

**EDDYVILLE
RIVERPORT**
AND INDUSTRIAL DEVELOPMENT AUTHORITY

PIDP GRANT APPLICATION

MAY 2022

INLET PROJECT

PROJECT TITLE: INLET PROJECT
PROJECT LOCATION: EDDYVILLE, KENTUCKY
APPLICATION TYPE: SMALL INLAND RIVER PORT, SMALL PROJECT
PROJECT TYPE: 5) FIXED LANDSIDE IMPROVEMENTS IN SUPPORT OF CARGO OPERATIONS
APPLICANT NAME: EDDYVILLE RIVERPORT AND INDUSTRIAL DEVELOPMENT AUTHORITY
ELIGIBILITY TYPE: PORT AUTHORITY
FUNDING REQUEST: \$4,912,631 million
TOTAL PROJ COST: \$6,140,789 million
WEBSITE: WWW.EDDYVILLERIVERPORT.COM

MARITIME ADMINISTRATION (MARAD), U.S DEPARTMENT OF TRANSPORTATION
PORT INFRASTRUCTURE DEVELOPMENT PROGRAM
PIDP FFY 2022
GRANT APPLICATION PROJECT NARRATIVE

PROJECT TITLE: INLET PROJECT
PROJECT LOCATION: EDDYVILLE, KENTUCKY
APPLICATION TYPE: SMALL INLAND RIVER PORT, SMALL PROJECT
PROJECT TYPE: 5) FIXED LANDSIDE IMPROVEMENTS IN SUPPORT OF CARGO OPERATIONS
APPLICANT NAME: EDDYVILLE RIVERPORT AND INDUSTRIAL DEVELOPMENT AUTHORITY
ELIGIBILITY TYPE: PORT AUTHORITY
FUNDING REQUEST: \$ 4,912,631million (80%)
NON-FEDERAL FUNDS: \$ 1,228,158 million (20%)
TOTAL PROJ. COST: \$ 6,140,789 million
WEBSITE: <https://www.eddyvilleriverport.com/>
APPLICATION WEBSITE: <https://www.eddyvilleriverport.com/pidpinlet>

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Table 1: Required Cover Page

Field Name	Response
Name of Applicant	Eddyville Riverport and Industrial Development Authority
Is the applicant applying as a lead applicant with any private entity partners or joint applicants?	No
Project Description	This Project will fund the development and construction of a new 110' wide, 300' long, 30'- 41' deep inlet. The end of the inlet will have a concrete ramp constructed in order to allow for pulling of barges. Access will be immediately provided on the low side of the inlet. A road access is planned for future development as well and will be funded by the ERIDA.
Is this a planning project?	No, however the Project does include preliminary and design engineering for construction of the project.
Is this project at a coastal, Great Lakes or inland river port?	Inland Riverport
GIS Coordinates (in Latitude and Longitude format)	Latitude: 37.065346° Longitude: -88.070681°
Is this project in an urban or rural area?	Rural area
Project zip code	42038
Is the project located in a Historically Disadvantaged Community or a Community Development Zone?	No
Has the same project been previously submitted for PIDP funding?	No
Is the applicant applying for other discretionary grant programs in 2022 for the same work or related scopes of work?	No
Has the applicant previously received TIGER, BUILD, RAISE, FASTLANE, INFRA or PIDP funding?	No
PIDP grant amount requested	\$4,912,631
Total future eligible project costs	\$6,140,789
Total Project cost	\$6,140,789
Total Federal Funding	\$4,912,631
Total Non-Federal Funding	\$1,228,157
Will RRIF or TIFIA funds be used as part of the project financing?	No

Table of Contents

Table of Contents.....	iii
List of Exhibits	
I. Executive Summary.....	1
II. Project Description	7
III. Project Location.....	8
IV. Grant Funds, Sources, & Uses of Project Funds	8
A. Project Costs	8
B. Eligible Costs, Sources, and Amount of Funds	9
C. Documentation of Funding Commitments.....	9
D. Amount and Nature of Federal Funds.....	9
E. Use of Funds by Source	10
V. Merit Criteria	10
A. Achieving Safety, Efficiency, or Reliability Improvements.....	10
Loading and unloading of goods at a port	10
Movement of goods into, out of, around, or within a port	10
Operational improvement, including projects to improve resilience	11
Environmental and emissions mitigation measures.....	11
B. Supporting Economic Vitality at the Regional Level	11
Economic Advantage of a Small Port.....	11
Contribution to freight transportation.....	12
Overcoming competitive disadvantages	12
C. Addressing Climate Change and Environmental Justice Impacts	13
Greenhouse gas reduction.....	13
Promote energy efficiency.....	14
Increase climate resilience of port infrastructure	15
Climate Change and Environmental Justice	19
Public involvement plan	20
D. Advancing Equity and Opportunity for All	21

E. Leveraging Federal Funding to Attract Non-federal Investments in Infrastructure	22
VI. Project Readiness.....	24
A. Technical Capacity.....	24
Project Schedule	24
B. Environmental Risk	25
NEPA status.....	25
Environmental permits	26
State and local approvals	26
Information on environmental reviews, approvals and permits by other agencies	26
C. USACE communications and expected timeline for permits	26
D. Assessment of Project Readiness Risks and Mitigation strategies	27
VII. Domestic Preference.....	28
VIII. Determinations	28
IX. Conclusion.....	29
X. Appendices	31

List of Exhibits

Exhibit 1: Summary of Proposed Project Current and Future Conditions.....	3
Exhibit 2: Project Location	3
Exhibit 3: Sources of Funds	4
Exhibit 4: Criteria Summary	4
Exhibit 5: Project Costs by Category	8
Exhibit 6: Sources of Funds	9
Exhibit 7: Summary of Sources and Uses of Funds by Agency	9
Exhibit 8: Sources and Uses of Funds	10
Exhibit 9: Efficiency of Barge Transportation.....	14
Exhibit 10: The Efficiency of Barges versus Truck and Rail :	14
Exhibit 11: Climate Projections in 2047	16
Exhibit 12: Precipitation Projections under a Higher Emissions Scenario	16
Exhibit 13: Precipitation Projections under a Lower Emissions Scenario	17
Exhibit 14: Flood Risk in 30 years (2052).....	18
Exhibit 15: Infrastructure at Risk.....	19
Exhibit 16: Low Income Populations with 3 Miles of Project.....	21
Exhibit 17: Peer State Port Funding	23
Exhibit 18: High-level Project Schedule.....	24
Exhibit 19: Risk Matrix	27

List of Tables

Table 1: Required Cover Page	ii
Table 2: Summary of Emissions - Grams per Ton Mile 2014.....	13
Table 3: Potential Threatened and Endangered Species at Project Site.....	25

I. Executive Summary

The Eddyville Riverport and Industrial Development Authority (ERIDA) in Kentucky is excited to submit this Small Project at Small Ports application for \$4.9 million through the MARAD Port Infrastructure Development Program (PIDP FY22). This grant application will make port cargo operations more efficient and expand capacity to handle additional commodity tonnage by creating additional water frontage sites with the construction of a new inlet at the port site. The concrete ramp included in this inlet project also allows for additional intake of barges for at least one of the Riverport’s tenants, allowing for diversification in means and methods of product movement. The Riverport provides more resilient shipping options being located on Lake Barkley with minimal water level fluctuations that provide shippers reliable operations during extreme weather events and flooding. By adding additional capacity, the project increases the resiliency of the inland waterways.

The ERIDA Inlet Project is a rural maritime development in the Pennyriple Region of Kentucky. For the three years between 2019 and 2021, the Port averaged just over 490,000 tons of freight as shown in an independent audit included in Appendix A, qualifying the

Riverport as a small port as outlined

in the 46 U.S.C. 54301(b). ERIDA adopted a Strategic Master Plan in December 2020 that guides development and infrastructure improvements at the Riverport. The Strategic Master Plan, found in Appendix B, lays out the vision, mission and goals for ERIDA. The Plan included an extensive review of commodity flows and identified future opportunities for the Riverport to accommodate growing demand for bulk cargo transportation in the region appropriate for river transport. The market-based approach to the Master Plan provides the framework for future growth. The Plan is flexible so that as opportunities become available, the projects identified can be re-sequenced to meet current demand. The Project was identified as a long-term project targeted for completion beyond 20 years (see page 169). However, due to current interest in the Project, ERIDA is applying for this grant opportunity to construct the inlet.

The Project will enable ERIDA to provide expansion opportunities to its’ existing industries while creating opportunities for enhanced intermodal and inland waterways freight shipping. By expanding the capacity to handle additional dry and liquid bulk commodity tonnage and providing opportunities for existing tenants to maintain and expand their operations, the Project will create economic vitality for the region, which has a significant number of low-income residents. This area of Kentucky has been especially vulnerable to the shift to cleaner energy sources which has resulted in declining demand for coal. Opportunities to expand river



***Our mission is to bring people,
resources and industry together to
foster economic prosperity and family
wage jobs through strategic
partnerships and investments.***

ERIDA Strategic Master Plan 2020

commerce is a key strategy identified in the Pennyryle Region’s Comprehensive Economic Development Strategy to grow and modernize the economy and create jobs in the region. Infrastructure investments at the ERIDA Riverport are included as strategic projects in the CEDS. A copy of the CEDS can be found in Appendix C.

