

**LOUISVILLE AND JEFFERSON COUNTY
RIVERPORT AUTHORITY**

**MINUTES
MARCH 6, 2023**

A meeting of the Louisville and Jefferson County Riverport Authority Board of Directors was held March 6, 2023.

Members present were Nicole Renfroe, Chairman, Lester Sanders, Jamal Bowman, and David Waskey. Also present was Donald Cox, of Lynch, Cox, Gilman, and Goodman, PSC. Staff members present were Ozzy Gibson, Executive Director, Maria L. Bouvette, Chief Financial Officer, Miguel Zamora, VP, and Tim Kizer, Executive VP. Also in attendance were Neville Blakemore and Jim Adams, a representative of Port of Louisville.

The meeting was called to order by the Chairman. The first order of business was approval of the Minutes of the meeting held on January 9, 2023. Motion was duly made and seconded to accept and approve the minutes. Votes for were unanimous.

The Board was updated on Foreign-Trade Zone [Zamora] and Railroad matters. [Gibson].

The Board reviewed and discussed the Board Monitoring Report as of December 31, 2022 and Comparison of Actual Results to Budget for the six months ended December 31, 2022 [Q2 2023].

The Board was updated on a recently submitted Port Planning Grant for \$1 million noting the RAISE Grant Application was included in the Board package for review.

The Board went into Executive Session to discuss pending and potential real estate and legal transactions, legal matters, business proposals and personnel matters. Mr. Adams and Neville Blakemore left the meeting.

The Board reconvened in open session. Mr. Blakemore rejoined the meeting and the following Resolution was duly made, seconded, and unanimously carried:

BE IT RESOLVED; that the Board enter into a contract with Mr. Blakemore, or his designated company, to provide consulting services to Louisville Riverport Authority. Mr. Gibson will assist with preparation of the contract for Board approval at the April Board meeting.

There being no further business, upon motion duly made, seconded, and unanimously carried, the meeting was adjourned.

**LOUISVILLE AND JEFFERSON COUNTY RIVERPORT AUTHORITY
BOARD OF DIRECTORS MEETING
MARCH 6, 2023 12:00 p.m.**

AGENDA

1. Approval of Minutes of Meeting of January 9, 2023*
2. FTZ Update
3. Railroad/FRA Update
4. Board Review of Financial Information-Board Monitoring Report as of December 31, 2022 and Comparison of Actual Results to Budget for the six months ended December 31, 2022 [Q2 2023].
5. Planning Grant Application Update
6. Executive Session to discuss pending and potential real estate transactions, business proposals, litigation and personnel matters.

*Board Action Item

**LOUISVILLE AND JEFFERSON COUNTY
RIVERPORT AUTHORITY**

**MINUTES
JANUARY 9, 2023**

A meeting of the Louisville and Jefferson County Riverport Authority Board of Directors was held January 9, 2023.

Members present were Nicole Renfroe, Chairman, Lester Sanders, Bonnie Michael, and David Waskey. Also present was Matthew Cox, of Lynch, Cox, Gilman, and Goodman, PSC. Staff members present were Ozzy Gibson, Executive Director, Maria L. Bouvette, Chief Financial Officer, and Tim Kizer, Executive VP. Also in attendance was Jim Adams, a representative of Port of Louisville.

The meeting was called to order by the Chairman. The first order of business was approval of the Minutes of the meeting held on December 5, 2022. Motion was duly made and seconded to accept and approve the minutes. Votes for were unanimous.

The Board was updated on Foreign-Trade Zone and Railroad matters. [Gibson].

The next item of business was to welcome Rene Valadez, representative from Strothman+Co who was there to present the audit findings of the June 30, 2022 Financial Statements Audit. He reviewed the Consolidated Financial Statements noting it was a "clean opinion" audit and the Report on Internal Control indicated there were no deficiencies in internal control considered to be material weaknesses. He also reviewed a letter dated November 29, 2022 [Governance Letter] outlining the Auditor's responsibility, judgements about qualitative aspects of significant accounting practices and other communications. Motion was duly made, seconded, and unanimously carried to accept and approve the Audit and other Reports presented.

The Board reviewed the Board Monitoring Report as of November 30, 2022.

The Board went into Executive Session to discuss pending and potential real estate and legal transactions, legal matters, business proposals and personnel matters. Mr. Adams left the meeting.

The Board reconvened in open session.

There being no further business, upon motion duly made, seconded, and unanimously carried, the meeting was adjourned.

Nicole Renfroe, Chairman of the Board

Board Monitoring Report
(in 000's)

[illegible]

RIVERPORT OPERATING RESULTS
FOR 6M ENDING DECEMBER 31, 2022

	Actual	Budget	Variance	Annual Budget	Prior Year Actual
Revenue					
Land Sale Revenue	\$ -	700,000	\$ (700,000)	\$ 1,400,000	\$ 3,828,257
Rental Revenue	-	0	-	-	-
Interest Earned	20,343	17,500	2,843	35,000	4,873
Foreign Trade Zone	235,730	168,000	67,730	336,000	201,509
Land Lease	17,088	17,500	(412)	35,000	19,088
Grant Revenue		1,000,000	(1,000,000)	2,000,000	-
Rail Maintenance Fees		25,000	(25,000)	50,000	
Total Revenue	\$ 273,161	\$ 1,928,000	\$ (1,654,839)	\$ 3,856,000	\$ 4,053,727
Cost of Land Sales Cash Outlay	-	375,000	(375,000)	750,000	3,096,000
Gross Margin	\$ 273,161	\$ 1,553,000	\$ (1,279,839)	\$ 3,106,000	\$ 957,727
Expenses					
Salaries & Fringes	194,437	200,000	(5,563)	400,000	205,010
Advertising & Promotion	-	5,000	(5,000)	10,000	1,221
Maintenance & Repairs	36,215	35,000	1,215	70,000	26,302
Insurance & Bonds	7,999	55,000	(47,001)	110,000	9,036
Rail Maintenance	97,372	112,500	(15,128)	225,000	23,770
Professional Fees	157,343	150,000	7,343	300,000	122,248
Telephone & Utilities	15,322	20,000	(4,678)	40,000	23,932
Travel & Business Expense	15,866	25,000	(9,134)	50,000	21,602
Office Rental	21,563	22,000	(437)	44,000	21,000
Miscellaneous Supplies & Expense	13,144	10,000	3,144	20,000	17,134
Total Expense	\$ 559,261	\$634,500	\$ (75,239)	\$ 1,269,000	\$ 471,255
Net Income(Loss) from Operations	\$ (286,100)	\$918,500	\$ (1,204,600)	\$ 1,837,000	\$ 486,472
Port Operations					
Revenues	111,900	112,000	(100)	224,000	111,900
Expenses	87,752	50,000	37,752	100,000	31,048
Port Net Operating Income(Loss)	\$ 24,148	\$62,000	\$ (37,852)	\$ 124,000	\$ 80,852
Miscellaneous Income/(Loss)	-	-	-	-	-
TOTAL INCOME(LOSS)	(\$261,952)	\$ 980,500	\$ (1,242,452)	\$ 1,961,000	\$567,324
NON-CASH EXP-DEPRECIATION	148,530				

Louisville Riverport Authority – Phase Six Refocusing & Rebranding

Summary

This document outlines the process for retaining personnel to launch the refocusing and rebranding of Phase Six for the Louisville Riverport Authority.

Background

During Mayor-elect Greenberg's transition process, Neville Blakemore was asked to consider serving as Executive Director of the Louisville Riverport Authority. Neville expressed an interest in learning more about the opportunity.

Having reviewed background materials provided by the transition team, as well as participated in several conversations / meetings with Ozzy Gibson and David Kaplan, Neville is interested in moving forward. See below for a timeline of the related conversations.

In summary, Neville proposes that he and Ozzy jointly co-manage the authority for 12 months with the long-term prospect of Neville serving as the full-time Executive Director.

Roles & Responsibilities

The following is an outline of Neville and Ozzy's initial roles and responsibilities.

Ozzy's Role (taking the lead on):

- Port of Louisville (resolving countersuit, subleasing of railroad, etc.)
- Submitting RAISE planning grant for a much larger PIDA grant down the road
- Handling day-to-day employee matters; reports to the Board of Directors
- Neville to assist, as necessary
 - For example, Neville will prepare the weekly agenda for the team meeting

Neville's Role (taking the lead on):

- Reactivating land sales / pursuing the "Louisville & Jefferson County Industrial Land Use Strategy"
- Understanding and leveraging the bonding authority
- Exploring options in neighboring counties: Bullitt, Hardin, Oldham, Shelby & Spencer
- Ozzy to assist, as necessary

Over time, it is expected these duties will change, yet the above is the recommended starting point.

Overview of Work Plan

Neville's initial work plan is divided into three categories: 1) due diligence / stakeholder engagement; 2) plan development with prioritization; and 3) implementation.

1. **Due Diligence / Stakeholder Engagement** – Neville will meet with the following individuals to learn more about Riverport's potential and to develop the path forward:
 - Current and former employees
 - Current and former Board Members
 - Commercial real estate development professionals

- Economic development specialists
- Riverport professionals
- Local elected officials
- Municipal bond professionals / capital stack development opportunities
- Affordable housing experts

The number of conversations, in person and via zoom, will range from 30 to 50 individuals over a one to three month timeframe. It is expected Neville will travel to other Riverports, as well as related industry conferences, as and if necessary.

2. Plan Development with Prioritization – It is not possible, at this time, to outline the plan in detail, yet it seems reasonable the reactivation of land sales would be a priority. It also seems logical a plan to maximize FTZ potential would be included.

Neville is particularly interested in exploring the potential of leveraging Riverport’s bonding capacity. Anticipated areas of potential opportunity include commercial real estate development projects, as well as affordable housing initiatives throughout Jefferson County, to the extent permitted by law.

3. Implementation – The expectation, at this time, is that Neville will serve as the full-time Executive Director of Riverport and be responsible for implementing the plan (Mayor Greenberg would appoint Neville to the position).

Compensation

The following is an outline of the terms for Neville’s compensation.

- Upon Board approval, start immediately
- Remote and onsite working; \$10k per month for 12 months
- 1099 capacity; 30 to 60 hours per week (whatever it takes to get the job done)
 - Riverport will be Neville’s primary occupation

Timeline of Conversations

- Dec 7, 2022 – Mayor-Elect Greenberg’s transition team contacted NB to discuss River Port
- Dec 12, 2022 – Meeting with DK & NB
- Jan 23, 2023 – Meeting with OG & NB
- Feb 2, 2023 – Meeting with OG, DK & NB
- Feb 8, 2023 – Meeting with OG & NB @ River Port
- Feb 14, 2023 – NB sent Phase Six outline (this document) to OG for feedback
- Feb 15, 2023 – NB sent Phase Six outline to DK for feedback
- Feb 16, 2023 – Phase Six outline finalized

Neville Blakemore

41 Mockingbird Valley Drive, Louisville, Kentucky 40207 – nb@nblakemore.com / (502) 930-1781

SENIOR LEADERSHIP EXECUTIVE

- Executive Leadership & Management
 - Recruitment, Development & Management of High-Performance Sales / Development Teams
 - Designed and Executed M&A Strategies
 - Excellent at “Take the Hill” Projects
 - Extensive Non-Profit Experience
 - Proven Fundraiser & Strong Social Capital Network
 - Strong Visionary Leadership
 - Strategic Planning & Implementation
 - “Get Things Done” Professional
-

NARRATIVE OF QUALIFICATIONS

Strategic Thinker / Doer – I am uniquely talented at identifying creative and alternative ways to keep advancing the ball.

Faced with any given scenario, I do not see obstacles. Looking for ways to motivate the team, we will identify the relevant patterns and issues, and, most importantly, develop and implement a plan to move forward. Quickly.

Communicator – I can communicate. It is easy for me to put my and / or other people’s thoughts into words, written or spoken. I love a good presentation. That being said, the most important skill in communicating? Listening.

Activator – I get things done. I push others, too. Early in my career, I learned that some is not a number and soon is not a time. On occasion, I can be impatient. This is a strength, and, if not responsibly managed, a weakness.

Ideation – Ideas are a beautiful thing. Especially when it is someone else’s idea, and we turn it into reality. In the beginning, it can be difficult to flesh out the plan, but with persistence and hard work, it always comes to fruition.

Arranger – My wife says I’m a Border Collie. Yes, my wife says I’m a dog. Why? Because once the team picks our goal, I can’t quit until we reach the finish line. Also, while flexibility is key on reaching any objective, I’ve learned you must be mindful to ensure resources are properly utilized to maximize and stay within budget.

Persuasive Sales Management – I am a big believer in the Predictive Index, a world-renowned management tool. My profile is Persuasive Sales Management. Translation? I’m focused on cohesion, communication, morale, and the team’s accomplishments. The direction of the team matters. I’m comfortable delegating authority, yet always follow up on the details. I like working with different kinds of people, and I’m confident in persuading others.

CAREER PROGRESSION

Managing Partner (January 2017 – Present)

Louisville, Kentucky

FTC, Inc. – *The vehicle I used to run for office a third and final time, a platform for city-wide civic engagement, and a chance to focus full-time on improving the lives of my fellow citizens; with an unending ability to forge a path forward in complex situations, I am now seeking a leadership position within a dynamic organization where I can focus all of my energies.*

Key Accomplishments:

- **Civic:** Launched the merger of Restorative Justice Louisville and Volunteers of America Mid-States, which increased juvenile criminal justice reform funding by 700%; transformed a Louisville-based pilot platform into a statewide program; and reduced juvenile recidivism for participating youth by 50% over a sustained period.
- **Co-Founder:** You Decide, Kentucky!, a statewide coalition dedicated to modernizing the local tax code so citizens can decide what revenue streams will improve the quality of life in their communities; worked extensively with Republican Leadership in Frankfort to launch effort; provided sustaining leadership and secured initial seed funding.
- **Co-Founder:** The Commonwealth Alliance, a statewide network of progressive groups focused on supporting and coordinating the civic engagement efforts of partner organizations serving Kentucky’s communities; identified and recruited national partnerships; and secured award-winning grants for initial seed funding.
- **Political:** Raised record funding for three races; initiated a city-wide smoking ban in Louisville; redefined the vision for two elected offices; personally knocked on 15,000 doors (over two races); successfully initiated political reporting coverage by *The New York Times*; and held fundraisers for two different victorious opponents.
- **Non-Profits:** Fiduciary Board service; raised >\$5 million; established business development programs, earned revenue enterprises, and project management initiatives. Content areas: arts/culture; criminal justice reform; civic engagement; economic development; local tax modernization; post-secondary education; publicly funded arenas; racial and economic justice; increasing regional airlift capacity; and at-risk youth services (see third page for entities).

President, CEO & Chairman (July 2006 – December 2016)

General Manager (October 2004 – June 2006)

Vice President of Sales (August 2003 – September 2004)

Louisville, Kentucky

Great Northern Building Products, LLC – A vibrant and fast growing holding company with a portfolio of specialized niche companies that we acquired in the building materials and construction industries; an engaging, intense, and powerfully rewarding experience; a unique opportunity for whichever I am ever grateful; the same business partner for 15+ years.

