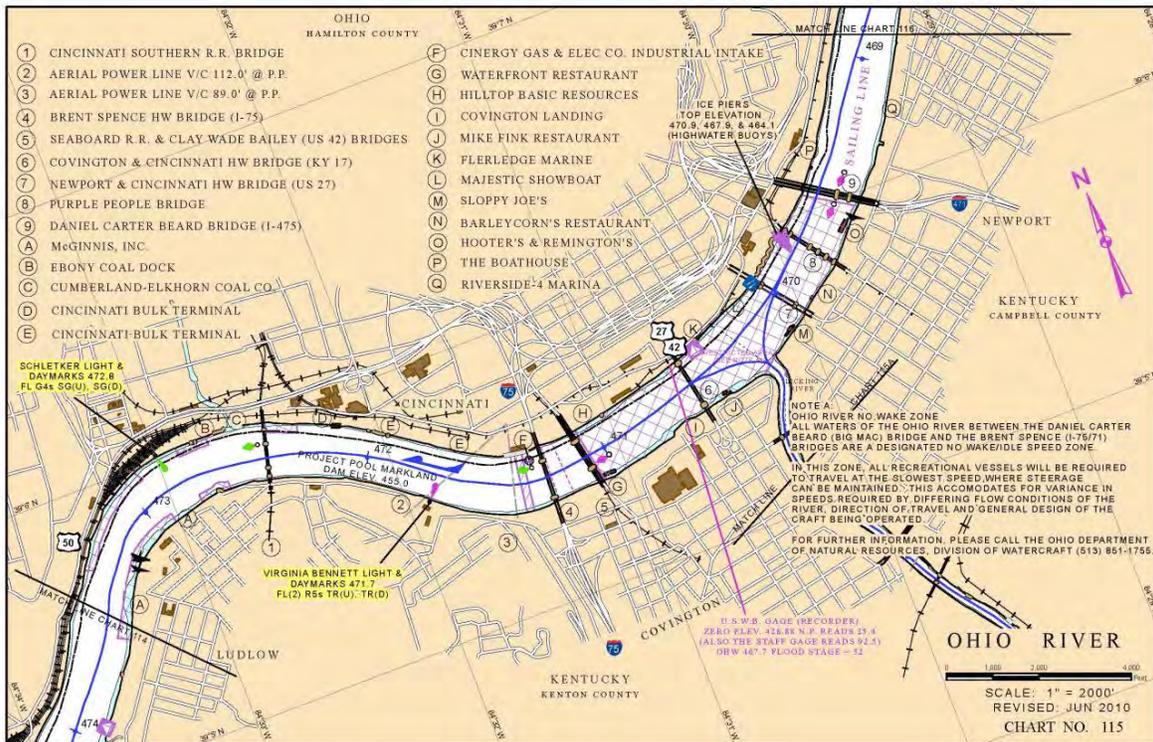


# PORT OF CINCINNATI, RE: DRAFT INITIATING MEMORANDUM, PROPOSED RE-DESIGNATION OF THE STATISTICAL PORT BOUNDARY FOR THE COLLECTION, COMPILATION, AND PUBLICATION OF UNITED STATES ARMY CORPS OF ENGINEERS WATERBORNE COMMERCE STATISTICS



July 2014

## **Introduction**

The Louisville District received a petition from the Port of Greater Cincinnati Development Authority (PGCDA) and the Northern Kentucky Port Authority (NKPA) requesting the expansion of the waterborne commerce statistical port boundary for the Port of Cincinnati. The referenced petition included supporting legislative enactments from five State of Ohio counties and ten Commonwealth of Kentucky counties.

## **U.S. Army Corps of Engineers Regulatory Requirements**

The United States Army Corps of Engineers is, by statute, the Federal Agency responsible for the collection, compilation and publication of waterborne commerce statistical data in the United States. This task includes official designation of port areas for the purpose of collecting statistical data on commodity tonnages being handled within a defined port area. Pursuant to applicable guidance (Engineer Pamphlet 1130-2-520) the Corps of Engineers has the authority to approve all additions, modifications, or deletions of the data tables that appear in waterborne commerce statistical publication compiled by the Institute for Water Resources, United States Army Corp of Engineers and known as the Waterborne Commerce of the United States. This authority enables the United States Army Corps of Engineers to review all deletions, modifications to, or establishments of port areas in the United States. The administrative and review process for the proposed action is as follows: the United States Army Engineer District, Louisville where the action is initiated; the United States Army Engineer Division, Great Lakes and Ohio River where the action is reviewed and endorsed; the United States Army Corps of Engineers Waterborne Commerce Statistics Center where the action is reviewed and endorsed; and the United States Army Corps of Engineers Navigation and Civil Works Decision Support Center where the action is approved.

Any changes in the waterborne commerce data tables with respect to additions to, or changes in the definition of waterborne commerce statistical port boundaries of the United States must meet one of two specific criteria. Those criteria are set forth in Engineer Pamphlet 1130-2-520, Chapter 5, paragraph 5-10, subparagraph d, subparts 1 and 2 and read (respectively) as follows:

- Port limits defined by legislative enactments of state, county, or city governments.
- Port limits defined by the corporate limits of a municipality.

The United States Army Corps of Engineers Waterborne Commerce Statistics Center has determined that in the absence of the establishment of a specific port authority or commission to administer the operations of the proposed port expansion, a modification of waterborne commerce statistical port boundary for the Port of Cincinnati would only require legislative enactments (i.e. resolutions) passed by each county commission or fiscal court of the counties affected by the proposed expansion.

The required legislative enactments are attached hereto as Appendix A.

## **Existing Conditions**

The Port of Cincinnati was established by the United States Army Corps of Engineers for the purpose of delineating an area for the collection, compilation, and publication of waterborne commerce statistical data on the Ohio River. There is no port commission, port authority or administrative offices that govern the operation or development of the subject port. The existing Port of Cincinnati as designated and recognized by the United States Army Corps of Engineers Waterborne Commerce Statistics Center includes waterfront areas in:

- Hamilton County, Ohio (i.e. the right descending bank of the Ohio River from river mile 465 to river mile 491);
- Campbell County, Kentucky (i.e. the left descending bank of the Ohio River from river mile 465 to river mile 470.3;
- Kenton County, Kentucky (i.e. the left descending bank of the Ohio River from river mile 470.3 to river mile 477.5; and
- Boone County, Kentucky (i.e. the left descending bank of the Ohio River from river mile 477.5 to river mile 491.

This designation is for commercial statistical data-gathering purposes only and includes privately owned and operated river terminal facilities along both the State of Ohio and Commonwealth of Kentucky shorelines in this designated 26 mile long reach.

The current Port of Cincinnati includes waterfront areas in Hamilton County, Ohio (a part of); Campbell County, Kentucky; Kenton County, Kentucky; and Boone County, Kentucky (a part of). The cities of Cincinnati, Ohio; Newport, Kentucky; and Covington, Kentucky are included within the current port designation (see Figure 1 for a map delineation of the current waterborne commerce statistical port boundary).

The existing waterborne commerce statistical port boundary includes approximately 33 active terminals with a commodity profile of coal, petroleum, chemicals, crude materials, manufactured goods, food and farm products. In 2012 approximately 11 million tons of cargo moved in the segment of the Ohio River that is currently designated as the Port of Cincinnati in data tables from the Waterborne Commerce of the United States.

## **Proposed Action**

In August 2012 the PGCD and the NKPA formally petitioned the United States Army Corps of Engineers to consider re-designating the definition of the Port of Cincinnati in the Waterborne Commerce of the United States data tables. These two port authorities officially requested consideration of an expanded port boundary in response to the advocacy of the Central Ohio River Business Association (CORBA).

CORBA is a trade association representing local businesses conducting commerce primarily along the Ohio River in the tri-state region of Ohio, Kentucky, and Indiana. Membership consists of barge tow companies, terminal operators, barge fleet companies, restaurant and entertainment industries, local port authorities and municipalities, utilities, and other related maritime support companies. CORBA was formed in 2012.

The proposed boundary includes a modification to include a 226.5 mile reach of the Ohio River and a 7 mile reach of the Licking River, Kentucky (the proposal does not include any State of Indiana counties). Specifically, the proposed addition to the waterborne commerce statistical port boundary of the Port of Cincinnati includes:

- the right descending bank of the Ohio River from river mile 356.8 to river mile 491.4 and the left descending bank of the Ohio River from river mile 357.4 to river mile 576.3; and
- the right and left descending banks of the Licking River, Kentucky from river mile 7 to river mile 0.

(See Figure 4 for a map delineation of the hereinabove described addition to the waterborne commerce statistical port boundary of the Port of Cincinnati.)

The expanded port boundary would include approximately 80 active river terminals, which in 2012 moved approximately 47.7 million tons of commodities.

The proposed modification to the waterborne commerce statistical port boundary of the Port of Cincinnati includes the following 15 counties:

- State of Ohio – Hamilton, Clermont, Brown, Adams, and Scioto (a part of); and
- Commonwealth of Kentucky – Trimble, Carroll, Gallatin, Boone, Kenton, Campbell, Pendleton, Bracken, Mason, and Lewis.

It should be noted that Trimble County, Kentucky is part of the Louisville Metropolitan Statistical Area. Inclusion of Trimble County, Kentucky was by request and vetted with economic development professionals and transportation organizations representing the greater metropolitan Louisville area. To date, no opposition has been encountered. Trimble County, Kentucky works in close partnership with Carroll County, Kentucky and Gallatin County, Kentucky on numerous economic development and transportation initiatives including programming for the Interstate 71 corridor.

This proposal does not advocate nor recommend the creation of any port authority or commission to govern the overall operations or development of the expanded port area. Existing public port authorities and economic development authorities in the proposed re-designation operate independently and will continue to operate as such should the port expansion be approved.

The PGCD and NKPA proposed that the name of the expanded port be, “The Ports of Cincinnati & Northern Kentucky” with a request to abbreviate in the Waterborne Commerce of the United States

data tables as “Cincinnati-Northern KY, OH and KY.” The proposed name considers the regional nature of the boundary modification and the number of counties and communities included within the expanded port area. Maintaining the geographical reference to “Cincinnati” in the renamed port is significant as it preserves the existing market recognition within the maritime community.

## **Justification for Modification of Port Boundary**

Legislative enactments (i.e. resolutions) were passed by each county commission or fiscal court of the counties affected by the proposed expansion (complied with the regulation as set forth in Engineer Pamphlet 1130-2-520, Chapter 5, paragraph 5-10, subparagraph d, subpart 1).

Modification to the waterborne commerce statistical port boundary of the Port of Cincinnati received support from local governments, general assemblies, Governors (State of Ohio and Commonwealth of Kentucky), Federal congressional districts, and private business interest in the State of Ohio and Commonwealth of Kentucky.

An expanded waterborne commerce statistical port boundary will create the opportunity to expand the commodity profile and encourage economic development and transportation options. The proposed port boundary supports an additional 47 active terminals, moving an estimated additional 36.5 million tons of commodities. Currently, commodity movements associated with these terminals are not attributed to a defined port boundary in the waterborne commerce data tables of the United States.

## **Alternatives Considered**

- *Alternative Boundary #1 - Existing Condition/No Action (Figure 1)*  
The no action alternative would result in the current Port of Cincinnati statistical boundary being maintained from Ohio River miles 465.0 to 491.4. Adjacent counties and municipalities would not be included within any designated port area and tonnages collected in undesignated areas would remain aggregated into general river system totals (Ohio River and Licking River).
- *Alternative Boundary #2 – Both Banks of the Ohio River from the Port of Huntington Tri-State to Trimble /Oldham County border (Figure 2)*  
Alternative Boundary 2 would expand the statistical boundaries of the Port of Cincinnati upstream to meet the boundary of the Port of Huntington Tri- State (river mile 356.8) and extend downstream to Trimble / Oldham County border (river mile 576.3). This alternative includes both sides of the Ohio River and 7 miles of the Licking River, Kentucky.
- *Alternative Boundary #3 – Cincinnati Metropolitan Statistical Area (Figure 3)*

Alternative Boundary 3 proposes expanding the statistical boundaries of the Port of Cincinnati to only include the counties of the Cincinnati Metropolitan Statistical Area (MSA). The MSA counties are Hamilton (OH), Clermont (OH), Brown (OH), Gallatin (KY), Boone (KY), Kenton (KY), Campbell (KY), Pendleton (KY), and Bracken (KY).

This includes the right descending bank of the Ohio River from river mile 405.4 to river mile 509.8 and left descending bank of the Ohio River from river mile 420.9 to river mile 535.0, including both sides of the Licking River from river mile 0.0 to river mile 7.0.

- *Alternative Boundary #4 – Proposed Boundary (Figure 4)*  
The proposed boundary includes a modification to include a 226.5 mile reach of the Ohio River and 7 miles of the Licking River (the proposal does not include any Indiana counties). Specifically, the proposed boundary for the Port of Cincinnati includes the right descending bank of the Ohio River from river mile 356.8 to river mile 491.4 and left descending bank of the Ohio River from river mile 357.4 to river mile 576.3, including the Licking River (both banks) from river mile 0.0 to river mile 7.0.

## **Anticipated Impacts**

The United States Army Corps of Engineers is the reviewing and approval agency for the proposed action. No expenditure of capital or O&M Federal funds will be required to modify the waterborne commerce statistical port boundary of the Port of Cincinnati. Corps of Engineers review and approval of the proposed action would neither require any regulatory permit action or Congressional authorization. The port re-designation would result in an administrative modification to a computer data base that compiles national tonnage data collected for waterborne commodities. The proposed re-designation does not require any construction of new facilities or rehabilitation of existing facilities. The re-designation does not influence positively or negatively the regulatory functions of any Federal, state or county agencies concerned with protection of the floodplain resources within the river corridors. The proposed port re-designation does not positively or negatively affect ongoing navigation, environmental restoration or flood control studies by the Corps of Engineers. The proposed port re-designation does not alter or jeopardize any existing interagency agreements or contracts regarding environmental protection or resource conservation.

## **Stakeholder Views and Public Involvement**

The formulation of the proposed action has been aided and assisted through a series of meetings among the affected counties and municipal governments in the region.

The PGCD, with assistance from the NKPA, held initial one-on-one meetings with all 15 County Commissions and Fiscal Courts within Ohio and Kentucky to introduce the proposed re-designation, engage in early dialogue, and address any initial questions. Meetings were held between April 2013 and October 2013.

At the discretion of county jurisdictions, the PGCD and the NKPA, with support from CORBA, made larger stakeholder meetings available to interested parties. Alternatively, counties supporting the re-designation were encouraged to proceed with resolutions as deemed appropriate by the local legislative body. CORBA hosted regular member updates for the project and participated in broader stakeholder dialogue throughout the entire process. Stakeholder discussions included the following: Northern Kentucky Area Development District, Buffalo Trace Area Development District, Fivco Area Development District, Kentuckiana Regional Planning & Development Agency, Downtown Portsmouth Business Owners Group, Maysville-Mason County Chamber of Commerce, and the Hamilton County Transportation Improvement District. Meetings were held throughout the project period.

Resolutions were formally requested from all counties within the proposed re-designation boundary between October 2013 and February 2014. The PGCD, the NKPA, and / or CORBA were present, as necessary and invited, to answer questions during the County Commission and Fiscal Court meetings. The re-designation has secured supporting resolutions from all 15 participating counties in Ohio and Kentucky.

An original re-designation concept considered inclusion of the Indiana counties of Jefferson, Ohio, Switzerland, and Dearborn. The Port of Greater Cincinnati Development Authority initiated contact with the Ports of Indiana to gauge interest in joining the effort. Upon conclusion of one-on-one meetings with individual counties, it was determined that the State of Indiana, Ports of Indiana, and respective counties would not participate in the re-designation project.

The geographic extent of the proposed action has led to the decision by the District Commander to distribute the proposal to the general public for a 30-day review and comment period. Substantive comments from the public, corporations and organizations will be incorporated into this decision document as an appendix for review by higher Corps authority in the review and approval process.