Local workforce training programs provide students and adult learners with course work that includes associate degrees in marine engineering, marine logistics and wheel house management as well as welding courses that include internships with one of the Port’s largest tenants, Paducah Barge, where they work with full time staff in the construction of barges that are used extensively on inland waterways and the Marine Highway System. The Project, once constructed, will complement and build on these workforce training opportunities.

Lyon County Kentucky, where the Riverport is located, has a poverty rate of 14.4% with 20.3% of the population over 25 without a high school diploma. In addition, 26% of the population is over the age of 65 and another 26.1% of the residents under the age of 65 have a disability¹. The ERIDA Board is proactively working to create living wage jobs to retain younger cohorts in the area and attract additional residents to the region. As part of the strategy to create living wage jobs, ERIDA is part of the Lake Barkley Partnership.

The Lake Barkley Partnership was originally formed as the Caldwell-Lyon Partnership for Economic Development more than 20 years ago as a joint effort to consolidate resources for economic development in Western Kentucky. Since that time, the Partnership has worked on several successful manufacturing project expansions at Hydro-Gear, Par 4 Plastics, TreeHouse Foods and Porter Road; certification as a Work Ready Community in Caldwell, Crittenden, and Livingston counties; and certification of a Build Ready Site in Caldwell County. The Partnership is a regional approach to economic development that builds on the strengths of the partners helping the region. Additionally, ERIDA has recently approved the construction of two build ready sites at their Industrial Park located near the Riverport.

The ERIDA Board also completed an *Environmental Justice and Racial Equity Impact Analysis* for the Project to better understand the community context of the project and to plan, design, and implement the Project without negatively impacting surrounding communities vulnerable to climate change. As discussed in more detail in Section V. C., the analysis concluded that the Project would not have a disproportionate negative effect on low-income and elderly populations in the area and the benefits resulting from the Project would accrue equitably to all community members. As part of the Project, a Public Involvement Plan has been developed to provide information to all residents and to offer opportunities to provide input or raise concerns during development and execution of the Project.

A Disadvantaged Business Enterprise (DBE) goal will be developed based on the project work items and the number of Kentucky Transportation Cabinet certified DBE firms available to

¹ <https://www.census.gov/quickfacts/lyoncountykentucky?msclkid=3de8c299ce4c11ec86858b776ed69c87>

perform the work. The work will be performed by contractors required to comply with Federal prevailing wage requirements. Many of the contractors in Western Kentucky work with union labor, and if the lowest bidder is a union contractor, the Project will support union jobs.

Exhibit 1 provides a summary of the proposed Project outlining the current and future conditions of the Riverport.

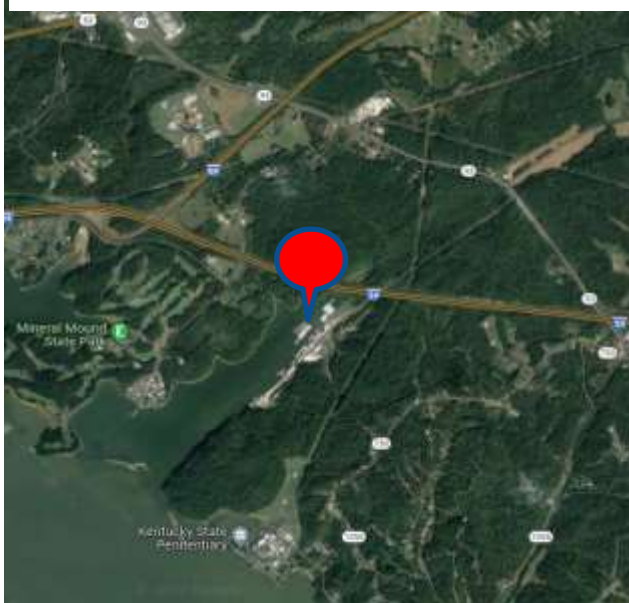
Exhibit 1: Summary of Proposed Project Current and Future Conditions

Improvement	Current Condition	Future Condition
Inlet (110' wide, 300' long, 30' – 41' deep)	Limited waterfront access	Increased waterfront access and doubling loading/unloading capacity
Addition of 110' wide concrete ramp	Limited off-loading and loading conditions	Diversified product movement

Project Location

Latitude: 37.065346° Longitude: -88.070681° Census Tract 21143960101.

Exhibit 2: Project Location



Eddyville, is in rural Kentucky. The Riverport is positioned on Lake Barkley. The lake levels are regulated year-round via Barkley Dam. As a result, the Riverport currently possesses approximately 5,850 feet of waterfront that is not susceptible to large river level fluctuations which makes it the only Riverport in Kentucky that is not impacted by flooding. To date, there are 60 acres with direct waterfront access and 190 acres with access via conveyor, pipe, or short haul. Exhibit 2 provides an overview of the Project location.

Project Parties

Funding for the Project is being provided by ERIDA from revenues generated at their facilities at the Riverport and Industrial Park for the non-Federal share. A copy of the Riverport's balance sheet is included in Appendix D. ERIDA is requesting PIDP funds in order to complete the Project as expeditiously as is needed to meet current demand.

Grant Funds, Sources, and Uses of Project Funds

Exhibit 3: Sources of Funds

Source	Status	Amount (\$ in millions)	Percent Contribution (%)
PIDP FY22 Discretionary Grant	Requested	\$4,912,631	80%
Federal – other		\$0	0.0%
Federal		\$4,912,631	80%
Local- ERIDA	Committed	\$1,228,157	20%
Non-Federal		\$ 1,228,157	20%
TOTAL		\$6,140,789	100%

Merit Criteria

Project Meets Grant Statutory Criteria

- ✓ The Project is a small project at a small port in a rural area with a 3-year average annual tonnage for 2019 – 2021 of just over 490,000 tons as shown by an independent audit.
- ✓ The Project meets the non-Federal share requirement with a 20% funding commitment from the ERIDA Board.
- ✓ This Project is low risk and can be under construction before the required obligation date of September 30, 2025.

Exhibit 4: Criteria Summary

Meets Criteria	Description
<i>a) Merit Criteria</i>	
<i>i. Safety, efficiency, or reliability improvements</i>	
Loading and unloading goods at a port	The Project, when completed, will improve the throughput of the Riverport by providing additional waterfront access for loading and unloading bulk commodity cargoes including grain, fertilizer, aggregate and metals. The new ramp at the end of the inlet will provide tenants and potential tenants with the ability to pull barges directly onto land without having to raise them out of the water. The Riverport recently had to forego a new tenant opportunity because this capability was currently not available.
Movement of goods into, out of, around, or within a port	The Project will result in improved movement of goods with the addition of the inlet that is engineered to maximize efficiency and flow of traffic on both the land and water side of the Riverport.
Operational improvement, including projects to improve resilience	The Project will make operations of the Riverport more efficient and allow area shippers the benefits of reliable access to the inland waterway system due to minimal water fluctuations at the

	Riverport. Operationally, the location of the Riverport on a lake also requires less dredging than other Riverports located directly on rivers, reducing ongoing maintenance demands.
Environmental and emissions mitigation measures	The goal of the Project is to expand capacity and enhance the reliability of goods moving via the inland waterways. Exhibit 10 illustrates the energy efficiency of the inland waterway barge industry. The Project also will improve the throughput of goods being transported to final destinations, reducing inside the gate congestion, decreasing truck fuel usage and related emissions.
<i>ii. Economic Vitality</i>	
Impact on economic advantage of the port	The Project will double the throughput capacity of the port making it a viable option for area shippers needing to reach markets outside the area. The Project is proposed based on current interest in the Riverport to expand existing tenant operations and attract an additional tenant needing the added waterfront access.
Contribution to freight transportation at, around and through the port	The Project will provide surface transportation access to the added water frontage that is engineered to improve the flow of goods moving to and from the new barge access created by the Project. On the water side, the addition of the inlet creates more waterside access increasing the ports capacity to transload goods more efficiently.
Overcoming competitive disadvantages	The added waterfront access with the addition of the Inlet Project is an innovative approach to increase waterside capacity of the Riverport within its existing footprint. This provides area farmers more access to a nearby outlet rather than shipping grain to facilities at ports further away. As mentioned above, the new ramp at the end of the inlet provides tenants and potential tenants the ability to pull barges directly onto land without having to raise them out of the water. The Riverport had to forego a new tenant opportunity because this capability was unavailable.
<i>iii. Climate Change and Environmental Justice</i>	
Greenhouse gas reduction	Added capacity to transload bulk dry and liquid cargo truck-to-barge and barge-to-truck at the Riverport, results in reduced harmful emissions per million-ton-miles for commodities shifting to the waterways. In addition, by adding capacity, less repositioning of barges will be required, reducing fuel usage by tow boats thereby lowering emissions at the Riverport. See Section V. C. for additional information.
Promote energy efficiency	The Project will promote energy efficiency by providing additional capacity for area shippers to move product via the inland waterways. As shown in Section V.C., a truck moves a ton of freight 59 miles on a gallon of fuel compared to 202 miles per gallon via railroad and 514 miles per gallon via an inland waterway tow. Also, as noted above, the Project will reduce the repositioning