Responsibilities:

Executive management related to all aspects of a multi-million dollar company with several divisions: strategic vision and implementation, sales and marketing, operations and manufacturing, M&A, investor relations, public relations, customer service, finance, accounting, and human resources.

- Created, implemented, and was driving force behind the strategic vision
- New product launches; developed branding campaigns; implemented PR strategies and cross-marketing efforts
- Co-managed senior operations / manufacturing executives with business partner; my focus was on timelines and deliverables, while my business partner, an engineer, managed technical considerations
- Designed and executed M&A strategy; managed acquisition due diligence; spearheaded integration
- Raised equity and credit capital; maintained seller, equity investor and creditor relations
- Managed customer service department – a pro-active, multi-location operation; external customer expectation management; internal and external issue resolution
- I/S restructuring; B/S deleveraging (including the closing of unsustainable divisions); and C/F optimization
- Co-managed senior accounting executives with business partner; re-organized department multiple times
- Managed and recruited key personnel; maintained comprehensive interviewing process; responsible for on-going staff and employee advancement programs

President & CEO – Key Accomplishments:

- Drafted multiple PPMs to raise capital
- Recruited investors; managed Board of Directors
- Purchased and relocated ten companies
- Managed growth from 11 to 70+ employees and sales by 283% over 24 months
- Deleveraged balance sheet with vendors and creditors
- Re-structured existing divisions from one into five different balance sheet obligations
- A *Business First Fast 50* company for three years in a row; ranked #1,284 on Inc. 5000 in 2012

General Manager – Key Accomplishments:

- Grew revenues by 20.1% over 24 month period
- Designed kanban inventory management system
- Reduced working capital requirements
- Re-organized customer service department
- Restructured plant management and personnel
- On-time performance up 50% to 95% in six months
- Communication programs for 2,000+ customers
- Relocated manufacturing operations
- Purchased 30% of the company; provided personal guarantee to senior creditor

Vice President of Sales – Key Accomplishments:

- Created a repeatable sales process
- Grew revenues by 38.5% over 12 months
- Established daily management and calling schedules for inside sales reps
- Created customer relationship management processes
- Established distribution agreements for new and diversified product lines
- Created foundation for transformative strategic vision

Senior Consultant / President (July 1999 – July 2003)

Cambridge, Massachusetts

The Law Firm Development Group, Inc. / Bluegrass Consulting, Inc. – While getting my MBA, I worked as a consultant for a boutique firm specializing in professional services marketing; started my consulting own firm too.

Responsibilities:

Revenue generation, cash flow optimization, and P&L maximization; branding / marketing campaigns; client service teams; business origination and compensation allocation; resolved senior management disputes; sales training and client expansion programs; one-on-one presentation skills training; collateral materials.

Key Accomplishments:

- Client satisfaction interviews for a \$130m firm
- Drafted financial models for a start-up company in de-regulated utility industry
- Sales training program for a \$45m firm
- Designed and executed marketing plan for a \$7m firm
- Market research for medical high-tech start-up
- Lead generation interview for \$30m firm
- Advised Co-Founder on leadership transition

Director of Marketing (July 1996 – July 1999)

Marketing Coordinator (August 1994 – June 1996)

Boston, Massachusetts

Brown Rudnick, Freed & Gesmer, P.C. – A \$60m law firm with 150+ attorneys located in Boston, Providence, Hartford, and London, England; direct report to Managing Partner; promoted from Marketing Coordinator.

Responsibilities & Key Accomplishments:

- Business planning and marketing budget
- Recruited, supervised, and hired / fired personnel
- Created client satisfaction interview programs
- Centralized responses to RFPs
- Crisis PR management and advertising campaigns
- Developed collateral materials
- Organized seminars and client appreciation events
- Implemented sales training program

High School History Teacher (January 1993 – June 1994)

Providence, Rhode Island

Wheeler School – An independent co-education college preparatory day school (Nursery – 12th Grade); enjoyed teaching high- and middle-school students, but never seriously considered teaching as a long-term career.

Responsibilities & Key Accomplishments:

- Taught U.S. Civil War, Medieval, and Modern European history; advised debate team
- Created class constitutions and the Wheeler Wheel, a Quaker-style meeting for reflection

Political Organizer (January 1992 – November 1992)

Little Rock, Arkansas

Clinton for President, 1992 – Fulfilled a childhood dream of working in politics; discovered there was more to life than working on a Presidential campaign and political organizing; passed on two jobs in the Clinton Administration.

Responsibilities:

- Designed and implemented field, political, and advance operations in eleven states
- Spokesperson on local TV; implemented voter ID and GOTV drives; organized candidate motorcade

CIVIC ENGAGEMENT & PERSONAL

Civic Engagement (partial listing of Boards & Committees from August 2003 to Present)

- **Arts & Culture:** Actors Theatre (Board); Fund for the Arts (Board); Speed Museum Board of Governors (Board)
- **Community Engagement:** Legacy Foundation of Kentuckiana (Board); Muhammad Ali Center (Board); Louisville Metro Police Foundation (Board); Volunteers of America Mid-States (Board)
- **Economic Development:** Louisville Arena Authority (Mayoral appoint.); Regional Airport Coalition (Member); You Decide, Kentucky! (Board)
- **Education:** Jefferson Foundation (Board); Ky College of Art & Design (Board); Ky Lottery Corporation (Board) Spalding University (Board); U of L President's Council (Board)
- **Park & Recreation:** Metro Parks (Mayoral appoint.); Olmsted Park Conservancy Dev. Com. (Member)
- **West Louisville:** Kentucky Center for African American Heritage (Board); Louisville Urban League (Board)
- **Youth:** Boy Scouts of America – Lincoln Heritage Council (Board); Restorative Justice (Chair); YMCA Safe Place Services (Volunteer)

Personal

Activities and Hobbies – Hot yoga; craniosacral practice; cooking; hunting; traveled in 34 countries (been around the world, literally); former cowboy on 30,000 acre cattle ranch in Colorado; former camp counselor in Wyoming; 25+ years of sobriety; proud father of our daughter; married to #1 NY Times Best Selling author (www.jrward.com).

EDUCATION

Boston University, School of Management (January 2001 – September 2003)

Boston, Massachusetts

M.B.A., with honors – Concentration in Entrepreneurialism; 3rd Place in School's 2003 Business Plan Competition; active member of the Entrepreneurial Management Institute and the Graduate Entrepreneurial Organization.

Macalester College (September 1988 – December 1991)

St. Paul, Minnesota

B.A., History Major; Political Science Minor – Elected VP of External Affairs (sophomore); elected to Ed. Commission (freshman); appointed to Long Range Planning and Budgeting Committee; earned B.A. in three and half years.

University of Glasgow (September 1990 – May 1991)

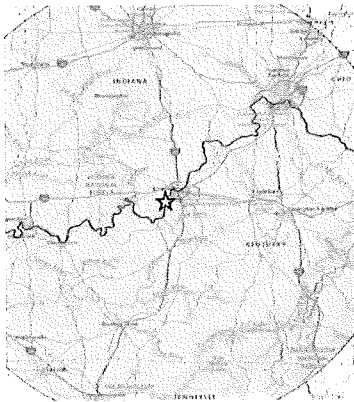
Glasgow, Scotland

Junior Year Abroad Program – Assistant Clerk of Debating Society, first non-British person to hold position since founding in 1451; organized monthly debates and critiqued speeches; represented Society at Oxford University.

PROJECT DESCRIPTION

The Louisville Riverport Authority (LRA) seeks a U.S. RAISE Planning Grant to aid in completing a transformative planning effort for its multimodal Logistics Facility. The LRA

Figure 1: Louisville Riverport Logistics Corridor



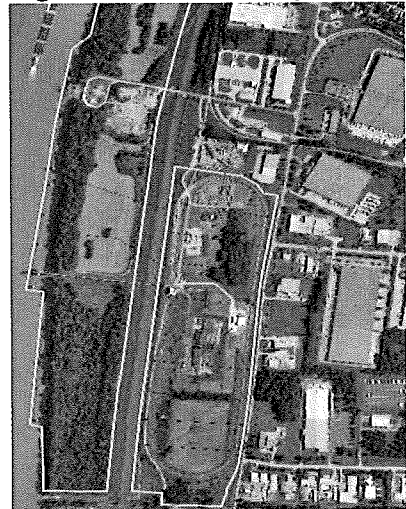
Logistics Facility, a key hub in a critical intermodal supply-chain and logistics corridor (**Figure 1**), has antiquated and aging infrastructure to access marine, rail, and highway modes of freight transportation. The facility is also minutes from UPS Worldport at Louisville International Airport.

Within the 2,000+ acre Louisville Riverport site is the 300-acre marine terminal, which requires considerable investment to enhance and modernize the historic property as a means of generating new direct jobs, driving more truck traffic to other, more cost-effective and environmentally sound logistics modes, and creating new logistics efficiencies that will attract more employment to the city and region. The LRA's 40-year-old marine terminal is the cornerstone of the facility, connecting businesses to efficient use of the Marine Highway while also providing the opportunity to transload a variety of commodities directly onto two national railroads and one regional railroad. The terminal suffers from frequent seasonal flooding, often leaving it inoperable, and has limitations due to the age of its crane—issues that restrain the facility from reaching its potential as a job creator and a high-volume alternative to over-the-road trucking.

Purpose of Grant Funds Planning grant funds will enable the LRA, a quasi-governmental agency of the Louisville Metro Government, to complete an updated Master Plan for the conversion of this originally designed “coal transload terminal” (**Figure 2**) to a modern, environmentally conscious multiuse marine facility. The Master Plan will detail the physical use of the property as well as complete planning work already funded by the LRA to build a new marine terminal. The new plan for the 300-acre property would include the development of an overall site plan, environmental analysis, equity analysis, community engagement, and cost-benefit analysis to further the project's readiness for future capital funding for capacity increases.

Planning efforts will incorporate completed new marine terminal concept plans into a holistic facility design that focuses on maximizing land use to allow efficient logistics solutions that provide savings for local and regional industries, create new jobs, decrease the need for over-the-road truck use, and take advantage of critical environmentally conscious designs that make the Logistics Facility a good neighbor to nearby residents.

Figure 2: 300-Acre Project Site





RAISE Grant Program | Louisville Riverport Authority Logistics Facility Master Plan: Global, Collaborative, Resilient, Multimodal

**Figure 3: Port of Louisville
Industrial and Commercial Area**



In addition to the 300-acre site, the LRA has developed over 2,000 acres of industrial and commercial real estate near the facility that brings economic value to the city and region with 120 companies employing more than 6,500 people in a low-income area of Jefferson County, Kentucky (**Figure 3**). The services offered at the industrial park range from steel processing, plastics molding and fabrication, and stamping for the appliance industry to custom fiberglass products, clothing manufacturing, and production of fiber optic cable systems to many distribution companies. The

riverport is designated as Foreign Trade Zone #29 with customs clearance in Louisville for manufacturing or distribution firms to develop additional U.S. and overseas markets.

Location The project is located at mile 618 of the Ohio River, 14 miles below the river dam in downtown Louisville (coordinates latitude 38.164560, longitude -85.886410). The project is within the Louisville-Jefferson County Metropolitan Statistical Area and located adjacent to Historically Disadvantaged Community and Area of Persistent Poverty census tracts (**Figures 4 and 5**). Story maps produced by the Louisville/Jefferson County Information Consortium illustrate historical redlining of these neighborhoods.

Figure 4: Historically Disadvantaged Communities

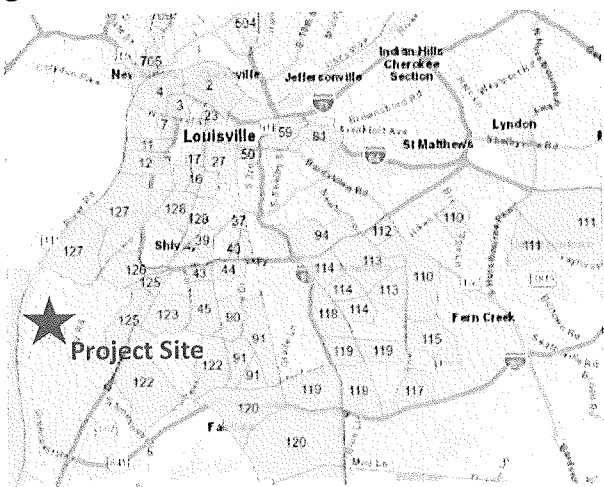
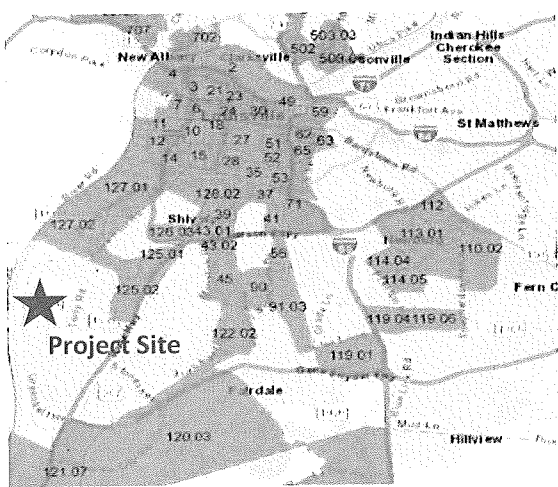


Figure 5: Areas of Persistent Poverty



Local Impacts Investment at the LRA Logistics Facility directly impacts local residents through job creation and other quality of life factors, including recreation and alternative modes of travel. For example, a proposed extension of the Louisville Loop bicycle network contained in the 2020 *Louisville Southwest Greenways Master Plan* includes LRA property along the railroad for the citywide bicycle link. The significance of the riverports is also prominently featured in regional planning documents, as efficient goods movement is a critical solution in Louisville Metro Government’s 2035 Transportation Plan. The plan, aptly titled *Move Louisville*, recommends policies and projects that will create a more innovative, connected transportation network. Maintaining efficient movement of goods, a key component of the region’s strong logistics and

distribution sector, is an essential component of the plan. This includes the region's freight network to increase freight movement around major logistics hubs such as the airport and riverport.

In addition, the Kentucky Transportation Cabinet's report "Kentucky Riverports, Highway, and Rail Freight Study" responds to the value of the State's riverports, including LRA's Port, highlighting this port as one of the top 10 inbound waterborne trading partners in 2045 among adjoining states, per IHS Markit TRANSEARCH 2021.

Regional Impacts The future success of the LRA Logistics Facility creates opportunity for more than just the Louisville Metropolitan area, the largest population center in Kentucky. The riverport is positioned on the inland river system for year-round freight transport of bulk materials, agricultural products, chemicals, minerals, metals, wood, manufactured goods, and containerized freight. The new marine terminal will create positive regional impact by allowing shippers to efficiently use a modern, public port facility located below the river dam in downtown Louisville. Domestic and imported materials shipping on the Marine Highway flow predominantly from the south to the north. This location provides options for shippers to avoid expensive bridge tolls and other prohibitive costs when using ports above the Louisville dam while also reducing or eliminating the need for using long haul trucking services. The Logistics Facility is uniquely served directly by a 13.1-mile railroad infrastructure owned by the LRA and connects to two class 1 railroads and one regional railroad, thus providing access to all points of the country and Canada via rail.