*[This section of the final decision document will include a synopsis of the public comments received during the 30-day review period. All comments received will be incorporated into this document as an appendix.]*

## **Tentative Findings**

Through research of Corps requirements regarding modifications to port areas, discussions and meetings with many of the stakeholders that will be affected by the proposed action, and due consideration of the proposal presented by the PGCD and NKPA, I tentatively find the following:

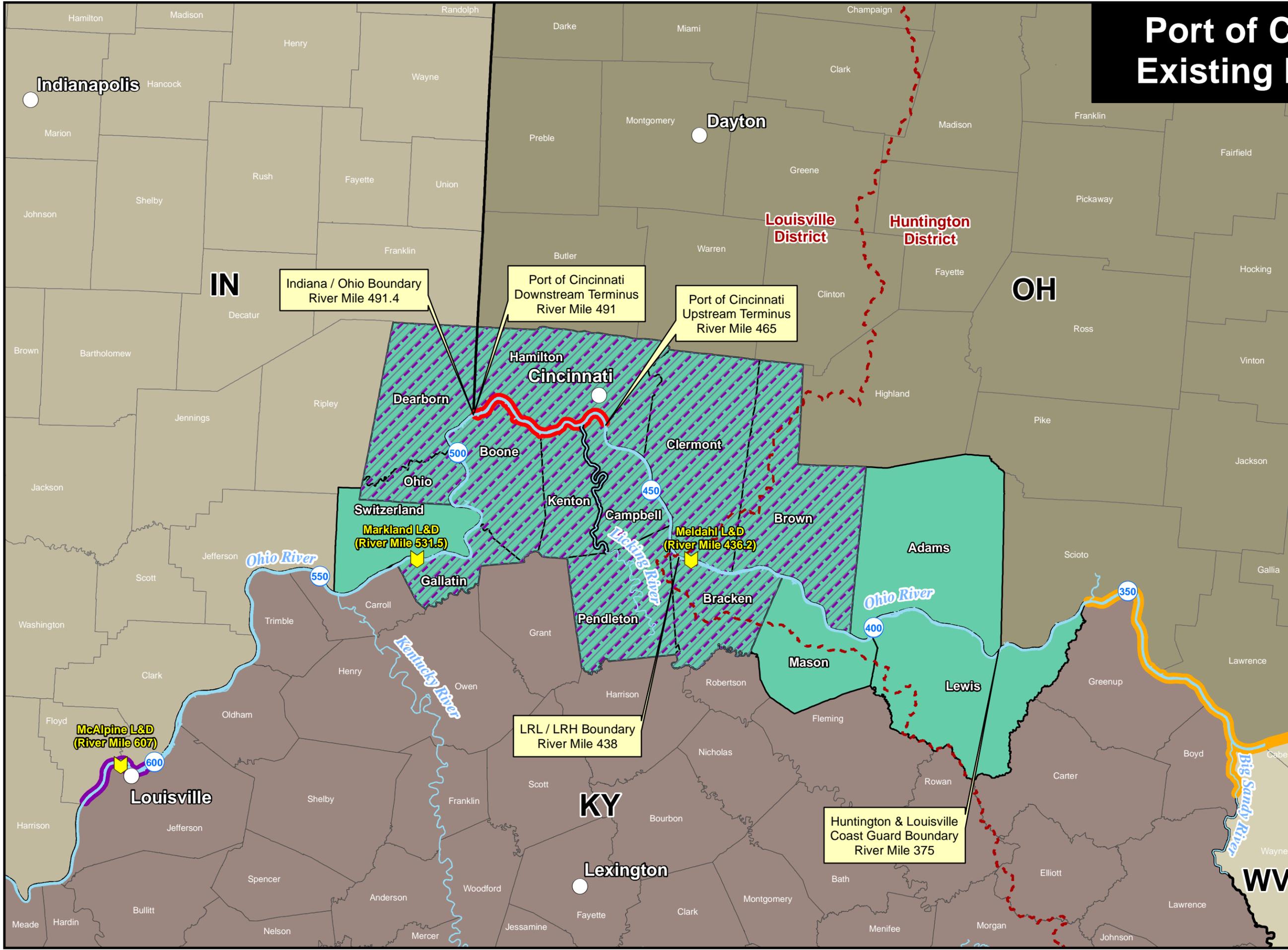
1. The final proposal submitted to me incorporates sufficient justification (as required by the reviewing and approving Corps of Engineers offices) to support the statistical boundary expansion of the Port of Cincinnati;
2. The final proposal submitted to me includes the required legislative enactments (resolutions) by the 15 affected counties within the expanded port boundary;
3. The geographic extent of the port re-designation warrants a 30-day public review of the proposed action to solicit public comments prior to the transmittal of this proposal for additional review.

## **District Commander's Tentative Recommendation**

My recommendation on the proposed action will be based upon the data and information included in the PGCDA and NKPA's final proposal, letters of support and the comments and information provided to my office during the 30-day public comment period.

**Alternative Boundary #1**  
**Existing Condition / No Action**  
**(Figure 1)**

# Port of Cincinnati Existing Boundary



**Explanation:**

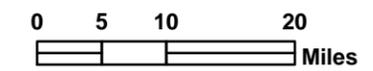
- Major City
- 🏰 Lock & Dam
- 350 River Mile
- 🌊 Water Body
- - - LRD District Boundary
- 🟪 Port of Louisville
- 🟠 Port of Cincinnati
- 🟡 Port of Huntington
- 🟦 Cincinnati MSA Overlay
- 🟩 Cincinnati BEA

**NOTES:**

Port of Cincinnati boundary includes both banks of the Ohio River from river mile 465 to river mile 491. Maintained Depth: 9 feet.

Huntington Tri-State boundary includes both banks of the Ohio River from river mile 256.8 to river mile 356.8; Kanawha River from river mile 0 to river mile 90; Big Sandy River from river mile 0 to river mile 9. Maintained Depth: 9 feet.

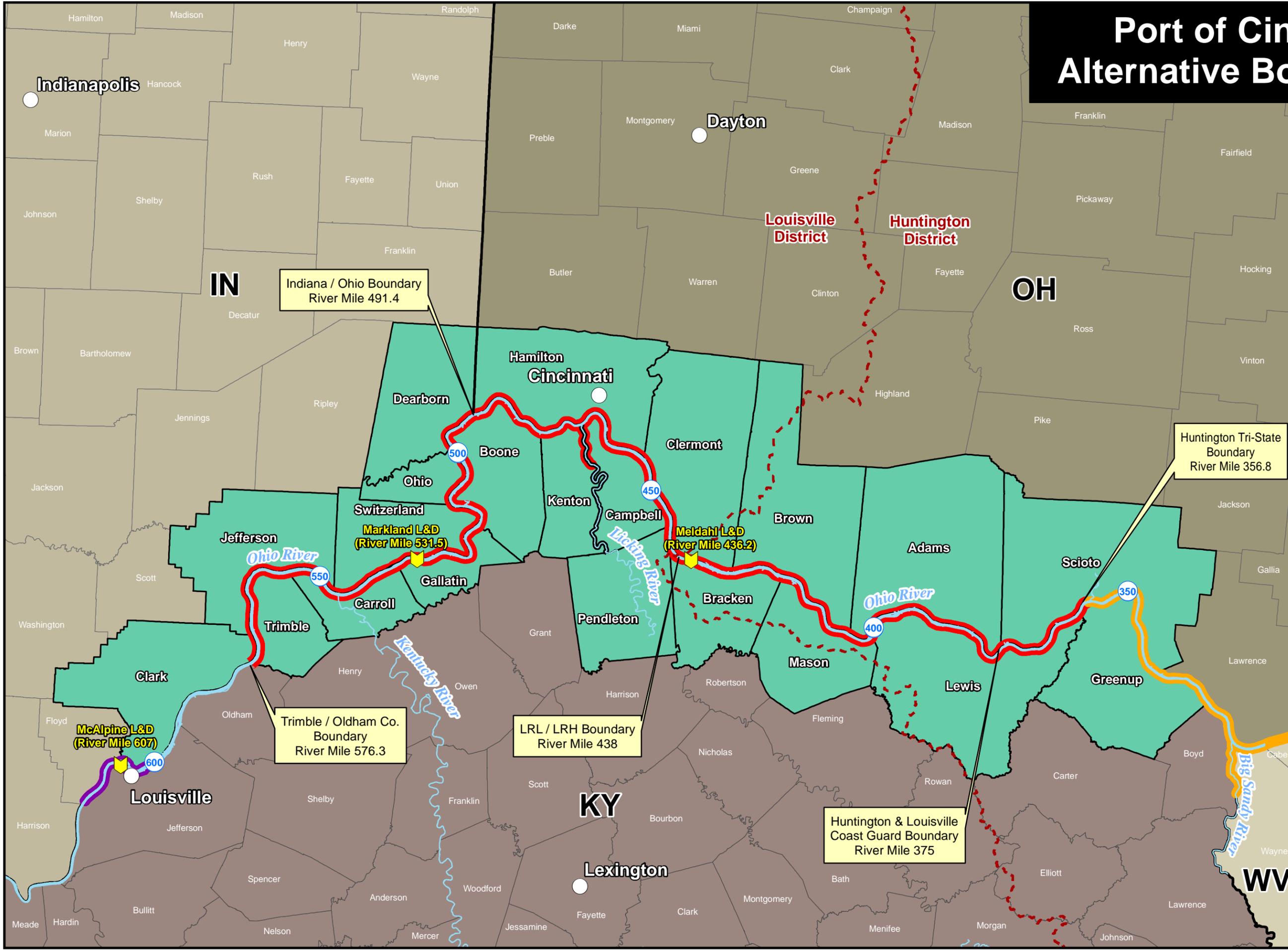
Port of Louisville boundary includes both banks of the Ohio River from river mile 601 to river mile 616. Maintained Depth: 9 feet.



Date: March, 2014

**Alternative Boundary #2**  
**Both Banks of the Ohio River from the Port of Huntington**  
**Tri-State to Trimble /Oldham County border**  
**(Figure 2)**

# Port of Cincinnati Alternative Boundary #2



**Explanation:**

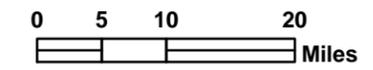
- Major City
- 📌 Lock & Dam
- 350 River Mile
- 🌊 Water Body
- - - LRD District Boundary
- 🟪 Port of Louisville
- 🟡 Port of Huntington
- 🔴 Option #2 POC Redesignation Boundary
- 🟩 Option #2 POC Redesignation Counties

**NOTES:**

Alternative Boundary #2 for Port of Cincinnati includes both banks of the Ohio River from river mile 356.8 to river mile 576.3, and the Licking River from river mile 0 to river mile 7. Maintained Depth: 9 feet.

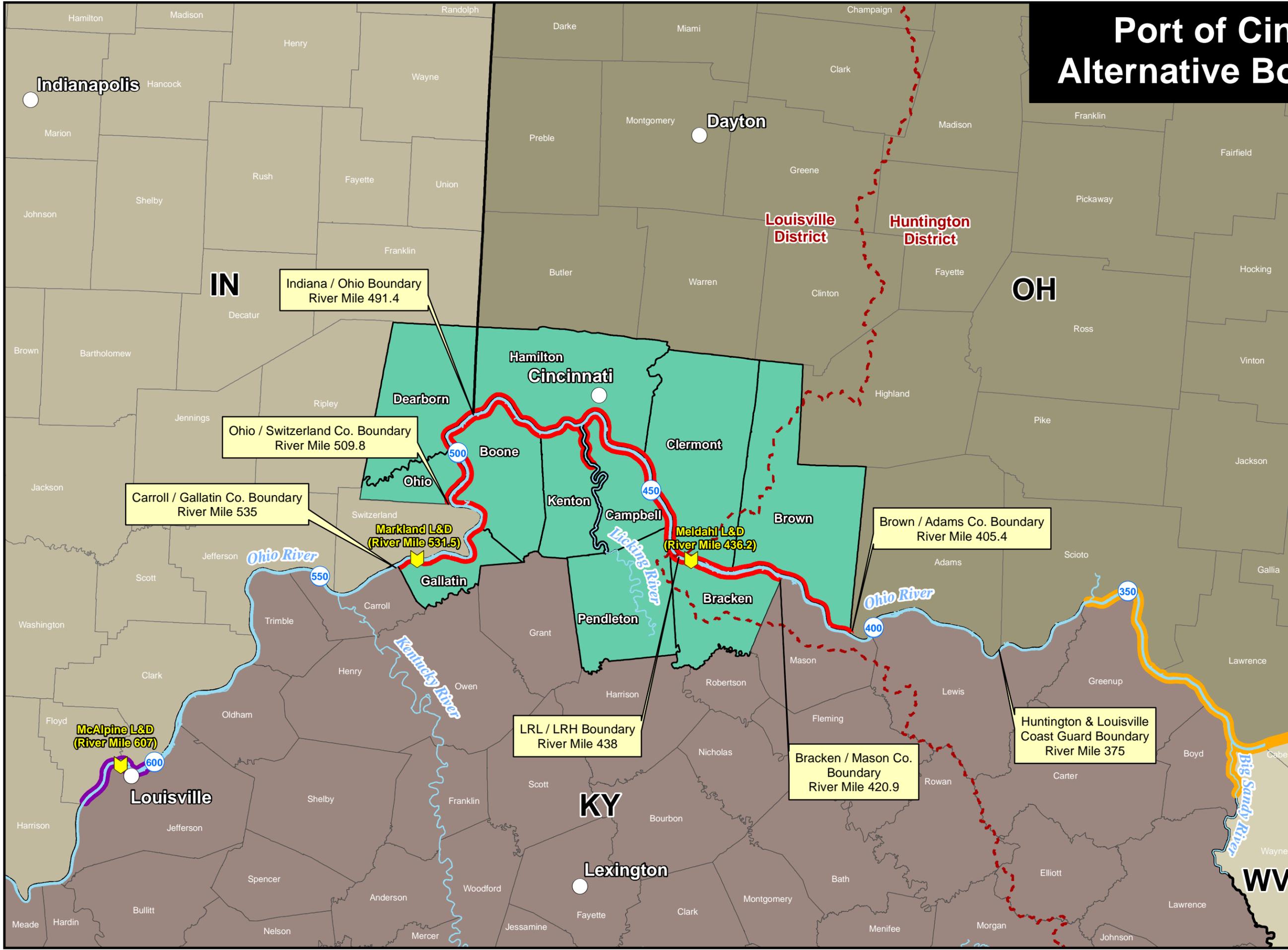
Huntington Tri-State boundary includes both banks of the Ohio River from river mile 256.8 to river mile 356.8; Kanawha River from river mile 0 to river mile 90; Big Sandy River from river mile 0 to river mile 9. Maintained Depth: 9 feet.

Port of Louisville boundary includes both banks of the Ohio River from river mile 601 to river mile 616. Maintained Depth: 9 feet.



**Alternative Boundary #3**  
**Cincinnati Metropolitan Statistical Area**  
**(Figure 3)**

# Port of Cincinnati Alternative Boundary #3



**Explanation:**

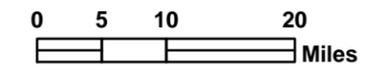
- Major City
- 🚧 Lock & Dam
- 📍 (350) River Mile
- 🌊 Water Body
- - - LRD District Boundary
- 🟪 Port of Louisville
- 🟡 Port of Huntington
- 🔴 Option #3 POC Redesignation Boundary
- 🟩 Option #3 POC Redesignation Counties

**NOTES:**

Alternative Boundary #3 for Port of Cincinnati includes the right descending bank of the Ohio River from river mile 405.4 to river mile 509.8 and left descending bank of the Ohio River from river mile 420.9 to river mile 535, including the Licking River from river mile 0 to river mile 7. Maintained Depth: 9 feet.