	of barges for transloading, which lowers the fuel usage required to move freight through the Riverport.
Increase climate resilience of port infrastructure	The Project increases climate resiliency of the inland waterway freight system by increasing capacity at the Eddyville Riverport which does not experience the fluctuations in water levels due to more extreme weather events since water levels are controlled and do not fluctuate. This allows for continued movement of goods in and out of the Riverport and further up and down stream as long as channels on the connecting rivers are navigable.
Public Involvement Plan	A detailed Public Involvement Plan (PIP) has been developed for the Project and will be implemented across all phases of project development and delivery. More information can be found in Section V. C.
<i>iv. Advancing Equity and Opportunity for All</i>	
Advance equity (impact analysis, DBE, outreach, jobs, PLA, apprenticeships)	ERIDA has conducted an <i>Environmental Justice and Racial Equity Impact Analysis</i> for the Project with results discussed in Section V. C. ERIDA is committed to establishing a DBE goal as appropriate for the Project and project development.
Promote workforce opportunities	ERIDA is supported in expanding workforce opportunities through two area institutions. The West Kentucky Community and Technical College has a Marine Technology program specifically to support river industries in Western Kentucky which includes associates degrees in marine culinary management, marine engineering, marine logistics, and wheelhouse management. Additionally, the Caldwell Regional Career Center offers welding courses with some students placed in internships with Paducah Barge in constructing barges at their facility at the Riverport.
<i>vii. Leverage of Federal Funding</i>	
Efforts to improve non-federal leverage	Through the Lake Barkley Partnership, ERIDA is working to bring additional funding partners to assist with the non-federal contribution to the Project. The Board is also approaching tenants and potential tenants that will benefit from the Project to contribute resources for project development and construction.
<i>b) Project Readiness</i>	
Technical capacity	ERIDA regularly consults with design engineering firms with extensive experience in Phase I, Phase II, Testing, and Construction Engineering. The Board retains legal services and is prepared to retain the services of an experienced federal grants manager to support the technical capabilities of the Board, Board Treasurer, and Lake Barkley Partnership leaders. ERIDA has also successfully delivered prior grant funded initiatives at both the state and Federal level. A list of prior grants receive by ERIDA are provided in Appendix E.

Environmental Risk	ERIDA’s initial review of the project has determined that the site will require an Environmental Assessment based on a review of MARAD’s Categorical Exclusion checklist and preliminary coordination with MARAD personnel. In an effort to reduce timeline gaps, ERIDA has reached out to establish communications with the appropriate resource agencies and by submitting a pre-application to the USACE.
Risk Mitigation	A Risk Mitigation matrix is included in Section VI. A. 3.
<i>c) Domestic Preferences</i>	
	The Project components will comply with domestic preferences including Buy American. Additionally, when fully implemented, the Project will provide more reliable supply chains for American products used in construction and agriculture.

II. Project Description

The ERIDA inlet project was identified in its recently completed Master Plan as a long-range project needed to make the Riverport more competitive. Due to development interests and market demand, the Project is being accelerated.

The width of the inlet is proposed as 110’ which is based on a three (3) barge width, and the lock widths located near the Riverport. The length of the inlet, 300’, was determined based on additional waterfront needs, the concrete ramp proposed at the end of the inlet, and land topography. It is anticipated that the inlet will be approximately 30’ in depth on the low side of the inlet, and 41’ in depth on the high side of the inlet. The depths were estimated based on the summer pool elevation of 360 feet, which is the critical design elevation, maintaining an approximate 22-foot depth based on existing lake floor elevations. The concrete ramp at the end of the inlet is proposed to be the full width of the inlet, with an estimated concrete depth of 18 inches to allow for heavy loading. The grade is designed such that barges, scrap metal, or other large products can be pulled up the ramp for offloading instead of being lifted.

Upon construction completion, existing and prospective tenants will be able to use the inlet immediately on the low side. A future phase of this project includes a gravel or paved road development to create another loading and offloading space on the high side of the inlet. The height of the high side of the inlet considers this future expansion capability. The current design status is preliminary conceptual, with enough consideration given to know the project is sustainable as proposed. Preliminary concepts have been developed (Appendix N) based on recent maintenance projects performed by ERIDA, including a refacement and structural repair of the main dock, as well as the installation of a sheet pile wall along the waterfront for stabilization. Nearby project data was beneficial in assumptions made for conceptual design both in cost and technical aspects. Full engineering design is included in the grant request, as well as environmental permitting and assessments.

III. Project Location

Latitude: 37.065346° Longitude: -88.070681° Census Tract 21143960101.

ERIDA’s Riverport resides in Lick Creek, a bay of Lake Barkley that has sufficient water depth throughout the year and boasts 10 Mooring Cells spanning nearly 2,000 feet along the Riverport’s lakefront plus two additional Mooring Cells in the Lick Creek Bay that are stationed 100 feet apart for additional fleeting opportunities. In addition to the mooring cells, the Riverport has 100+/- feet of seawall apron for ease of loading and unloading. Recently the ERIDA completed a project to lengthen the seawall at the Riverport, providing additional waterfront opportunities which made the Riverport the only one in Kentucky located on a lake which receives limited silting buildup. This minimizes the need for regular dredging.

Even though ERIDA’s transportation infrastructure accessing its facilities needs upgrades, it currently has easy connections to major interstate highways (i.e., I-24 and I-69) as well as rail access at the Industrial Park portion of ERIDA’s property. Additionally, ERIDA is geographically positioned approximately 100 miles from an international airport.

The ERIDA is physically located at 978 Old Railroad Road in Eddyville, Kentucky on Lake Barkley, part of the Cumberland River. The ERIDA is a small port moving 502,000 tons in 2019, 428,000 tons in 2020, and 540,000 tons in 2021 for a three-year average of 490,000 tons as shown in Appendix A. For the last three years, 84% of the average tonnage came from farm commodities and another 15.5% was fertilizer.

IV. Grant Funds, Sources, & Uses of Project Funds

The Project brings together various regional partners focused on economic development and maximizing the benefits of the only Kentucky Riverport located on a lake, which increases resiliency of goods movement and limits necessary maintenance expenditures on dredging.

A. Project Costs

The ERIDA is requesting \$4.9 million to develop the Project. The Project budget below depicts how the funds received from the PIDP grant award will be allocated toward Project costs.

Exhibit 5: Project Costs by Category

Eddyville Riverport and Industrial Development Authority Inlet Project	
Cost Category	Amount
Construction	\$4,600,445
Professional Services	\$882,402
Contingency	\$657,942
Total Cost	\$6,140,789

A detailed cost summary is included in Appendix F.

B. Eligible Costs, Sources, and Amount of Funds

Exhibit 6: Sources of Funds

Source	Status	Amount \$s in millions	Percent Contribution (%)
PIDP FY22 Discretionary Grant	Requested	\$4,912,631	80%
Federal - other		\$0	0.0%
Federal		\$4,912,631	80%
Local- ERIDA	Committed	\$1,228,158	20%
Non-Federal		\$ 1,228,158	20%
TOTAL		\$ 6,140,789	100%

C. Documentation of Funding Commitments

The ERIDA Board has committed to funding up to 20% of the non-Federal share and is working to secure funding commitments from tenants and other area stakeholders. Documentation on all non-Federal funding commitments can be found in Appendix G.

D. Amount and Nature of Federal Funds

Exhibit 7: Summary of Sources and Uses of Funds by Agency

Source PIDP FY21 Grant Request	Amount in Millions	Percent Contribution (%)	Use
Federal			
PIDP FY22 Discretionary Grant	\$4,912,631	80%	Final Design /Env. /Construction
Total Federal Funding	\$4,912,631	80%	
Non-Federal /Local Funding			
ERIDA	\$1,228,158	20%	Construction
Total Non-Federal Funding	\$1,228,158	80%	-
	\$6,140,789	100%	

E. Use of Funds by Source

Exhibit 8: Sources and Uses of Funds

Eddyville Riverport and Industrial Development Inlet Project			
Funding Sources	Amount	Status	Purpose
ERIDA	\$1,228,158	Committed	Construction
PIDP FY 22	\$4,912,631	Requested	Construction/ Professional Services/Contingency
Total Project Funding	\$6,140,789		
Total Federal	\$4,912,631	80%	
Total Local	\$1,228,158	20%	
Total Private	0	0%	

V. Merit Criteria

A. Achieving Safety, Efficiency, or Reliability Improvements

Loading and unloading of goods at a port

The Project, when completed, will improve the throughput of the Riverport by providing additional waterfront access for loading and unloading bulk commodity cargoes including grain, fertilizer, aggregate, and metals. The inlet will be 110' wide and 300' long and include a sheet pile and tie back system. The standard dry hopper river barge is 35' wide and 195' long. The Project will accommodate a standard three-wide dry hopper barge configuration providing loading and unloading capabilities for 4,500 tons which doubles the Riverport's current capacity. The standard liquid tank river barge is between 35' and 54' wide and 150' to 300' long. The Project will accommodate between two to three liquid tank barges simultaneously.