The mid-Ohio Valley is currently enjoying a resurgence in the domestic steel industry. For its part, the LRA currently loads about 200,000 tons of freight annually, an equivalent load of about 114 barges or 8,000 semi-trucks, on its 300-acre marine terminal. However, the riverport has become less competitive compared to other similarly sized riverports in Kentucky and bordering states that can handle up to five times more freight annually, or about 1.0 million freight tons a year. **This much smaller loading capacity at the LRA terminal reduces its contribution to economic development and overall wealth building for the community, while inducing additional congestion-causing heavy truck traffic as a freight-carrying alternative to efficient use of barges.** For comparison, one barge carrying dry goods is equivalent to 70 large semis/tractor trailers on the roadway, or 144 trucks for liquid cargo, according to the National Waterways Foundation.

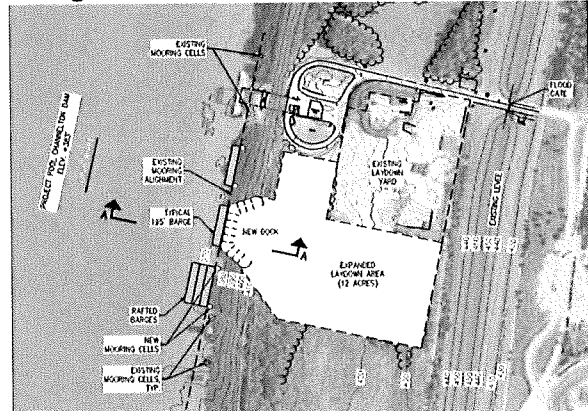
Among the LRA's assets that will undergo master planning is a 300-acre port facility with rail service provided by the CSX, Norfolk Southern, and Paducah and Louisville railroads. The port facility has an aging 30-ton river crane for shippers looking to efficiently connect river, highway, and rail access to deliver freight (**Figure 6**). A 23,000-foot double-loop rail track with the capability to handle 120 car unit trains is designed primarily for coal, limiting its use for modernized freight transport.

Figure 6: Louisville Global Riverport River Crane



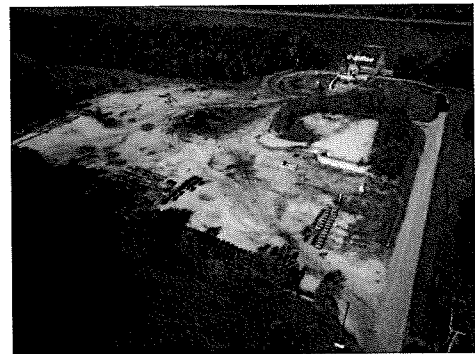
Related Studies The LRA plans to recapitalize its transloading and port assets to serve the region’s advanced manufacturing industries. The LRA completed the *Terminal Design Study Report* in November 2022 that conceptualizes the port improvements with a site plan, geotechnical conditions, flood analysis, and a new Open Cell system pile structure designed to support different loads (**Figure 7**). The first step in this transition program is to construct a new concrete cargo receiving pad or “laydown area” immediately adjacent to its dock (**Figure 8**.) The reinforced concrete pad will be approximately 116,000 square feet and built with the strength necessary to receive and reload steel coils weighing up to 50 tons. The existing encircling port road, approximately 1,300 feet in length, is deteriorated asphalt and the area inside the road is a dirt and gravel infield.

Figure 7: New Marine Terminal Layout



The LRA’s property is strategically located to support not only industries in the Louisville Metro area, but also in the nearby rural counties, including the Nucor Steel Gallatin mill, which is located approximately 70 miles northeast of the riverport. Thirty miles downriver from the riverport, Nucor is constructing a plate steel mill that will produce 1.5 million tons of steel per year. At the Brandenburg, Kentucky plate steel mill, Nucor will produce the plate steel necessary to construct the towers used in the offshore wind industry. With the Louisville Riverport’s dock and unique rail service, the facility is positioned to grow its handling of both steel coils and steel plate. The first improvement necessary to prepare for this growth is the concrete pad described in this application.

Figure 8: Cargo Receiving Area



The surface area around the dock was designed to load and offload bulk materials like coal, coke, and aggregates. The dock area must be reengineered to handle advance manufactured products like coil steel, plate steel, and containers. Creating a large concrete pad laydown area will allow the port operator to utilize its reach stacker to handle steel products in and around the dock area. The reach stacker is essentially a giant forklift engineered to manipulate 50-ton steel coils or fully loaded shipping containers. The concrete pad will enhance environmental stewardship by allowing for efficient maintenance of the work area closest to the river’s edge. By providing universal access to the acreage adjacent to the dock, the facility’s reach stacker can be used to receive or load steel coils as well as shipping containers, thus connecting river, rail, and highway.

Related Projects In July 2019, the Ohio, Kentucky, Indiana (OKI) Regional Council of Governments partnered with LRA’s lease operator and Nucor Steel Gallatin in a successful America’s Marine Highway Designation (MARAD) application to promote regional barge service in support of the region’s growing steel manufacturing and distribution industry. Experience has proven the validity of the model described in the designation application. **As a result, the LRA is**

requesting a grant that will support planning and design studies for the continuing shift of steel shipments from trucks on the highway system to barges on the M-70 Marine Highway and subsequently to be matched with the best final delivery solutions.

Since 2019, Nucor Steel Gallatin has significantly increased its coil steel production from 1,600,000 tons with plans to produce approximately 3,000,000 tons annually by the end of 2022. As a result of its increased production, Nucor's existing Ohio River dock capacity in Gallatin must increase as well. This grant application from the LRA will complement Nucor's continuing efforts to utilize the M-70 corridor instead of the interstate highway system. As described in the designation application, the ability to ship coils by barge to Louisville where they can enjoy just-in-time delivery by truck to local customers or enjoy the availability of three railroads is a strategic advantage provided by efficient barge service.

The need to modernize the Louisville Riverport's dock facility is an indication of the market success that the "Nucor Regional M-70 Barge Service Model" has enjoyed since it was described in the OKI Regional Council of Governments' 2019 Marine Highway Designation application. Since 2018, the Port increased the coils it handles on an annualized basis by over 318 percent. Last year, the Port moved over 65,000 tons of steel coils. That's the equivalent of taking 2,600 trucks off the interstate highway system. In 2022, the port's largest customer, Nucor Steel Gallatin projects shipped 314,000 tons of coils - an increase in tonnage of another 18 percent over 2020. A significant portion of that tonnage will move to the Port and be transloaded to rail or truck for delivery.

The new concrete laydown area will also facilitate increased shipments of raw materials that support advanced manufacturing. Last year, the riverport's dock shipped over 35,000 tons of reclaimed stainless-steel scrap by barge to North American Stainless's plant in Ghent, KY. A concrete pad covering the entire dock area will keep stainless steel scrap free of contamination and support a clean, efficient supply chain, which is critical to the domestic stainless-steel manufacturing industry. **Annually, scrap stainless steel on barges from Louisville prevented roughly 875 tractor trailers from making the 75-mile, heavily congested trip to Ghent.**

Summary of Benefits This project would lay the groundwork for the LRA to increase global operations in Kentucky and provide efficient transfer of materials via existing on-site rail service by the CSX, Norfolk Southern, and Paducah & Louisville railroads. The subsequent development of this site would allow area industries to expand and operate more efficiently, increasing job access to low-income portions of Jefferson and Hardin Counties while improving traffic safety, reducing noise pollution, and increasing train efficiency. This project would both support economic growth and neighboring communities, which would benefit from reduced vehicle delays, cleaner air, improved economic development potential, and improved emergency response times. Multimodal access, such as transit service speed and better connectivity with pedestrian and bicycle corridors, would also improve. The project will help mitigate the negative impacts of freight on roadways, particularly economically disconnected areas. By greatly reducing heavy truck traffic, the project will reduce vehicular conflicts and traffic delays along travel corridors in and around the project area experienced by all nearby communities, including adjacent economically disadvantaged neighborhoods.

The following attachment is not included in the view since it is not a read-only PDF file.

Upon submission, this file will be transmitted to the Grantor without any data loss.

Project Location_LRAFacilitiesMasterPlan.kml.kmz

PROJECT BUDGET

This section describes the costs associated with the tasks to complete the project per the project description. This includes advancing previous concept plans for the New Marine Terminal Layout and creating a Master Plan for the remaining property so that the facility is planned with a collaborative, resilient, and multimodal approach. This project meets the budget criteria as shown in **Table 1: Budget Criteria**.

Table 1: Budget Criteria

Budget Criteria	Answer
(a) Total Project Costs for the FY 2023 RAISE project	\$1,250,000.00
(b) FY 2023 RAISE grant funding request	\$1,000,000.00
(c) Specific source, amount, and type (grant, loan, etc.), of funds to be used for eligible project costs	\$ 0.00
(d) Specific sources and amounts of non-Federal funds, if included, to be used for eligible project costs	\$ 250,000.00
(e) Documentation of funding commitments for those non-Federal and other Federal funds	Letter of Funding Commitment from the LRA is included with this application.
(f) Cost per census tracts or designated urban and rural area.	Not applicable. Project is in one census tract and in an urbanized area.

The Louisville Riverport Authority (LRA) has estimated that the project costs will be as shown in **Table 2: Project Costs & Percentages**. The tasks shown in this table are discussed in the following sections. The cost by funding source and component are shown in **Table 3: Project Costs by Component**. There are no restrictions on the use of the non-federal funds, and they are being provided by the applicant. Estimates of costs were verified with six independent firms who provide similar services in Kentucky and surrounding areas. It is the intent of the applicant to outsource these services to qualified consultants using federally compliant procurement methods as established by Louisville Metro Government.

RAISE Grant Program | Louisville Riverport Authority Logistics Facility Master Plan: Global, Collaborative, Resilient, Multimodal

Table 2: Project Costs & Percentages

Item	Estimated Cost	Percent of Costs
Marine Terminal Layout Plan		
Permitting	\$ 200,000.00	16.0%
Design and Specifications	\$ 300,000.00	24.0%
Additional Geotechnical Studies	\$ 100,000.00	8.0%
Main Facilities Master Plan		
Mapping	\$ 50,000.00	4.0%
Phase I Environmental	\$ 200,000.00	16.0%
Geotechnical Overview	\$ 25,000.00	2.0%
Site Master Planning	\$ 200,000.00	16.0%
Railroad Alignments and Concept Design	\$ 75,000.00	6.0%
Community Relations & Development	\$ 100,000.00	8.0%
Total Costs	\$ 1,250,000.00	100.0%
LRA Contribution	\$ 250,000.00	20.0%
Requested Grant Amount	\$ 1,000,000.00	80.0%

Table 3: Project Costs by Component

Funding Source	Marine Terminal Layout Plan	Main Facilities Master Plan
	Funding Amount	Funding Amount
Raise Funds	\$ 480,000.00	\$ 520,000.00
Other Federal Funds*	\$ 0.00	\$ 0.00
Non-Federal Funds	\$ 120,000.00	\$ 130,000.00
Total	\$ 600,000.00	\$ 650,000.00

*No federal funds have been previously authorized for this project by a federal agency.

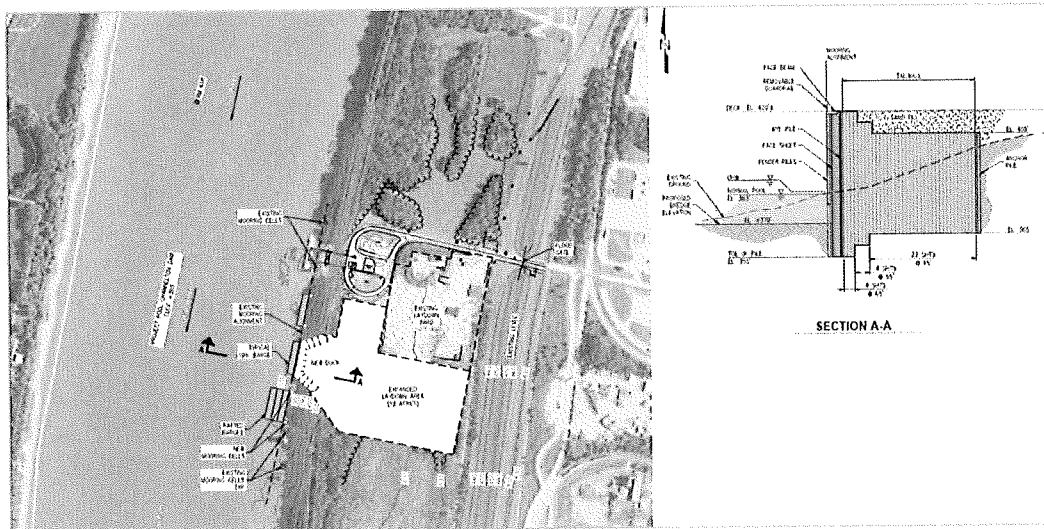
PROJECT BUDGET DESCRIPTIONS (TASKS)

This project contains two elements that will be conducted concurrently. The first is to advance the concept plan for the Marine Terminal Layout, which will be an anchor to the overall development plan. The proposed scope will use the concept developed to date to create a schematic level plan for confirmational costing and cost-benefit analysis. The next stage of plan development will be to a 90% level design in order to meet with permitting agencies and stakeholders to confirm the specific permits required for entitlement, update the cost estimate and cost-benefit analysis, and guide the development of the final design for construction. The second element will be the Master Plan, which will provide an opportunity for the LRA and the community at large to make informed decisions about the growth of the site in a way that is collaborative with the community, resilient in addressing both environmental concerns and emerging technology needs, and multimodal by enhancing the connections to modes as well as meeting the intermodal needs of the development. The Master Plan will seek to integrate the known development of the new material handling and dock site with the larger program developed for the overall tract of land that will consider public and stakeholder input, entitlement requirements, market demand, and physical site constraints.

Marine Terminal Layout Plan

The scope of work associated with the Marine Terminal Layout Plan will be to advance the previously developed schematic plans, specifications, and design report that outlines the various design elements including but not limited to geotechnical studies and recommendations, environmental investigations and recommendations, grading, drainage and utility services. This update will provide a 90% level of design so that more detailed estimates of costs and specifications can be used to 1) obtain permits 2) identify funding needs for the first phase of the property development, and 3) establish the benefits of the project (benefit-cost analysis). The schematic plan is shown in **Figure 1**.

Figure 1: Concept Marine Terminal Layout Plan



The concept plan for the layout established the location and limits of disturbance for the permit. Additional geotechnical investigation will drill new borings along the face of the wall to provide specific detailed borings where sheet pile will be placed to best determine the driven pile length of the wall shapes to achieve proper embedment of the pile and guide the loads placed on the tie back deadman anchors. These will be completed in conjunction with geotechnical work for the Master Plan to spread the costs of mobilization over a broader number of borings to be completed. A recently completed flood elevation study will also be used to determine the final dock elevation. In conjunction with the initial investigation, the development area will be surveyed for detailed topography and studied for any environmental impacts.

The development plans and specifications will be developed to a 90% level design based upon the initial concept and further investigation work to facilitate final permitting, cost estimation, and cost-benefit analysis. This will also allow the LRA to develop a complete bid package for release to the contracting community for bidding.

Main Facilities Master Plan

This portion of the project includes the five areas in the image to the right. Each of these will be instrumental in creating a master plan that is collaborative, resilient, and multimodal.

