THE POINT INTERMODAL RIVER PORT FACILITY

prepared by:

The Ohio Department of Transportation
Office of Multi-modal Planning
1980 West Broad Strett
Columbus, OH. 43223

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I. Project Description

Proposed is the development of an Intermodal River Port Facility at The Point Industrial Park located in South Point, Ohio, along the Ohio River. The success of this project will drastically enhance the usage of The Point Industrial Park while accommodating heavy manufacturing in Southern Ohio. This project encompasses all phases of work at the river front site to construct the following:

- new overhead bridge crane dock for general cargo and containers. (Six 45-ft diameter sheet pile cells, six 22-ft diameter sheet pile cells for mooring barges and to encapsulate foundations for bridge crane structure. Cells to be filled with clean crushed stone consistent with Nationwide Permit 25. Drilling into rock for anchoring cells with grouted anchors. Fill with clean crushed stone and rip-rap for bank stabilization and encapsulate riverward structures). ($8,500,000.00)
- rehabilitation and construction of mooring cells ($475,000.00)
- rehabilitation of control center barge ($248,000.00)
- liquid loading containment areas ($302,000.00)
- development of road extensions, access road to run parallel to the Ohio River, and workflow area for construction. ($1,075,000.00)
- development of rail to allow movement of product from rail to other modes of shipping ($3,200,000.00 rail development)
- rail crossings to Norfolk Southern standard ($375,000.00).
- refurbishing of two 1 million gallon tanks with piping access from the riverfront. ($500,000.00)
- rail hopper car unloading/conveyor facility ($935,000.00)
- bulk material covered holding area ($675,000.00)

Rail cars are brought into and out of The Point by a limited number of local industries including, Quality Carriers, Ashland Marathon, Engines, Inc., and McGinnis, Inc. The current limitations on rail are the limitations of improved rail spurs, truck/rail bulk transfer docks, rail scales facilities, and limited equipment to load and offload rail cars.

The River Port has four river cells with current fleeting permits for docking of barges 6 deep and the permits in place to handle grains, liquid commodities, light oils, and ethanol. Two of those cells need to be refurbished and two new cell added to increase accessibility. The current limiting factors of the River dock is the ability to get trucks to and from the river, a rail spur to the docks, and a handling dock where cranes can handle bulk and oversized shipments, i.e. windmill blades, steel coils, etc.
The Point Intermodal River Port Facility

With existing permitted liquid handling port facilities and the potential to accommodate bulk solids and high containers, this port site is potentially one of the most economically and best-served manufacturing sites in Southern Ohio. One of the most strategic rail lines in Ohio, the double track Norfolk Southern Heartland Corridor, is located on the site, as well as over 8 miles of rail spurs and an industrial loop throughout the industrial park, providing for unlimited intermodal potential. (Please visit: www.thepointindustrialpark.org for further information).

Over the span of many years, the community has consistently promoted a vision of multi-modal, value added, heavy industry for this site and its neighbors. Part of a former EPA Superfund site now declared clean by the US EPA, this site is re-mediated and ready for the marketplace. Through the efforts of LEDC and its partners, the region is working together to maximize the value of this multi-modal site. Existing rail, steel, petroleum, and chemical industries, as well as emerging energy industries, comprise the principal target markets envisioned for this site.

This project also brings solutions to reduce congestion, increased mobility, and adding better connectivity with multiple modes of transportation. A principal value of the inland waterways is their ability to efficiently convey large volumes of bulk commodities moving long distances. Accordingly, there are huge cost advantages of shipping first by barge, then by rail. Given today’s logistical technology, of which much has been developed by our European counterparts in the Rhine River Valley, and given an efficient intermodal handling facilities as proposed by The Point Intermodal River Port Facility project, major transportation cost advantages can be developed for many Ohio industries. Given the recent spike in fuel costs which translate to higher shipping costs, even the limited advantages The Point is able to offer with its current rail and barge facilities have demonstrated the ability of the State to attract those new business in and near the Point. This addition will serve current and future businesses within a two hour drive time.

It should be noted that even though The Point is very near the Prichard Intermodal site in West Virginia, The Point is not in competition with the site but rather offer Prichard Intermodal a perfect portal to barge traffic. With The Point Industrial Park’s access to the Ohio River, barges do not have to be broken down in order to move adequately, the Ohio River can accommodate one-15 barge tow. This in turn makes The Point a least cost market area (LCMA) meaning companies can ship more goods in one single trip along the Ohio River. This aspect alone increases the appeal of The Point’s Intermodal River Port Facility development and why several industries including Superior Marine (a barge development and repair company), and Engines, Inc. (a railcar company) remain at their locations in or adjacent to The Point and are looking for ways to expand their services in order to accommodate more clients.