This increase in transloading capabilities at the Riverport will reduce the need to reposition barges, thereby making loading and unloading more efficient in both crew resources and fuel consumption. The Project effectively adds 900' (three barge lengths) of waterfront access which is 15% more than the current 5,280'.

Movement of goods into, out of, around, or within a port

The Project will result in improved movement of goods with the addition of the inlet and access via a road on the low side of the inlet that is engineered to maximize efficiency and traffic flow on both the land and water side of the Riverport. With the effective 15% increase in waterfront access, the movement of goods both into and out of the facility will be enhanced.

According to the U.S. Grains Council, there are 39.368 bushels of corn in a metric ton. The increased capacity will allow the port to transload over 177,000 bushels of corn without repositioning barges. This is over 2% of the 3-year annual average tonnage of corn handled by the Port. Similarly, the U.S. Soybean Export Council indicates that there are 36.74 bushels of soybeans in a metric ton which will increase the capacity of transloading soybeans by over 165,000 bushels without having to reposition barges. This is almost 4.6% of the 3-year average annual tonnage of soybeans handled by the Port.

Operational improvement, including projects to improve resilience

The Project will make operations of the Riverport more efficient and allow area shippers the benefits of reliable access to the inland waterway system due to minimal water fluctuations at the Riverport. Operationally, the location of the Riverport on a lake also requires less dredging than other riverports located directly on rivers.

Environmental and emissions mitigation measures

The goal of the Project is to expand capacity and enhance the reliability of goods moving via the inland waterways. Exhibit 10 illustrates the energy efficiency of the inland waterway barge industry. The Project also will improve the throughput of goods being transported to final destinations which reduces inside the gate congestion and decreases truck fuel usage and related emissions.

B. Supporting Economic Vitality at the Regional Level

Economic Advantage of a Small Port

The Project will increase the throughput capacity of the Port making it a viable option for area shippers needing to reach markets outside the area. The Project was developed based on current interest in the Riverport to expand existing tenant operations and attract additional tenants needing the added waterfront access.

Right now, the Riverport primarily supports the regional agricultural industry through inbound fertilizer distribution and outbound commodity movement. Being a small port in a rural community allows the Riverport to provide efficient service to regional farmers in Caldwell, Crittenden, Livingston, Lyon, and Trigg counties. The value of commodities of grain, corn, and soybeans from this region is over \$210 million from the most recent USDA Census of Agriculture. Access to the Riverport saves the farming industry fuel and labor costs by bringing their products to the Riverport located within 40 miles of most farms instead of driving 75 miles to the other riverports in either Paducah or Owensboro. The extra time saved by utilizing this regional port generates a return of time and labor to support the harvesting and planting seasons. The majority of surrounding farms are family owned with only one or two producers working on each farm. Regionally, farming is a major industry and economic driver. We have over 2,000

farms in the region which creates nearly 3,200 jobs. Those jobs account for 20% of our regional labor force making agriculture the second largest industry behind manufacturing.

The 2022 Russian invasion of Ukraine has severely impacted global food supply, specifically the wheat production. Our region alone produces sales over \$110 million in wheat. Having a regional port allows our farmers to effectively move their product to market and ensures that the food supply continues without additional supply chain disruption.

Contribution to freight transportation

The Project includes an access road to provide surface transportation access to added water frontage. The access road will improve the flow of goods moving to and from the new barge access created by the Project. On the water side, the addition of the inlet creates more waterside access increasing the Riverport's capacity to transload goods more efficiently.

ERIDA is a unique organization which owns and operates both as a public riverport and a public industrial park with rail services. This is the only organization in the state to own two types of industrial assets. Both the Riverport and Industrial Park are located within two miles of Interstate 69 and Interstate 24 giving the area direct access to both north-south and east-west transportation networks. ERIDA is currently making industrial site improvements at the Industrial Park to accommodate more and larger economic development projects and industrial recruitment efforts. The Riverport is effectively out of waterfront access at the Port. This inlet allows the port to develop more access to the water and it makes loading and unloading much easier. This expansion also allows the Riverport to ensure they have enough capacity to support multimodal transportation projects between rail transportation at the Industrial Park and water transportation at Riverport.

The Eddyville Riverport is also located along I-69 between Glendale, Kentucky and Stanton, Tennessee, home to both Ford and SK Innovation battery plants. Having river, road, and rail access allows our community to become competitive in the supply chain development for electric vehicles. As we move to more sustainable transportation modes, being in the middle of the innovation hub for battery development will benefit our region.

Overcoming competitive disadvantages

The added waterfront access with the addition of the Inlet Project is an innovative approach to increase waterside capacity of the Riverport within its existing footprint. This provides area farmers more access to a nearby outlet rather than hauling grain to facilities at ports further away to ship to markets for processing or final delivery. The addition of the ramp at the end of the inlet overcomes one competitive disadvantage by allowing barges to be pulled out of the water without having to lift them out. ERIDA missed out on a recent industrial development opportunity since it currently lacks this capability.

Rural communities are at a disadvantage when competing for industrial projects usually due to workforce challenges, transportation infrastructure, and perceptions that exist with decision

makers based in urban areas helping companies to find new locations. The Eddyville Riverport has been working to overcome these disadvantages by partnering with the Lake Barkley Partnership on a regional marketing campaign to change the narrative about what it means to be in a rural community. The West Kentucky region has strong workforce partners through the local school systems, regional career center, three community colleges within our service territory, and partnership with Murray State University. In addition, the Riverport has multiple modes of transportation to get products to market quickly. However, we need to develop additional ways to access the waterfrontage at the Riverport. This project not only increases our capacity to serve our existing industries by creating space for more barges, it also makes loading products easier with the new ramp. Though our primary industry is in the service of agriculture, we have a growing niche in the barge and boat service industry. Two tenants at the Riverport are in the construction and repair industry for barges and pleasure boats. This inlet also allows these organizations to expand their operations.

C. Addressing Climate Change and Environmental Justice Impacts

Greenhouse gas reduction

Providing additional capacity to offer shippers water transportation encourages movement by the mode with the least emissions per ton mile. According to a Texas Transportation Institute study completed in 2017, an inland waterway tow produces 15.6 tons of Greenhouse Gas (GHG) emissions per one-million-ton miles compared to rail which produces 21.2 tons and diesel trucks which produce 154.1 tons of GHG emissions per one-million-ton miles. Table 2. illustrates the modal comparison of emissions included in the TTI study.²

Table 2: Summary of Emissions - Grams per Ton Mile 2014

Emissions (grams/ton mile)					
Mode	HC (VOC for Truck)	CO	NO _x	PM	CO ₂
Inland Barge Tow	0.0094	0.0411	0.2087	0.0056	15.62
Railroad	0.0128	0.0558	0.2830	0.0075	21.19
Truck	0.08	0.27	0.94	0.05	154.08

An inland barge tow produces 26% less GHG emissions than rail and 90% less GHG emissions than trucks per one-million-ton-miles. Additionally, by increasing capacity at the Riverport the number of tow movements are reduced, thereby lowering emissions at the Riverport.

² <http://nationalwaterwaysfoundation.org/documents/Final%20TTI%20Report%202001-2014%20Approved.pdf>

Promote energy efficiency

There currently is not a State of Kentucky Climate Action Plan, Equitable Development Plan, or an Energy Baseline Study. There also are not any at a regional or local level.

However, there are Project measures to increase energy efficiency which include:

Exhibit 9: Efficiency of Barge Transportation



1. Transportation - Supporting alternative-fueled technology and implementing systems that increase the efficiency of transportation and reduce energy consumption.

The goal of the Project is to expand capacity and enhance the reliability of goods moving via the inland waterways. Exhibit 10 illustrates the energy efficiency of the inland waterway barge industry. The Project also will improve the throughput of goods being transported to final destinations, reducing inside the gate congestion, and decreasing truck fuel usage.