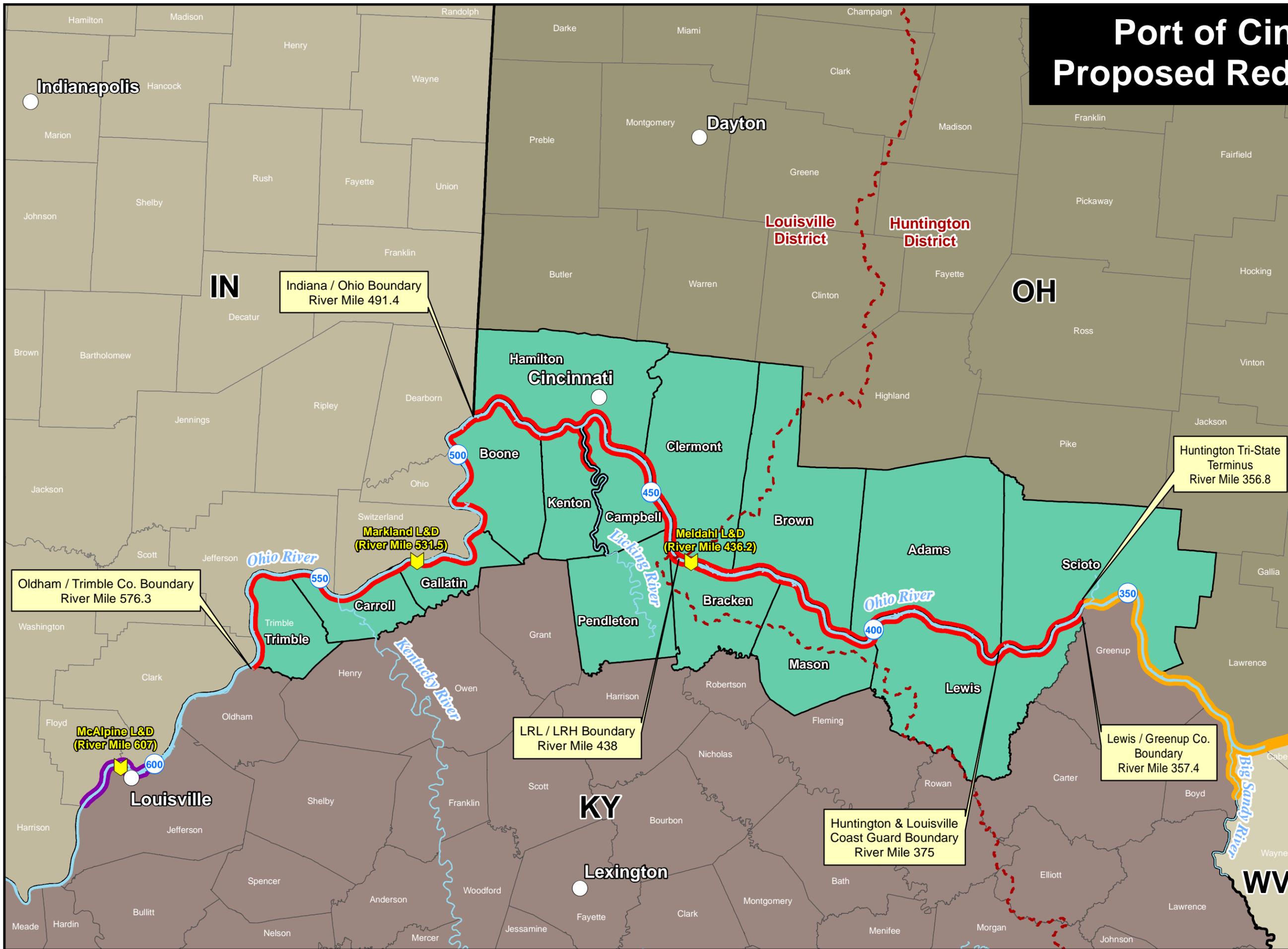
Huntington Tri-State boundary includes both banks of the Ohio River from river mile 256.8 to river mile 356.8; Kanawha River from river mile 0 to river mile 90; Big Sandy River from river mile 0 to river mile 9. Maintained Depth: 9 feet.

Port of Louisville boundary includes both banks of the Ohio River from river mile 601 to river mile 616.



**Alternative Boundary #4**  
**Proposed Boundary**  
**(Figure 4)**

# Port of Cincinnati Proposed Redesignation



**Explanation:**

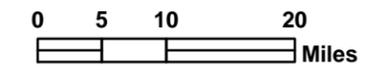
- Major City
- Lock & Dam
- River Mile
- Water Body
- LRD District Boundary
- Port of Louisville
- Port of Huntington
- Proposed POC
- Redesignation Boundary
- Proposed POC Redesignation Counties

**NOTES:**

The Proposed Redesignation boundary for Port of Cincinnati includes the right descending bank of the Ohio River from river mile 356.8 to river mile 491.4 and left descending bank of the Ohio River from river mile 357.4 to river mile 576.3, including the Licking River from river mile 0 to river mile 7. Maintained Depth: 9 feet.

Huntington Tri-State boundary includes both banks of the Ohio River from river mile 256.8 to river mile 356.8; Kanawha River from river mile 0 to river mile 90; Big Sandy River from river mile 0 to river mile 9. Maintained Depth: 9 feet.

Port of Louisville boundary includes both banks of the Ohio River from river mile 601 to river mile 616. Maintained Depth: 9 feet.

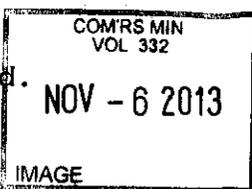


## **Appendix A: Legislative Enactments**

- **Hamilton County, OH**
- **Clermont County, OH**
- **Brown County, OH**
- **Adams County, OH**
- **Scioto County, OH**
- **Trimble County, KY**
- **Carroll County, KY**
- **Gallatin County, KY**
- **Boone County, KY**
- **Kenton County, KY**
- **Campbell County, KY**
- **Pendleton County, KY**
- **Bracken County, KY**
- **Mason County, KY**
- **Lewis County, KY**

# Legislative Enactments: State of Ohio Counties

On motion of Mr. Monzel, seconded by Mr. Hartmann the resolution was adopted.



**RESOLUTION EXPRESSING SUPPORT FOR THE EXPANSION OF THE STATISTICAL BOUNDARIES OF THE PORT OF CINCINNATI**

**BY THE BOARD:**

WHEREAS, the collection of waterborne commerce statistics pertaining to rivers, harbors, and waterways and the compilation and publication of such data by the U.S. Army Corps of Engineers are required by federal law; and

WHEREAS, the Port of Greater Cincinnati Development Authority, representing Hamilton County, Ohio, in partnership with the Northern Kentucky Port Authority, representing Boone, Kenton and Campbell counties of the Commonwealth of Kentucky, entered into a Planning Assistance to States Agreement with the U.S. Army Corps of Engineers to re-designate the Port of Cincinnati; and

WHEREAS, expansion of the current statistical boundaries of the Port of Cincinnati would more accurately reflect the local waterborne commerce activity and increase tonnage recorded by the Waterborne Commerce Statistics Center of the U.S. Army Corps of Engineers Navigation and Civil Works Decision Support Center, elevating the rank of the Port among the inland ports in the United States further supporting local economic development; and

WHEREAS, the proposed expansion of the current statistical boundaries will provide significant marketing and may result in investment opportunities leading to job creation and economic growth for Hamilton County, Ohio; and

NOW, THEREFORE BE IT RESOLVED that the Hamilton County Board of Commissioners supports the port boundary expansion beyond the current recognized limits of the Ohio River mile 465 and river mile 491. Said support extends for statistical purposes only and not to any waterways organization or further control of the Ohio River nor does the expanded boundary impact any existing or future public port or economic development authorities.

ADOPTED at a regularly adjourned meeting of the Board of County Commissioners, Hamilton County, Ohio this 6<sup>th</sup> day of November, 2013.

Mr. Hartmann. YES

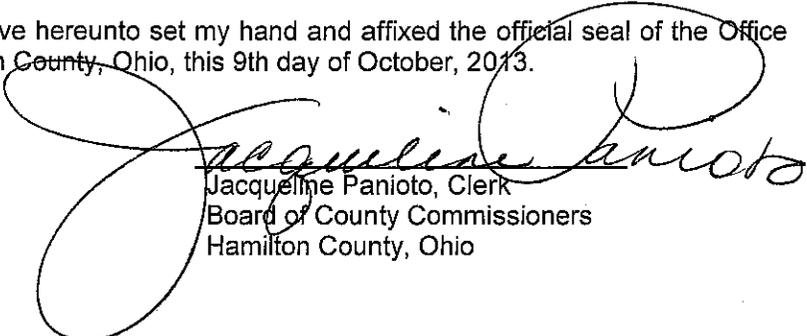
Mr. Monzel. YES

Mr. Portune. YES

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a resolution adopted by this Board of County Commissioners in session the 9th day of October, 2013.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Office of the County Commissioners, Hamilton County, Ohio, this 9th day of October, 2013.



Jacqueline Panioto, Clerk  
Board of County Commissioners  
Hamilton County, Ohio

**RESOLUTION NO. 174 -13**

The Board of County Commissioners, Clermont County, Ohio, met in regular session on the 20th day of November 2013, with the following members present:

Edwin H. Humphrey, President

David H. Uible, Vice President

Mr. Uible moved for the adoption of the following Resolution:

**RESOLUTION SUPPORTING THE PORT BOUNDARY EXPANSION OF THE CURRENT STATISTICAL BOUNDARIES OF THE PORT OF CINCINNATI TO INCLUDE THE ENTIRE RIVERFRONT OF CLERMONT COUNTY FROM RIVER MILE 429.5 TO RIVER MILE 455.2 ON THE OHIO RIVER.**

WHEREAS, the collection of waterborne commerce statistics pertaining to rivers, harbors, and waterways and the compilation and publication of such data by the U.S. Army Corps of Engineers are required by federal law; and

WHEREAS, expansion of the current statistical boundaries of the Port of Cincinnati would more accurately reflect the local waterborne commerce activity and increase tonnage recorded by the Waterborne Commerce Statistics Center of the U.S. Army Corps of Engineers Navigation and Civil Works Decision Support Center, elevating the rank of the Port among the inland ports in the United States further supporting local economic development; and

WHEREAS, the proposed expansion of the current statistical boundaries will provide significant marketing and may result in investment opportunities leading to job creation and economic growth for Clermont County, Ohio; and

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Clermont County, Ohio with at least two-thirds of its members thereto concurring as follows:

The Board of County Commissioners of Clermont County Ohio supports the port boundary expansion beyond the current recognized limits of the Ohio River mile 465 and river mile 491 to include the entire riverfront of Clermont

County from river mile 429.5 to river mile 455.2 on the Ohio River. Said support extends for statistical purposes only and not to any waterways organization or further control of the Ohio River nor does the expanded boundary impact any existing or future public port or economic development authorities.

NOW, THEREFORE, BE IT FURTHER RESOLVED; That the Board of County Commissioners hereby finds and determines that all formal actions relative to the passage of this Resolution were taken in an open meeting of the Board, and that all deliberations of this Board and of its Committees, if any, which resulted in formal action, were taken in meetings open to the public, in full compliance with the applicable legal requirements, including Section 121.22 of the Ohio Revised Code.

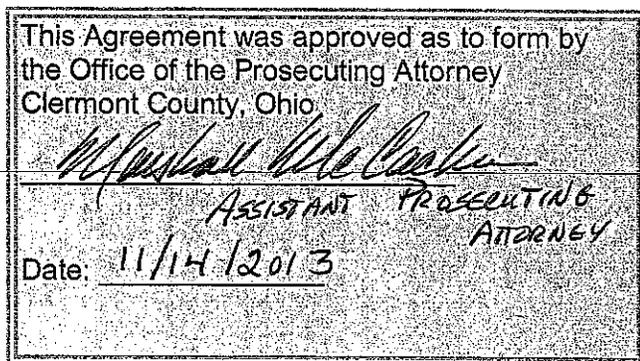
Mr. Humphrey seconded the motion and on roll call, the vote resulted as follows:

Mr. Humphrey	Aye
Mr. Uible	Yes
Mr. Proud	Absent

This Resolution was duly passed on the 20<sup>th</sup> day of November 2013.

ATTEST:

Judith Kocica  
Judith Kocica, Clerk  
Board of County Commissioners



County Administration Building  
800 Mt. Orab Pike, Suite 101  
Georgetown, OH 45121

Phone # (937) 378-3956  
Fax # (937) 378-6324  
OH Toll Only (888) 454-3956

# *Brown County Board of Commissioners*

Tony Applegate, President ~ Barry L. Woodruff, Member ~ Daryll R. Gray, Member  
Jean Rickey, Clerk ~ Lisa Spiller, Asst. Clerk  
**website: [www.browncountyohio.gov](http://www.browncountyohio.gov) ~ email: [commissioners@browncountyohio.gov](mailto:commissioners@browncountyohio.gov)**

## RESOLUTION 10232013

WHEREAS, the collection of waterborne commerce statistics pertaining to rivers, harbors, and waterways and the compilation and publication of such data by the U.S. Army Corps of Engineers are required by federal law; and

WHEREAS, expansion of the current statistical boundaries of the Port of Cincinnati would more accurately reflect the local waterborne commerce activity and increase tonnage recorded by the Waterborne Commerce Statistics Center of the U.S. Army Corps of Engineers Navigation and Civil Works Decision Support Center, elevating the rank of the Port among the inland ports in the United States further supporting local economic development; and

WHEREAS, the proposed expansion of the current statistical boundaries will provide significant marketing and may result in investment opportunities leading to job creation and economic growth for Brown County, Ohio; and

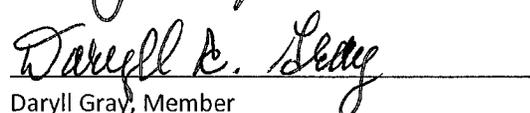
NOW, THEREFORE BE IT RESOLVED that the Brown County Board of Commissioners supports the port boundary expansion beyond the current recognized limits of the Ohio River mile 465 and river mile 491 to include the entire riverfront of Brown County from river mile 405.4 to river mile 429.5 on the Ohio River. Said support extends for statistical purposes only and not to any waterways organization or further control of the Ohio River nor does the expanded boundary impact any existing or future public port or economic development authorities.

APPROVED: October 23, 2013

THE BROWN COUNTY BOARD OF COMMISSIONERS

  
Tony Applegate, President

  
Barry Woodruff, Member

  
Daryll Gray, Member

**PORT OF CINCINNATI BOUNDARY EXPANSION TO INCLUDE ADAMS COUNTY APPROVED  
RESOLUTION 2013-514**

It was moved by Stephen Caraway and seconded by Brian Baldrige to approve the Port of Cincinnati Boundary Expansion to include Adams County.

RESOLUTION

WHEREAS, the collection of waterborne commerce statistics pertaining to rivers, harbors, and waterways and the compilation and publication of such data by the U.S. Army Corps of Engineers are required by federal law; and

WHEREAS, expansion of the current statistical boundaries of the Port of Cincinnati would more accurately reflect the local waterborne commerce activity and increase tonnage recorded by the Waterborne Commerce Statistics Center of the U.S. Army Corps of Engineers Navigation and Civil Works Decision Support Center, elevating the rank of the Port among the inland ports in the United States further supporting local economic development; and

WHEREAS, the proposed expansion of the current statistical boundaries will provide significant marketing and may result in investment opportunities leading to job creation and economic growth for Adams County, Ohio; and

NOW, THEREFORE BE IT RESOLVED that the Adams County Board of Commissioners supports the port boundary expansion beyond the current recognized limits of the Ohio River mile 465 and river mile 491 to include the entire riverfront of Adams County from river mile 374.6 to river mile 405.4 on the Ohio River. Said support extends for statistical purposes only and not to any waterways organization or further control of the Ohio River nor does the expanded boundary impact any existing or future public port or economic development authorities.