Lawrence County and the Port of Huntington have also been recognized by the Appalachian Regional Commission as having great potential for enhancing Appalachia’s global reach due to its location directly on waterway ports and rail to truck intersections.
II. Project Parties

Lawrence Economic Development Corporation (LEDC) is the lead agency on the River Port project and the owner of The Point Industrial Park. Since acquiring the site in 2000, LEDC has helped to create over 350 jobs at the industrial park, received Foreign Trade Zone #270 designation (activation is currently being reviewed by U.S. Customs and Border Protection), development of the needed infrastructure, and secured U.S. EPA Ready to Reuse Designation for the entire site. LEDC is currently willing to donate adequate space for the construction and operation of the River Port Project and develop a 60,000 square foot building that may be used to support existing industries interested in developing or expanding distribution opportunities in Southern Ohio. LEDC is also currently in partnership with the Department of Homeland Security to construct fencing and secure areas as well as adequate surveillance systems along the Ohio River and proposed loading areas for the intermodal aspects of the industrial park.

Ohio Department of Development has awarded $6.5 million of Logistics and Distribution (L&D) loans to LEDC to develop the first two phases of the River Port Intermodal project. L&D Funds will be used to develop a sheet pile dock along the Ohio River which will allow for the movement of containers and smaller bulk items from river to road or rail. Funds will also be used to develop the initial rail line that will run parallel to the Ohio River (TIGER II funds are being requested to complete the remainder of the rail development to tie in two barge terminals that currently exist with McGinnis, Inc. and Superior Marine Ways, Inc.). The catwalk to the liquid loading tanks will also be refurbished with L&D Funds.

LEDC and the Ohio Department of Development (ODOD) have historically maintained a positive and successful partnership in the development of The Point Industrial Park. To date, ODOD has assisted in the development of 4 speculative buildings, in which all have been occupied. ODOD has also supported the development of the site through other funding opportunities to develop infrastructure and equipment for manufacturing companies that expanded into the industrial park. Additionally, investments supporting manufacturing are being made by the state and the private sector that will be greatly benefited by this water transportation portal for their products.
### III. Grant Funds and Sources/Uses of Project Funds

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<td>Lawrence Economic Development Corporation</td>
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<td>New overhead bridge crane dock development for general cargo and containers</td>
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<td>Rehabilitation and construction of mooring cells</td>
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<td>Rehabilitation of control center barge</td>
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<td>Tiger II</td>
<td>Liquid loading containment areas</td>
<td>$302,000.00</td>
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<td>Development of road extensions, access road to run parallel to the Ohio River, and workflow area for construction</td>
<td>$1,075,000.00</td>
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<tr>
<td>Tiger II</td>
<td>Rail development</td>
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<td>rail crossings development</td>
<td>$375,000.00</td>
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<td>Tiger II</td>
<td>Refurb of liquid loading tanks</td>
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<td>Rail hopper car unloading/conveyor facility</td>
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<td>Bulk material covered holding area</td>
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<tr>
<td>Total Project Cost</td>
<td>(cost estimates are available upon request)</td>
<td>$25,785,000.00</td>
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</table>

**Total Requested from TIGER II:**  $16,285,000.00 (63% of project)

**Total from LEDC:**  $ 3,000,000.00 (12% of project)

**Total from ODOD:**  $ 6,500,000.00 (25% of project)
IV. Selection Criteria

a. Long-Term Outcomes

This section of the Ohio River is one of the two largest weight volume inland port in the United States—the Ohio River Port of Huntington, WV. By encouraging sites on the Ohio side of the river, we can take full advantage of the massive barge and rail transportation capabilities to nurture the manufacturing and agricultural industry, while at the same time have access to the Interstate highway system. Other economy improvement anchors on this section of the river includes one of the world’s largest oil refineries (Marathon Oil in Ashland, KY) and several major chemical plants (Dow, America’s Styrenics, DuPont, Sunoco Chemicals, SunCoke), steel manufacturers (AK Steel, Chatham Steel) and other related heavy industries. With the transportation provided by the Ohio River, complemented support by the Norfolk Southern main rail lines, and direct access to the I-64 interstate highway systems by the four lane US 52 and I-64, this site is ideal for special regional intermodal transportation needs of heavy industry.

The Port of Huntington section of the Ohio River, within which The Point is located, is ideal for industrial activity as is evidenced by the Army Corps of Engineers current permits for the industrial park of 6 wide barge fleets, water intake permits, and large commercial loading docks. The Port of Huntington does not have a bridge crane so this project will provide an additional opportunity to the region. The Point is one of few locations along the Ohio where those docking facilities and access to those facilities are outside of the 100-year floodplain. In addition, the facilities are located only 22 miles upriver of the Greenup locks and dam, therefore, maintaining a fairly constant water pool level conducive to port activities. It is also to the advantage that prior endangered species, including complete mussel surveys, reviews and other environmental studies have already been conducted and have been cleared of this 180 acre section of the multi-modal site.

This river port intermodal site is located within 10 miles of the proposed Pritchard Inland Port. By being within a short distance to the proposed Pritchard location, as well as being within 2 miles of the current Kenova switching yards between the Norfolk Southern and the Chessie System, the proposed multi-modal project is within a very easy and inexpensive short run of both rail facilities such that rail cars can be shuttled The Point to where freight can be loaded from or unloaded onto trucks or the river barges within a deep water river port.