Exhibit 10: The Efficiency of Barges versus Truck and Rail

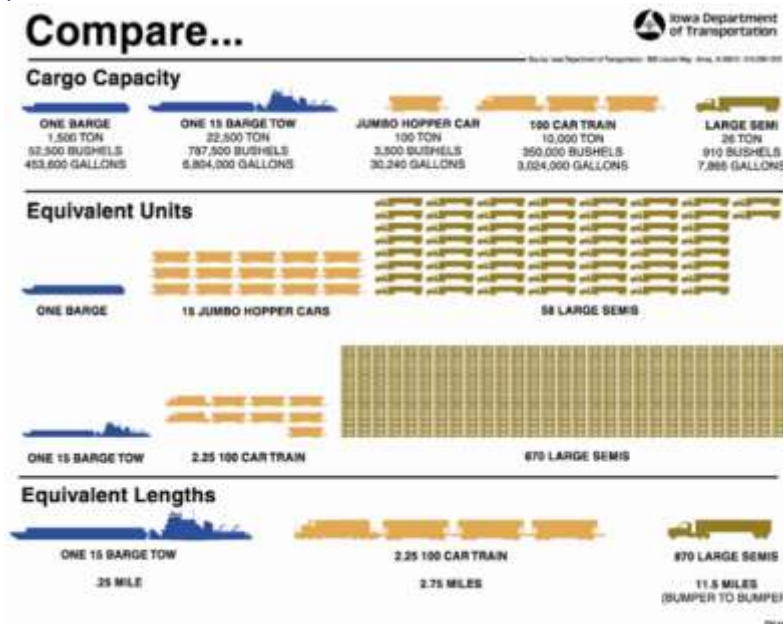


Exhibit 10 displays the efficiency of a barge versus other transportation modes. This Project intends to remove heavy loads off the local roads by moving bulk materials by barge on the waterways.

2. Energy Conservation and Efficiency - Employing energy strategies in buildings and exterior spaces that save money on utility costs, reduce GHG emissions and provide other community benefits.

Increase climate resilience of port infrastructure

The Project increases climate resiliency of the inland waterway freight system by increasing capacity at the Eddyville Riverport which does not experience the fluctuations in water levels due to more extreme weather events since water levels are controlled by dams. This allows for continued movement of goods in and out of the Riverport and further up and down stream as long as channels on the connecting rivers are navigable. Nearby riverports are addressing climate resiliency with the addition of flood walls; however, as rainfall increases and events become more intense, the additional flooding will make the Eddyville Riverport the only viable option for regional shippers.

The four characteristics and filters included under “Climate Exposure” in Neighborhoods at Risk are indicators of land area that may experience more significant impacts from climate change. These variables (hurricane flood zones, floodplains, impervious surface, and lack of tree canopy) represent characteristics of the physical environment that make a population more or less vulnerable to climate change by affecting the likelihood of extreme heat and flood events.

The following are the Climate exposure characteristics for the Project Area

Climate Exposure	Tract 9601	Lyon County, KY
Area lacking tree canopy	67.2%	55.1%
Area of impervious surface	1.0%	0.5%
Area in 500-yr floodplain	0%	0%

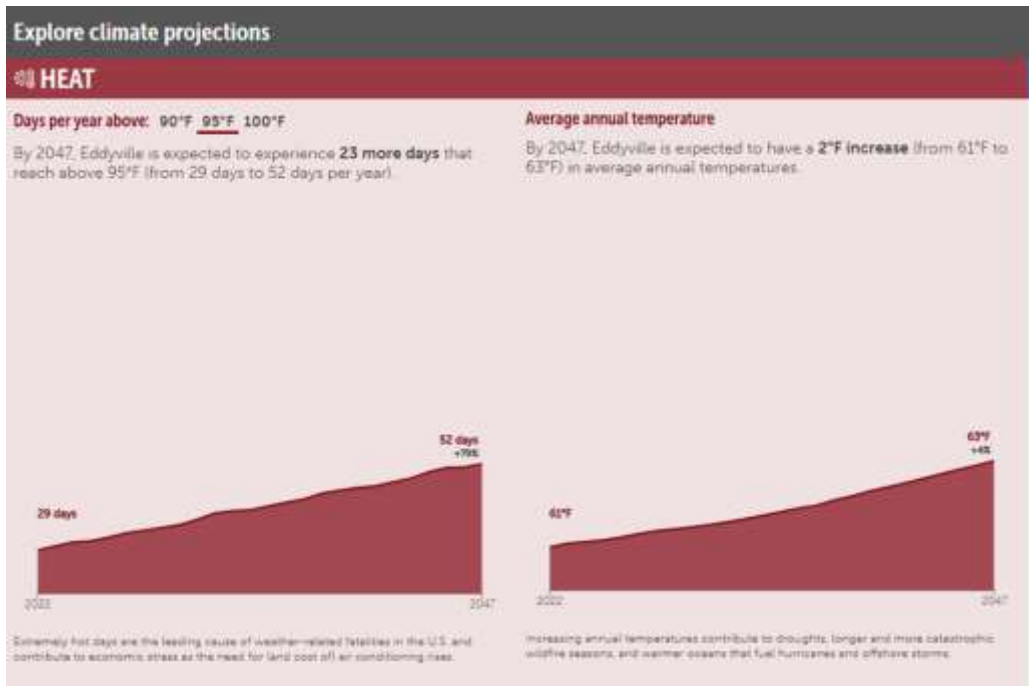
It should be noted that since this is an inland location, the Climate Exposure characteristics only display three of the four variables as hurricane flood zones, the fourth variable, is not applicable for this area.

Based upon these three characteristics as well as land use, etc. the Neighbors at Risk Model predicts that by 2047, Eddyville is expected to experience a 79% increase in extremely hot days and a 11% increase in days with heavy precipitation within the next 25 years.

It is forecasted that the City of Eddyville will experience 23 more days that reach above 95°F than is expected in 2022. Average Annual Temperature by 2047 is anticipated to increase 2°F from 61°F in 2022 to 63°F in 2047.

If Emissions continue to grow, it is anticipated that there will be 0.8 more days with precipitation above 1”. Average annual precipitation is expected to have increased by 1.3” from 48.4” to 49.7” by 2047.

Exhibit 11: Climate Projections in 2047



If Eddyville can lower their emissions over the next 25 years, this increase can be reduced by 0.4 days, reducing the annual precipitation by 0.3” in average annual precipitation.

Exhibit 12: Precipitation Projections under a Higher Emissions Scenario

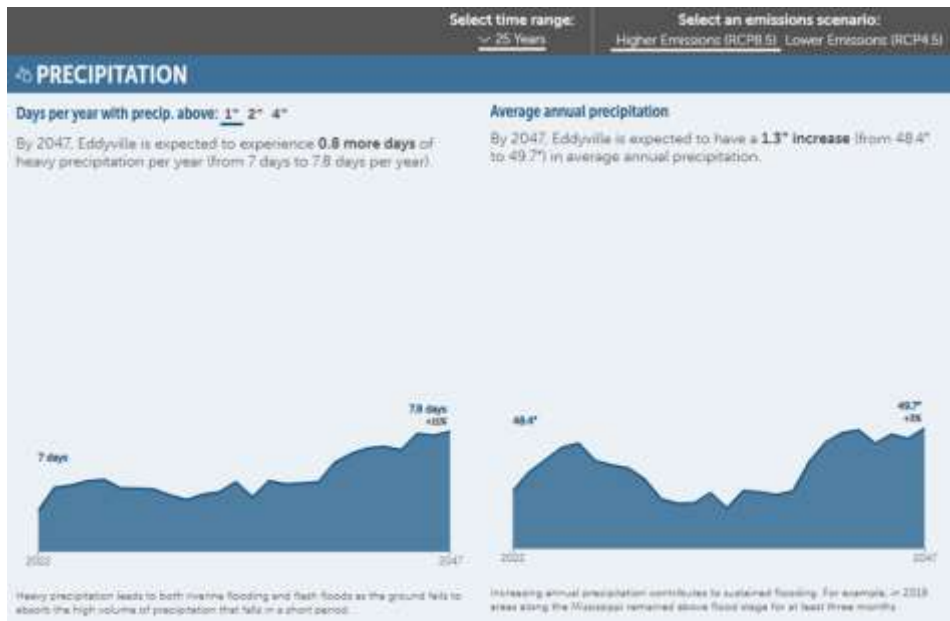
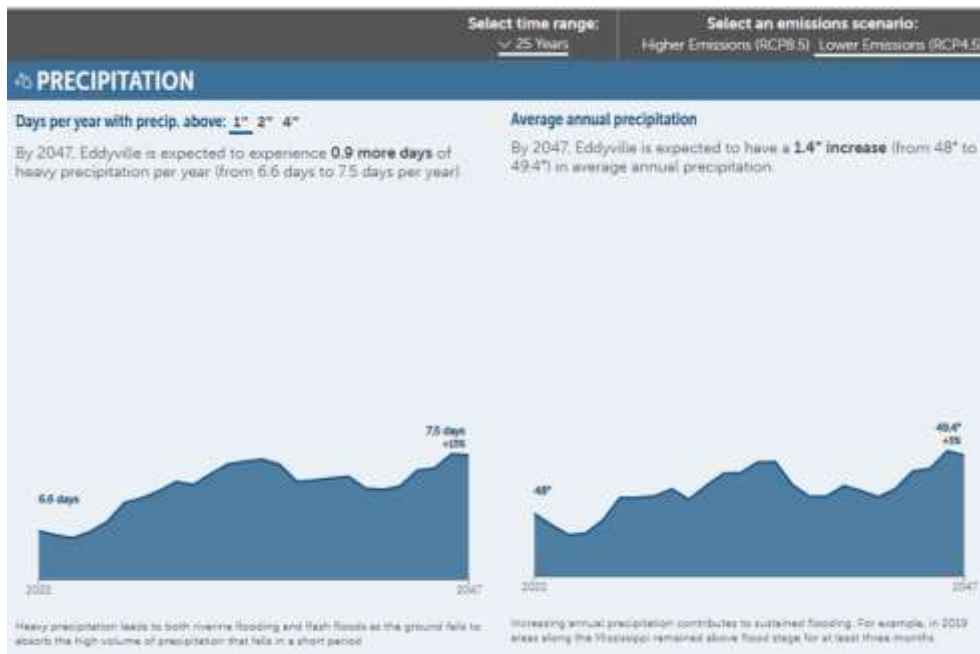


Exhibit 13: Precipitation Projections under a Lower Emissions Scenario



There are 232 properties in Eddyville that have greater than a 26% chance of being severely affected by flooding over the next 30 years. This represents 15% of all properties in the City. This count includes all property types with flood risk including vacant land and properties with unknown land use type.