Site Plan Development

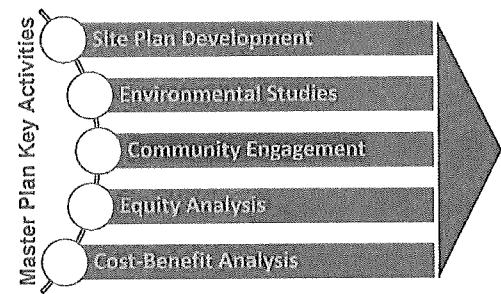
The first task in the Site Plan Development will be an existing conditions analysis to consider environmental impacts, geotechnical impacts, and capacity of roadway, railway, drainage, sewer, water, gas, electrical, and telecommunications to serve the new development. Capacity and resiliency issues and any other shortcomings of existing infrastructure conditions will be identified as constraints or external improvements that are required for project development.

The Site Plan process will include development of infrastructure improvements, including but not limited to roadway design; railroad alignments; multimodal enhancements for bike, pedestrian, and transit connections; drainage, flooding, and stormwater management features; and utility infrastructure—e.g., sewerage, water, gas, electrical, telecommunications, fiber. Other utility needs on-site will be explored to support future facilities. Finally, energy options such as solar and electric vehicle charging will be part of the plan.

Access to the facility and connection to surrounding transportation network (roads, railway, airport, and the river) will be evaluated for freight and employee access. Other items such as entry points, terminals, warehouses, or other types of logistic hubs or transport facilities for bulk material and liquids will all be considerations within the plan.

Environmental Studies

The project will include a Phase I Environmental Site Assessment to identify any concerns to future development on the property. The environmental studies will be done in accordance with state and federal guidelines and will address the existing conditions and potential improvement of



microclimate, the protection of biodiversity, and the overall health of the community. The scope of work for performing these tasks will include:

- Records review and interviews
- Site reconnaissance/field reviews
- Sampling and testing of soils and groundwater
- Wetlands identification and delineation
- Stream and other ecological assessments

Community Relations and Development Plan

Simultaneously with the existing conditions analysis is the community engagement. The intent will be to reach out to the public regarding the objectives of the project and encourage collaboration. Parts of Louisville have been historically underrepresented in planning efforts and this task will involve using tools and resources that encourage inclusivity. A stakeholder group will also be created consisting of representation from marginalized groups, neighborhood and civic leaders, elected officials, city and state officials, and business representatives. A plan and schedule will be created for interviews, meetings, and presentations with area stakeholders. A visioning process will establish major plan objectives, goals, and policies for the preparation of the Master Plan.

Equity Analysis

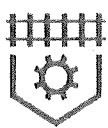
The LRA will work closely with the Louisville Metro Government's Office of Equity to create an community relations and development plan that supports the City's vision statement of "Leading and assisting Louisville Metro Government in achieving its racial equity goals, in which our efforts of racial equity can create a government and a community where race does not predict one's quality of life, and where equity is reflected across all institutions of Louisville Metro."

Since the project is adjacent to both an Historically Disadvantaged Community and Area of Persistent Poverty, an equity analysis will be conducted early in the project. The steps for this analysis will include the following:

1. Identify communities that could potentially be affected by the project.
2. Create a profile of the community or communities that may be affected by the project to establish the baseline conditions and establish key demographics for engagement such as language spoken at home, access to transportation, etc.
3. Analyze the potential impacts that the project would have on the community.
4. Identify opportunities to avoid, minimize, and/or mitigate any adverse effects of the action.
5. Prepare a report documenting the results of the assessment, including public involvement activities and any commitments made.

Master Plan and Implementation Plan Documents

The Concept Master Plan will include an Implementation Plan with recommended development tasks, cost estimates, and benefit-cost analyses for improvements. Preliminary engineering and cost estimates for infrastructure improvements may include roads, rail, utilities, and other amenities as listed above. An analysis of the likely buildout of the facility will be prepared, including the development of a schedule and a phased buildout plan.



**LOUISVILLE
RIVERPORT
AUTHORITY**

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February 28, 2023

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 Jersey Avenue SE
Washington D.C. 20590

Dear Secretary Buttigieg:

I am writing this letter in reference to the Louisville Riverport Authority's (LRA) application for the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. As Executive Director of the LRA and with the LRA Board of Director's consent, I wish to verify that the LRA is a quasi-state entity in the Commonwealth of Kentucky with adequate financial resources to provide the necessary matching funds required under the RAISE grant program.

Thank you for considering our application for the RAISE 2023 discretionary funding. Please feel free to contact me with any questions at ozzy.gibson@louisvilleky.gov.

Sincerely,

Ozzy Gibson, Executive Director
Louisville Riverport Authority

PROJECT MERIT CRITERIA

Introduction

The Louisville Riverport Authority (LRA) has developed over 2,000 acres of industrial and commercial real estate that continues to bring economic value and growth to the city and region, with 120 companies employing more than 6,500 people in a low-income area of Jefferson County, Kentucky. The services offered at the industrial park range from steel processing, plastics molding and fabrication, and stamping for the appliance industry to custom fiberglass products, clothing manufacturing, and production of fiber optic cable systems to many distribution companies. The riverport is designated as Foreign Trade Zone #29 and LRA staff administers the zone.

The Vision

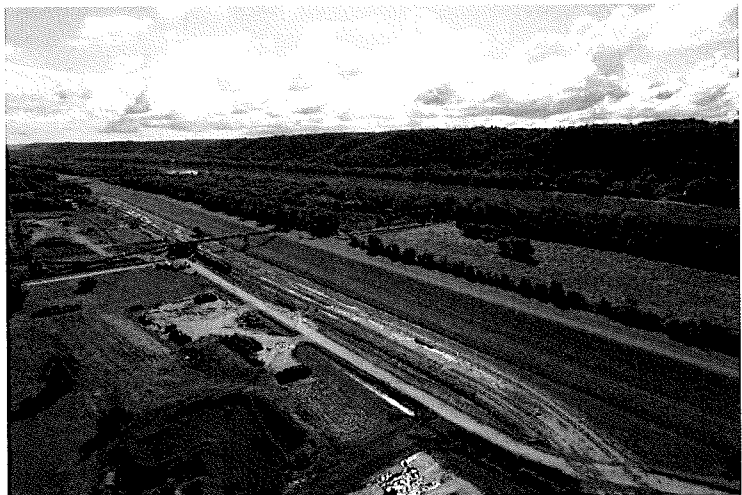
RAISE grant funding will be instrumental in developing an innovative Master Plan for a 300-acre site at the Louisville Riverport Authority Logistics Facility along the Ohio River. Originally designed as a coal transload terminal, the centrally located site can be transformed into a modern, sustainable, and multiuse facility, able to handle advanced manufactured products like coil steel, plate steel, and containers. With the project located adjacent to both Historically Disadvantaged Communities and Areas of Persistent Poverty, the LRA is committed to a collaborative planning process with project stakeholders.



The Plan

Master planning will include the development of an overall site plan to consider capacity increases from 200,000 freight-tons per year to 1 million freight-tons per year. Other activities include environmental analysis, equity analysis, community engagement, and cost-benefit analysis to further the project's readiness for capital funding.

The proposed Master Plan project strives for high ratings in the Merit Criteria categories as discussed in the following sections.





A. Safety

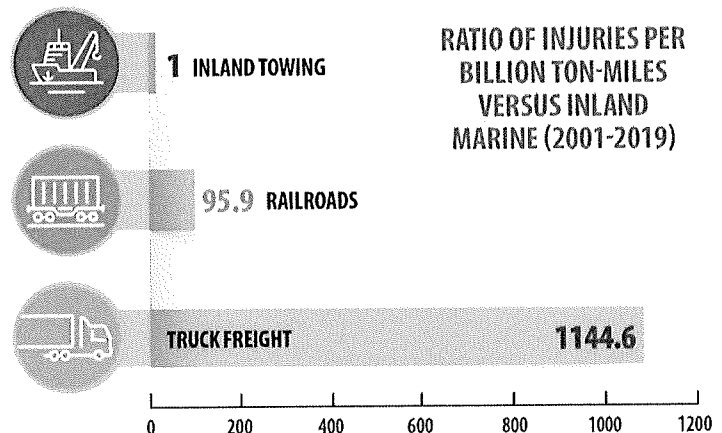
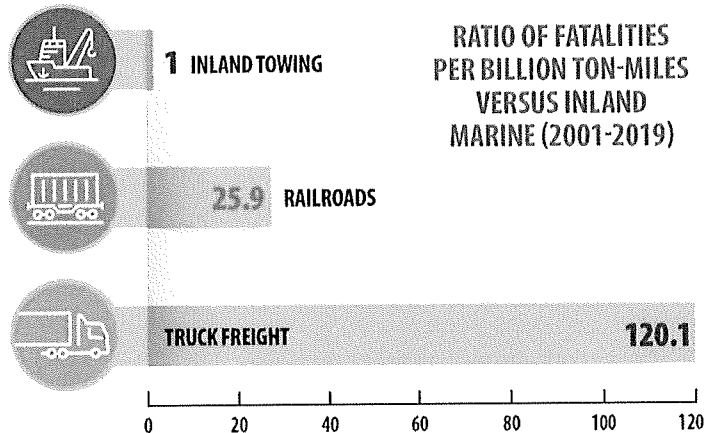
Inland marine transportation has a superior safety record, with far fewer injuries and fatalities than truck and railroad freight operations. Safety findings are generally expressed in terms of the rate of fatalities per billion-ton miles per year. The Maritime Transportation Research and Education Center's *A Modal Comparison of Domestic Freight Transportation Effects on The General Public: 2001–2019*, December 2021, provides a 19-year study of safety records for truck, railroad, and inland marine freight. Findings indicate that the fatality ratio for truck freight to inland towing is 120:1; the injury ratio is 1,144:1.

Through the proposed Master Plan for LRA Logistics Facility, additional truck freight can be converted to inland marine freight at the improved port site, thereby reducing fatalities and injuries throughout the transportation system.

Integration with the USDOT's Safe System Approach will be key to the development of the proposed Master Plan, particularly in the areas of Safer People, Safer Roads and Safer Vehicles (reference: USDOT's Roadway Safety Strategy Plan). The LRA Logistics Facility is located along one of the bike-lane routes in the Louisville-Metro's *2020 Bike Master Plan* and is part of the Ohio River Valley section of the Louisville Loop, a 100-mile trail system planned to connect local parks and encircle the city.

The proposed Master Plan will address improvements to truck, rail, and pedestrian (walking and bike trail) traffic interactions within and near the Logistics Facility as a means of keeping the public safe, while adding economic benefit and opportunity to the surrounding community. This will include consideration of ingress and egress to the facility, such as conflicting vehicular and pedestrian traffic, along with reassessment of public railroad crossings, including those involving bike and walking traffic.

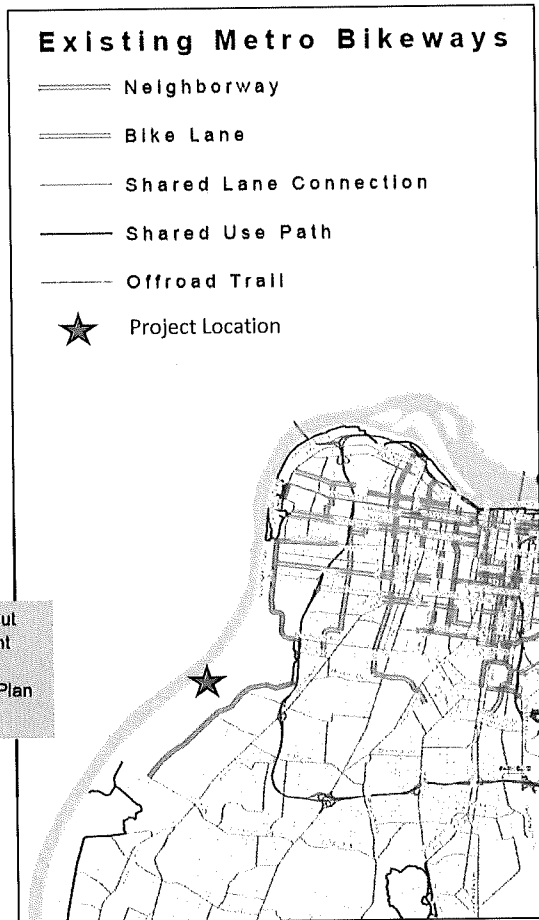
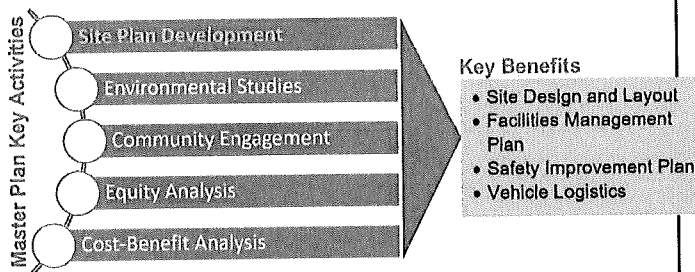
Other considerations will include lighting improvements for safety, pedestrian crossing safety improvements, signage to improve awareness, and security necessary to protect the public from facility operations. The USDOT's *Complete Streets* initiative will provide important guidance in planning streets and entrances, including accessible pedestrian signals, to further the goals of Safer People and Safer Roads.



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Safety will also be key to the Logistics Facility management and planning for routine procedures. The proposed Master Plan will include coordination and consultation with the Federal Railroad Administration staff to ensure above and beyond compliance on all rail safety requirements and enhancements, including personnel safety training and equipment maintenance.

The facilities management plan will include establishing a dedicated fleet of highway vehicles powered by liquid natural gas for transport of products from the Logistics Facility to the final customer, to support the Safe System Approach of Safer Vehicles. Fleet drivers will be provided regular safety training, including a focus on developing familiarity with the safety concerns of the local community. Operating procedures and driver performance measures will focus on safe, clean operations, without sacrificing customer expectations and efficiencies. The LRA would also consider the logistics of requiring outside drivers to be certified safe prior to entry to the facility.



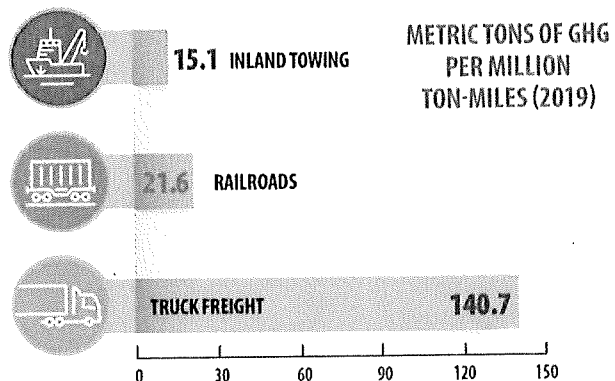
Source: Louisville Metro Bike Master Plan 2020



B. Environmental Sustainability

Inland marine transportation has a superior record in environmental sustainability, with lower greenhouse gas (GHG) emissions and higher fuel efficiency than truck and railroad freight operations. GHGs are gaseous compounds in the atmosphere that trap heat; GHGs resulting from human activities are considered the most significant driver of climate change. As the project area is adjacent to both an Historically Disadvantaged Community and Areas of Persistent Poverty, the proposed Master Plan will address reduction in GHGs for this underserved community.