In addition, because of The Point Industrial Park’s unique location near Interstate 64, U.S. Route 52, Norfolk Southern’s National Heartland Corridor, and as a port on the Ohio River in the Port of Huntington, this Project offers a major enhancement in the flow of goods into and out of the Midwest Region of the United States.

An improved Point intermodal river port facility will provide an additional key access point into and out of the heart of Ohio via the Ohio River System and Heartland Corridor for bulk goods, containerized shipping, etc. a point that is accessible year round and is free of congestion in contrast to many other urban areas. The proposed project is the first point
The Point Intermodal River Port Facility

were the N&S Heartland Corridor intersects with the Ohio River thus making it the correct point where containers arriving at or departing from Norfolk, VA can be transferred to or from barge. Also, it provides river access for Rickenbacker Intermodal Facility located in the center of Ohio.

The net result of this project would be that the State of Ohio would have a fully unrestricted facility that would allow transfer between a year round deep water River Port, the mainlines of both the Norfolk Southern and Chessie System, and truck access via U.S. 52 and the Interstate Highway System with I-64. With the layering of the benefits of the Foreign Trade Zone, the site could not only act as a port of entry for the State of Ohio, but also the nation.

b. State of Good Repair

Not Applicable

c. Livability

Not Applicable

d. Environmental Sustainability

Improving efficiency, reducing dependence on oil, benefitting the environment

The ability to move more cargo per shipment makes barge transport both fuel efficient and more environmentally advantageous than by rail and highway alone. On average, one gallon of fuel allows one ton of cargo to be shipped 59 miles by truck, 202 miles by rail, and 514 miles by barge. As a result carbon dioxide emissions from water transportation were 10 million metric tons less in 1997 than if rail transportation had been used.

Inland waterways allow America to realize tremendous savings in fuel consumption, reduced air emissions from fuel combustion, reduced traffic congestion, fewer accidents on our rail lines and highways, and less noise and disruption in our cities and towns. A principal value of the inland waterways is the ability to efficiently convey large volumes of bulk commodities moving long distances. Towboats push barges lashed together to form a tow. A tow may consist of four or six barges on smaller waterways and up to over 40 barges on the larger Mississippi below its confluence with the Ohio. A 15-barge tow is common on the Ohio and other rivers. Such tows are an extremely efficient mode of transportation, moving about 22,500 tons of cargo as a single unit. A single 15-barge tow is equivalent to about 225 rail cars or 870 tractor-trailer trucks. If the cargo transported on the inland waterways each year had to be moved by another mode, it would take an additional 6.3 million rail cars or 25.2 million trucks to carry the load and add this traffic with the associated air pollution to the already congested rail lines and highways that pass through our communities. The portion of the Ohio River at The Point Industrial Park is a part of the deepest/largest inland river port

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1 U.S. Army Corps of Engineers: Inland Waterway Navigation Value to the Nation, 2000
in the United States which allows for the maximum capacity for barge movement in the Midwest and eastern region of the United States.

e. Safety

Not Applicable

f. Job Creation and Economic Stimulus

Although full economic impact and job creation is difficult to measure by transportation infrastructures like these, perhaps the best measure of direct jobs and investment can be related to the past private sector investments and jobs that have been created in the past 5 years in the development of The Point which has trucking, limited rail, and limited barge facilities available to it. To date The Point in the past five years has been able to locate several businesses into the initial 180 acre tract of land, representing over $15 million in private sector investment and over 350 new jobs. Given a 5 job per acre projection, the additional 180 acres opened for business by this project would likely create up to another 900 jobs and hundreds of million dollar investment directly in due time. LEDC has also created a partnership with Superior Marine Ways, Inc. who plan to increase employment in order to manage the loading and unloading portion from the river site in this project. This partnership would create at least 10-15 new full time jobs to move items off river onto rail or truck. The logistical management of loading and unloading containers and rail cars has the potential of creating at least 2 jobs per container and 3 per rail car.

This project will immediately create nearly 50 construction jobs for two years but the greatest impact will be seen by the increase of business and economic opportunities for growth in manufacturing, logistics, and distribution. These numbers do not include benefiting businesses in Lawrence County and surrounding regions that need affordable and accessible transportation to remain competitive in today’s global market, or who might choose this region to locate their industrial expansion based upon the region’s transportation advantages.

Our community of Southern Ohio has recently felt the effects of the economic downfall of our nation. With our county and all surrounding counties classified as either "distressed" or "at-risk" communities by the Appalachian Regional Commission, we need to focus on creating innovated advancement opportunities. Unemployment has skyrocketed in Southern Ohio due to recent shut downs of several top employers, displacing thousands of employees.

The State of Ohio overtly recognizes the needs that exist in Lawrence County and has listed Lawrence County as a distressed county under the May -December 2009 Priority Investment Areas. Also, although Lawrence County’s unemployment rates are below the state average, the poverty level is still extremely high. This is a reflection of the need for high quality jobs to help support the economy of Southern Ohio. National policy and priorities regarding grant investment and the need to produce positive economic impacts in Lawrence County are also clear.
It is our vision that The Point Intermodal River Port Facility will place our community on the forefront of the international logistics industry and help to create companies with a vested interest in the movement of goods along the Ohio River. Growing nationally and becoming globally competitive will not only increase our economic value to the nation but will also create a more sustainable community for advancement.