In addition to damage on properties, flooding can also cut off access to utilities, emergency services, transportation, and may impact the overall economic well-being of an area. Overall, Eddyville has a moderate risk of flooding over the next 30 years, which means flooding is likely to impact day to day life within the community.

Flooding is the most expensive, natural disaster in the United States, costing over \$1 trillion in inflation adjusted dollars since 1980.

FEMA flood maps identify over 1.1 million miles of flood hazard areas, and while the maps can provide detailed information for homeowners on their flood risks, they are not available everywhere. Flood Factor's national flood model shows that flood risk is more widespread in the United States, with over 25 million properties at risk over the next 30 years. Flood Factor also includes flood risk from urban stormwater flooding, storm surge, and future conditions like sea level rise.

Flood factor is most powerful when used in conjunction with the FEMA flood maps and other available state and local flood risk resources. Flood Factor should be viewed as complementary to the adopted FEMA flood maps for a community, which need to be used for building and permitting purposes.

Flood Factor allows individuals and companies to easily view the model's flood risk information at the property level, and provides useful information on potential actions to mitigate flood risk.

Exhibit 14: Flood Risk in 30 years (2052)



As illustrated in Exhibits 14 and 15, the Riverport is at risk of flooding in the future if emissions continue to increase as projected by scientists. With that knowledge, it is imperative for the Riverport to do all it can to decrease Climate Change. As noted above, reducing emissions can reduce the projected rainfall both in duration and in level. This Project is a step in the right

direction by offering an expanded facility that can take trucks off the road and move bulk cargo more efficiently and reduce emissions by moving the product by barge versus truck.

Exhibit 15: Infrastructure at Risk



Climate Change and Environmental Justice

ERIDA commissioned a *Racial Equity and Environmental Justice Impact Analysis* specifically for this project. The full report can be found in Appendix H. As seen from the results of the various Environmental Justice (EJ) mapping tools and data collected, it is important to understand the Project and the potential impacts it may have on disadvantaged populations. Using multiple lenses through different Environmental Justice data tools helps refine the characteristics of the surrounding area. Fine tuning the scope of the analysis from the city level to the Census Tract to the Census Block and finally a one-mile radius around the project area, helps to inform planners and designers in developing their public outreach efforts. Using the characteristics of the populations near the project and evaluating project elements that could impact the underserved populations will help planners ensure negative impacts are identified and accounted for through mitigation efforts.

Since Eddyville and the surrounding Lyon County area is sparsely populated, the Census Tract 9601 is one of three Tracts that Lyon County encompasses. US EPA's EJ Screen indicates that the area surrounding the project is not considered an EJ area. However, it does show that within a one-mile buffer around the project, the population with less than a high school degree are in the 62nd percentile for the Commonwealth of Kentucky and 71st percentile for the nation. Additionally, the population over the age of 64 are in the 54th percentile for Kentucky and 59th for the U.S.

Once potential impacts are identified, then specific outreach can be designed to inform the affected populations and develop mitigation options as appropriate. Any activities and projects that reduce vehicle miles traveled and reduce vehicle idling will improve the air quality of the surrounding area as well as help reduce the effects of GHG on climate change. Since the project is wholly contained on Riverport property, it is unlikely to have any direct impacts on the disproportionately elderly population.

Public Engagement and Outreach is a continuous process that will continue throughout the planning, design, and implementation of this project. The Public Engagement will inform the design, and will continue during implementation, procurement and/or construction, and will enable the Project to address any past inequities identified relating to access and barriers to opportunity and climate change.

Current analysis indicates that the proposed project will improve multimodal access to the Riverport. At this point of the team's analysis, it is believed that the EJ populations noted above will not be disproportionately negatively impacted by the Project. Analysis and monitoring will continue as ERIDA and its partners move through the final phases of the project. All mitigation measures identified in the design and environmental review process will be implemented and monitored post-construction for compliance and community enhancement.

Public involvement plan

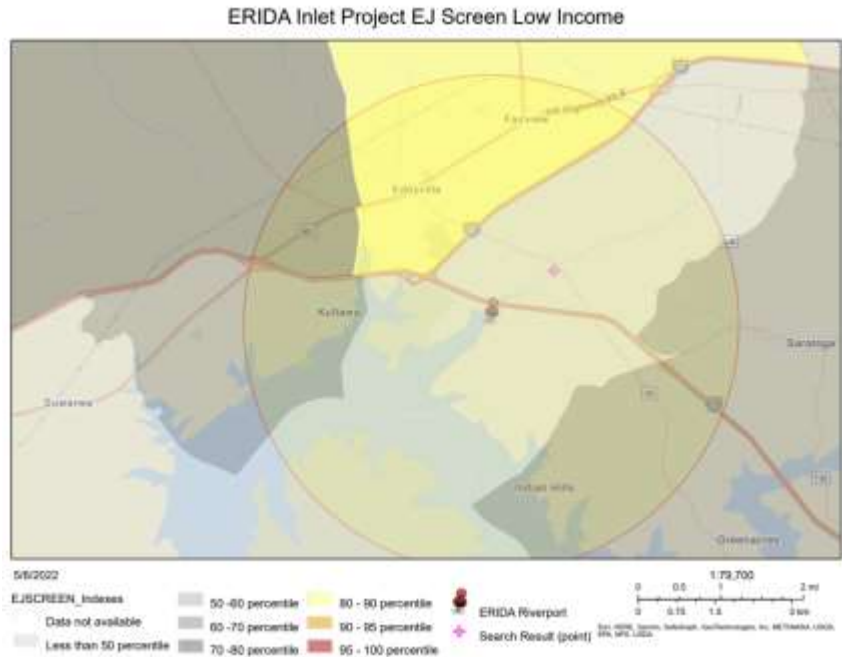
A Community Outreach Plan was developed for this project with outreach aimed at nearby disadvantaged communities as identified in the *Racial Equity and Environmental Justice Impact Analysis*. The Plan, included as Appendix I, recognizes the importance of ensuring that low income and elderly populations are not negatively impacted by the Project or the operational changes that will take place as a result of the Project. The Plan is to build on robust outreach efforts to engage the local community and provide information about the Project and Port operations.

The purpose of the Community Outreach Plan for ERIDA is to provide a detailed, transparent, and cohesive strategy for informing, consulting, and empowering the community on the Riverport Inlet project.

Effective and equity-focused community outreach to represent all stakeholders and the public-at-large will be a priority within the project planning and development. The foundation of this plan is based on ERIDA's Strategic Master Plan

Exhibit 16: Low Income Populations with 3 Miles of Project

adopted on December 15, 2020, which identified the importance of meaningful, equitable public input to the success of future projects. In support of Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (86 FR 7009), the Community Involvement Plan is intended to layout engagement strategies to ensure that underserved and historically disadvantaged



communities, as well as those marginalized by traditional methods of outreach, have ample opportunities to participate and engage. Through this Strategy, ERIDA is seeking to enhance and develop relationships that are mutually informative and beneficial to area communities.

Using USDOT’s Areas of Persistent Poverty (APP) and Historically Disadvantaged Community (HDC) mapping tool none of the Census Tracts in Lyon County Kentucky are considered an APP or HDC. However, according to the EJScreen tool, 40% of the population within three miles of the Riverport are low income and 17% have less than a high school education. The Community Outreach Plan will target these populations using the following methods:

- Media, direct mailings and postings in facilities frequented by the community;
- A pre-design open house to be held at convenient and accessible locations;
- A public meeting reception once the schematic design is complete; and,
- Through social media.

D. Advancing Equity and Opportunity for All

In addition to advancing equity through a robust Community Involvement Plan, ERIDA recognizes that it is important to ensure benefits of the Project are shared equally by all members of the community and that freight movements associated with the Project do not disproportionately negatively impact disadvantaged communities. As part of the project

development, a Racial Equity and EJ Assessment was done to identify any potential impacts on disadvantaged communities and help develop mitigating strategies, if necessary. The results are discussed in Section V. C. of this application.