To compare GHG emissions across the three modes of truck, rail, and inland marine freight, findings are expressed in

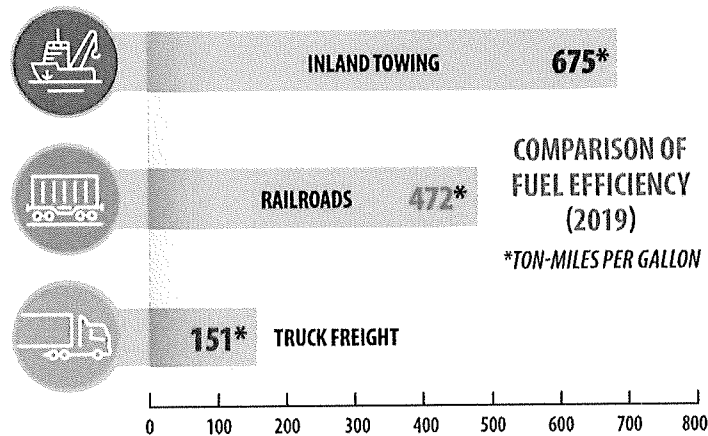


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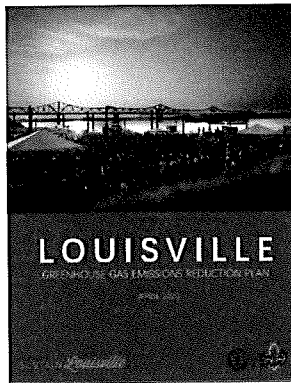
terms of metric tons of GHG emissions for every million ton-miles of freight. For fuel efficiency, the three modes are compared using ton-miles of freight per gallon of fuel. The Maritime Transportation Research and Education Center's *A Modal Comparison of Domestic Freight Transportation Effects on The General Public: 2001–2019*, December 2021, provides a 19-year study of fuel efficiency and emissions records for truck, railroad, and inland marine freight.

For 2019, findings indicate that the highest emissions of GHG (by metric tons of GHG emissions per million ton-miles) are through truck freight (140.7), followed by rail (21.6), and then inland towing (15.1). Likewise, the highest fuel efficiency (by ton-miles per gallon of fuel) is through inland towing (675), followed by rail (472), and then truck freight (151).

Through the proposed Master Plan for the LRA, additional truck freight can be converted to inland marine freight at the improved port site, thereby reducing GHG emissions and increasing fuel efficiency throughout the transportation system. This would effectively reduce vehicle miles traveled through modal shift to inland freight, as well as reducing emissions specifically by shifting freight to a lower-carbon travel mode.



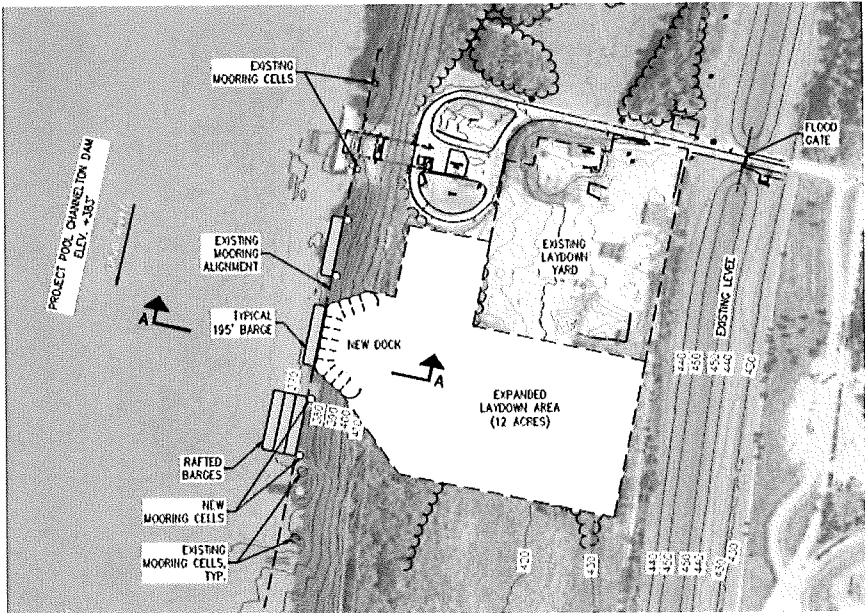
Reducing GHG emissions is in line with Louisville Metro's *Greenhouse Gas Emissions Reduction Plan*, as well as the 2021 Executive Order by the Mayor of Louisville to achieve net zero GHG emissions community-wide by the year 2040. The Reduction Plan includes coordinated action



from government, businesses, industry, and residents, with a focus on residential buildings, commercial and institutional buildings, manufacturing industries and construction, the energy industry, transportation, and waste. The proposed Master Plan for the LRA will integrate well with the Reduction Plan's strategies in the areas of administrative policies, collaborative partnerships, operational changes, and targeted investment in new infrastructure, like the updated port facility.

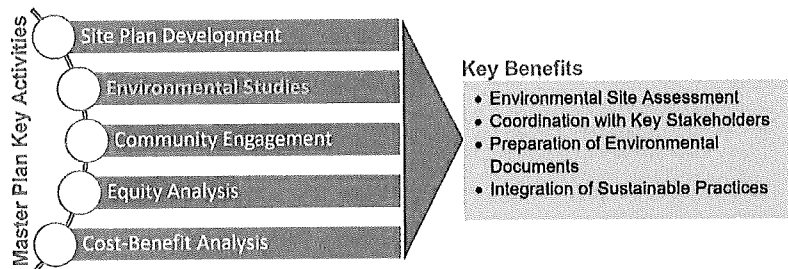
The proposed Master Plan will include a focus on site planning for the physical use of the property, with environmental sustainability considered at every step in the process. The existing terminal suffers from frequent seasonal flooding, often leaving it inoperable; updated facilities will improve the resilience of at-risk infrastructure to withstand extreme weather events and natural disasters related to climate change or other causes.

The surface area around the dock was designed to load and offload bulk materials like coal, coke, and aggregates. The proposed Master Plan will consider how the dock area must be reengineered to handle advance manufactured products like coil steel, plate steel, and containers. Creating a large concrete pad laydown area will allow the port operator to utilize its reach stacker to handle steel products in and around the dock area. The concrete pad will enhance environmental stewardship by allowing for efficient maintenance of the work area closest to the river's edge.



Environmental site assessment will be key to the development of facility improvement plans; the proposed Master Plan will include a Phase 1 Environmental Site Assessment. The LRA is committed to working with the US Army Corps of Engineers and the KY Division of Water to ensure compliance with environmental standards for the new facility and all future capital improvements.

The proposed Master Plan will consider opportunities for alternative fuel sources in the LRA Logistics Facility operations and infrastructure. Ideas include studying the benefits of an electric powered crane and all electric operations vehicles (EV), along with solar farms on lands not suitable for industrial development, in order to generate power to charge batteries for EVs. Rooftop solar arrays will also be considered on all potential new capital improvements. The plan will also consider installation of enhanced electrical capacity for overall development so as to provide more opportunities for EVs, including personal EVs coming in and out of the facility and electric transit buses.



C. Quality of Life

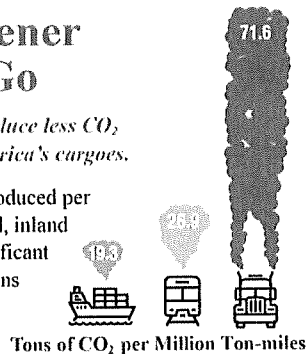
The LRA's facility is an important employment center in southwestern Louisville, currently providing 6,500 jobs to residents including those in neighboring Historically Disadvantaged Communities and Areas of Persistent Poverty. Modernization of the riverport through site planning and local community engagement will expand choices for multimodal access for these residents through

completion of a new bicycle and pedestrian path connecting to the Louisville Loop, a 100-mile trail system, and improved public transit service and speeds from enhanced street design. These travel options in and around the riverport facility will not only provide access alternatives but will do so under safer and healthier conditions from the reduced freight carried by large semis/tractor trailers that will be shifted to more efficient barges related to the riverport infrastructure improvements.

The Greener Way to Go

Inland barges produce less CO₂ while moving America's cargoes.

In terms of CO₂ produced per ton of cargo moved, inland barges have a significant advantage over trains and trucks.

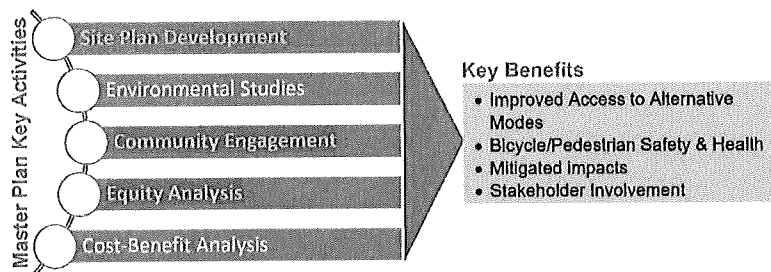
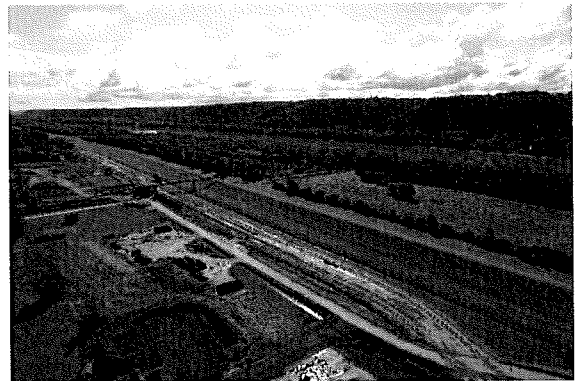


Source: Waterways Council, Inc.

The LRA will engage state, regional, and metro government planning agencies to ensure that any negative impacts on the community from site development are mitigated and plans are inclusive of the surrounding community. The LRA will engage these agencies on designs that include equitable access to public transit for the workforce, local bike and walking trail expansions, and other quality of life enhancements near the riverport facilities.

As means to mitigate urban heat islands to protect the health of at-risk residents, outdoor workers, and others, the Master Plan will create greenspaces that reduce necessary hardscape requirements for maritime shipping business and reduce negative views. Planning will include the provision of positive impacts on sound, smell, and dust from any operations.

Public health will improve as a result of cleaner air, congestion relief, and income generation for the area's neighborhoods and regional communities. The shift of cargo movement from trucks to each barge as a result of capital investment stemming from the LRA's Master Plan will save almost four times the carbon dioxide produced for an equivalent freight load. This air emission savings will contribute to the enhanced livelihood of not only the area's population but also on a broader scale to include those along the truck path in the supply-chain and logistics corridor.





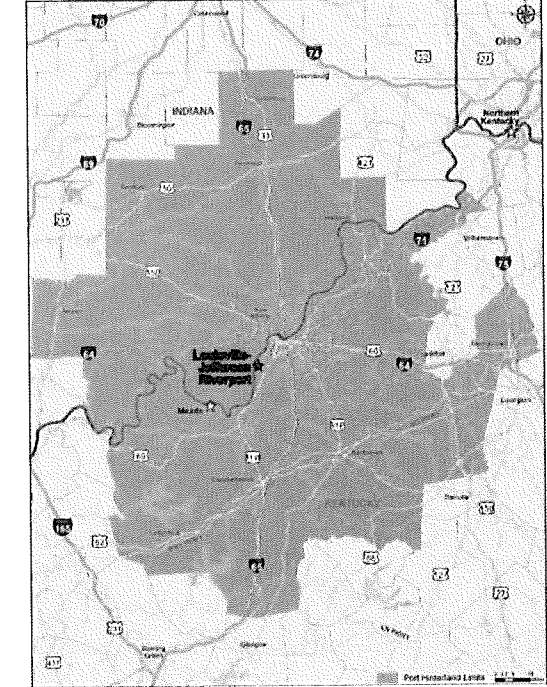
D. Mobility and Community Connectivity

The LRA Logistics Facility is positioned on the inland river system, along the Ohio River, for year-round freight transport of bulk materials, agricultural products, chemicals, minerals, metals, wood, manufactured goods, and containerized freight. The Logistics Facility currently loads about 200,000 tons of freight annually, which is an equivalent load of about 114 barges or 8,000 semi-trucks, on its 300-acre marine terminal. **The proposed Master Plan will set the stage for the direct increase in intermodal and multimodal freight movement through this riverport.** Planning grant funds will enable the LRA to complete an updated Master Plan for the conversion of this originally designed “coal transload terminal” to a modern, higher-capacity, environmentally conscious, multimodal marine facility.



The LRA Logistics Facility has become less competitive compared to other similarly sized riverports in Kentucky and bordering states that can handle up to five times more freight annually, or about 1.0 million freight tons a year. The current facility is served directly by a 13.1-mile railroad infrastructure owned by the LRA and connects to two class 1 railroads and one regional railroad, thus providing access to all points of the country and Canada via rail. A 23,000-foot double-loop rail track on-site with the capability to handle 120 car unit trains is designed primarily for coal, limiting its use for modernized freight transport. **Through the proposed Master Plan, the LRA will consider infrastructure improvements and capacity expansion on the order of four to five times, with the potential to move 1.0 million tons of freight annually.**

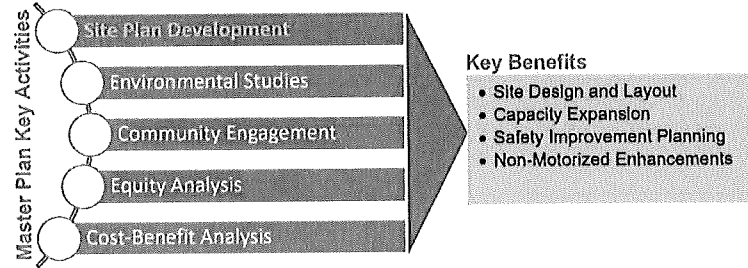
The Kentucky Transportation Cabinet’s report *Kentucky Riverports, Highway, and Rail Freight Study* responds to the value of the state’s riverports, including the Port of Louisville, highlighting this port as one of the top 10 inbound waterborne trading partners in 2045 among adjoining states, per IHS Markit TRANSEARCH 2021. Louisville’s 37-county hinterland region covers portions of Kentucky and Indiana and includes a mix of agricultural, resource, and manufactured commodities.



Source: KYTC's Riverports, Highway and Rail Freight Study

RAISE Grant Program | Louisville Riverport Authority Logistics Facility Master Plan: Global, Collaborative, Resilient, Multimodal

provide equitable access to jobs, to further the goals of Safer People and Safer Roads, in accordance with USDOT's Roadway Safety Strategy Plan.



E. Economic Competitiveness and Opportunity

The LRA Logistics Facility is located in close proximity to Historically Disadvantaged Communities and Areas of Persistent Poverty (**Figures 1 and 2**). Story maps produced by the Louisville/Jefferson County Information Consortium (LOJIC) illustrate historical redlining of these neighborhoods.