In The Point’s comparison to other similar Foreign Trade Zone ports in size, the average annual economic impact of the International Port of Memphis on Memphis and the region is approximately $6.7 billion. The port generates about 5,500 direct and 9,900 indirect jobs in the community. Companies in the port pay approximately $21 million each year in business and real estate taxes and $12 million in retail sales taxes. It is our intention to replicate this trend in job creation. The impact of job creation itself will be a major impact on our local community but, also, allowing another outlet for growth in the community would greatly increase the economic structure of Southern Ohio.

**g. Innovation**

As the United States supply chain have increased and the concept of containerization took hold, freight transportation has profoundly multiplied. The Point Intermodal River Port Facility project is reactive in nature to be innovative to the needs of that growing supply chain. By adding large boom cranes and bridge cranes on the river front, items can be moved quickly onto road or rail and vice versa, thus creating a faster processing speed for the movement of goods in our nation. By creating a regional port along the Ohio River, The Point Intermodal River Port Facility is not only innovate in creating logistical value to the nation but innovate for business and industry by creating added value in transportation and associated industrial developments in manufacturing and assembly. This project has the capacity to create several groups of business trends in the region, one in cargo handling and storage, and one in processing industries that transform materials before shipment.

The Point River Port Facility has the potential of positively impacting the total global economic value of the United States and in particular, the Midwest. This region needs good, flat industrial sites on the river with the full range of intermodal services, and this site provides a unique opportunity for the Midwest to capitalize on the site attributes and accommodate the resurgence in the Ohio River industrial sector. An improved Point River Port Intermodal facility will provide an additional key access point into and out of the heart of Ohio via the River System and Heartland Corridor for bulk goods, containerized shipping, etc.; a point that is accessible year round and is also not currently congested as many other urban areas.

The site itself has received Foreign Trade Zone, Empowerment Zone, and Enterprise Zone designation, along with all the industrial recruitment tools and will continue development and job creation, which is viewed as furthering the economic strategies of our region. The Point River Port Facility will be Southern Ohio’s container hub with the capacity to load

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3 *Inland Rivers, Ports, and Terminals, Incorporated, Winter 2008 Publication*
containers with product from Southern Ohio and then giving the option of the river to the west and on via the Panama Canal to Asia or via the Heartland Corridor to Europe through Norfolk. Additionally, bulky items such as windmill blades, tanks, and oversized solar cells will be accommodated through The Point River Port Intermodal Facility.

**h. Partnership**

This project also has partnerships of the Lawrence County Commission, Lawrence County Community Action Organization, Lawrence County Port Authority, Village of South Point, Ohio Department of Development, Governor’s Office of Appalachia, Appalachian Regional Commission, and Economic Development Authority. Since LEDC purchased the industrial site in 2000, many public and/or governmental entities have invested in the future of The Point. Please see table below:

### The Point Industrial Park Investment Table

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<th><strong>Organization</strong></th>
<th><strong>Amount ($)</strong></th>
<th><strong>Usage</strong></th>
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Private Investments: Due to the logistical value of the site, 7 companies are now located within The Point. Those companies and their investments are as follows:

- Engines, Inc. (purchased Spec 1 and Spec 2)-75-100 jobs, nearly 6 million in investments
- M&M Mailing-12 jobs, nearly 1 million investment
- M&M Services-25, nearly 1 million investment
- Merciers-27 jobs, nearly 1/2 million investment
- Applied Technologies-11 jobs, 1/2 million investment
- Spec Building #3-completed, Liebert Corporation currently moving equipment into the building, nearly 14 new jobs, $2.2 million investment
- Hadsell Development Company, 50,000 sq ft building, nearly 1 million investment

**Total private investment form local companies: over $12 million**

### V. Project Readiness and NEPA

As stated in the pre-application, this project is shovel ready with all the needed permits either in place or awaiting approval by the U.S Army Corps of Engineers, ODNR, and US EPA. LEDC has taken pride in partnerships with those entities that have allowed the organization to continue development of the industrial park.

All 504 acres of The Point Industrial Park received a "Ready to Use" Certificate by the U.S. EPA and no further action is required or anticipated at this time. All the required levels of environmental studies have been assessed on site for this project. Also, LEDC recently completed all phases of archeological work on site and is clear for development.

This project does not present any right of way issues or requirements. No further coordination is necessary for the proposed rail development as LEDC owns the riverfront and land to be utilized for rail construction. All rail within The Point Industrial Park is solely owned by LEDC whom gives usage rights to the tenants within the industrial park acreage. LEDC has had discussions and anticipates a partnership with Norfolk Southern to develop the switch coming off of the Norfolk Southern line in order to create the rail spur that will run parallel to the Ohio River.

