, INFRA, & Rural)
  - NOFO expected Spring 2023
- **Reconnecting Communities Program**
  - NOFO expected late Spring 2023
- **Bridge Investment Program (BIP)**
  - NOFO expected Summer 2023
- **Railroad Crossing Elimination Program**
  - NOFO expected Summer 2023
- **SMART**
  - NOFO expected Fall 2023
- **Consolidated Rail Infrastructure and Safety Improvements Program (CRISI)**
  - NOFO expected Fall 2023



Questions?

# ISSUE BRIEFING: Truck Weight Limit

## Background

- Freight movement on most interstate highways is currently limited to 80,000 lbs. GVW
- This limit will impact the transport of finished EVs, which are heavier than ICE vehicles.
- Consequently, car haulers will need to reduce the number of vehicles they carry per load.
- The weight restriction also impacts the amount of EV components freight trucks can carry.
- To address the issue several states and Canada have raised the weight limit to 120,000 lbs.
- Multi-axles will reduce the weight on each axle to 14,800 lbs. compared to 17,000 for current tandem axle to meet the 80,000 lbs. weight limit. Allowing multi-axle to carry up to 120,000 and vehicle haulers to 88,000 lbs. will reduce the stress on roads and traffic as well as alleviate current driver shortages.
- Multiple transportation related groups as well as Toyota are seeking reforms to federal GVW limitations to allow EV transport throughout our U.S. plant, dealer and port supply chain.

## Talking Points

- Toyota has worked with several states to safely utilize multi-axle trailers at higher weight limits to ship engines and transmissions on state highways.
- At the federal level, Toyota seeks raise the weight limit and utilize multi-axle trailers for 120,000 lbs. and raise the weight limit of vehicle haulers to 88,000 lbs.
- Sensible and modest truck weight reform will increase safety on our roads and allow the US to significantly reduce emissions in the transportation sector.

## Modernizing the truck weight limit on Federal Interstate Highways will:



Make roads safer for our families



Minimize congestion on state and local roads



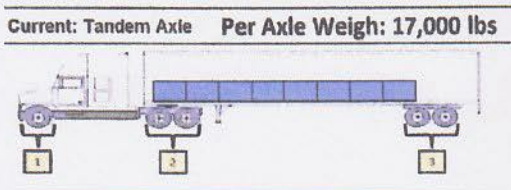
Reduce infrastructure costs, saving taxpayer dollars



Reduce fuel consumption and greenhouse gases emissions

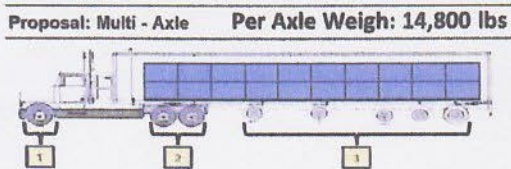


Create savings for American manufacturers that can be reinvested into our communities



### The Law

Unchanged since 1974, stinger-steered automobile transporters are allowed:



### The Challenge

Electric and hybrid vehicles are substantially heavier than their gasoline-powered counterparts, which reduces trailer capacity and load efficiency





## **Transportation, Logistics, & Infrastructure Policy (TLIP) Committee**

In support of KAM's federal and state advocacy mission, we are establishing a new Transportation, Logistics, and Infrastructure Policy (TLIP) Committee to develop and advance critical policy and appropriations proposals and initiatives in transportation, logistics and infrastructure, which are vital to Kentucky's continued economic growth and competitiveness. During a time of unprecedented economic development and federal funding opportunities, we intend to develop strategic and tactical approaches to the priorities listed below.

### **2023-2024 State Policy Agenda**

Kentucky's infrastructure needs related to transportation and logistics continue to increase as our modes of transportation continue to evolve. We must be proactive in preparing for future needs by:

- Fully funding the State Road Plan using a modernized mechanism that fairly applies to all vehicle propulsion modalities.
- Developing the infrastructure and regulatory framework for the rapidly developing advanced air mobility (AAM) sector.
- Supporting the Kentucky Transportation Cabinet's EV Charging Strategy for battery electric vehicles (BEVs), corridor development for freight/commercial mobility, and the regional development of Kentucky's Hydrogen Hub.
- Promoting the use of and ensuring long-term funding sustainability for all multi-modal transportation plans significant for the movement of freight via road, water, rail, and air.
- Ensuring that pipelines are maintained and regulated on a reasonable basis by appropriate federal and state authorities.