ERIDA will assign a Disadvantage Business Enterprise (DBE) goal to the construction of the Project based on the availability of DBE firms certified by the Kentucky Transportation Cabinet for the work items needed to complete the project.

ERIDA benefits from the West Kentucky Community and Technical College's Marine Technology program that was created specifically to support river industries in the region. Additionally, Coldwell Regional Career Center, the regional vocational school, offers welding classes and places students in internships with Paducah Barge at the Riverport for hands on experience building barges for use on the inland waterway system. High school graduates with a welding certificate have a starting wage of \$70k/year in the barge construction industry. The Project will provide additional space for the construction of barges without impacting throughput at the Riverport.

Both the College and the Career Center target their programs to area high school students and adult learners. Students in both Lyon County and Caldwell County schools all receive free lunches for low-income families. As a result, these workforce development programs provide a path to good paying jobs in river industries for these disadvantaged students, including work at the Riverport for the ERIDA's tenants. New tenants are considering locating at the Riverport as a result of the Project which will expand workforce opportunities for students successfully completing the programs.

E. Leveraging Federal Funding to Attract Non-federal Investments in Infrastructure

A. The Port's efforts to maximize the non-federal share of the Project

The Riverport has very limited internal funds to provide to this Project, so we will continue to pursue state and local funding opportunities as grants and other funding vehicles become available. At this point, the Riverport has committed to a 20% percent match and requests the remaining funding (80% be provided by the Federal Government through this PIDP grant). Once completed, the Riverport's customers will pay fees that will cover operations and maintenance costs for the Project.

B. Fiscal Constraints that affect the Port's ability to increase the amount of non-federal revenue dedicated for transportation infrastructure

Kentucky Revised Statutes prohibit the use of fuel-tax revenues for non-highway projects. The ERIDA is not an authorized taxing authority; therefore, it does not have access to revenues generated from any taxes and cannot fund large scale capital improvement projects. In order to become an authorized taxing authority, the ERIDA would need to have approval from the City of

Eddyville, as well as receive public approval by a county- wide vote. Public-Private Partnership funding opportunities are limited by the Kentucky Constitution; Section 164, limits agreements to a 20-year period, thus negatively impacting opportunities for private partnership funding on our maritime Project.

The only state funding available for maritime projects in Kentucky is the designated \$500,000 set aside for riverports in the general budget that requires passage by the state legislature during the biennial budget session. These funds are available to all seven operating public port

Exhibit 17: Peer State Port Funding

Matrix of Peer State Funding Programs

	Kentucky	Ohio	Indiana	Illinois	Missouri	Tennessee	Virginia	Florida
State Port Authority			X				X	
Number of Public Port Terminals	11	8	3	19	15	5	5	15
State Budget Dedicated Funds Greater than \$500,000 Annually		\$7.5 M			\$600K		\$42 M	\$76 M
State Budget Dedicated Funds Less than \$500,000 Annually	\$500K							
State Ports Grant Programs		\$ 23 M		\$150 M	\$9.4 M		\$5 M	\$44 M
State Rail Grant Programs	X			X		X		X
State Technical Assistance		X	X	X			X	X
Provide Market Outreach Programs or Plans	X	X		X	X	X	X	X
Economic Development Business Community Partnerships	X	X		X		X	X	X

complexes in Kentucky – the Hickman-Fulton Riverport, the Paducah-McCracken County Riverport, the Eddyville Riverport, the Henderson County Riverport, the Owensboro Riverport, the Meade County Riverport, the Louisville-Jefferson County Riverport, and the Greenup-Boyd County Riverport – thus requiring capital improvement

projects to be self-funded or by grant opportunities like the PIDP grant. These funding levels are in sharp contrast to Kentucky’s neighboring states that provide substantial funding to riverports to address their needs. As part of the Kentucky Transportation Cabinet study, *Kentucky Riverports, Highway and Rail Freight Study*³, a review of funding in nearby states was done with the results shown in Exhibit 16.

The ERIDA has been the recipient of three recent Kentucky Riverport Improvement grants as well as a U.S. Department of Commerce grant and has demonstrated the ability to effectively manage federal funds. The ERIDA Treasurer has extensive experience with federal funding and procurement and the Board retains legal and professional engineering services to ensure requirements are met. This PIDP application clearly demonstrates a business case for leveraging new private funds to improve the nation’s transportation network. A federal investment will produce a lasting return on investment for the entire region.

ERIDA has a track record of responsible stewardship of the Riverport’s assets and cash flows as demonstrated by the March 31, 2022 balance sheet included in Appendix D. In addition, ERIDA recently completed a Strategic and Master Planning effort to focus investments on projects based

³ <https://transportation.ky.gov/MultimodalFreight/Documents/Summit%203%20Presentation%20Materials.pdf> See slide 82 of 118.

on market demands and those that will provide the greatest return in terms of economic activity and additional jobs.

VI. Project Readiness

The ERIDA Inlet Project is ready to begin upon receipt of a PIDP grant award, if successful. The Project schedule is dependent on the PIDP grant award. If the PIDP grant is awarded for the Project, we estimate completion within 12 months (September 2025 and August 2026) without inclement weather conditions or material supply chain issues.

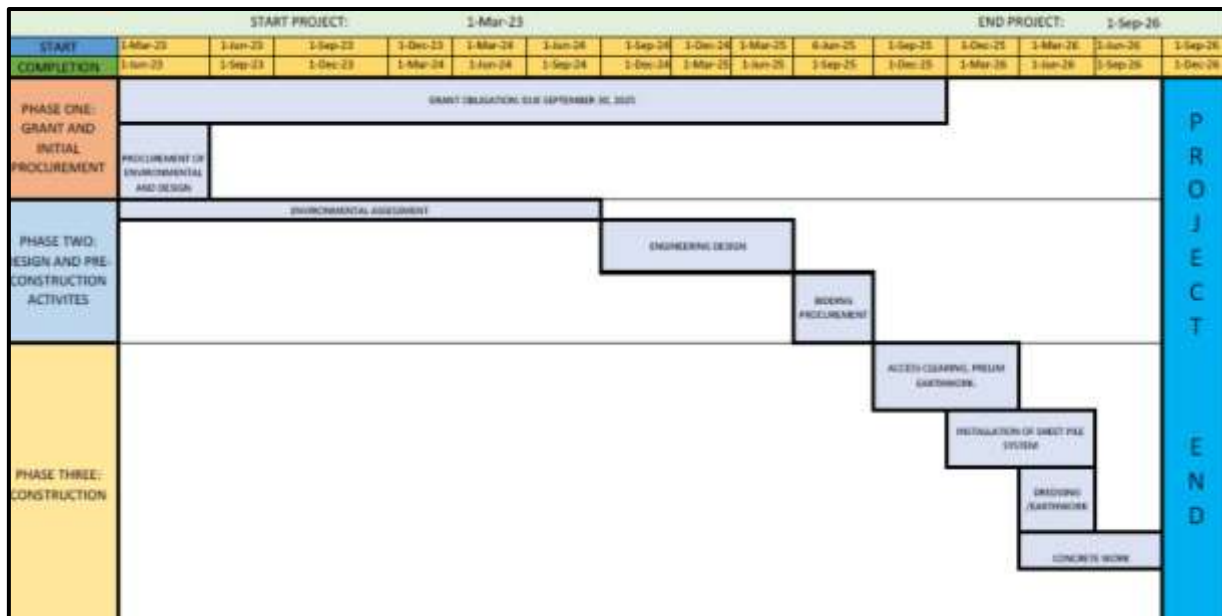
See the Project schedule for the anticipated timeline in Exhibit 17 below.

A. Technical Capacity

The ERIDA has experience with implementing capital projects and with the administration and implementation of Federal Grants. The Riverport has consulting engineers that will work with Port staff to prepare the components for bid and construction. The Riverport has years of experience implementing Federal and State Grants. See Appendix E for a detailed list of the grants, equipment acquisitions, and construction projects between 2019 and 2021.

Project Schedule

Exhibit 18: High-level Project Schedule



A Project schedule is also included in Appendix G.

B. Environmental Risk

NEPA status

The Riverport has reviewed MARAD’s Categorical Exclusion (CE) Checklist (See Appendix K). Based upon this review and discussions with Kris Gilson at MARAD, it was determined that this project will not qualify for a CE due to the potential to affect threatened and endangered species (northern long-eared bat and Indiana bat), tree clearing activities as well as the need for individual permitting activities required for construction of the Inlet. The ERIDA understand that consultation will need to occur between MARAD and USACE on determination of the roles of each agency during the EA process.

Section 106 and Tribal Concurrence (Cultural Resources) No aboveground resources are located within the project area. However, it should be noted that the SHPO could require an archaeologist to be present during construction activities to review excavated materials to ensure that no cultural resources exist.