Upon approval of the TIGER II Award, LEDC is confident the project can be completed by the end of 2012-early 2013.
VI. Federal Wage Rate Certification

(attached to grants.gov SF 424)

VII. Changes to Pre-Application

Total Requested from TIGER II: $16,285,000.00

Project Scope of work:

The sheet pile dock development and construction has been removed from the TIGER request and is currently being fulfilled by the State of Ohio’s Logistic and Distribution Loan program. The scope of work has now been changed to the following, increasing the original request of $15,000,000.00 to $16,285,000.00

- new overhead bridge crane dock for general cargo and containers. (Six 45-ft diameter sheet pile cells, six 22-ft diameter sheet pile cells for mooring barges and to encapsulate foundations for bridge crane structure. Cells to be filled with clean crushed stone consistent with Nationwide Permit 25. Drilling into rock for anchoring cells with grouted anchors. Fill with clean crushed stone and rip-rap for bank stabilization and encapsulate riverward structures). ($8,500,000.00)
- rehabilitation and construction of mooring cells ($475,000.00)
- rehabilitation of control center barge ($248,000.00)
- liquid loading containment areas ($302,000.00)
- development of road extensions, access road to run parallel to the Ohio River, and workflow area for construction. ($1,075,000.00)
- development of rail to allow movement of product from rail to other modes of shipping ($3,200,000.00 rail development)
- rail crossings to Norfolk Southern standard ($375,000.00).
- refurbishing of two 1 million gallon tanks with piping access from the riverfront. ($500,000.00)
- rail hopper car unloading/conveyor facility ($935,000.00)
- bulk material covered holding area ($675,000.00)
Appendix A: Cost Benefit Analysis

(Note: The analysis below is a preliminary account with information taken from similar ports of size and date from the U.S. Army Corps of Engineers and other adequate reliable sources. LEDC is currently developing a new cost benefit analysis that will reflect the impact of the new transportation bill, the widening of the Panama Canal and its effects on freight and container shipment from the Southern States up to the Ohio River, and the completion of the Norfolk Southern Double Stack Heartland Corridor which is estimated for completion in Fall of 2010.)

Current infrastructure baseline

An intermodal river port that brings together all three logistical aspects of rail, road, and river currently does not exist at the Port of Huntington or Southern Ohio, therefore an adequate baseline cannot be determined. The Point Industrial Park does not have an existing intermodal infrastructure. This project will create the infrastructure needed to increase the movement of goods from river to rail or road for the entire Midwest.

Currently, over 1.6 million TEUS of containers move from the Virginia Port along the Ohio River, both domestic and international, import and export3. This making this portion of the Port of Huntington the busiest inland port in the United States.

Those items are currently being shipped out of market area for commodities such as coal, petro products, chemicals, and agriculture in Southern Ohio and the Midwest Region of the United States and thus not making it cost effective to ship product directly to their distribution sites or companies within the Midwest and Appalachian Region of the United States.

The Corps’ Waterborne Statistics study also shows a rapid increase of the movement of goods into the United States from the monthly tonnage indicator for 2010, showing in January of 2010 a tonnage rate of 32.8 and steadily increase to 45 by June of 2010.

Comments or Questions
Contact: WCSC (504) 862-1426 or (504) 862-1441 Waterborne

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3 U.S. Army Corps of Engineers: Waterborne Statistics Center
Project description and how it would change the current baseline

By creating an intermodal facility on the busiest inland river port, Southern Ohio and the Department of Transportation would have the possibility of capitalizing the distribution and logistics market by creating a river port along the Ohio River that will increase shipment velocity by reducing time for containers to ship from barge to rail or road along the Port of Huntington.

With the discussion now of a reasonable increase in the size of federal highway fuel tax, the benefits of waterborne shipping will be also be enhanced. In addition, with the changes in policy and the economy, the Appalachia Regional Commission has pinpointed this portion of the Ohio River being the Least Cost Market Area for industries to ship goods from Norfolk, VA because of the strategic alignment of Norfolk Southern’s Heartland Corridor and the Ohio River. A full study has not been made at the national level to determine the effects of the widening of the Panama Canal for Southern Ohio. However, it is highly anticipated that with the increase of cargo it imposes on Mississippi, Tennessee, and New Orleans, it’s evident this will also increase traffic moving up the Ohio River.

(Network Appalachia: Access to Global Opportunity Study 2009)

The Point River Port Facility has the potential of positively impacting the total global economic value of the United States

[Map of the Point Intermodal River Port Facility]
and in particular, the Midwest. The section of the Ohio River upon which The Point Industrial Park is located is ideal for industrial activity as is evidenced by the Army Corps of Engineers current permits for the industrial park of 6 wide barge fleets, water intake permits and large commercial loading docks. The Point is one of few locations along the Ohio where those docking facilities and access to those facilities are outside of the 100 year floodplain. In addition, the facilities are located not far upriver of the Greenup locks and dam, therefore maintaining a fairly constant water pool level conducive to port activities. It is also to the advantage that prior endangered species reviews and other environmental studies have already been conducted and have been cleared of the site.