Approved October 29, 2013

There was no further discussion and upon the call of the roll the vote resulted as follows:

**VOTE: Baldrige, yea**

**Caraway, yea**

**Worley, yea**

# Resolution

## SCIOTO COUNTY COMMISSIONERS

Distribution  
Port of Greater  
Cincinnati Development  
Authority  
File

Adopted October 24, 2013

COMMISSIONERS  
Mike Crabtree  
Doug Coleman  
Vern Riffe, III

Subject IN THE MATTER OF RESOLUTION  
SUPPORTING THE EXPANSION OF  
THE CURRENT STATISTICAL  
BOUNDARIES OF THE PORT OF  
CINCINNATI

Clerk  
JANE KITTS

It was moved by Mr. Riffe and seconded by Mr. Coleman that the following resolution be adopted:

### RESOLUTION

**WHEREAS**, the collection of waterborne commerce statistics pertaining to rivers, harbors, and waterways and the compilation and publication of such data by the U.S. Army Corps of Engineers are required by federal law; and  
**WHEREAS**, expansion of the current statistical boundaries of the Port of Cincinnati would more accurately reflect the local waterborne commerce activity and increase tonnage recorded by the Waterborne Commerce Statistics Center of the U.S. Army Corps of Engineers Navigation and Civil Works Decision Support Center, elevating the rank of the Port among the inland ports in the United States further supporting local economic development; and

**WHEREAS**, the proposed expansion of the current statistical boundaries will provide significant marketing and may result in investment opportunities leading to job creation and economic growth for Scioto County, Ohio; and

**NOW, THEREFORE BE IT RESOLVED** that the Scioto County Board of Commissioners supports the port boundary expansion beyond the current recognized limits of the Ohio River mile 465 and river mile 491 to include a portion of the riverfront of Scioto County from river mile 356.8 to river mile 374.6 on the Ohio River. Said support extends for statistical purposes only and not to any waterways organization or further control of the Ohio River nor does the expanded boundary impact any existing or future public port or economic development authorities.

As to such action, each member voted as follows:

Mr. Riffe      “aye”              Mr. Coleman      “aye”              Mr. Crabtree      “aye”

### CERTIFICATION

I, Jane Kitts, the duly appointed and acting Clerk of the Board of County Commissioners, Scioto County, Ohio do hereby certify that the above is a true and correct copy of a resolution adopted on October 24, 2013, Commissioners' Journal 85 and Page 430.

By: Jane Kitts  
Jane Kitts, Clerk

Legislative Enactments: Commonwealth of  
Kentucky Counties

**RESOLUTION**

WHEREAS, the collection of waterborne commerce statistics pertaining to rivers, harbors, and waterways and the compilation and publication of such data by the U.S. Army Corps of Engineers are required by federal law; and

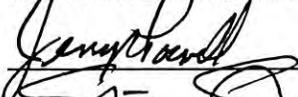
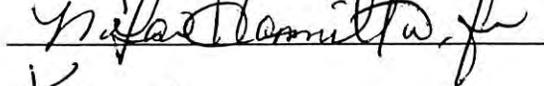
WHEREAS, expansion of the current statistical boundaries of the Port of Cincinnati would more accurately reflect the local waterborne commerce activity and increase tonnage recorded by the Waterborne Commerce Statistics Center of the U.S. Army Corps of Engineers Navigation and Civil Works Decision Support Center, elevating the rank of the Port among the inland ports in the United States further supporting local economic development; and

WHEREAS, the proposed expansion of the current statistical boundaries will provide significant marketing and may result in investment opportunities leading to job creation and economic growth for Trimble County, Kentucky; and

NOW, THEREFORE BE IT RESOLVED that the Trimble County Fiscal Court supports the port boundary expansion beyond the current recognized limits of the Ohio River mile 465 and river mile 491 to include the entire riverfront of Trimble County from river mile 555.2 to river mile 576.3 on the Ohio River. Said support extends for statistical purposes only and not to any waterways organization or further control of the Ohio River nor does the expanded boundary impact any existing or future public port or economic development authorities.

APPROVED 1-20, 2014

THE TRIMBLE COUNTY FISCAL COURT

  
\_\_\_\_\_  
  
\_\_\_\_\_  
  
\_\_\_\_\_

  
\_\_\_\_\_

**RESOLUTION**

WHEREAS, the collection of waterborne commerce statistics pertaining to rivers, harbors, and waterways and the compilation and publication of such data by the U.S. Army Corps of Engineers are required by federal law; and

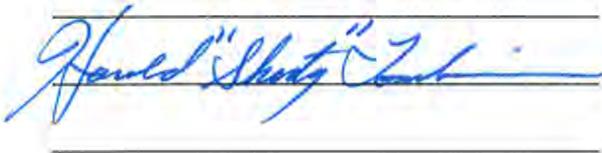
WHEREAS, expansion of the current statistical boundaries of the Port of Cincinnati would more accurately reflect the local waterborne commerce activity and increase tonnage recorded by the Waterborne Commerce Statistics Center of the U.S. Army Corps of Engineers Navigation and Civil Works Decision Support Center, elevating the rank of the Port among the inland ports in the United States further supporting local economic development; and

WHEREAS, the proposed expansion of the current statistical boundaries will provide significant marketing and may result in investment opportunities leading to job creation and economic growth for Carroll County, Kentucky; and

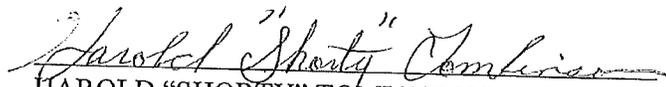
NOW, THEREFORE BE IT RESOLVED that the Carroll County Fiscal Court supports the port boundary expansion beyond the current recognized limits of the Ohio River mile 465 and river mile 491 to include the entire riverfront of Carroll County from river mile 535.2 to river mile 555.2 on the Ohio River. Said support extends for statistical purposes only and not to any waterways organization or further control of the Ohio River nor does the expanded boundary impact any existing or future public port or economic development authorities.

APPROVED 1-28-, 2014

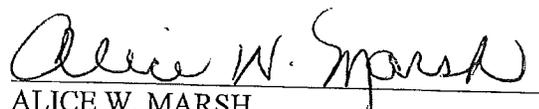
THE CARROLL COUNTY FISCAL COURT

  
\_\_\_\_\_

After a reading in full on the 28th day of January, 2014, and on motion by Magistrate Floyd Bowling, seconded by Magistrate Mark Bates, the resolution was adopted by a vote of 4 ayes and 0 nays.

  
HAROLD "SHORTY" TOMLINSON,  
CARROLL COUNTY JUDGE EXECUTIVE

ATTEST:

  
ALICE W. MARSH  
CARROLL COUNTY COURT CLERK

## RESOLUTION

WHEREAS, the collection of waterborne commerce statistics pertaining to rivers, harbors, and waterways and the compilation and publication of such data by the U.S. Army Corps of Engineers are required by federal law; and

WHEREAS, expansion of the current statistical boundaries of the Port of Cincinnati would more accurately reflect the local waterborne commerce activity and increase tonnage recorded by the Waterborne Commerce Statistics Center of the U.S. Army Corps of Engineers Navigation and Civil Works Decision Support Center, elevating the rank of the Port among the inland ports in the United States further supporting local economic development; and

WHEREAS, the proposed expansion of the current statistical boundaries will provide significant marketing and may result in investment opportunities leading to job creation and economic growth for Gallatin County, Kentucky; and

NOW, THEREFORE BE IT RESOLVED that the Gallatin County Fiscal Court supports the port boundary expansion beyond the current recognized limits of the Ohio River mile 465 and river mile 491 to include the entire riverfront of Gallatin County from river mile 516.7 to river mile 535.2 on the Ohio River. Said support extends for statistical purposes only and not to any waterways organization or further control of the Ohio River nor does the expanded boundary impact any existing or future public port or economic development authorities.

APPROVED November 14th, 2013

THE GALLATIN COUNTY FISCAL COURT

Alex Metcalfe - Judge-Ex-Officio  
Gallatin Co. Fiscal Court

# Resolution Of The Boone County Fiscal Court

## Resolution No. 13-190

**A RESOLUTION RELATING TO THE BOONE COUNTY FISCAL COURT EXPRESSING SUPPORT FOR THE EXPANSION OF THE CURRENT PORT OF CINCINNATI BOUNDARIES ESTABLISHED BY THE U.S. ARMY CORPS OF ENGINEERS.**

**WHEREAS**, the collection of waterborne commerce statistics pertaining to rivers, harbors, and waterways and the compilation and publication of such data by the U.S. Army Corps of Engineers are required by federal law; and

**WHEREAS**, expansion of the current statistical boundaries of the Port of Cincinnati would more accurately reflect the local waterborne commerce activity and increase tonnage recorded by the Waterborne Commerce Statistics Center of the U.S. Army Corps of Engineers Navigation and Civil Works Decision Support Center, elevating the rank of the Port among the inland ports in the United States further supporting local economic development; and

**WHEREAS**, the proposed expansion of the current statistical boundaries will provide significant marketing opportunities and may result in investment opportunities leading to job creation and economic growth for Boone County, Kentucky; and

**NOW, THEREFORE BE IT RESOLVED** that the Boone County Fiscal Court supports the port boundary expansion beyond the current recognized limits of the Ohio River mile 465 and river mile 491 to include the entire riverfront of Boone County from river mile 477.5 to river mile 516.7 on the Ohio River. Said support extends for statistical purposes only and not to any waterways organization or further control of the Ohio River nor does the expanded boundary impact any existing or future public port or economic development authorities.

That this Resolution is hereby approved and adopted in Open Session of the Boone County Fiscal Court this 5<sup>th</sup> day of November, 2013.

Gary W. Moore

**Gary W. Moore**  
**Boone County Judge/Executive**

**Attest:**

Daphne Kornblum

**Daphne Kornblum**  
**Fiscal Court Clerk**

**RESOLUTION NO. 13-30**

**A RESOLUTION OF THE COUNTY OF KENTON, KENTUCKY, SUPPORTING THE EXPANSION OF THE PORT OF CINCINNATI TO INCLUDE THE KENTON COUNTY RIVERFRONT FOR WATERBORNE COMMERCE STATSTICAL PURPOSES**

**WHEREAS**, the collection of waterborne commerce statistics pertaining to rivers, harbors, and waterways and the compilation and publication of such data by the U.S. Army Corps of Engineers are required by federal law; and

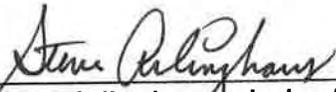
**WHEREAS**, expansion of the current statistical boundaries of the Port of Cincinnati would more accurately reflect the local waterborne commerce activity and increase tonnage recorded by the Waterborne Commerce Statistics Center of the U.S. Army Corps of Engineers Navigation and Civil Works Decision Support Center, elevating the rank of the Port among the inland ports in the United States further supporting local economic development; and

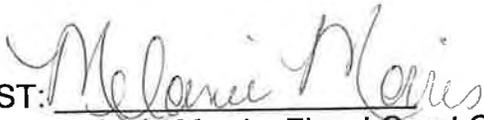
**WHEREAS**, the proposed expansion of the current statistical boundaries will provide significant marketing opportunities and may result in investment opportunities leading to job creation and economic growth for Kenton County, Kentucky; and

**NOW, THEREFORE, BE IT RESOLVED THAT:**

1. The Kenton County Fiscal Court supports the port boundary expansion beyond the current recognized limits of the Ohio River mile 465 and river mile 491 to include the entire riverfront of Kenton County from river mile 470.3 to river mile 477.5 on the Ohio River and river mile 0 to river mile 7 of the Licking River. Said support extends for statistical purposes only and not to any waterways organization or further control of the Ohio River or Licking River nor does the expanded boundary impact any existing or future public port or economic development authorities.

APPROVED THIS 12<sup>th</sup> DAY OF NOVEMBER, 2013, BY THE KENTON COUNTY FISCAL COURT.

  
Steve Arlinghaus, Judge/Executive

ATTEST:   
Melanie Morris, Fiscal Court Clerk

**CAMPBELL COUNTY FISCAL COURT  
CAMPBELL COUNTY, KENTUCKY**

**RESOLUTION R-136-13**

**A RESOLUTION OF THE CAMPBELL COUNTY FISCAL COURT  
EXPRESSING SUPPORT FOR THE EXPANSION OF THE CURRENT  
STATISTICAL BOUNDARIES OF THE PORT OF CINCINNATI**

**WHEREAS**, the collection of waterborne commerce statistics pertaining to rivers, harbors, and waterways and the compilation and publication of such data by the U.S. Army Corps of Engineers are required by federal law; and

**WHEREAS**, expansion of the current statistical boundaries of the Port of Cincinnati would more accurately reflect the local waterborne commerce activity and increase tonnage recorded by the Waterborne Commerce Statistics Center of the U.S. Army Corps of Engineers Navigation and Civil Works Decision Support Center, elevating the rank of the Port among the inland ports in the United States further supporting local economic development; and

**WHEREAS**, the proposed expansion of the current statistical boundaries will provide significant marketing opportunities and may result in investment opportunities leading to job creation and economic growth for Campbell County, Kentucky.

**NOW, THEREFORE BE IT RESOLVED** that the Campbell County Fiscal Court supports the port boundary expansion beyond the current recognized limits of the Ohio River mile 465 and river mile 491 to include the entire riverfront of Campbell County from river mile 443.8 to river mile 470.3 on the Ohio River and river mile 0 to river mile 7 of the Licking River. Said support extends for statistical purposes only and not to any waterways organization or further control of the Ohio River or Licking River nor does the expanded boundary impact any existing or future public port or economic development authorities.

Approved and adopted at a regular meeting of the Campbell County Fiscal Court on the 6<sup>TH</sup> day of November, 2013.



\_\_\_\_\_  
STEVE PENDERY  
Judge/Executive

ATTEST:



Paula K. Spicer  
Fiscal Court Clerk

**PENDLETON COUNTY FISCAL COURT**

**RESOLUTION \_\_\_\_\_**

**A resolution of and by the Pendleton County Fiscal Court supporting the expansion of the statistical boundaries of the Cincinnati Port Authority.**

WHEREAS, the collection of waterborne commerce statistics pertaining to rivers, harbors, and waterways and the compilation and publication of such data by the U.S. Army Corps of Engineers are required by federal law; and

WHEREAS, expansion of the current statistical boundaries of the Port of Cincinnati would more accurately reflect the local waterborne commerce activity and increase tonnage recorded by the Waterborne Commerce Statistics Center of the U.S. Army Corps of Engineers Navigation and Civil Works Decision Support Center, elevating the rank of the Port among the inland ports in the United States further supporting local economic development; and

WHEREAS, the proposed expansion of the current statistical boundaries will provide significant marketing and may result in investment opportunities leading to job creation and economic growth for Pendleton County, Kentucky; and

NOW, THEREFORE BE IT RESOLVED that the Pendleton County Fiscal Court supports the port boundary expansion beyond the current recognized limits of the Ohio River mile 465 and river mile 491 to include the entire riverfront of Pendleton County from river mile 440.5 to river mile 443.8 on the Ohio River. Said support extends for statistical purposes only and not to any waterways organization or further control of the Ohio River nor does the expanded boundary impact any existing or future public port or economic development authorities.

A vote was taken on this resolution; the result is as follows:

**AYES**

**NAYS**

Squire Fields

\_\_\_\_\_

Squire Fogle  
Squire Whaley  
Judge Bertram

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signed and adopted this 10 day of December, 2013 by the Pendleton County Fiscal Court, Pendleton County, Kentucky.

Thom W. Bertram

Judge-Executive Pendleton County, Kentucky

Walter J. King  
Attest by: F.C. Clerk

**RESOLUTION**

13-09

WHEREAS, the collection of waterborne commerce statistics pertaining to rivers, harbors, and waterways and the compilation and publication of such data by the U.S. Army Corps of Engineers are required by federal law: and

WHEREAS, expansion of the current statistical boundaries of the Port of Cincinnati would more accurately reflect the local waterborne commerce activity and increase tonnage recorded by the Waterborne Commerce Statistics Center of the U.S. Army Corps of Engineers Navigation and Civil Works Decision Support Center, elevating the rank of the Port among the inland ports in the United States further supporting local economic development; and

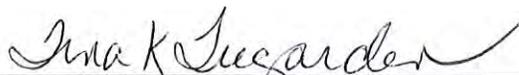
WHEREAS, the proposed expansion of the current statistical boundaries will provide significant marketing and may result in investment opportunities leading to job creation and economic growth for Bracken County, Kentucky; and

NOW, THEREFORE BE IT RESOLVED that the Bracken County Fiscal Court supports the port boundary expansion beyond the current recognized limits of the Ohio River mile 465 and river mile 491 to include the entire riverfront of Bracken County from river mile 420.9 to river mile 440.5 on the Ohio River. Said support extends for statistical purposes only and not to any waterways organization or further control of the Ohio River nor does the expanded boundary impact any existing or future public port or economic development authorities.