### **EARLY DRAFT 2023-2024 Federal Policy Agenda**

#### Supply Chain

- Maintain a competitive tax policy and enact additional reforms to promote R&D, innovation, and domestic manufacturing investment.
- Expedite the implementation of the Infrastructure Investment and Jobs Act; prevent disruptions at ports and across railways.
- Increase production and delivery of domestic energy from all sources.
- Support critical mineral extraction, processing, and recycling in the United States.
- Fix provisions of the tax law that make research more expensive.

- Streamline and expedite environmental permitting and foster regulatory stability.
- Implement the CHIPS and Science Act, disbursing funds to support domestic semiconductor manufacturing.

The companies listed below are invited to name an executive to sit on the committee:

Aichi Forge  
ATMOS  
AMG Aluminum North America  
Ashland Alliance  
Beta Technologies  
Big Rivers Electric Corporation  
BlackBox Energy Systems  
Blue Grass Metals  
Brown-Forman  
Caterpillar  
Cincinnati/Northern Kentucky Airport  
Chemours Company  
Dow Chemical  
Ford  
GE Appliances  
HJI Supply Chain Solutions  
Marathon Petroleum  
Owensboro Riverport Authority  
Par 4 Plastics  
Pegasus Industries & Packaging  
Regal Rexnord  
RPS Barge Company  
Sumitomo Electric Wiring Systems  
Toyota  
Toyotetsu  
UPS  
Wacker Chemical  
Kentuckians For Better Transportation

## Edgeworth, Jeremy R (KYTC)

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**From:** Downey, William <William.Downey@RJCorman.com>  
**Sent:** Thursday, May 11, 2023 12:52 PM  
**To:** Edgeworth, Jeremy R (KYTC)  
**Subject:** RE: REMINDER---Kentucky Freight Advisory Committee for Transportation

### This Message Originated from Outside the Organization

This Message Is From an External Sender.

Report Suspicious

A few items of note for the meeting:

- Some of the primary railroads in KY, both short line and class 1, in conjunction with KYTC, participated in the RFP and interview process for the state rail plan/needs assessment. HDR was selected, timeline for completion is 12-18 months. (you can speak to this process in detail if you'd like)
- The derailment in East Palestine, OH has sparked a slew of state and federal legislation proposals aimed at safety improvements within the rail industry. The industry has been working closely with legislators to make improvements to the proposed legislation as many of the mandates and provisions are extremely costly, burdensome, and do not address the safety issues the lawmakers are looking to improve.
  - o The "Brown/Vance Rail Safety Bill" (S.576 Railway Safety Act) passed the Senate Commerce Committee yesterday primarily along party lines. It will head to the Senate floor in the coming weeks.
  - o The railroad industry is in general opposition to this legislation and the majority of the mandates and provisions. There are a few items of common ground and the industry is continuing to work with Congress on improvements to the legislation.
- Short Line Railroad Advocacy Day on the Hill in DC is occurring next week and multiple KY short lines will be DC advocating on behalf of the short line railroad industry.
- The RJ Corman Central Kentucky Line (RJCC) that runs from Winchester to Louisville with it's downtown yard operations in Lexington, is up for renewal with CSX this year. This is the 20<sup>th</sup> year of the original lease to operate the line between RJ Corman and CSX. Negotiations are ongoing.
  - o Since taking over the line in 2003, RJ Corman has increased the car load traffic from approximately 4,000 freight cars per year to over 16,000 carloads per year in 2022. This serves a key line haul for sand traffic for the multiple construction and contractors in the area as well as a key service line for the aluminum industry in Kentucky.



**William Downey**

Director – Government Affairs **R. J. Corman Railroad Group, LLC**

**C: 859-351-4429** |

PO Box 788, 101 RJ Corman Dr, Nicholasville, KY 40356



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**From:** Edgeworth, Jeremy R (KYTC) <jeremy.edgeworth@ky.gov>  
**Sent:** Thursday, May 11, 2023 11:49 AM  
**To:** Downey, William <William.Downey@RJCorman.com>  
**Subject:** RE: REMINDER---Kentucky Freight Advisory Committee for Transportation