**Description of who would be the users of the project or what groups would benefit from it**

By encouraging sites on the Ohio side of the river, we can take full advantage of the massive barge and rail transportation capabilities to nurture the manufacturing and agricultural industry, while at the same time have access to the Interstate highway system. Other economy improvement anchors on this section of the river includes one of the world’s largest oil refineries (Marathon Oil in Ashland, KY) and several major chemical plants (Dow, America’s Styrenics, DuPont, Sunoco Chemicals, SunCoke), steel manufacturers (AK Steel, Chatham Steel) and other related heavy industries. With the transportation provided by the Ohio River, complemented support by the Norfolk Southern main rail lines, and direct access to the interstate highway systems of US 52 and I-64, this site is ideal for special intermodal transportation needs of heavy industry.

**Description of what types of economic effects this project is expected to have**

The State of Ohio overtly recognizes the needs that exists in Lawrence County and has listed Lawrence County as a distressed county under the May -December 2009 Priority Investment Areas. Also, although Lawrence County’s unemployment rates are below the state average, the poverty level is still extremely high. This is a reflection of the need for high quality jobs to help support the economy of Southern Ohio. Ohio policy and priorities regarding grant investment and the need to produce positive economic impacts in Lawrence County are also clear. The next phase of developing the River Port Facility must be staged in-order to meet the intended goals of implementing this entire project as a major intermodal riverport facility for Southern Ohio by January 1, 2013. LEDC is fully committed to completing both phases of this project.

Although, full economic impact and job creation is difficult to measure by transportation infrastructures like these, perhaps the best measure of direct jobs and investment can be related to the past private sector investments and jobs that have been created in the past 5 years in the development of The Point industrial Park which has trucking, limited rail, and limited barge facilities available to it. To date, The Point in the past five years have been able to locate several businesses into the initial 180 tract of land representing over $15 million in private sector investment and 350 plus new jobs. Given a 5 job per acre projection, the additional 180 acres opened for business by this project would likely create up to another 1,500-3,000 jobs and hundreds of millions dollar investment directly in due time. LEDC has also created a partnership with Superior Marine Ways, Inc. who plan to
increase their employment in order to manage the loading and unloading portion from the river site in this project. This partnership would create at least 10-15 new full time jobs to move items off river onto rail or truck. The logistical management of loading and unloading containers and rail cars has the potential of creating at least 2 jobs per container and 3 per rail car.

The amount of at least 20,000 construction hours will also have a major impact on Southern Ohio and could last up to two years. This project will be placed under standard bidding guidelines and construction aspects will be publicly posted throughout existing media outlets and government procurement posting sites.

These numbers do not include benefiting businesses in Lawrence County and surrounding regions that need affordable and accessible transportation to remain competitive in today’s global market, or who might choose this region to locate their industrial expansion based upon the region’s transportation advantages.

In The Point’s comparison to other similar international ports in size, the average annual economic impact of the International Port of Memphis on Memphis and the region is approximately $6.7 billion. The port generates about 5,500 direct and 9,900 indirect jobs in the community. Companies in the port pay approximately $21 million a year in business and real estate taxes and $12 million in retail sales taxes. It is our intention to replicate this trend in job creation (Inland Rivers, Ports, and Terminals, Incorporated, Winter 2008 Newsletter). The impact of job creation itself will be a major impact on our local community but also allowing another outlet for growth in the community would greatly increase the economic structure of Southern Ohio.

The Project would greatly benefit local logistic concerns for industries such as Superior Marine and McGinnis/McNational Corporation which has a $30 million barge and river craft manufacturing facility under construction. McGinnis is currently one of Southern Ohio’s major employers with 250 current employees and the potential of 180 new employees with their new development. The Point Multi-Modal Project will also have a major impact on the State of Ohio and other Midwest States. That impact would be directed to industry that is reliant upon the shipping of bulk goods, oversized goods, and containerized goods coming from the Gulf Coast through the River System. This would include the State targeted of renewable energy industry where river and rail sources feed directly into the current supply of the nation’s fuel productions, specifically with the Ashland Marathon Refinery facilities in nearby Ashland, KY, as well as potential ethanol production being proposed on the site and in the region. The facilities are also well located to support the electrical production industry dependent upon fuels of the nearby coal fields, and hopefully in the nearby future, bio-mass which can be brought into the region by bulk commodity provided by both River and rail. This site will also accommodate spin-off demands created by billions of dollars of investment in nearby steel mills and coking facilities.

All modes of transportation including river, rail, road, and air transportation will be positively impacted with the development of this project. River traffic will increase tremendously and the proposed lateral crane system will offer ease of access for industries to easily load and
unload containers and all bulk commodities onto both rail or truck bed. It is our belief that not just our local companies (Superior Marine Ways, Inc., McGinnis, Inc., LJ Navy Trucking, BWC Trucking, and Quality Carriers) but all of Ohio's industries are dependent upon cost savings and timely distribution will see an increase of traffic and revenue.