In addition, for more than a 10-year period captured by Metro Louisville using data produced by LOJIC, employment in the immediate study area and surrounding environment for manufacturing and industrial shows negative growth in the minus 1,300 to 4,100 employment range (**Figure 3**).

Significant improvements planned for the riverport by the LRA will expand employment opportunities for local and metro area residents through expanded riverport loading and shipping capacity, freight deliveries, direct and indirect manufacturing, and industrial and professional office jobs.

Figure 1: Historically Disadvantaged Communities

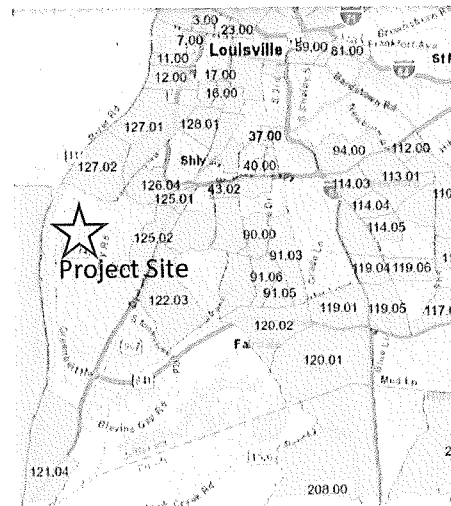
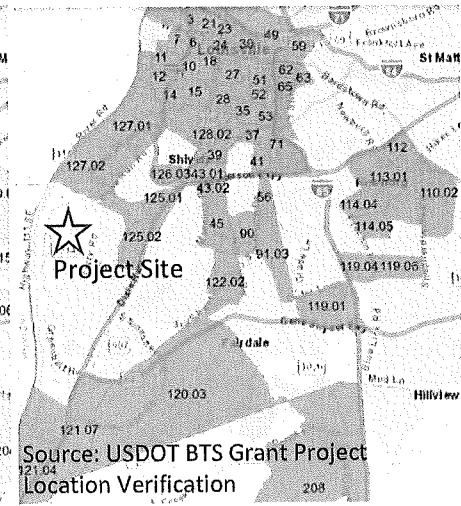


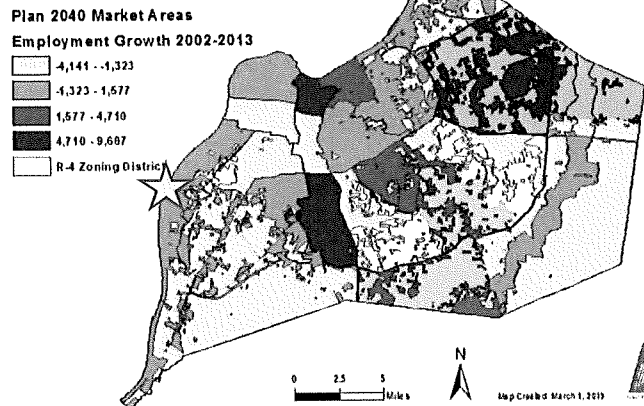
Figure 2: Areas of Persistent Poverty



In its commitment to generate economic development opportunities from planning and development of the Logistics Facility, the LRA will engage state, regional, and metro government economic growth agencies on business development models that promote economic stability and environmentally positive industries/organizations, and attract minority, women, and veteran

owned industries/companies. This will include plans for increasing access to jobs for underserved communities and individuals in surrounding neighborhoods that benefit from alternative travel modes such as existing public transit bus service through riverport property on Cane Run Road provided by the Transit Authority of River City, the only public transit system in the Louisville-Southern Indiana metro area. Use of barges in place of trucks for freight delivery will reduce congestion and increase transit speeds on streets and highways and enable better bus schedule adherence, which improves job retention and economic competitiveness, leading to more wealth creation.

Figure 3: Negative Employment Growth, Metro Louisville

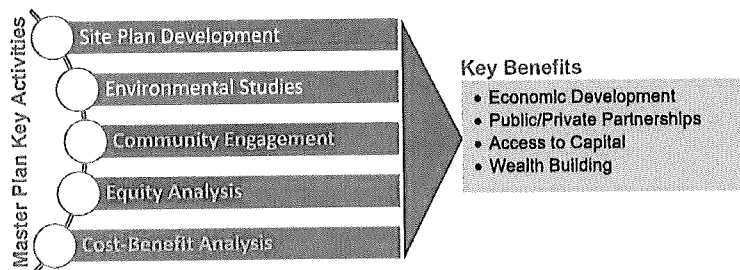


A US RAISE planning grant to fund the site plan will enable the LRA to continue assessing plans for intermodal capabilities to provide ultra-efficient delivery of domestic and imported goods to the Kentuckiana region, and work with the Inland River Port and Terminal Association on a national planning strategy for “Container on Barge,” a form of intermodal freight transport where containers are stacked on a barge and towed to a destination on an inland waterway. This improves the overall efficiency in intermodal and/or multimodal freight mobility, in particular in combination with direct railroad delivery access at the riverport and addressing supply chain bottlenecks.

Further, the LRA will seek and consider public/private partnerships whereby the LRA brings land and infrastructure to a partnership with private entrepreneurs. Given the riverport’s existing development of over 2,000 acres of industrial and commercial real estate near the marine facility with 120 companies employing more than 6,500 people in a low-income area of Jefferson County, Kentucky, these partnerships continue to bring economic value and growth to the city and region. Example projects include warehouses, distribution centers, multimodal cross dock facilities, first-mile/last-mile operations, alternative fuel/power centers, communications terminals, and intermodal/container handling facilities. The LRA will seek out partner organizations owned by minorities, women, and veteran-owned businesses and serve as an “on-ramp” for entrepreneurial businesses to take advantage of a global logistics multimodal facility.

- In harboring entrepreneurial businesses, LRA provides its tenants, partners, and customers with access to possible grant funds, low/no interest capital programs and other sources of equitable capital for growth. This economic development program maximizes LRA’s influence as a Port Authority to create value for all stakeholders by engaging federal, state, and metro government agencies to assist in business planning and implementation strategies for success. Partnerships to coordinate job training and business planning

services to tenants, partners, and individuals are also made with local colleges and other content providers.



F. State of Good Repair



The LRA's 40-year-old marine terminal is the cornerstone of the facility, connecting businesses to efficient use of the Marine

Highway while also providing the opportunity to transload a variety of commodities directly onto two national railroads and one regional railroad. The terminal suffers from frequent seasonal flooding, often leaving it inoperable, and has limitations due to the age of its crane—issues that restrain the facility from reaching its potential as a job creator and a high-volume alternative to over-the-road trucking.



The proposed Master Plan will consider options to restore and modernize the existing core infrastructure assets that have met the end of their useful life at the Logistics Facility. Planning efforts will include upgrades to end-of-life infrastructure, as well as for smart land use through site planning, ingress and egress interactions with non-motorized modes of travel, rail infrastructure, and marine terminaling. The LRA will utilize existing infrastructure to the extent possible by creatively repurposing, where possible. Ideas include converting the original coal terminal overhead infrastructure into a fluids transfer station and liquid natural gas distribution point; resurfacing roads and laydown areas to extend life and improve quality of experience; and considering opportunities to direct discharge from one mode of transport to the other. Improved facilities will reduce current maintenance burdens related to climate change-induced flooding and other aged equipment problems, through modernized and efficient design.

In addition to the port facility infrastructure planning at the LRA, the proposed Master Plan will address current system vulnerabilities and safety of existing transportation infrastructure where the port facility interacts with the traveling public. As the project area is located near both an Historically Disadvantaged Community and Area of Persistent Poverty, the proposed Master Plan will address safety concerns, particularly for non-motorized travel modes, for this underserved community. The Logistics Facility is located along one of the bike-lane routes in the Louisville-Metro's 2020 *Bike Master Plan* and is part of the Ohio River Valley section of the Louisville Loop,

a 100-mile trail system planned to connect local parks and encircle the city. Bus routes for the Transit Authority of River City now include the riverport's area as well, introducing additional ridership and pedestrians to the local system.

The proposed Master Plan will address improvements to truck, rail, and pedestrian (walking and bike trail) traffic interactions within and near the LRA Logistics Facility as a means of keeping the public safe, while adding economic benefit and opportunity to the surrounding community. This will include consideration of ingress and egress to the facility, such as conflicting vehicular and pedestrian traffic, along with reassessment of public railroad crossings, including those involving bike and walking traffic.

Other considerations will include lighting improvements for safety, pedestrian crossing safety improvements, signage to improve awareness, and security necessary to protect the public from facility operations. The USDOT's *Complete Streets* initiative will provide important guidance in planning streets and entrances, including accessible pedestrian signals, to further the goals of Safer People and Safer Roads. The LRA is committed to the philosophy set forth by the Federal Highway Administration's (FHWA) *Complete Streets* initiative.

One of the key components of *Complete Streets* is community engagement, particularly when planning for improvements in underserved communities. The proposed Master Plan will include an engagement plan to understand the community context and the role that the LRA plays, along with the safety, connectivity, and equity concerns related to the interaction of LRA traffic with the local area.

The proposed Master Plan will also support a state of good repair for the overall transportation network by reducing wear and tear on the nation's roads and bridges. The American Society of Civil Engineers (ASCE) provides an Infrastructure Report Card for the nation and each state, generally in the areas of roads, bridges, aviation, dams, drinking water, energy, levees, and others. The report card grades are based on criteria such as capacity, condition, funding, future need, public safety, resilience, and innovation. Assigned grades range from A (Exceptional, Fit for the Future) to F (Failing/Critical, Unfit for Purpose). The *2019 Infrastructure Report Card for Kentucky* grades the Commonwealth's roads as a D+ and bridges as a C-.

"A Complete Street is safe, and feels safe, for all users."

"The burdens of our transportation network, including traffic fatalities, air pollution, and absence of connected networks, are disproportionately borne by underserved populations as a result of historic disinvestment and exclusion from transportation decision-making processes."

"Complete Streets implementation will help to routinely provide the safe infrastructure that is fundamental to encouraging more use of low and zero carbon modes."

Source: FHWA's *Complete Streets Initiative*



Exceptional,
Fit for the
Future



Good,
Adequate for
Now



Mediocre,
Requires
Attention

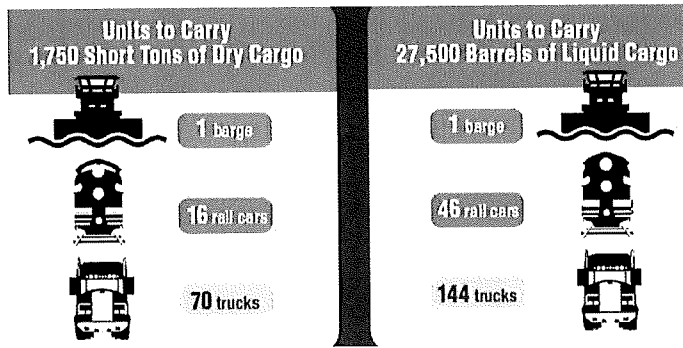


Poor,
At Risk



Failing/Critical,
Unfit for Purpose

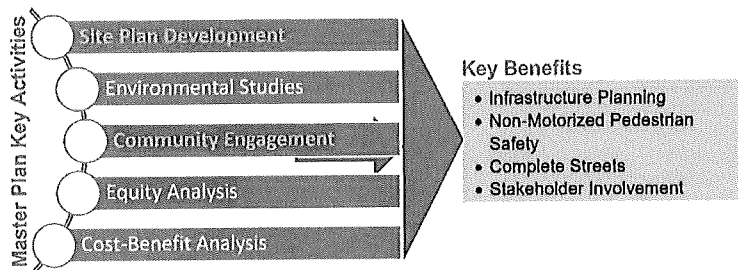
Source: ASCE's *Infrastructure Report Card for Kentucky (2019)*



Source: Waterways Council, Inc.

Conversion of truck freight to inland waterways is a key strategy to reduce truck vehicle-miles traveled and the associated depreciation of the nation's roads and bridges. One barge can replace 70 trucks to carry 1,750 short tons of dry cargo, or replace 144 trucks to carry 27,500 barrels of liquid cargo. Through the proposed Master Plan for the LRA Logistics Facility, additional truck freight can be converted to inland marine freight at the improved port site,

thereby reducing the number of trucks throughout the transportation system.



G. Partnership and Collaboration

The Master Plan effort will include a robust and collaborative community engagement process, given the LRA Logistics Facility's location in close proximity to Historically Disadvantaged Communities and Areas of Persistent Poverty. Central to the engagement process will be measures taken from the USDOT document, *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making*, to create meaningful involvement, build public involvement capacity, and develop measures of successful public involvement strategies.

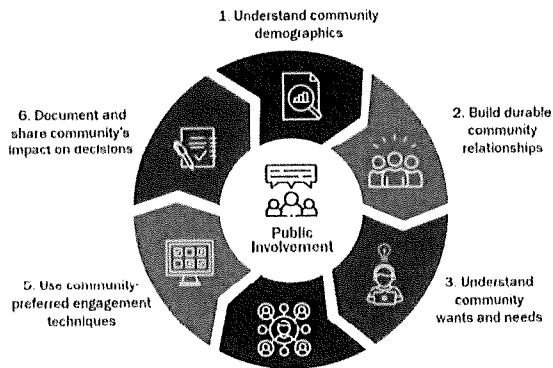
The LRA will work closely with the Louisville Metro Government's Office of Equity to create an community relations and development plan that supports their vision statement of "Leading and assisting Louisville Metro Government in achieving its racial equity goals, in which our efforts of racial equity can create a government and a community where race does not predict one's quality of life, and where equity is reflected across all institutions of Louisville Metro."

A stakeholder group will also be created consisting of representation from marginalized groups, neighborhood and civic leaders, elected officials, city and state officials, and business representatives. A plan and schedule will be created for interviews, meetings, and presentations with area stakeholders. A visioning process will occur that will establish major plan objectives, goals, and policies for the preparation of the Master Plan.

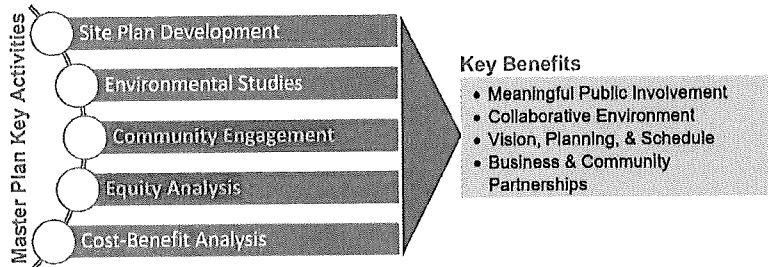
RAISE Grant Program | Louisville Riverport Authority Logistics Facility Master Plan: Global, Collaborative, Resilient, Multimodal

In addition to community collaboration, the LRA will seek and consider public/private partnerships whereby the LRA brings land and infrastructure to a partnership with private entrepreneurs, building from existing successes from development of over 2,000 acres of industrial and commercial real estate near the marine facility with 120 companies employing more than 6,500 people in a low-income area of Jefferson County, Kentucky.