**APPROVED** November 27, 2013



\_\_\_\_\_  
BRACKEN COUNTY JUDGE EXECUTIVE,  
HADLEY EARL BUSH



\_\_\_\_\_  
CLERK, TINA TEEGARDEN

Commonwealth of Kentucky  
Mason County Fiscal Court  
Resolution No. 13 – 20

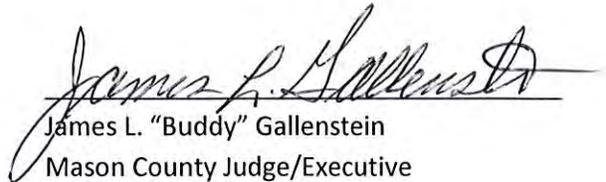
WHEREAS, the collection of waterborne commerce statistics pertaining to rivers, harbors and waterways and the compilation and publication of such data by the U.S. Army Corps of Engineers are required by federal law; and

WHEREAS, expansion of the current statistical boundaries of the Port of Cincinnati would more accurately reflect the local waterborne commerce activity and increase tonnage recorded by the Waterborne Commerce Statistics Center of the U.S. Army Corps of Engineers Navigation and Civil Works Decision Support Center, elevating the rank of the Port among the inland ports in the United States further supporting local economic development; and

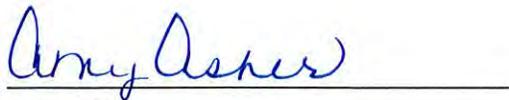
WHEREAS, the proposed expansion of the current statistical boundaries will provide significant marketing and may result in investment opportunities leading to job creation and economic growth for Mason County, Kentucky; and

**NOW, THEREFORE BE IT RESOLVED** that the Mason County Fiscal Court supports the port boundary expansion beyond the current recognized limits of the Ohio River mile 465 and river mile 491 to include the entire riverfront of Mason County from river mile 401.5 to river mile 420.9 on the Ohio River. Said support extends for statistical purposes only and not to any waterways organization or further control of the Ohio River nor does the expanded boundary impact any existing or future public port or economic development authorities.

Signed on this the 12<sup>th</sup> day of November , 2013 .

  
James L. "Buddy" Gallenstein  
Mason County Judge/Executive

ATTEST:



Amy Asher  
Mason County Fiscal Court Clerk

RESOLUTION  
13-24

WHEREAS, the collection of waterborne commerce statistics pertaining to rivers, harbors, and waterways and the compilation and publication of such data by the U.S. Army Corps of Engineers are required by federal law; and

WHEREAS, expansion of the current statistical boundaries of the Port of Cincinnati would more accurately reflect the local waterborne commerce activity and increase tonnage recorded by the Waterborne Commerce Statistics Center of the U.S. Army Corps of Engineers Navigation and Civil Works Decision Support Center, elevating the rank of the Port among the inland ports in the United States further supporting local economic development; and

WHEREAS, the proposed expansion of the current statistical boundaries will provide significant marketing and may result in investment opportunities leading to job creation and economic growth for Lewis County, Kentucky; and

NOW, THEREFORE BE IT RESOLVED that the Lewis County Fiscal Court supports the port boundary expansion beyond the current recognized limits of the Ohio River mile 465 and river mile 491 to include the entire riverfront of Lewis County from river mile 357.4 to river mile 401.5 on the Ohio River. Said support extends for statistical purposes only and not to any waterways organization or further control of the Ohio River nor does the expanded boundary impact any existing or future public port or economic development authorities.

APPROVED Dec 10, 2013

THE LEWIS COUNTY FISCAL COURT

Cheryl D. Mendenhall, JUDGE EXEC

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## **Appendix B: Supporting Endorsements**

- **State of Ohio Congressional Representatives**
- **Commonwealth of Kentucky Congressional Representatives**
- **Governor of the State of Ohio**
- **Governor of the Commonwealth of Kentucky**
- **State of Ohio General Assembly**
- **Commonwealth of Kentucky General Assembly**
- **State of Ohio Local Jurisdictions**
- **Commonwealth of Kentucky Local Jurisdictions**
- **Private Industry**

Supporting Endorsements: State of Ohio  
Congressional Representatives

**STEVE CHABOT**

MEMBER OF CONGRESS  
FIRST DISTRICT, OHIO

2351 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, D.C. 20515  
(202) 225-2216

CAREW TOWER  
441 VINE STREET, ROOM 3003  
CINCINNATI, OH 45202  
(513) 684-2723



**Congress of the United States  
House of Representatives  
Washington, DC 20515**

COMMITTEES:

**FOREIGN AFFAIRS**

CHAIRMAN OF THE SUBCOMMITTEE  
ON THE MIDDLE EAST AND SOUTH ASIA  
SUBCOMMITTEE ON ASIA AND THE PACIFIC

**JUDICIARY**

SUBCOMMITTEE ON THE CONSTITUTION  
SUBCOMMITTEE ON INTELLECTUAL PROPERTY

**SMALL BUSINESS**

SUBCOMMITTEE ON ECONOMIC GROWTH,  
TAX AND CAPITAL ACCESS

*Colonel Luke T. Leonard  
District Commander  
U.S. Army Corps of Engineers  
Louisville District  
P.O. Box 59  
Attn: CELRL-PM-P  
Louisville, KY 40201*

*Re: Letter of Support for the Re-Designation of the Port of Cincinnati*

*Dear Colonel Leonard:*

*I write to offer my support for the proposed re-designation of the Port of Cincinnati to include a larger geographic region of 220-miles of the Ohio River along the State of Ohio shoreline. Taking action to expand the current Port of Cincinnati boundary to capture freight commerce as counted by the U.S. Army Corps of Engineers (USACE) is of great value to positioning our regional freight transportation system as one that can capably compete in a global economy.*

*According to the Port of Cincinnati, our nation's inland waterways facilitate affordable, energy-efficient transportation that is also environmentally friendly – a barge can move one ton of cargo 576 miles per one-gallon of fuel, compared with 413 miles by rail, and 155 miles by truck. By 2020, traffic on inland waterways is expected to increase by 51 million tons from 2012, an overall 11% increase.*

*It is my understanding that the Ohio and Kentucky region is an important connection to global markets, via the Gulf of Mexico, and is ideally located within 43% of the nation's population and 44% of its manufacturing.*

*I strongly support the ongoing collaborative approach on both sides of the river to identify the best strategies for boosting economic activity via cargo commerce. As such, I encourage U.S. Army Corps of Engineers action to recognize this larger region as The Ports of Cincinnati & Northern Kentucky, and look forward to regional commercial river activity and cargo tonnage being counted by the USACE as part of this greater district.*

*I respectfully request that you give the Port of Cincinnati every and full consideration in accordance with all applicable laws and regulations regarding this matter and feel free to make this correspondence part of any public record.*

*Best Regards,*

*Congressman Steve Chabot*

*xc: Laura N. Brunner, President / CEO – Port of Greater Cincinnati Development Authority*

BRAD R. WENSTRUP  
2ND DISTRICT OHIO

WWW.WENSTRUP.HOUSE.GOV

COMMITTEE ON ARMED  
SERVICES

COMMITTEE ON VETERANS'  
AFFAIRS



Congress of the United States  
House of Representatives

1223 LONGWORTH BUILDING  
WASHINGTON, D.C. 20515  
(202) 225-3164

7954 BEECHMONT AVENUE  
SUITE 200  
CINCINNATI, OHIO 45255  
(513) 474-7777

170 NORTH MAIN STREET  
PEEBLES, OHIO 45660  
(513) 605-1380

4350 AICHOLTZ ROAD  
CINCINNATI, OHIO 45245  
(513) 605-1389

November 26, 2013

Colonel Luke T. Leonard, District Commander  
U.S. Army Corps of Engineers, Louisville District  
P.O. Box 59  
Attn: CELRL-PM-P  
Louisville, KY 40201

Dear Colonel Leonard:

I am writing to you on behalf of my constituents in Southwest and Southern Ohio to support the proposed re-designation of the Port of Cincinnati. With no cost to taxpayers, expanding the current 26-mile port to approximately 205 miles will increase the accuracy of waterborne commerce statistics and encourage job creation and economic growth in the region.

Evidence indicates that many tons of cargo transit through undesignated portions of the Ohio River near the current Port of Cincinnati. Because these areas are undesignated, the goods that pass through are not included in the statistical gathering process used by the U.S. Army Corps of Engineers. By expanding the designated port area to include these relevant portions of the Ohio River, a more accurate calculation of goods would result. The Ohio-Kentucky-Indiana region is a central transit point for global markets, via the Gulf of Mexico, and is located within 43% of the nation's population and 44% of its manufacturing. It is important that the full measure of its economic activity be counted.

I encourage the U.S. Army Corps of Engineers to recognize this larger region as the Cincinnati Tri-State Port District, and look forward to regional commercial river activity and cargo tonnage being fully counted by the USACE as part of this greater district.

Thank you for your time and attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Brad R. Wenstrup", with a long, sweeping underline.

Brad R. Wenstrup  
U.S. Representative

BRW/ku

SHERROD BROWN  
OHIO

COMMITTEES:  
AGRICULTURE, NUTRITION,  
AND FORESTRY  
APPROPRIATIONS  
BANKING, HOUSING,  
AND URBAN AFFAIRS  
VETERANS' AFFAIRS  
SELECT COMMITTEE ON ETHICS

# United States Senate

WASHINGTON, DC 20510

November 19, 2013

Colonel Luke T. Leonard  
District Commander  
U.S. Army Corps of Engineers  
Louisville District  
P.O. Box 59  
Attn: CELRL-PM-P  
Louisville, KY 40201

Re: Letter of Support for the Re-Designation of the Port of Cincinnati

Dear Colonel Leonard:

I write to support re-designating the Port of Cincinnati ("Port") to include 205-miles of the Ohio River shoreline. Expansion of the current Port boundary to capture freight commerce as counted by the U.S. Army Corps of Engineers would greatly help position Greater Cincinnati's regional freight transportation system in the global economy.

Our national inland waterway systems provide cost-effective, energy-efficient transportation that efficiently and effectively move good while helping reduce wear-and-tear on our roads. The Ohio-Kentucky-Indiana region is an important connection to world markets, and is ideally located a day's drive from more than 40% of the nation's population and 44% of its manufacturing. I believe the region is poised for growth in the logistics and transportation sector, and this re-designation will help promote this growth.

I offer my support for ongoing efforts, on both sides of the river, to identify the best strategies for increasing trade via our inland waterways. To accomplish this, I urge the Corps of Engineers to formerly include the larger region as part of the Cincinnati Tri-State Port District. I look forward to your response.

Sincerely,



Sherrod Brown  
United States Senator

cc: Laura N. Brunner, President / CEO – Port of Greater Cincinnati Development Authority

# United States Senate

WASHINGTON, DC 20510

October 30, 2013

Colonel Luke T. Leonard  
District Commander  
U.S. Army Corps of Engineers  
Louisville District  
P.O. Box 59  
Attn: CELRL-PM-P  
Louisville, KY 40201

Dear Colonel Leonard:

I write in support of the Port of Cincinnati's effort to redesignate its boundaries to include an expanded 205 mile geographic region of the Ohio River along the Ohio, Kentucky, and Indiana shorelines. As you know, the port is a vital asset to Southwest Ohio, generating an economic impact of more than \$2 billion each year.

Expanding the port's boundaries will raise its profile and help it attract new international business at an important time. A new wave of shipping business is expected to flow into the United States with the completion of the Panama Canal expansion project in 2014. In fact, the American Association of Port Authorities estimates that the volume of international materials and commodities entering the United States will double by 2020.

This increased commercial activity represents a significant opportunity for the Port of Cincinnati, which is located within 600 miles of 43 percent of the nation's population and 44 percent of its manufacturing. Redesignation will strengthen the port's position as a regional leader, and help create more jobs and economic prosperity for the people of Southwest Ohio.

I have been encouraged by the extensive collaboration between the Port of Greater Cincinnati Development Authority, the Northern Kentucky Port Authority, the Central Ohio River Business Association, and other groups on both sides of the Ohio River to identify the best strategies for boosting economic activity at the Port of Cincinnati.

For the above reasons, I encourage the U.S. Army Corps of Engineers to redesignate and expand the geographic range of the Port of Cincinnati from 26 miles to 205 miles.

Sincerely,



U.S. Senator Rob Portman

cc: Laura N. Brunner, President and CEO, Port of Greater Cincinnati Development Authority

# Supporting Endorsements: Commonwealth of Kentucky Congressional Representatives

THOMAS MASSIE  
4TH DISTRICT, KENTUCKY

TRANSPORTATION AND  
INFRASTRUCTURE COMMITTEE  
OVERSIGHT AND GOVERNMENT  
REFORM COMMITTEE  
SCIENCE, SPACE, AND TECHNOLOGY  
COMMITTEE  
CHAIRMAN  
SUBCOMMITTEE ON TECHNOLOGY

**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515-1704

314 CANNON HOUSE OFFICE BUILDING  
(202) 225-3465

541 BUTTERMILK PIKE, SUITE 208  
CRESCENT SPRINGS, KY 41017  
(859) 426-0080

1700 GREENUP AVENUE  
ASHLAND, KY 41101  
(606) 324-9898

108 WEST JEFFERSON STREET  
LAGHANGE, KY 40031  
(502) 265-9119

February 24, 2014

Colonel Luke T. Leonard  
District Commander  
U.S. Army Corps of Engineers  
Louisville District  
P.O. Box 59  
Attn: CELRL-PM-P  
Louisville, KY 40201

**Re: Letter of Support for the Re-Designation of the Port of Cincinnati**

Dear Colonel Leonard:

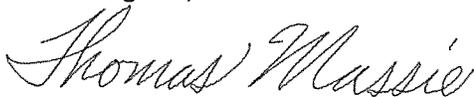
I write to offer my support for the proposed re-designation of the Port of Cincinnati to include a larger geographic region of 205-miles of the Ohio River along the Commonwealth of Kentucky shoreline. Taking action to expand the current port boundary to capture freight commerce as counted by the U.S. Army Corps of Engineers (USACE) is of great value to positioning our regional freight transportation system as one that can capably compete in a global economy.

This re-designation will allow the "freight commerce" from seven counties and two partial counties (Boone and Campbell, currently undesignated) in the Kentucky 4<sup>th</sup> District, to be counted by the U.S. Army Corps of Engineers (USACE) for national port rankings.

Regionally, we must present a strong voice advocating for our regional transportation system and its growth and stability. The Ohio-Kentucky region is an important connection to global markets, via the Gulf of Mexico, and is ideally located within 43% of the nation's population and 44% of its manufacturing.

I strongly support the ongoing collaborative approach on both sides of the river to identify the best strategies for boosting economic activity via cargo commerce. As such, I encourage U.S. Army Corps of Engineers action to recognize this larger Port region, and look forward to regional commercial river activity and cargo tonnage being counted by the USACE as part of this greater district.

Best Regards,



Congressman Thomas Massie

xc: Roger Peterman, Chairman of the Board – Northern Kentucky Port Authority  
Laura N. Brunner, President / CEO – Port of Greater Cincinnati Development Authority

October 28, 2013

Colonel Luke T. Leonard  
District Commander  
U.S. Army Corps of Engineers  
Louisville District  
P.O. Box 59  
Attn: CELRL-PM-P  
Louisville, KY 40201

Dear Colonel Leonard:

I write on behalf of constituents in Northern Kentucky regarding the re-designation of the Port of Cincinnati, which I am told, would come at no cost to the taxpayer. My constituents contacted me requesting that your office expand the designation of the 26-mile port to include approximately 205 miles and ten Kentucky counties along the Ohio River. My constituents also request that your office recognize the port as the "Cincinnati Regional Port District" to include portions of Kentucky not currently included in the Port of Cincinnati.