It is likely that rail traffic will also increase tremendously. Not only does the project allow for loading / off-loading of rail cars for the nearby interconnector point between Norfolk Southern and Chessie mainlines, it would also complete interconnections with the River, the interstate highway system, and with the completion of the Panama Canal widening in Asia. This channel of export will offer the region and all of Central and Southern Ohio access to the rapidly developing demand of the Asian markets for American goods.

The trucking industry will likely be benefited by providing an alternative landing of commodities (especially containers) at an additional port of entry outside of currently highly congested urban port areas and onto a highway system that is not currently clogged with congestion. This port will necessitate a growth in trucks to support the additional freight.

Although most commodities at The Point are considered to be bulk goods which has limited need for air freight, businesses like Emerson Liebert that often specialty ships commodities into the region is dependent upon air freight to ship value added finished product to worldwide customers. Therefore businesses in The Point and nearby Southern Ohio will also have the intermodal advantage of the rapidly growing Tri-State airport which currently has both freight and passenger capabilities and was identified in early 2008 as the fastest growing airport for its size category.
August 19, 2010

The Honorable Raymond H. LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C.  20590

Dear Secretary LaHood:

I write in support of the grant application submitted by Lawrence Economic Development Corporation for funding in the Transportation Investment Generating Economic Recovery, National Investments (TIGER II) Program.

Lawrence Economic Development Corporation (LEDC) is a non-profit Community Improvement Corporation and is designated as the economic development agent for Lawrence, County, Ohio. LEDC proposes the development of an intermodal river port facility at the Point Industrial Park located in South Point, Ohio, along the Ohio River. This project consists of the construction of a dock staging facility, development of roads and rail. The success of this project will enhance the usage of the Point Industrial Park to accommodate heavy manufacturing in southern rural Ohio.

Logistics is a critical industry in rural Ohio and this project will create jobs, promote economic development, and improve freight efficiency. Thus, funding of this grant application will be an important investment in the region’s continued economic development and economic future. Please give all due consideration to this request. If there are any questions, please contact my grants coordinator, Linda Greenwood at (419) 259-3895. Thank you.

Sincerely,

George V. Voinovich
United States Senator
The Honorable Ray LaHood
United States Department of Transportation
1200 New Jersey Ave. SE
Washington DC, 20590

Dear Secretary LaHood:

As the Department of Transportation considers applications for the Transportation Investment Generating Economic Recovery (TIGER 2) grant opportunity, I would like to bring to your attention the Point Intermodal River Port Facility proposal.

The proposal intends to further development of a multi-modal river port facility at an industrial park in South Point, Ohio. The initiative calls for the construction of a dock staging facility that will provide for the usage of a crane to service large items and bulk goods transported through the Ohio River. If awarded funding, the plan will help the Point Industrial Park and accommodate heavy manufacturing in Southern Ohio.

The Lawrence Economic Development Corporation has stated that the investments made by this initiative will help support existing industries that specialize in transportation of bulk products and goods as well as various clean energy initiatives. It is my hope that the economic incentives awarded by the Point Intermodal River Port Facility project will benefit Ohio and the nation for many generations to come. An investment will not only address transportation, infrastructure, and land vacancy issues, but will also help improve our nation’s energy efficiency and support the advanced manufacturing sector.

As the Department of Transportation reviews the application, I am confident you will find that the objectives of the proposal are closely aligned with the goals of the TIGER 2 program. Please give careful consideration to the Lawrence Economic Development Corporation’s application for funding. I ask that you keep my office informed on the status of the application.

Thank you for your efforts.

Sincerely,

Sherrod Brown
United States Senator
August 20, 2010

The Honorable Ray LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Dear Secretary LaHood:

I am writing to express my support for the Tiger grant application submitted by the Point Intermodal River Port Facility at The Point Industrial Park located in South Point, Ohio. I believe this project would significantly enhance the productivity of The Point Industrial Park.

This project would provide the proper improvements and construction necessary to accommodate heavy manufacturing at the site. The Point Intermodal River Port Facility would encompass all aspects of work at the river front site, from the construction of a dock staging facility to the development of road extensions and park rail. The completion of these improvements will allow for the development of sites that can support many existing and new industries, including those specializing in movement of materials.

This unique project, which incorporates both rail and the Ohio River, demonstrates the positive opportunities for an industrial expansion in the transportation industry. In this tough economy, it is important to provide the necessary funding for projects that will result in investment and job creation. The industries and people of Southern Ohio would greatly benefit from the economic development of the Park.

This project is important to South Point and the surrounding areas. Thank you in advance for the time and attention you will give this project. Should you have any questions, please do not hesitate to contact Anne Sokolov in my Washington Office at (202) 225-5705.

Sincerely,

Charlie Wilson  
Member of Congress
August 2, 2010

Mrs. Debra Fought  
Planning and Programs Administrator.  
O.D.O.T. District #10  
338 Muskingham Drive  
Marietta, OH. 45750

Dear Ms. Fought:

American Municipal Power, Inc. (AMP) is pleased to submit this letter offering our support for the proposed Washington County Multi-Modal Port/Freight Project.