Business opportunities will be encouraged and marketed effectively to draw bids and proposals from minority, women, and veteran-owned entities, which is consistent with the LRA's charge with harboring entrepreneurial businesses and providing its tenants, partners, and customers with access to possible grant funds, low/no interest capital programs, and other sources of equitable capital for growth. The LRA will also engage federal, state, and metro government assistance in developing and marketing opportunities for partnerships with diverse potential partner entities, including those open and active with trade unions. To note, the LRA's railroad business invokes the interest and very nature of union labor



Source: DOT Promising Practices for Meaningful Public Involvement in Transportation Decision-Making

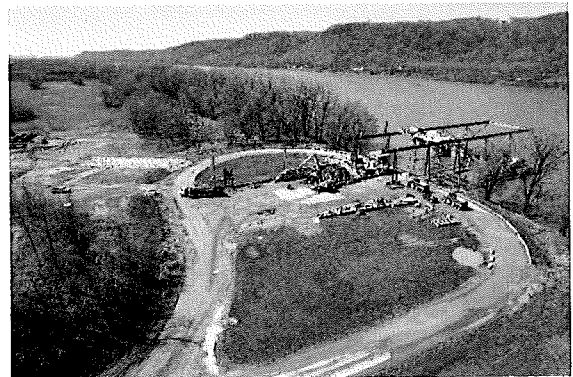


entities. Further, opportunity exists for coordination of cellular service in the larger riverport area. Residents and businesses alike suffer from a void in consistent service and the LRA has been tapped to identify a potential tower site as part of the master plan.



H. Innovation

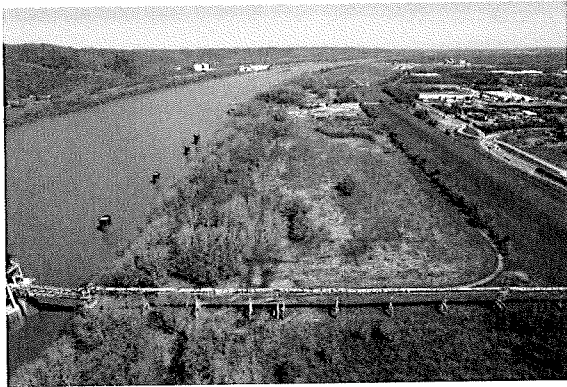
Two regional economic trends forecasted to year 2045 establish a need for riverport project innovation. As presented by transportation consultants for IHS Markit and Metro Analytics for the Kentucky Transportation Cabinet's April 2021 Summit on Economic Development Strategies to Leverage Kentucky Riverports and Freight Network, one trend showed a decrease in coal movement where coal-handling is projected to decrease in the foreseeable future; the other forecasted a diversion of truck and rail freight to the waterways system. The sessions sought to provide information that the ports can act upon from which the LRA, a key speaker at the summit, is taking the lead on assuming a multimodal outlook and working on being a supply chain solutions provider for industry partners.



RAISE Grant Program | Louisville Riverport Authority Logistics Facility Master Plan: Global, Collaborative, Resilient, Multimodal

With the planning grant funds, the LRA intends to study and pursue all creative opportunities for project innovation, including technologies such as alternative fueled vehicles on-site and encouraging same for highway vessels doing business at the facility, and innovative financing for capital improvements such as the Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation & Improvement Financing (RRIF) revolving loans funds.

The Louisville Global Riverport's approach to "green" innovation is multifold in its site planning considerations, such as electrifying the facility to support EVs, especially electrical charge stations on-site for industrial and USDOT licensed highway vehicles, and planning for a liquified natural gas distribution point for local public access and on-site use as well as for the fleet of freight delivery vehicles and potential tugboats on the Marine Highway. Site planning will also take

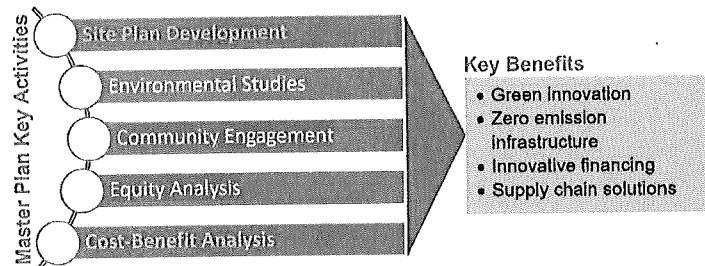


innovative measures to reduce environment impacts by planning for laydown areas and storage facilities that maximize the reduction of particulate matter in air, on ground, and in the watershed. These planning activities will convert the antiquated coal terminal into a modern, cleaner, more efficient multimodal logistics center.

For innovative capital funding, the LRA can utilize loan and debt financing as a creative financing tool under Kentucky legislation and

qualify to receive grant funds for projects that benefit taxpayers/stakeholders. By owning a railroad, the LRA can seek grant opportunities from the Federal Railroad Administration and from the RRIF low-interest rate program available through the Build America Bureau. Also, by owning a marine terminal, the LRA can seek grant opportunities from the US Maritime Administration. Further, the TIFIA makes a variety of surface transportation projects eligible for its revolving loan program, including many of the LRA's assets, such as railroad, intermodal freight, and port access. The LRA's business model also generates steady revenue streams to pledge as strong potential payment against the innovative loans.

During Master Plan development, the LRA will evaluate accelerated project delivery methods, such as single contractor design-build arrangements, and review successful efforts in peer research and meetings. The community of specialized maritime expertise to deliver these types of challenging projects is relatively small and will be thorough examined by the LRA.



PROJECT READINESS

This section describes the LRA's commitment to this project and readiness to complete this plan within the guidelines of this grant and to support the local, regional, and state needs for the intermodal movement of goods at this site.

Technical Capacity

The LRA is a port authority and part of the Louisville Metro Government and abides by all local, state, and federal regulations as mandated by the city. The LRA's capacity to successfully deliver this Master Plan in compliance with applicable federal requirements is high because:

1. Louisville Metro Government has experience working with federal agencies, civil rights compliance, and USDOT discretionary grant awards.
2. The LRA has been involved in developing similar facilities providing economic growth and development in Louisville for the past 30 years.
3. The LRA and the city have extensive experience with riverfront development and the technical experience and resources to manage all aspects of the project.
4. The LRA has the financial resources to commit to delivering this project.
5. The project requires no right-of-way acquisition.
6. The project will comply with all applicable federal requirements including but not limited to Buy America provisions, Americans with Disabilities Act regulations, Civil Rights requirements, Federal Motor Vehicle Safety Standards (FMVSS), and/or the Federal Motor Carrier Safety Regulations (FMCSR).

Financial Completeness

As indicated in the LRA's Letter of Commitment, the funds to meet the match for this project are available and the LRA has conducted a review of the proposed costs with six firms to confirm that the budget is appropriate for the anticipated scope. Furthermore, LRA is committed to managing the study and schedule to avoid cost overruns.

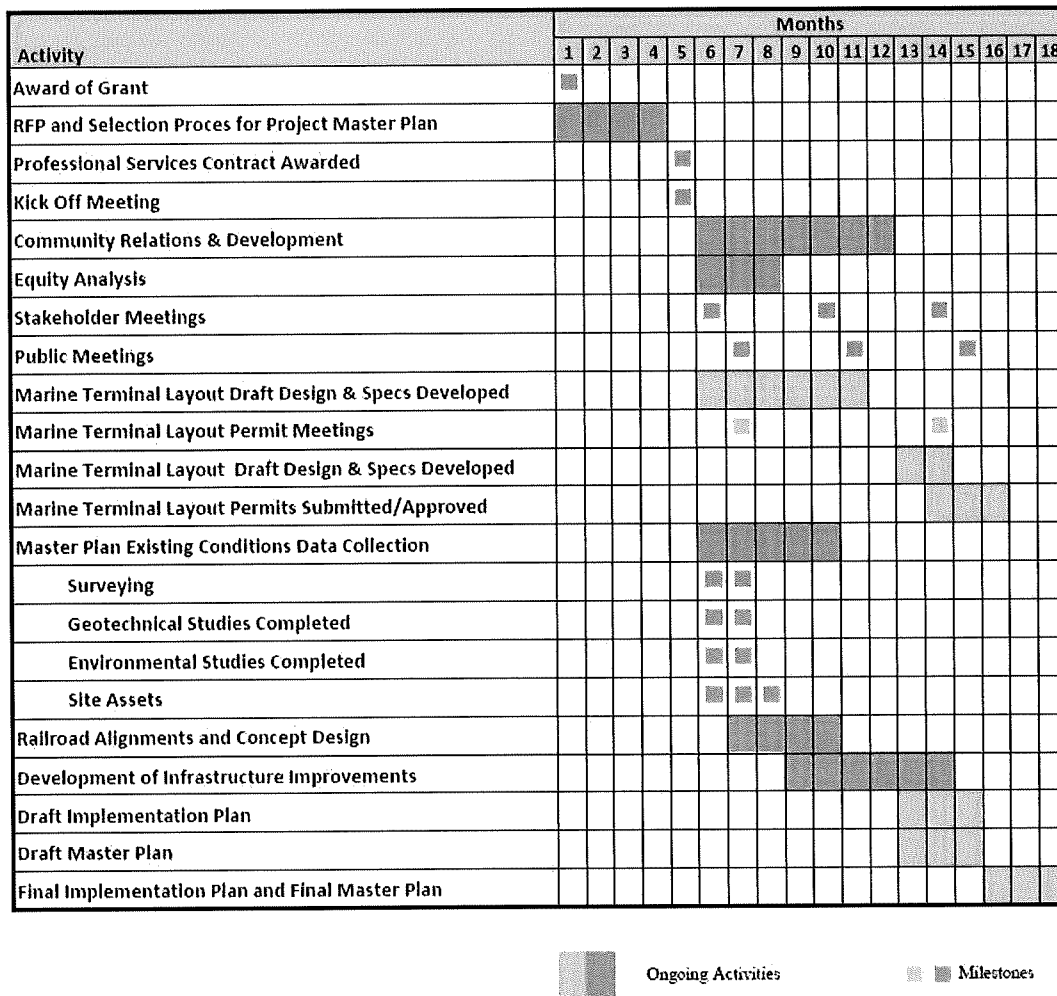
Additional Considerations – Modal Diversity

This project is for riverport improvements that will improve modal trips to the facility by barge, train, truck, bus, personal vehicle, bike and/or on foot. Each mode will be considered in the master plan development. Additionally, the project seeks to enhance intermodal trips between barge, rail, and trucks.

Schedule

The following schedule shows the anticipated start and completion dates for major tasks. The LRA will advertise the project under the Louisville Metro Government's federally compliant procurement procedures with the intent of having a consultant team start the project within five months of receiving the award. Immediately after, the first round of engagement meetings will begin and will be used to develop a community relations and development plan. At key points during the project, meetings will be held with the stakeholders group and with the public.

Figure 2: Project Schedule by Major Activity



MITCH McCONNELL
KENTUCKY

317 RUSSELL SENATE OFFICE BUILDING
WASHINGTON, DC 20510-1702
(202) 224-2541

United States Senate

REPUBLICAN LEADER
COMMITTEES:
AGRICULTURE
APPROPRIATIONS
RULES AND ADMINISTRATION

February 15, 2023

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Buttigieg:

I write on behalf of my constituents with the Louisville Riverport Authority regarding their competitive grant application with the U.S. Department of Transportation's Fiscal Year 2023 RAISE Discretionary Grant Program.

It is my understanding that, if awarded, the Louisville Riverport Authority would use this funding to conduct a planning study for a three-hundred-acre development on their property adjacent to the Ohio River. I am told that their project would include a comprehensive site plan and facilitate the necessary work to prepare the site for operation. I am also told that their project would integrate with existing multimodal infrastructure at the riverport and build on a self-funded feasibility study for a new marine terminal. My constituents inform me their project would increase efficiency, enhance connectivity, and have a positive and lasting effect in the community.

As our nation continues on a path of unsustainable debt, it is more important than ever that we in Congress, and you in the Administration, work to ensure every tax dollar is spent wisely. It is with this in mind that I draw your attention to the Louisville Riverport Authority's application, which I believe merits your full and fair review.

Thank you for your attention to this matter.

Sincerely,



MITCH McCONNELL
UNITED STATES SENATOR

MM/wc

FEDERAL BUILDING
241 EAST MAIN STREET
ROOM 102
BOWLING GREEN, KY 42101
(270) 781-1673

1885 DIXIE HIGHWAY
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FORT WRIGHT, KY 41011
(859) 578-0188

771 CORPORATE DRIVE
SUITE 108
LEXINGTON, KY 40503
(859) 224-8286

300 SOUTH MAIN
SUITE 310
LONDON, KY 40741
(606) 864-2026

601 WEST BROADWAY
SUITE 630
LOUISVILLE, KY 40202
(502) 582-6304

501 BROADWAY STREET
SUITE B36
PADUCAH, KY 42001
(270) 442-4554

United States Senate

WASHINGTON, DC 20510

February 17, 2023

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am contacting you on behalf of the Louisville Riverport Authority in Jefferson County, Kentucky, regarding their application for the fiscal year 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program through the U.S. Department of Transportation.

The RAISE grant will assist the Louisville Riverport Authority in its effort to plan for and develop a new multi-modal marine freight terminal along the Ohio River. As I understand it, this project will provide additional jobs, modernize port operations, enhance inland waterways and rail shipping, promote economic growth and competitiveness for area industries, and diversify freight transportation options for businesses throughout the region.

Accordingly, because this RAISE grant project is designed to have a significant regional or local impact consistent with the Department of Transportation's strategic infrastructure goal of enabling more efficient movement of goods, I believe the Louisville Riverport Authority's application deserves full and fair consideration.

Thank you for your attention to this matter. Upon the completion of this process, please contact my office at (202) 224-4343, or by facsimile at (202) 228-3796.

Sincerely,



Rand Paul, M.D.
United States Senator

Congress of the United States
House of Representatives
Washington, DC 20515-1703

February 10, 2023

The Honorable Pete Buttigieg, Secretary
U. S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg:

I am writing in support of the Louisville Riverport Authority's application for the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. If awarded, the Louisville Riverport Authority (LRA) would use this grant to conduct a planning study for the development of their 300-acre site along the Ohio River in Jefferson County, Kentucky. This plan would enable LRA to provide multi-modal service for the efficient and modernized movement of goods and would build on a self-funded \$250,000 feasibility study for a new marine terminal. The new plan would include the development of an overall site plan, environmental analysis, equity analysis, community engagement, and cost-benefit analysis.

This would lay the groundwork for LRA to increase global operations in Kentucky, provide efficient transfer of materials via existing on-site rail service provided by the CSX, Norfolk Southern, and Paducah & Louisville railroads. The subsequent development of this site would allow area industries to expand and operate more efficiently, increasing job access to low-income portions of Jefferson and Hardin Counties while improving traffic safety, reducing noise pollution, and increasing train efficiency. Not only would this project support economic growth, but neighboring communities would benefit from reduced vehicle delays, cleaner air, improved economic development potential, and improved emergency response times. Multimodal access, such as transit service speed and better connectivity with pedestrian and bicycle corridors, would also improve. The project will help mitigate the negative impacts of freight on roadways, particularly economically disconnected areas. By greatly reducing heavy truck traffic, the project will reduce vehicular conflicts and traffic delays along travel corridors in and around the project area experienced by all nearby communities, including adjacent economically disadvantaged neighborhoods.