I am told that many tons of cargo pass daily through currently-undesigned portions of the Ohio River near Cincinnati that are not counted by the U.S. Army Corps of Engineers for national port statistics, which reduces the port's ranking. It is my understanding that expanding the port designation and allowing for a more accurate calculation of goods through the region would likely increase the port's ranking and might also attract more commerce to Kentucky.

I ask that you give full and fair consideration to my constituents' request that your office recognize the larger port district, expand the designation of the port to 205 miles and calculate cargo tonnage through the region as part of this greater district.

Thank you for your attention to this matter.

Sincerely,



MITCH McCONNELL  
UNITED STATES SENATOR

MM/pm

Supporting Endorsement:  
Governor of the State of Ohio



**JOHN R. KASICH**  
GOVERNOR  
STATE OF OHIO

January 27, 2014

Colonel Luke T. Leonard  
District Commander  
U.S. Army Corps of Engineers  
Louisville District  
P.O. Box 59  
Attn: CELRL-PM-P  
Louisville, KY 40201

Re: Letter of Support for the Re-Designation of the Port of Cincinnati

Dear Colonel Leonard:

I am writing in support for the proposed re-designation of the Port of Cincinnati to include a larger geographic region of 205-miles of the Ohio River along the State of Ohio and Kentucky shoreline. Taking action to expand the current Port of Cincinnati boundary to capture freight commerce counted by the U.S. Army Corps of Engineers (USACE) will position this regional freight transportation asset as one that can compete in a global economy.

This re-designation is being sought in partnership by the Port of Greater Cincinnati Development Authority and the Northern Kentucky Port Authority in recognition of the value of this important regional transportation asset. Taking action to expand the current Port boundary to capture currently undesignated cargo will allow the region to better market its freight transportation.

I strongly support the ongoing collaborative approach on both sides of the river to identify the best strategies for promoting economic activity and cargo commerce. As such, I encourage the U.S. Army Corps of Engineers' action to recognize this larger region, and look forward to regional commercial river activity and cargo tonnage being counted by the USACE as part of this greater port district.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "John R. Kasich".

John R. Kasich  
Governor

cc: Laura N. Brunner, President & CEO – Port of Greater Cincinnati Development Authority

Supporting Endorsement:  
Governor of the Commonwealth of Kentucky



COMMONWEALTH OF KENTUCKY  
OFFICE OF THE GOVERNOR

STEVEN L. BESHEAR  
GOVERNOR

700 CAPITOL AVENUE  
SUITE 100  
FRANKFORT, KY 40601  
(502) 564-2611  
FAX: (502) 564-2517

March 17, 2014

Colonel Luke T. Leonard  
District Commander  
United States Army Corps of Engineers  
Louisville District  
Post Office Box 59  
Louisville, Kentucky 40201

Attention: CELRL-PM-P

Dear Colonel Leonard:

I am writing in support of the proposed re-designation of the 26-mile Port of Cincinnati to include 205 miles of the Ohio River along the Kentucky and Ohio shorelines. Expanding the port's boundaries to include freight commerce as counted by United States Army Corps of Engineers (USACE) will greatly help our regional freight transportation system better compete in the global economy, and I understand that this re-designation could be accomplished at no cost to taxpayers through an administrative change to two USACE databases: Waterborne Commerce Statistics and Lock Performance Monitoring System.

The Port of Greater Cincinnati Development Authority and the Northern Kentucky Port Authority seek this potentially valuable administrative change, realizing that including in USACE's national port statistics the many daily tons of cargo in currently undesignated parts of the Ohio River near Cincinnati would likely increase the port's ranking and allow the region to better market its freight transportation, potentially increasing commerce. As you know, traffic on inland waterways is expected to increase about 51 million tons (or 11 percent) from the year 2012 to 2020.

Regionally, we must present a strong voice for the growth and stability of our inland waterways - an affordable, energy-efficient and environmentally friendly transportation system. The Ohio-Kentucky-Indiana region provides an important connection to global markets via the Gulf of Mexico, and is ideally located within 43 percent of the nation's population and 44 percent of its manufacturing.

COLONEL LUKE T. LEONARD  
March 17, 2014  
Page 2

I strongly support continued collaboration on both sides of the river to identify the best strategies for boosting economic activity via cargo commerce. As such, I encourage USACE to recognize this larger region as the "Cincinnati Tri-State Port District," and look forward to regional commercial river activity and cargo tonnage being counted by USACE as part of this greater district.

Sincerely,

A handwritten signature in black ink, appearing to read "Steven L. Beshear". The signature is fluid and cursive, with a large initial "S" and "B".

Steven L. Beshear

cc: Roger Peterman, Chairman, Northern Kentucky Port Authority  
Laura Brunner, President/CEO, Port of Greater Cincinnati Development Authority

Supporting Endorsements:  
State of Ohio General Assembly

**Committees:**

1. Economic Development and Regulatory Reform, Ranking Member
2. Education
3. Finance
4. Agriculture and Development Finance Subcommittee



**Contact Information:**  
Office: 614-466-5786  
Toll-Free: 1-800-282-0253  
FAX: 614-719-3585  
Email: rep31@ohiohouse.gov

**State Representative Denise Driehaus  
31<sup>st</sup> House District**

September 30, 2013

Colonel Luke T. Leonard  
District Commander  
U.S. Army Corps of Engineers  
Attn: CELRL-PM-P  
Louisville District  
P.O. Box 59  
Louisville, KY 40201

Re: Letter of Support for the Re-Designation of the Port of Cincinnati

Dear Colonel Leonard:

I write to offer my support for the proposed re-designation of the Port of Cincinnati to include a larger geographic region of 205-miles of the Ohio River along the State of Ohio shoreline. Taking action to expand the current Port of Cincinnati boundary to capture freight commerce as counted by the U.S. Army Corps of Engineers (USACE) is of great value to positioning our regional freight transportation system as one that can capably compete in a global economy.

Our nation's inland waterways facilitate affordable, energy-efficient transportation that is also environmentally friendly – a barge can move one ton of cargo 576 miles per one-gallon of fuel, compared with 413 miles by rail and 155 miles by truck. By 2020, traffic on inland waterways is expected to increase by 51 million tons from 2012, an overall 11% increase.

Regionally, we must present a strong voice advocating for our regional transportation system and its growth and stability. The Ohio-Kentucky-Indiana region is an important connection to global markets, via the Gulf of Mexico, and is ideally located within 43% of the nation's population and 44% of its manufacturing.

I strongly support the ongoing collaborative approach on both sides of the river to identify the best strategies for boosting economic activity via cargo commerce. As such, I encourage U.S. Army Corps of Engineers action to recognize this larger region as the Cincinnati Tri-State Port District, and I look forward to regional commercial river activity and cargo tonnage being counted by the USACE as part of this greater district.

Best Regards,

A handwritten signature in black ink that reads "Denise Driehaus". The signature is written in a cursive style with a long, sweeping underline.

Representative Denise Driehaus

xc: Laura N. Brunner, President / CEO – Port of Greater Cincinnati Development Authority  
Roger Peterman, Chairman of the Board – Northern Kentucky Port Authority



**Doug Green**  
State Representative

Colonel Luke T. Leonard  
District Commander  
U.S. Army Corps of Engineers  
Louisville District  
P.O. Box 59  
Attn: CELRL-PM-P  
Louisville, KY 40201

October 1, 2013

Re: Letter of Support for the Re-Designation of the Port of Cincinnati

Dear Colonel Leonard:

I write to offer my support for the proposed re-designation of the Port of Cincinnati to include a larger geographic region of 205-miles of the Ohio River along the State of Ohio shoreline. Taking action to expand the current Port of Cincinnati boundary to capture freight commerce as counted by the U.S. Army Corps of Engineers (USACE) is of great value to positioning our regional freight transportation system as one that can capably compete in a global economy.

Our nation's inland waterways facilitate affordable, energy-efficient transportation that is also environmentally friendly – a barge can move one ton of cargo 576 miles per one-gallon of fuel, compared with 413 miles by rail, and 155 miles by truck. By 2020, traffic on inland waterways is expected to increase by 51 million tons from 2012, an overall 11% increase.

Regionally, we must present a strong voice advocating for our regional transportation system and its growth and stability. The Ohio-Kentucky-Indiana region is an important connection to global markets, via the Gulf of Mexico, and is ideally located within 43% of the nation's population and 44% of its manufacturing.

I strongly support the ongoing collaborative approach on both sides of the river to identify the best strategies for boosting economic activity via cargo commerce. As such, I encourage U.S. Army Corps of Engineers action to recognize this larger region as the Cincinnati Tri-State Port District, and look forward to regional commercial river activity and cargo tonnage being counted by the USACE as part of this greater district.

Best Regards,

A handwritten signature in black ink, appearing to read "Doug Green".

Representative Doug Green

xc: Laura N. Brunner, President / CEO – Port of Greater Cincinnati Development Authority  
Roger Peterman, Chairman of the Board – Northern Kentucky Port Authority

**Committees:**

Ways and Means  
Transportation, Public Safety, and  
Homeland Security  
Manufacturing and Workforce Development

[www.house.state.oh.us](http://www.house.state.oh.us)  
77 S. High Street, Columbus, Ohio 43215-6111

**Contact Information:**

Office: 614-644-6034  
Fax: 614-719-6988  
Email: Rep66@ohiohouse.gov



**Committees:**

Finance and Appropriations  
Transportation Subcommittee, Ranking  
Insurance

**Contact Information:**

Office: 614-466-1308  
Toll-Free: 1-800-282-0253  
FAX: 614-719-3587  
Email: Rep33@ohiohouse.gov

**Representative Alicia Reece**  
**33<sup>rd</sup> House District**

*Colonel Luke T. Leonard*  
*District Commander*  
*U.S. Army Corps of Engineers*  
*Louisville District*  
*P.O. Box 59*  
*Attn: CELRL-PM-P*  
*Louisville, KY 40201*

*Re: Letter of Support for the Re-Designation of the Port of Cincinnati*

*Dear Colonel Leonard:*

*I write to offer my support for the proposed re-designation of the Port of Cincinnati to include a larger geographic region of 205-miles of the Ohio River along the State of Ohio shoreline. Taking action to expand the current Port of Cincinnati boundary to capture freight commerce as counted by the U.S. Army Corps of Engineers (USACE) is of great value to positioning our regional freight transportation system as one that can capably compete in a global economy.*

*Our nation's inland waterways facilitate affordable, energy-efficient transportation that is also environmentally friendly – a barge can move one ton of cargo 576 miles per one-gallon of fuel, compared with 413 miles by rail, and 155 miles by truck. By 2020, traffic on inland waterways is expected to increase by 51 million tons from 2012, an overall 11% increase.*

*Regionally, we must present a strong voice advocating for our regional transportation system and its growth and stability. The Ohio-Kentucky-Indiana region is an important connection to global markets, via the Gulf of Mexico, and is ideally located within 43% of the nation's population and 44% of its manufacturing.*

*I strongly support the ongoing collaborative approach on both sides of the river to identify the best strategies for boosting economic activity via cargo commerce. As such, I encourage U.S. Army Corps of Engineers action to recognize this larger region as the Cincinnati Tri-State Port District, and look forward to regional commercial river activity and cargo tonnage being counted by the USACE as part of this greater district*

*Best Regards,*

A handwritten signature in black ink that reads "Alicia Reece".

*Representative Alicia Reece*

*xc: Laura N. Brunner, President / CEO – Port of Greater Cincinnati Development Authority  
and Roger Peterman, Chairman of the Board – Northern Kentucky Port Authority*

Contact Information

77 S. High Street  
Columbus, Ohio 43215-6111  
(614) 644-6886  
Email: Rep27@ohiohouse.gov



Committees  
Public Utilities (Chair)  
Judiciary  
Finance and Appropriations

**PETER J. STAUTBERG**  
State Representative, 27<sup>th</sup> House District

October 8, 2013

Colonel Luke T. Leonard  
District Commander  
U.S. Army Corps of Engineers  
Louisville District  
P.O. Box 59  
Attn: CELRL-PM-P  
Louisville, KY 40201

Re: Letter of Support for the Re-Designation of the Port of Cincinnati

Dear Colonel Leonard:

I write to offer my support for the proposed re-designation of the Port of Cincinnati extending its current reach of 26 miles of the Ohio River to approximately 205 miles. This action to expand the current Port of Cincinnati boundary to capture freight commerce is of great value to positioning our regional freight transportation system as one that can capably compete in a global economy.

The Ohio-Kentucky-Indiana region is an important connection to global markets, via the Gulf of Mexico, and is ideally located within 43% of the nation's population and 44% of its manufacturing. Regionally, we must present a strong voice advocating for our regional transportation system and its growth and stability. As a significant marketing advantage for the entire region, it is important to note that there are no costs associated with this re-designation for any of the involved entities.

I strongly support the ongoing collaborative approach on both sides of the river, and encourage U.S. Army Corps of Engineers action to recognize this larger region as the Cincinnati Tri-State Port District.

Sincerely,

Peter Stautberg  
State Representative  
27<sup>th</sup> House District

cc: Laura N. Brunner, President / CEO – Port of Greater Cincinnati Development Authority  
Roger Peterman, Chairman of the Board – Northern Kentucky Port Authority

[www.ohiohouse.gov](http://www.ohiohouse.gov)  
77 South High Street, Columbus, Ohio 43215-6111



Senator  
**Eric H. Kearney**  
Senate Minority Leader  
9th District

September 12, 2013

Colonel Luke T. Leonard  
District Commander  
U.S. Army Corps of Engineers  
Louisville District  
P.O. Box 59  
Louisville, KY 40201

Re: Letter of Support for the Re-Designation of the Port of Cincinnati

Dear Colonel Leonard:

I write to offer my support for the proposed re-designation of the Port of Cincinnati to include a larger geographic region of 205-miles of the Ohio River along the State of Ohio shoreline. Taking action to expand the current Port of Cincinnati boundary to capture freight commerce as counted by the U.S. Army Corps of Engineers (USACE) is of great value to positioning our regional freight transportation system as one that can capably compete in a global economy.

Our nation's inland waterways facilitate affordable, energy-efficient transportation that is also environmentally friendly – a barge can move one ton of cargo 576 miles per one-gallon of fuel, compared with 413 miles by rail, and 155 miles by truck. By 2020, traffic on inland waterways is expected to increase by 51 million tons from 2012, an overall 11% increase.

We must present a strong voice advocating for our regional transportation system and its growth and stability. The Ohio-Kentucky-Indiana region is an important connection to global markets, via the Gulf of Mexico, and is ideally located within 43% of the nation's population and 44% of its manufacturing. It is vital that we continue to have a role in this region and industry.

I strongly support the ongoing collaborative approach on both sides of the river to identify the best strategies for boosting economic activity via cargo commerce. As such, I encourage U.S. Army Corps of Engineers to take action to recognize this larger region as the Cincinnati Tri-State Port District, and look forward to regional commercial river activity and cargo tonnage being counted by the USACE as part of this greater district.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Kearney", written over a circular stamp or mark.

Eric H. Kearney  
Senate Minority Leader  
9th Senate District

Senate Building Room 303 • 1 Capitol Square • Columbus, Ohio 43215  
P: (614) 466-5980 • F: (614) 644-1981 • E: SD09@ohiosenate.gov



**Ohio Senate**  
Senate Building  
1 Capitol Square  
Columbus, Ohio 43215  
(614) 466-8068

**Committees:**

Public Utilities, *Chair*  
Criminal Justice, *Vice-Chair*  
Commerce and Labor  
State Government Oversight and Reform  
Transportation  
Finance - General Government Subcommittee

**Bill Seitz**  
State Senator  
8th District

October 10, 2013

Colonel Luke T. Leonard  
District Commander  
U.S. Army Corps of Engineers  
Louisville District  
P.O. Box 59  
Attn: CELRL-PM-P  
Louisville, KY 40201

Re: Letter of Support for the Re-Designation of the Port of Cincinnati

Dear Colonel Leonard,

I write to offer my support for the proposed re-designation of the Port of Cincinnati to include a larger geographic region of 205-miles of the Ohio River along the State of Ohio shoreline. Taking action to expand the current Port of Cincinnati boundary to capture freight commerce as counted by the U.S. Army Corps of Engineers (USACE) is of great value to positioning our regional freight transportation system as one that can capably compete in a global economy.