As you know, after a long history of successful operation, the 1951-vintage Richard H. Gorsuch Generating Station (RHGS) will be shut down in mid December 2010 due to economic considerations and the impacts of the limited lifespan resulting from a consent decree between AMP and the USEPA. At this point, we anticipate developing the site into a brownfield site with the demolition of the existing facility and any environmental remediation activities that may be required. However, we plan to maintain the barge unloading facility and associated material handling equipment.

We currently have the ability to off-load barge to truck at the RHGS facility and are very interested in the prospects of adding the capability of loading to rail. We believe that the addition of a rail spur would not only help to retain jobs in an economically distressed area, but would provide the potential for new business development and a transportation option for current businesses that could improve their profitability and perhaps open them up to broader markets.

In summary, AMP believes that this Project would bring economic development benefits to the area and we are proud to offer our support for your efforts to secure funding.
Thank you for this opportunity and we look forward to hearing from you as the project develops.

Sincerely,

Marc S. Gerken, P.E.
President/CEO

cc: Jolene M. Thompson, Senior Vice President, AMP
Sheet Pile Dock Design
Alternate Transportation Mode Comparison

- **Barge**
  - 1500 Ton
  - 52,500 Bushels
  - 453,000 Gallons

- **15-Barge Tow**
  - 22,500 Ton
  - 767,500 Bushels
  - 6,804,000 Gallons

- **Jumbo Hopper Car**
  - 100 Ton
  - 3,500 Bushels
  - 30,240 Gallons

- **100 Car Unit Train**
  - 10,000 Ton
  - 350,000 Bushels
  - 3,024,000 Gallons

- **Large Semi**
  - 26 Ton
  - 910 Bushels
  - 7,865 Gallons

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**1 Barge**

= 15 Jumbo Rail Hoppers

= 58 Trucks

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**1 15-Barge Tow**

= 21/4 Unit Trains

= 870 Trucks

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**Equivalent Lengths**

- **1/4 Mile**
  - 15 Barge Tow

- **2 3/4 Miles**
  - 2 1/4 Unit Trains

- **34 1/2 Miles**
  - Assuming 150 Ft. Between Trucks
The Point Industrial Park Aerial Photo
The Point’s Proximity to Major Routes and Transportation Modes
Ohio Eight-Hour Ozone Nonattainment Areas

- Moderate nonattainment counties
- Basic nonattainment counties

A Canton-Massillon
Redesignated on June 15, 2007

B Cincinnati-Hamilton

C Cleveland-Akron-Lorain

D Columbus

E Dayton-Springfield
Redesignated on August 13, 2007

F Huntingdon-Ashland

G Lima
Redesignated on June 15, 2007

H Parkersburg-Marietta
Redesignated on June 15, 2007

I Steubenville-Warren
Redesignated on June 15, 2007

J Toledo
Redesignated on August 9, 2007

K Wheeling
Redesignated on June 15, 2007

L Youngstown-Warren
Redesignated on June 12, 2007

Source: Ohio EPA
August 20, 2010

The Honorable Ray H. LaHood
Secretary
United States Department of Transportation
1200 New Jersey Ave., SE
Washington, DC  20590

Dear Secretary LaHood:

The State of Ohio Department of Transportation will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the Recovery Act for all projects funded in whole or in part with Federal Tiger Grants. The State of Ohio Department of Transportation will provide investigative and enforcement assistance, along with resources to any contractor or consultant administering federal-aid procurement contracts in accordance with the federal prevailing wage laws.

All contractors that perform work under contracts that are funded in whole or in part with federal funds shall furnish copies of payroll reports to the contracting agency. Contractors shall certify each payroll report by completing a Statement of Compliance Form. In addition, the prime contractor is responsible for assuring that its payroll records and those of its subcontractors accurately reflect the hours worked, rate of pay, and classification of work performed. Construction contracts funded in whole or in part with federal funds must conform to the regulations set forth in the Federal Davis-Bacon and related statutes. The contracting agency shall administer the contract in accordance with the plans, specifications and provisions.

In addition, the contracting agency shall utilize a Labor Compliance Field Review Form monthly to conduct employee interviews; the information collected will assist the contracting agency in ensuring that all contractors are demonstrating compliance. At any time, the prime contractor must permit representatives from the U.S. Department of Labor, the Federal Highway Administration, or the contracting agency to perform worker interviews on the project; the time for such interviews shall be paid time.

Contract labor provisions/specifications regarding prevailing wage must be incorporated into all federal-aid contracts and shall be applicable to the prime contractor and all subcontractors contracting to do all or part of the work under a contract. The prime contractor, along with all subcontractors shall provide to each lower tier subcontractor, performing work under a contract, copies of all required contract provisions.

The Ohio Department of Transportation agrees to comply with the applicable terms and conditions set forth in (1) Title 23, US Code, Highways, (2) The regulations issued pursuant thereto and (3) The policies and procedures promulgated by the Federal Highway Administration in projects seeking federal participation.

Sincerely,

Jolene M. Molitoris
Director

cc:  File