This proposed plan aligns with Congress's priorities for the Bipartisan Infrastructure Law—specifically, with the key objectives of modernizing underinvested transportation and supporting projects that help people and goods get where they need to go more safely, efficiently, and affordably. That's why I'm happy to support it.

Thank you for considering this application for the RAISE 2023 discretionary grant. Please contact my staff, Angie Offerman, at angie.offerman@mail.house.gov with any questions. Thank you for your time and attention to this matter.

Sincerely,



The Honorable Morgan McGarvey
Representative of the 3rd Congressional District



COMMONWEALTH OF KENTUCKY
OFFICE OF THE GOVERNOR

Andy Beshear
GOVERNOR

February 14, 2023

Capitol Building, Suite 100
700 Capitol Avenue
Frankfort,
Kentucky 40601
(502) 564-2611
Fax: (502) 564-2517

The Honorable Pete Buttigieg, Secretary
U. S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg:

I am writing in support of the Louisville Riverport Authority's application for the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. If awarded, the Louisville Riverport Authority (LRA) would use this grant to conduct a planning study for the development of their 300-acre site along the Ohio River in Jefferson County, Kentucky. This plan would enable LRA to provide multi-modal service for the efficient and modernized movement of goods and would build on a self-funded \$250,000 feasibility study for a new marine terminal. The new plan would include the development of an overall site plan, environmental analysis, equity analysis, community engagement, and cost-benefit analysis.

This would lay the groundwork for LRA to increase global operations in Kentucky, provide efficient transfer of materials via existing on-site rail service provided by the CSX, Norfolk Southern, and Paducah & Louisville railroads. The subsequent development of this site would allow area industries to expand and operate more efficiently, increasing job access to low-income portions of Jefferson and Hardin Counties while improving traffic safety, reducing noise pollution, and increasing train efficiency. Not only would this project support economic growth, but neighboring communities would benefit from reduced vehicle delays, cleaner air, improved economic development potential, and improved emergency response times. Multimodal access, such as transit service speed and better connectivity with pedestrian and bicycle corridors, would also improve. The project will help mitigate the negative impacts of freight on roadways, particularly economically disconnected areas. By greatly reducing heavy truck traffic, the project will reduce vehicular conflicts and traffic delays along travel corridors in and around the project area experienced by all nearby communities, including adjacent economically disadvantaged neighborhoods.

This proposed plan aligns with my government's priorities for investing in Kentucky through the Bipartisan Infrastructure Law - specifically, modernizing underinvested transportation and supporting projects that help people and goods get where they need to go more safely, efficiently, and affordably. That's why I'm happy to support it.

Thank you for considering this application for the RAISE 2023 discretionary grant.

Sincerely,

A handwritten signature of Andy Beshear in black ink.

Andy Beshear
Governor

AN EQUAL OPPORTUNITY EMPLOYER M/F/D



Andy Beshear
GOVERNOR

TRANSPORTATION CABINET

200 Mero Street
Frankfort, Kentucky 40601

Jim Gray
SECRETARY

February 13, 2023

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Buttigieg:

I am writing in support of the Louisville Riverport Authority's application for the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Planning grant. If awarded, the Louisville Riverport Authority (LRA) would use this grant to conduct a planning study for the development of their 300-acre site along the Ohio River in Jefferson County, Kentucky. This plan would enable LRA to fully assess future multi-modal service for the efficient and modernized movement of goods through the Louisville Riverport. This study would also build on a LRA self-funded \$250,000 feasibility study for a new marine terminal. The new planning study would include the development of an overall site plan, environmental analysis, equity analysis, community engagement, and cost-benefit analysis.

The award of this RAISE Planning Grant would lay the groundwork for LRA to increase global operations in Kentucky, provide efficient transfer of materials via existing on-site rail service provided by the CSX, Norfolk Southern, and Paducah & Louisville railroads. The subsequent development of this site would allow area industries to expand and operate more efficiently, increasing job access to low-income portions of Jefferson and Hardin Counties while improving traffic safety, reducing noise pollution, and increasing train efficiency. Not only would this project support economic growth, but neighboring communities would benefit from reduced vehicle delays, cleaner air, improved economic development potential, and improved emergency response times. Multimodal access, such as transit service speed and better connectivity with pedestrian and bicycle corridors, would also improve. The project will help mitigate the negative impacts of freight on roadways, particularly economically disconnected areas. By greatly reducing heavy truck traffic, the project will reduce vehicular conflicts and traffic delays along travel corridors in and around the project area experienced by all nearby communities, including adjacent economically disadvantaged neighborhoods.

This proposed riverport plan would align with the Kentucky Transportation Cabinet's priorities for investing in Kentucky through the Bipartisan Infrastructure Law-specifically,



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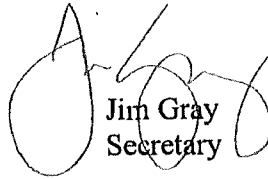
February 13, 2023

Page 2

modernizing underinvested transportation and supporting projects that help people and goods get where they need to go more safely, efficiently, and affordably. That's why I'm happy to support it.

Thank you for considering this application for the RAISE 2023 discretionary grant.

Sincerely,



Jim Gray
Secretary



OFFICE OF THE MAYOR
CRAIG GREENBERG

February 13, 2023

The Honorable Pete Buttigieg, Secretary
U. S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg:

I am writing in support of the Louisville Riverport Authority's application for the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. If awarded, the Louisville Riverport Authority (LRA) would use this grant to conduct a planning study for the development of their 300-acre site along the Ohio River in Jefferson County, Kentucky. This plan would enable LRA to provide multi-modal service for the efficient and modernized movement of goods and would build on a self-funded \$250,000 feasibility study for a new marine terminal. The new plan would include the development of an overall site plan, environmental analysis, equity analysis, community engagement, and cost-benefit analysis.

This would lay the groundwork for LRA to increase global operations in Kentucky, provide efficient transfer of materials via existing on-site rail service provided by the CSX, Norfolk Southern, and Paducah & Louisville railroads. The subsequent development of this site would allow area industries to expand and operate more efficiently, increasing job access to low-income portions of Jefferson and Hardin Counties while improving traffic safety, reducing noise pollution, and increasing train efficiency. Not only would this project support economic growth, but neighboring communities would benefit from reduced vehicle delays, cleaner air, improved economic development potential, and improved emergency response times. Multimodal access, such as transit service speed and better connectivity with pedestrian and bicycle corridors, would also improve. The project will help mitigate the negative impacts of freight on roadways, particularly economically disconnected areas. By greatly reducing heavy truck traffic, the project will reduce vehicular conflicts and traffic delays along travel corridors in and around the project area experienced by all nearby communities, including adjacent economically disadvantaged neighborhoods.

This proposed plan aligns with Louisville Metro Government's priorities for investing through the Bipartisan Infrastructure Law—specifically, modernizing underinvested transportation and supporting projects that help people and goods get where they need to go more safely, efficiently, and affordably. That's why I'm happy to support it.

WWW.LOUISVILLEKY.GOV

LOUISVILLE METRO HALL | 527 WEST JEFFERSON STREET | LOUISVILLE, KENTUCKY 40202



OFFICE OF THE MAYOR
CRAIG GREENBERG

Thank you for considering this application for the RAISE 2023 discretionary grant.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Greenberg".

Craig Greenberg
Mayor

WWW.LOUISVILLEKY.GOV

LOUISVILLE METRO HALL | 527 WEST JEFFERSON STREET | LOUISVILLE, KENTUCKY 40202



The Honorable Pete Buttigieg, Secretary
U. S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

February 15, 2023

Dear Secretary Buttigieg:

I am writing in strong support of the Louisville Riverport Authority's (LRA) grant application for the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program.

As the LRA's contract port operator, the Port of Louisville is a private business that is fortunate to operate on one of the very few active multimodal transloading sites in the Eastern United States, combining 300 acres of economic development space, service agreements with three railroads and a vital connection to the limitless capacity of America's inland waterway system.

If successful, the LRA would apply this grant to execute a planning study to guide the re-development of their 300-acre site along the Ohio River in Louisville, Kentucky. The LRA site offers a nationally unique opportunity to transform a location that 40 years ago was designed as a coal transloading facility into a modern multi-modal site that efficiently connects the river, rail, and road.

The site provides 300 open acres ready for development. The roads, rails and river are there, but new infrastructure is needed to transform the property from coal yard to a center of multi-modal interchange. It is uniquely served with common access by the CSX, NS and P&L railroads. It offers four miles of loop track for car storage and transloading activities. This flexibility provides rail shippers with choices and generous space for freight transloading, staging and storage. A comprehensive professional planning document would complete a self-funded \$250,000 feasibility study for a new marine terminal with initiatives including the development of an overall site plan, environmental analysis, equity analysis, community engagement, and cost-benefit analysis.

The project would also compliment OKI's successful Marine Highway Designation application awarded in 2019 that highlights the LRA site's attributes. The designation application for the "Nucor Regional Barge Service Model" described how barge service replaces trucks to provide local delivery and long distance rail connections to Nucor that otherwise would be unavailable. The model, which remains active, significantly reduces the number of heavy trucks on the state's highway system, increases the resiliency of the movement of goods in the region and increases job access to low-income portions of Jefferson and Hardin County.

The planning project will help mitigate the negative impacts of freight on roadways, particularly in economically disconnected areas. By greatly reducing heavy truck traffic, the project will reduce vehicular conflicts and traffic delays along travel corridors in and around the project area experienced by all nearby communities, including adjacent economically disadvantaged neighborhoods.

Awarding the Planning Study will guide the redevelopment of the LRA facility from coal yard to a modern multi-modal transloading center. A well-planned facility will serve the region's growing number of advanced manufacturers, including Kentucky's EV battery production initiatives and attract new multi-modal shippers to fulfill the Administration's infrastructure priorities.

Sincerely,

Jim Adams
Port of Louisville



LOUISVILLE METRO COUNCIL
LOUISVILLE, KENTUCKY

RICK BLACKWELL
DISTRICT 12 COUNCILMAN

HEATHER BLAZIS
LEGISLATIVE ASSISTANT

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg:

I am writing in support of the Louisville Riverport Authority's application for the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. If awarded, the Louisville Riverport Authority (LRA) would use this grant to conduct a planning study for the development of their 300-acre site along the Ohio River in Jefferson County, Kentucky. This plan would enable LRA to provide multi-modal service for the efficient and modernized movement of goods and would build on a self-funded \$250,000 feasibility study for a new marine terminal. The new plan would include the development of an overall site plan, environmental analysis, equity analysis, community engagement, and cost-benefit analysis.

This would lay the groundwork for LRA to increase global operations in Kentucky, provide efficient transfer of materials via existing on-site rail service provided by the CSX, Norfolk Southern, and Paducah & Louisville railroads. The subsequent development of this site would allow area industries to expand and operate more efficiently, increasing job access to low-income portions of Jefferson and Hardin Counties while improving traffic safety, reducing noise pollution, and increasing train efficiency. Not only would this project support economic growth, but neighboring communities would benefit from reduced vehicle delays, cleaner air, improved economic development potential, and improved emergency response times. Multimodal access, such as transit service speed and better connectivity with pedestrian and bicycle corridors, would also improve. The project will help mitigate the negative impacts of freight on roadways, particularly economically disconnected areas. By greatly reducing heavy truck traffic, the project will reduce vehicular conflicts and traffic delays along travel corridors in and around the project area experienced by all nearby communities, including adjacent economically disadvantaged neighborhoods.

This proposed plan aligns with Louisville Metro Government's priorities for investing through the Bipartisan Infrastructure Law—specifically, modernizing underinvested transportation and supporting projects that help people and goods get where they need to go more safely, efficiently, and affordably. That's why I'm happy to support it.

Thank you for considering this application for the RAISE 2023 discretionary grant.

Rick Blackwell
Louisville Metro Council Budget Chair

[WWW.LOUISVILLEKY.GOV/DISTRICT 12](http://WWW.LOUISVILLEKY.GOV/DISTRICT12)

601 W. JEFFERSON STREET • LOUISVILLE, KY 40202 • 502-574-1112

The Honorable Pete Buttigieg, Secretary
U. S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

February 15, 2023

Dear Secretary Buttigieg:

I am writing in support of the Louisville Riverport Authority's (LRA) competitive grant application with the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program.

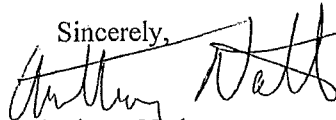
Nucor Gallatin is a major producer of steel coils. Our facility is capable of manufacturing over three million tons of coils annually. To meet our customers' delivery needs we rely on truck, rail, and barge transportation. We utilize the LRA's facility to deliver coils by barge for local consumption or to access available railcars for long distance delivery. The LRA's unique rail options along with the Ohio River dock makes short distance barge service with a transfer to rail an attractive transportation option.

If awarded, we understand the Louisville Riverport Authority would use this grant to conduct a planning study for the development of their 300-acre site along the Ohio River in Louisville to provide multi-modal service for the efficient and modernized movement of goods.

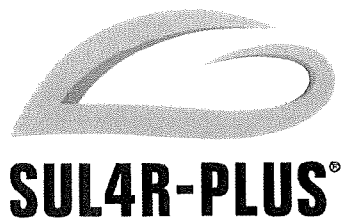
When you look at the open potential of the LRA site, it makes sense to invest in a professional planning document to guide the re-development of the property from coal yard to a modern multimodal hub that will support our region's growing advanced manufacturing sector.

I am happy to answer any questions you or your staff may have and hope that you look favorably on the LRA's planning grant application.

Sincerely,

A handwritten signature in black ink, appearing to read 'Anthony Nath', with a long horizontal line extending from the end of the signature.

Anthony Nath
Nucor Steel



P.O. Box 581368
Louisville, KY 40268
866 576 6660
www.SUL4R-PLUS.com

February 17, 2023

The Honorable Pete Buttigieg, Secretary
U. S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Subject: Letter of Support for the Louisville Riverport Authority's Grant Request

Dear Secretary Buttigieg:

I am writing in support of the Louisville Riverport Authority's (LRA) competitive grant application with the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program to develop a comprehensive infrastructure plan for the LRA's property.

SUL4R-PLUS, LLC manufactures patented, high quality, granular calcium sulfate based fertilizer products in Louisville Kentucky that are shipped to agricultural producers throughout North America. SUL4R-PLUS, LLC is privately owned by a family office headquartered in Louisville Kentucky. SUL4R-PLUS, LLC is unique because it upcycles a byproduct from an environmental control process in many power production facilities to create sustainable non-N-P-K fertilizer products that significantly increase crop yields for the benefit of America's farmers and consumers.

On behalf of SUL4R-PLUS, LLC, we support LRA's RAISE grant application to develop a comprehensive plan to recapitalize the 300-acre port facility. In 2023, SUL4R-PLUS will ship approximately 40,000 tons of product through the LRA facility to customers throughout North America. We will utilize truck, barge, and rail transportation modes. Having reliable, cost effective access to bulk logistics modes is critical to our business. Improving the LRA's port infrastructure through careful planning holds the promise to provide our company with more efficient and reliable logistical options and make our business more sustainable.

I am happy to answer any questions you or your staff may have and hope that the LRA is successful in developing a comprehensive plan to apply their port infrastructure investments.

Sincerely,

Pete DeQuattro
Executive Vice President