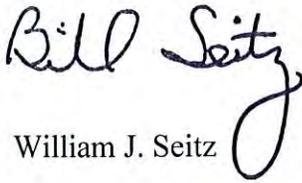
Our nation's inland waterways facilitate affordable, energy-efficient transportation that is also environmentally friendly – a barge can move one ton of cargo 576 miles per one-gallon of fuel, compared with 413 miles by rail, and 155 miles by truck. By 2020, traffic on inland waterways is expected to increase by 51 million tons from 2012, an overall 11% increase.

Regionally, we must present a strong voice advocating for our regional transportation system and its growth and stability. The Ohio-Kentucky-Indiana region is an important connection to global markets, via the Gulf of Mexico, and is ideally located within 43% of the nation's population and 44% of its manufacturing.

I strongly support the ongoing collaborative approach on both sides of the river to identify the best strategies for boosting economic activity via cargo commerce. As such, I encourage U.S. Army Corps of Engineers action to recognize this larger region as the Cincinnati Tri-State Port

District, and look forward to regional commercial river activity and cargo tonnage being counted by the USACE as part of this greater district.

Best Regards,

Handwritten signature of Bill Seitz in black ink.

William J. Seitz

xc: Laura N. Brunner, President / CEO – Port of Greater Cincinnati Development Authority  
and Roger Peterman, Chairman of the Board – Northern Kentucky Port Authority



**Ohio Senate**  
Senate Building  
1 Capitol Square  
Columbus, Ohio 43215  
(614) 466-8082

**Joseph W. Uecker**  
State Senator  
14th District

Colonel Luke T. Leonard  
District Commander  
U.S. Army Corps of Engineers  
Louisville District  
P.O. Box 59  
Attn: CELRL-PM-P  
Louisville, KY 40201

November 12, 2013

Dear Colonel Leonard:

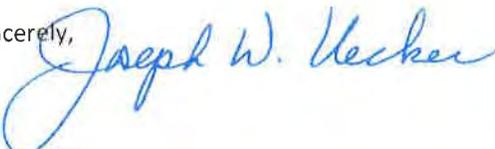
I would like to take this opportunity to offer my support for the proposed re-designation of the Port of Cincinnati to include a larger geographic region of 205-miles of the Ohio River along the State of Ohio shoreline. Taking action to expand the current Port of Cincinnati boundary to capture freight commerce as counted by the U.S. Army Corps of Engineers (USACE) is of great value to positioning our regional freight transportation system as one that can capably compete in a global economy.

Our nation's inland waterways facilitate affordable, energy-efficient transportation that is also environmentally friendly – a barge can move one ton of cargo 576 miles per one-gallon of fuel, compared with 413 miles by rail, and 155 miles by truck. By 2020, traffic on inland waterways is expected to increase by 51 million tons from 2012, an overall 11% increase.

Regionally, we must present a strong voice advocating for our regional transportation system and its growth and stability. The Ohio-Kentucky region is an important connection to global markets, via the Gulf of Mexico, and is ideally located within 43% of the nation's population and 44% of its manufacturing.

I strongly support the ongoing collaborative approach on both sides of the river to identify the best strategies for boosting economic activity via cargo commerce. As such, I encourage U.S. Army Corps of Engineers action to recognize this larger regional Port District, and look forward to regional commercial river activity and cargo tonnage being counted by the USACE as part of this greater district.

Thank you for your time and consideration. Please feel free to contact my office at 614-466-8082 if you have any questions.

Sincerely,  


Joe Uecker  
District 14

xc: Laura N. Brunner, President / CEO – Port of Greater Cincinnati Development Authority

**Contact Info**  
Phone: 614.466.8082  
Email: uecker@ohiosenate.gov

**Committees**  
State Government and Oversight Reform – Vice Chair • JCARR  
Finance: Subcommittee on Education • Energy and Natural Resources  
Civil Justice • Commerce and Labor • Public Safety • Public Utilities

Supporting Endorsements:

Commonwealth of Kentucky General Assembly

# Commonwealth of Kentucky

## HOUSE OF REPRESENTATIVES

MITCHEL B. "MIKE" DENHAM, JR.  
STATE REPRESENTATIVE  
70TH LEGISLATIVE DISTRICT  
BRACKEN, FLEMING, MASON COUNTIES



306 OLD HILL CITY ROAD  
MAYSVILLE, KENTUCKY 41056  
HOME: (606) 759-5167  
FRANKFORT: (502) 564-8100 EXT. 696

November 7, 2013

Colonel Luke T. Leonard  
District Commander  
U.S. Army Corps of Engineers  
Louisville District  
P. O. Box 59  
Attn: CELRL-PM-P  
Louisville KY 40201

Re: Letter of Support for the Re-Designation of the Port of Cincinnati

Dear Colonel Leonard:

This letter is in support of the proposed re-designation of the Port of Cincinnati to include a larger geographic region of 205 miles of the Ohio River along the state of Ohio's shoreline. Taking action to expand the current port boundary to capture freight commerce, as counted by the United States Army Corps of Engineers (USACE), is a great value in positioning our regional freight transportation system as one that can capably compete in a global economy.

Regionally, we must present a strong voice advocating for our regional transportation system and its growth and stability. The Ohio-Kentucky-Indiana region is an important connection to global markets, via the Gulf of Mexico, and is ideally located within 43 percent of the nation's population and 44 percent of its manufacturing.

Bracken and Mason Counties in Kentucky, along with the Maysville-Mason County Port Authority would be a part of this regional approach. I believe this would give them greater economic opportunities in regard to federal and state funds which could serve to create jobs locally.

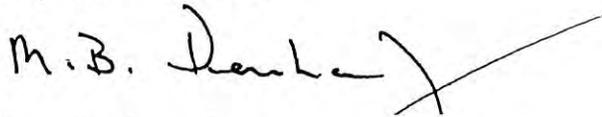
Colonel Luke T. Leonard  
Page Two  
November 7, 2013

Our nation's inland waterways facilitate affordable, energy-efficient transportation that is also environmentally friendly. A barge can move one ton of cargo 576 miles per one-gallon of fuel, compared with 413 miles by rail, and 155 miles by truck. By 2020, traffic on inland waterways is expected to increase by 51 million tons from 2012, an overall 11 percent increase.

I strongly support the ongoing collaborative approach on both sides of the river to identify the best strategies for boosting economic activity via cargo commerce. As such, I encourage the United States Army Corps of Engineers action to recognize this larger region as the Cincinnati Tri-State Port District, and look forward to regional commercial river activity and cargo tonnage being counted by the USACE as part of this greater district.

Your consideration of this re-designation is very much appreciated. If you have any questions, please feel free to call or write.

Very sincerely yours,

A handwritten signature in black ink that reads "M. B. Denham, Jr." followed by a long, sweeping horizontal stroke.

M. B. Denham, Jr.  
State Representative  
70th District

MBD/sgj

# Commonwealth of Kentucky

## HOUSE OF REPRESENTATIVES

68th LEGISLATIVE DISTRICT  
126 Dixie Place  
Ft. Thomas, Kentucky 41075  
Home: (859) 781-6965



STATE CAPITOL ANNEX  
FRANKFORT, KY 40601  
(502) 564-8100 EXT. 742  
Fax: (502) 564-1820  
Email: joe.fischer@lrc.ky.gov

JOSEPH M. FISCHER

October 4, 2013

Colonel Luke T. Leonard  
U.S. Army Corps of Engineers  
P.O. Box 59  
Louisville, Kentucky 40201

Dear Colonel Leonard:

Re: Letter of Support for the Re-Designation of the Port of Cincinnati

I am writing to offer my support for the proposed re-designation of the Port of Cincinnati to include a larger geographic region of 205 miles of the Ohio River along the State of Ohio shoreline. Taking action to expand the current Port boundary to capture freight commerce as counted by the U.S. Army Corps of Engineers (USACE) is of great value to position our regional freight transportation system as one that can capably compete in a global economy.

Our nation's inland waterways facilitate affordable, energy-efficient transportation that is also environmentally friendly. A barge can move one ton of cargo 576 miles per one gallon of fuel, compared with 413 miles by rail and 155 miles by truck. By 2020 traffic on inland waterways is expected to increase by 51 million tons from 2012—an overall 11 percent increase.

Regionally, we must present a strong voice advocating for our regional transportation system, its growth, and stability. The Ohio-Kentucky-Indiana region is an important connection to global markets, via the Gulf of Mexico, and is ideally located within 43 percent of the nation's population and 44 percent of its manufacturing.

I strongly support the ongoing collaborative approach on both sides of the river to identify the best strategies for boosting economic activity via cargo commerce. As such, I encourage the U.S. Army Corps of Engineers' action to recognize this larger region as the Cincinnati Tri-State Port District, and look forward to regional commercial river activity and cargo tonnage being counted by the USACE as part of this greater district.

Thank you for your consideration of this issue. If you have any questions, do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Joseph M. Fischer".

Joseph M. Fischer  
State Representative

JMF:be

cc: Roger Peterman, Chairman of the Board – Northern Kentucky Port Authority  
Ms. Laura N. Brunner, President/CEO – Port of Greater Cincinnati Development Authority

October 11, 2013

Colonel Luke T. Leonard  
District Commander  
U.S. Army Corps of Engineers  
Louisville District  
P.O. Box 59  
Louisville, Kentucky 40201

Dear Colonel Leonard:

I write to offer my support for the proposed re-designation of the Port of Cincinnati to include a larger geographic region of 205 miles of the Ohio River along the State of Ohio's shoreline. Taking action to expand the current Port boundary to capture freight commerce as counted by the U.S. Army Corps of Engineers (USACE) is of great value to positioning our regional freight transportation system as one that can capably compete in a global economy.

I strongly support the ongoing collaborative approach on both sides of the river to identify the best strategies for boosting economic activity via cargo commerce. As such, I encourage U.S. Army Corps of Engineers action to recognize this larger region as the Cincinnati Tri-State Port District, and look forward to regional commercial river activity and cargo tonnage being counted by the USACE as part of this greater district.

Sincerely,

A handwritten signature in black ink that reads "Dennis Keene". The signature is written in a cursive style with a large, sweeping initial "D" and a long, horizontal stroke extending to the right.

Dennis Keene  
State Representative

DK:mg

cc: Mr. Roger Peterman, Chairman of the Board, Northern Kentucky Port Authority  
Ms. Laura N. Brunner, President / CEO, Port of Greater Cincinnati Development Authority

# Commonwealth of Kentucky

## HOUSE OF REPRESENTATIVES

P.O. Box 273  
Bedford, Kentucky 40006  
Home: 502-255-3392  
Office: 502-255-3286  
Fax: 502-255-9911



Room 366B  
702 Capitol Avenue  
Frankfort, Kentucky 40601  
Office: 502-564-8100, Ext. 619  
Fax: 502-564-5640  
E-mail: rick.rand@lrc.ky.gov

**RICK W. RAND**

Appropriations and Revenue Committee, Chairman

October 10, 2013

Colonel Luke T. Leonard, District Commander  
U.S. Army Corps of Engineers  
CELRL-PM-P  
Louisville District  
P.O. Box 59  
Louisville, Kentucky 40201

Dear Colonel Leonard:

RE: Re-designation of the Port of Cincinnati

I am writing to offer my support for the proposed re-designation of the Port of Cincinnati to include a larger geographic region of 205 miles of the Ohio River along the State of Ohio's shoreline. Taking action to expand the current Port boundary to capture freight commerce as counted by the U.S. Army Corps of Engineers (USACE) is of great value to position our regional freight transportation system as one that can capably compete in a global economy.

Our nation's inland waterways facilitate affordable, energy-efficient transportation that is also environmentally friendly. A barge can move one ton of cargo 576 miles per one gallon of fuel compared to 413 miles by rail and 155 miles by truck. By 2020 traffic on inland waterways is expected to increase by 51 million tons from 2012, an overall 11 percent increase.

Regionally, we must present a strong voice advocating for our regional transportation system and its growth and stability. The Ohio-Kentucky-Indiana region is an important connection to global markets via the Gulf of Mexico and is ideally located within 43 percent of the nation's population and 44 percent of its manufacturing.



Colonel Luke T. Leonard, District Commander  
Page Two  
October 10, 2013

I strongly support the ongoing collaborative approach on both sides of the river to identify the best strategies for boosting economic activity via cargo commerce. As such, I encourage the U.S. Army Corps of Engineers' action to recognize this larger region as the Cincinnati Tri-State Port District, and look forward to regional commercial river activity and cargo tonnage being counted by the USACE as part of this greater district.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Rick Rand". The signature is fluid and cursive, with the first name "Rick" and last name "Rand" clearly distinguishable.

Rick Rand  
State Representative  
47<sup>th</sup> District

RR/pjd

cc: Roger Peterman, Chairman of the Board-Northern Kentucky Port Authority  
Laura N. Brunner, President/CEO-Port of Greater Cincinnati Development Authority

# Commonwealth of Kentucky

## HOUSE OF REPRESENTATIVES

66th LEGISLATIVE DISTRICT  
P.O. BOX 911  
BURLINGTON, KY 41005  
OFFICE: 859.525.6698  
FAX: 859.525.6698



STATE CAPITOL ANNEX  
ROOM 424E  
FRANKFORT, KY 40601  
502.564.8100 EXT. 707  
email: [addia.wuchner@lrc.ky.gov](mailto:addia.wuchner@lrc.ky.gov)

**Addia Kathryn Wuchner**  
State Representative

October 17, 2013

Colonel Luke T. Leonard  
District Commander  
U.S. Army Corps of Engineers  
Louisville District  
P.O. Box 59  
Attn: CELRL-PM-P  
Louisville, KY 40201

Re: Letter of Support for the Re-Designation of the Port of Cincinnati

Dear Colonel Leonard:

I write to offer my support for the proposed re-designation of the Port of Cincinnati to include a larger geographic region of 205-miles of the Ohio River along the State of Ohio shoreline. Taking action to expand the current Port boundary to capture freight commerce as counted by the U.S. Army Corps of Engineers (USACE) is of great value to positioning our regional freight transportation system as one that can capably compete in a global economy.

Our nation's inland waterways facilitate affordable, energy-efficient transportation that is also environmentally friendly – a barge can move one ton of cargo 576 miles per one-gallon of fuel, compared with 413 miles by rail, and 155 miles by truck. By 2020, traffic on inland waterways is expected to increase by 51 million tons from 2012, an overall 11% increase.

Regionally, we must present a strong voice advocating for our regional transportation system and its growth and stability. The Ohio-Kentucky-Indiana region is an important connection to global markets, via the Gulf of Mexico, and is ideally located within 43% of the nation's population and 44% of its manufacturing.

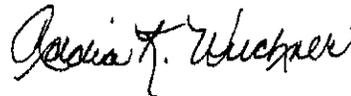
I strongly support the ongoing collaborative approach on both sides of the river to identify the best strategies for boosting economic activity via cargo commerce.

Page Two  
Colonel Luke T. Leonard  
October 17, 2013

As such, I encourage U.S. Army Corps of Engineers action to recognize this larger region as the Cincinnati Tri-State Port District, and look forward to regional commercial river activity and cargo tonnage being counted by the USACE as part of this greater district.

If I can provide any additional information, please do not hesitate to contact me. Thank you for your consideration.

Sincerely,



Addia Kathryn Wuchner  
State Representative  
District 66

AKW:ash

cc: Roger Peterman, Chairman of the Board – Northern Kentucky Port Authority  
Laura N. Brunner, President / CEO – Port of Greater Cincinnati Development Authority



COMMONWEALTH OF KENTUCKY

STATE SENATE

CHRISTIAN E. MCDANIEL

SENATOR, 23RD DISTRICT  
P. O. Box 15231  
LATONIA, KY 41015  
859-966-3125

STATE CAPITOL ANNEX

FRANKFORT, KY 40601  
502-564-8100 EXT. 644  
502-564-5508 FAX  
CHRIS.MCDANIEL@LRC.KY.GOV

Colonel Luke T. Leonard, District Commander  
U.S. Army Corps of Engineers  
P.O. Box 59  
Attn: CELRL-PM-P  
Louisville, KY 40201

Re: Letter of Support for the Re-Designation of the Port of Cincinnati

Dear Colonel Leonard:

I write to offer my support for the proposed re-designation of the Port of Cincinnati to include a larger geographic region of 205-miles of the Ohio River along the State of Ohio shoreline. Taking action to expand the current Port boundary to capture freight commerce as counted by the U.S. Army Corps of Engineers (USACE) is of great value to positioning our regional freight transportation system as one that can capably compete in a global economy.