Section 4(f) protects significant publicly owned public parks, recreation areas, and wildlife and waterfowl refuges, as well as significant historic sites, whether they are publicly or privately owned. None of these exist within the project area or directly adjacent to the project area.

Section 7 Consultation: The Endangered Species Act (ESA) directs all Federal agencies to work to conserve endangered and threatened species – a desktop scan using IPAC has identified there are no Critical Habitats in this location. The following table identifies potential species which could be present at the site:

Table 3: Potential Threatened and Endangered Species at Project Site

Name	Status	Mitigation Required
Mammals		
Gray Bat Myotis grisescens	Endangered	Wherever found
Northern Long-eared Bat Myotis septentrionalis	Endangered	Wherever found
Threatened Indiana Bat CH Myotis sodalis	Threatened	Wherever found
Insects		
Monarch Butterfly Danaus plexippus	Candidate	Wherever found
Flowering Plants		

Prices Potato-bean Apios priceana	Threatened	
Critical habitats	Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.	

It should be noted that minimal tree clearing activities are expected since most of this project occurs within an area that is currently maintained by mowing activities and is adjacent to an existing commercial facility.

Environmental permits

- USACE and KDOW coordination will be required for this project. At this time based on the small footprint of the inlet (110’ of bank impacts) and the lack of identified wetlands in the area of the project, it is anticipated that this project will qualify for nationwide/general regional permits. Since this area is located within a floodplain, a floodplain permit will be required. However, the excavated materials will be utilized in the surrounding area and will be used to balance the site.

State and local approvals

- Other than the permits listed above, there are no other State or Local Approvals required for this Project.

Information on environmental reviews, approvals and permits by other agencies

The ERIDA has been in communication with the Director of Environmental Compliance with the MARAD office located in Washington, DC. According to these conversations, it was agreed that the project would require an Environmental Assessment. A pre-application meeting has occurred with the Lake Barkley USACE lead in which they were briefed about the inlet construction project and they provided positive feedback. Appendix L documents the coordination efforts through May 16, 2022 for the Project.

C. USACE communications and expected timeline for permits

ERIDA has submitted a pre-application to the USACE for the Project. If permits will be required, it generally requires 45 – 90 days to receive based on USACE project load at the time of submittal.

D. Assessment of Project Readiness Risks and Mitigation strategies

Exhibit 19: Risk Matrix

Potential Risk Area	Risk Type	Current Status/ Proposed Mitigation	Risk Level
Technical Feasibility	Feasibility	Conceptual	Low
Design Standards Conformance	Feasibility	ERIDA uses professional consulting engineers for infrastructure improvement projects. Once selected through a quality-based selection process, the selected firm(s) will be required to conform to industry design standards.	Low
Partner Approvals	Schedule	None anticipated.	Low
Local Jurisdiction Approvals	Schedule	None anticipated.	Low
Environmental Approvals	Cost, schedule	Based on the MARAD CE checklist and consultation with MARAD environmental staff, the project will require an EA. Initial consultation has begun for the project.	Medium
Funding	Cost, schedule	All non-Federal commitments have been made in writing. A contingency of 12% has been included in the Project Cost to cover unforeseen costs and inflationary pressures currently seen in the bidding environment.	Low
Public and Stakeholder Support	Cost, schedule	The broad range of support is demonstrated by the letters in support of the project. (Appendix M)	Low
ROW	Cost, schedule	No ROW is required.	NA
Construction	Cost, schedule	The project is a small project in a region with multiple contractors available.	Low
Procurement	Cost, schedule	Currently, the US is experiencing slower than previously experienced delivery schedules and the December 10 th tornado in Western Kentucky near the Riverport has magnified contractor and supply issues. Sheet piling and steel components may have a longer than expected lead time. Concrete is not anticipated to have a delay. Flexibility has been added into the Project schedule to provide adequate buffer to respond to these delays and meet the contractual timelines of the Grant.	Low
Grant Management	Compliance	The ERIDA has retained legal services and will retain professional engineering services for preliminary engineering and design. ERIDA also has access to a seasoned USDOT grants manager.	Low

VII. Domestic Preference

The ERIDA will bid the material purchases consistent with the requisite domestic preferences including Buy America and Buy American. All pass-through requirements will be included in the Bid documents including Domestic Preference requirements. Materials used for the construction components will be sourced locally.

The Project will support the continued supply of domestic materials for regional construction projects and support American construction and agriculture jobs.

VIII. Determinations

Project Determination	Narrative Reference or Response
1. The Project improves the safety, efficiency, or reliability of the movement of goods through a port or intermodal connection to the port.	See V.A.
2. The Project is cost effective.	Not applicable to this application because it is a small project at a small port.
3. The eligible applicant has the authority to carry out the Project.	In 2002 the City of Eddyville, by Articles of Incorporation, formed the Eddyville Riverport and Industrial Development Authority (ERIDA), combining the industrial development authority and the port operation (Resolution 2-4-02 see Table Special Ordinances.pdf (eddyvilleky.org)). Under Kentucky State statutes, KRS 65.510 – 65.650 describes the powers and duties, specifically 65.520 allows Riverports to enter into contracts.
4. The eligible applicant has sufficient funding available to meet matching requirements.	Appendix D contains the ERIDA’s March 2022 balance sheet which shows the availability of matching funds. In addition, the Board is aggressively pursuing other funding partners to contribute toward the non-federal share.
5. The Project will be completed without unreasonable delay.	It is expected that the Project will be fully obligated by the September 30, 2025 deadline. See Project schedule in the project readiness section on page 25 and in Appendix J.
6. The Project cannot be easily and efficiently completed without Federal	As shown on the current balance sheet, the ERIDA can generate matching funds, but does not have the available resources to complete the

<p>funding or financial assistance available to the Project sponsor.</p>	<p>Project without federal investment. This Project would not be completed without the PIDP grant.</p> <ol style="list-style-type: none"> 1. The Project schedule would have to be stretched at least 10 years or more based on funding availability locally. 2. The cost of construction if done as local funds become available are expected to increase significantly with inflation.
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IX. Conclusion

ERIDA is providing the foundation for growth in the Pennyriple Region of Kentucky. In November 2019, the Pennyriple Area Development District (PADD), covering nine counties in Western Kentucky, released its Comprehensive Economic Development Strategy (CEDS). The CEDS is an action plan for PADD to guide economic growth in the area. It establishes program priorities and provides a foundation of performance measures used to track progress in achieving the goals established. The Eddyville Riverport is centrally located in the PADD providing critical development opportunities that align with the CEDS. In considering the transportation and logistics trends for the area, it is important that the recommendations resulting from extensive data analysis align with the strategies, goals, and objectives for the region.

The economic base for the region includes rich mineral resources, prime agriculture opportunities and an ideal tourist destination created by Kentucky and Barkley Lakes.

Strategic projects included in the CEDS for Lyon County include a rail spur at the Riverport along with other infrastructure improvements. The Plan notes that **infrastructure improvements should be guided by growth industries that rely on water transportation for goods movement, which were highlighted in the section on projected growth areas**. The Project is being advanced to address current needs in the market for the inlet at the Riverport and is consistent with the ERIDA’s Master Plan.

Recognizing its place in the community, the ERIDA is developing strategies to address climate change resiliency and prevention. The Project is one-step in the process to improve the energy efficiency of freight movements in Western Kentucky. The ERIDA is working in partnership with the power provider to ensure clean energy alternatives are advanced in its operations.

The Authority, through its planning for the Project, understands its role in addressing EJ and Racial Equity issues impacting its neighbors and will begin efforts to engage with the community and its leaders to learn more about the impacts created by port operations and the Project. The outcome of those conversations will lead to mitigating actions by the ERIDA to reduce impacts and improve accessibility.

Without support from the Maritime Administration’s Port Infrastructure Development Program, the improvements included in the Project will face an uncertain future and result in untimely supply chain interruptions impacting the regional environment and economy. The ERIDA is working diligently to garner broad support for the Project and to maximize local investments to leverage limited ERIDA as well as federal resources. The ERIDA appreciates the difficulty MARAD and USDOT will have in selecting awards for the PIDP and respectfully submits this application for the small port small grant category. Ultimately, federal investment in the Project will advance the national goals for efficient and safe freight movement, economic vitality, addressing climate change and environmental justice impacts, advancing racial equity and leveraging federal funding.



X. Appendices

Appendix A: Audited Tonnage

Appendix B: ERIDA Strategic Master Plan

Appendix C: Pennyrile Area Development District Comprehensive Economic Development Plan

Appendix D: ERIDA Balance Sheet March 2022

Appendix E: ERIDA Grants

Appendix F: Detailed Cost Summary

Appendix G: Funding Commitment Letter

Appendix H: Racial Equity and Environmental Impact Analysis

Appendix I: Community Outreach Plan

Appendix J: Detailed Project Schedule

Appendix K: Completed MARAD CE Checklist

Appendix L: Communications with Governing Authorities

Appendix M: Letters of Support

Appendix N: Project Renderings