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Regionally, we must present a strong voice advocating for our regional transportation system and its growth and stability. The Ohio-Kentucky-Indiana region is an important connection to global markets, via the Gulf of Mexico, and is ideally located within 43% of the nation's population and 44% of its manufacturing.

I strongly support the ongoing collaborative approach on both sides of the river to identify the best strategies for boosting economic activity via cargo commerce. As such, I encourage U.S. Army Corps of Engineers action to recognize this larger region as the Cincinnati Tri-State Port District, and look forward to regional commercial river activity and cargo tonnage being counted by the USACE as part of this greater district.

Sincerely,

A handwritten signature in cursive script that reads "Chris McDaniel".

Senator Chris McDaniel

xc: Roger Peterman, Chairman of the Board – Northern Kentucky Port Authority  
Laura N. Brunner, President / CEO – Port of Greater Cincinnati Development Authority

# State Senate

P.O. Box 991  
Union, Kentucky 41091  
(859) 384-7506  
(859) 609-3965  
[www.lrc.ky.gov/mailform/5011.htm](http://www.lrc.ky.gov/mailform/5011.htm)



**JOHN SCHICKEL**  
11th Legislative District

State Capitol Annex Rm #209  
Frankfort, Kentucky 40601  
(800) 372-7181  
(502) 564-8100  
Fax: (502) 564-6543

October 4, 2013

Colonel Luke T. Leonard  
District Commander  
U.S. Army Corps of Engineers  
Attn: CELRL-PM-P  
P.O. Box 59  
Louisville, KY 40201

Re: Letter of Support for the Re-Designation of the Port of Cincinnati

Dear Colonel Leonard:

I write to offer my support for the proposed re-designation of the Port of Cincinnati to include a larger geographic region of 205 miles of the Ohio River along the State of Ohio shoreline. Taking action to expand the current Port boundary to capture freight commerce as counted by the U.S. Army Corps of Engineers (USACE) is of great value to positioning our regional freight transportation system as one that can capably compete in a global economy.

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Regionally, we must present a strong voice advocating for our regional transportation system and its growth and stability. The Ohio-Kentucky-Indiana region is an important connection to global markets, via the Gulf of Mexico, and is ideally located within 43 percent of the nation's population and 44 percent of its manufacturing.

Colonel Luke T. Leonard  
October 3, 2013  
Page 2

I strongly support the ongoing collaborative approach on both sides of the river to identify the best strategies for boosting economic activity via cargo commerce. As such, I encourage U.S. Army Corps of Engineers action to recognize this larger region as the Cincinnati Tri-State Port District and look forward to regional commercial river activity and cargo tonnage being counted by the USACE as part of this greater district.

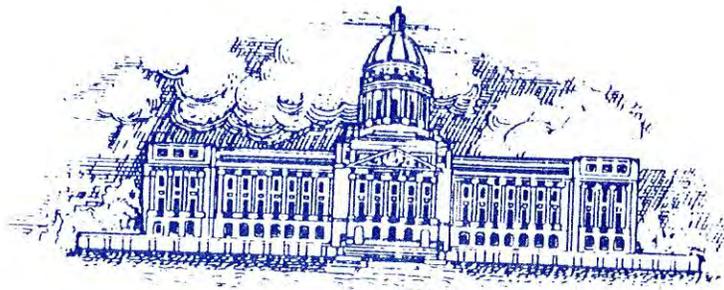
Sincerely,

A handwritten signature in black ink that reads "John Schickel". The signature is written in a cursive, flowing style.

John Schickel  
State Senator  
District 11

JS:LS

c: Roger Peterman, Chairman of the Board, Northern Kentucky Port Authority  
Laura N. Brunner, President/CEO, Port of Greater Cincinnati Development Authority



**ROBIN L. WEBB**  
STATE SENATOR  
102 SOUTH HORD ST.  
GRAYSON, KENTUCKY 41143  
(606) 474-5380

**KENTUCKY SENATE**

18th SENATE DISTRICT

October 31, 2013

**STATE CAPITOL ANNEX**  
ROOM 229  
CAPITOL ANNEX  
FRANKFORT, KENTUCKY 40601  
(502) 564-8100  
robin.webb@lrc.ky.gov

Ms. Melissa Johnson  
Director of Transportation & Logistics  
Port of Greater Cincinnati Development Authority  
299 East Sixth Street, Suite 2A  
Cincinnati, Ohio 45202

Dear Ms. Johnson:

I am writing this letter in support of the proposed modification of the current boundary definition of the "Port of Cincinnati" to include a larger geographic region that includes up to 205 miles of the Ohio River and Licking River in 19 counties in Ohio, Kentucky, and Indiana.

Taking this action is a strong play for our region's economic development efforts. It will improve our ability to compete for additional business for freight cargo and related industry. The Ohio-Kentucky-Indiana region is an important connection to global markets, via the Gulf of Mexico, and is ideally located within 43% of the nation's population and 44% of its manufacturing. I support this action to establish this larger tri-state Port region and look forward to regional commercial river activity and cargo tonnage being counted by the USACE as part of this greater district.

If I can be of further assistance, please do not hesitate to contact me.

Sincerely,

Robin L. Webb  
State Senator

RLW:JKP

Supporting Endorsements:  
State of Ohio Local Jurisdictions

# City of Cincinnati



Mark Mallory  
Mayor

Office of the Mayor

Room 150, City Hall  
801 Plum Street  
Cincinnati, Ohio 45202  
Phone (513) 352-3250  
Fax (513) 352-5201

October 23, 2013

Colonel Luke T. Leonard  
District Commander  
U.S. Army Corps of Engineers  
Louisville District  
P.O. Box 59  
Attn: CELRL-PM-P  
Louisville, KY 40201

Dear Colonel Leonard:

I write to offer my support for the proposed modification of the current boundary definition of the "Port of Cincinnati" to include a larger geographic region that includes up to 205 miles of Ohio River and Licking River in 19 counties in Ohio, Kentucky and Indiana. Taking this action is a strong play for our region's economic development efforts and will improve our ability to compete for additional business for freight cargo and related industry.

Freight transportation via inland waterways is part of a progressive multimodal logistics system. It is an idea whose time has come because it is environmentally responsible, efficient and low-cost. A barge can move one ton of cargo 576 miles per one-gallon of fuel, compared with 413 miles by rail, and 155 miles by truck. By 2020, traffic on inland waterways is expected to increase by 51 million tons from 2012, an overall 11% increase.

Our community and economic base is intrinsically linked to the health of the Ohio River and its vitality as an economic link to national and global market opportunities. Taking this action to increase the Port boundary to reflect regional freight commerce as counted by the U.S. Army Corps of Engineers is of great value to positioning our regional freight transportation system as one that can capably compete in a global economy. Regionally, we must present a strong voice advocating for our regional transportation system and its growth and stability. The Ohio-Kentucky-Indiana region is an important connection to global markets, via the Gulf of Mexico, and is ideally located within 43% of the nation's population and 44% of its manufacturing. I am especially glad that this effort is collaborative and includes the voices of private industry as well as community constituents.

I endorse the ongoing collaborative approach on both sides of the river to identify the best options for boosting economic activity via cargo commerce. As such, I encourage you to support this action to establish this larger Port region, and look forward to regional commercial river activity and cargo tonnage being counted by the USACE as part of this greater district.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mark Mallory', is written over the word 'Sincerely,'.

Mark Mallory  
Mayor

RESOLUTION

Year - 2013 Number 19

A Resolution in support of the port boundary expansion beyond the current recognized limits of the Ohio River mile 465 and river mile 491 to include a portion of the riverfront of Scioto County from river mile 356.8 to river mile 374.6 on the Ohio River. Said support extends for statistical purposes only and not to any waterways organization or further control of the Ohio River nor does the expanded boundary impact any existing or future public port or economic development authorities.

Whereas, the collection of waterborne commerce statistics pertaining to rivers, harbors, and waterways and the compilation and publication of such data by the U.S. Army Corps of Engineers are required by federal law; and

Whereas, expansion of the current statistical boundaries of the Port of Cincinnati would more accurately reflect the local waterborne commerce activity and increase tonnage recorded by the Waterborne Commerce Statistics Center of the U.S. Army Corps of Engineers Navigation and Civil Works Decision Support Center, elevating the rank of the Port among the inland ports in the United States further supporting local economic development; and

Whereas, the proposed expansion of the current statistical boundaries will provide significant marketing and may result in investment opportunities leading to job creation and economic growth for Scioto County, Ohio. Now, therefore,

BE IT RESOLVED by City Council of the City of Portsmouth, Ohio:

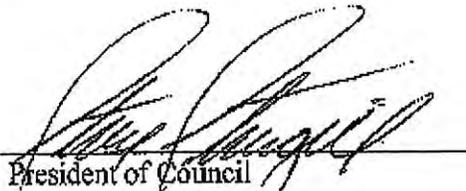
SECTION I. That City Council is hereby in support of the port boundary expansion beyond the current recognized limits of the Ohio River mile 465 and river mile 491 to include a portion of the riverfront of Scioto County from river mile 356.8 to river mile 374.6 on the Ohio River. Said support extends for statistical purposes only and not to any waterways organization or further control of the Ohio River nor does the expanded boundary impact any existing or future public port or economic development authorities.

SECTION II. This Resolution directing administrative action as provided for in Section 12 of the Charter of the City of Portsmouth, Ohio, shall be in force and effect from and after its adoption.

Adopted this 14<sup>th</sup> day of November, 2013.

Attest:

  
City Clerk

  
President of Council

Supporting Endorsements:  
Commonwealth of Kentucky Local Jurisdictions



# City of Newport

Office of the City Manager  
Thomas J. Fromme, City Manager

998 Monmouth Street  
Newport, Kentucky 41071-2115  
Phone: (859) 292-3666  
Fax: (859) 292-3669  
TDD: (859) 292-3622

November 25, 2013

Colonel Luke T. Leonard  
District Commander  
U.S. Army Corps of Engineers  
Louisville District  
P.O. Box 59  
Attn: CELRL-PM-P  
Louisville, KY 40201

RE: Support for the Ohio River Port Re-Designation Project

Dear Colonel Leonard:

We write to offer our support for the proposed modification of the current boundary definition of the "Port of Cincinnati" to include a larger geographic region that includes up to 205-miles of Ohio River and Licking River in 15 counties in Kentucky and Ohio.

Taking this action is a strong play for our region's economic development efforts. It will improve our ability to compete for additional business for freight cargo and related industry.

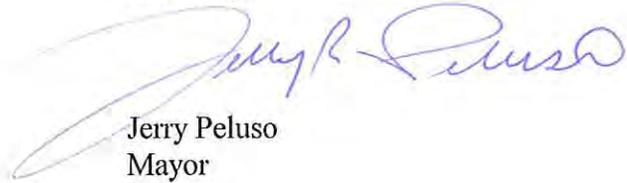
Our community and economic base is intrinsically linked to the health of the Ohio River and its vitality as an economic link to national and global market opportunities.

Taking this action to increase the Port boundary to reflect regional freight commerce as counted by the U.S. Army Corps of Engineers is of great value to positioning our regional freight transportation system as one that can capably compete in a global economy.

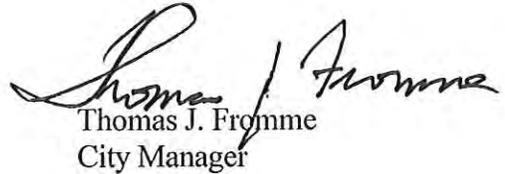
Regionally, we must present a strong voice advocating for our regional transportation system and its growth and stability. The Kentucky-Ohio region is an important connection to global markets, via the Gulf of Mexico, and is ideally located within 43% of the nation's population and 44% of its manufacturing. We are especially glad that this effort is collaborative and includes the voices of private industry as well as community constituents.

We endorse the ongoing collaborative approach on both sides of the river to identify the best options for boosting economic activity via cargo commerce. As such, we encourage you to support this action to establish this larger port district, and look forward to commercial river activity and cargo tonnage being counted by the U.S. Army Corps of Engineers for this larger region.

Sincerely,



Jerry Peluso  
Mayor  
TJF/rga



Thomas J. Fromme  
City Manager

Copy: Roger Peterman, Chairman of the Board - Northern Kentucky Port Authority  
Melissa Johnson, Director of Transportation & Logistics - Port of Greater Cincinnati

# City of Wilder

520 LICKING PIKE • WILDER, KENTUCKY 41071 • PHONE (859) 581 8884 • FAX (859) 581 0823

December 13, 2013

Colonel Luke T. Leonard  
District Commander  
U.S. Army Corps of Engineers  
Louisville District  
P.O. Box 59  
Attn: CELRL-PM-P  
Louisville, KY 40201

Re: Support for the Ohio River Port Re-Designation Project

Dear Colonel Leonard:

I write to offer my support for the proposed modification of the current boundary definition of the "Port of Cincinnati" to include a larger geographic region that includes up to 205-miles of Ohio River and Licking River in 15 counties in Kentucky and Ohio.

Taking this action is a strong play for our region's economic development efforts. It will improve our ability to compete for additional business for freight cargo and related industry.

Our community and economic base is intrinsically linked to the health of the Ohio River and its vitality as an economic link to national and global market opportunities.

Taking this action to increase the Port boundary to reflect regional freight commerce as counted by the U.S. Army Corps of Engineers is of great value to positioning our regional freight transportation system as one that can capably compete in a global economy.

Regionally, we must present a strong voice advocating for our regional transportation system and its growth and stability. The Kentucky-Ohio region is an important connection to global markets, via the Gulf of Mexico, and is ideally located within 43% of the nation's population and 44% of its manufacturing. I am especially glad that this effort is collaborative and includes the voices of private industry as well as community constituents.

I endorse the ongoing collaborative approach on both sides of the river to identify the best options for boosting economic activity via cargo commerce. As such, I encourage you to support this action to establish this larger port district, and look forward to commercial river activity and cargo tonnage being counted by the U.S. Army Corps of Engineers for this larger region.

Best Regards,



Mayor  
Stanley Turner

xc: Roger Peterman, Chairman of the Board – Northern Kentucky Port Authority  
Melissa Johnson, Director of Transportation & Logistics – Port of Greater Cincinnati  
Development Authority

#### MEMBERS OF COUNCIL

Stanley Turner, MAYOR  
Terry R. Vance, CITY ADMINISTRATOR  
Tracy Herald, CITY CLERK

Robert A. Arnold  
Robert A. Blankenship  
Monica L. Gearding  
Brack Herald, Jr.  
Rob Honaker  
Bradley Jones

Supporting Endorsements:  
Private Industry

# Benchmark

## River and Rail Terminals

October 16, 2013

Port of Greater Cincinnati Development Authority  
Ms. Melissa Johnson  
299 East Sixth Street, 2nd Floor  
Cincinnati, OH 45202

Re: *Re-designation of the USACE Port of Cincinnati Statistical Boundaries*

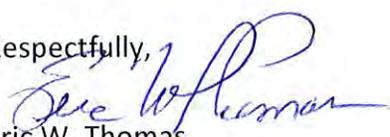
Dear Ms. Johnson:

We applaud your efforts to seek re-designation of the statistical boundaries of the *Port of Cincinnati* as currently defined by the US Army Corp of Engineers (USACE). We agree that the 205 mile reach of the Ohio River including the three States of Indiana, Kentucky, and Ohio is more inclusive of, and better represents the economic linkages of the region that exists as a product of the shared maritime resource that is the Ohio River.

Taking this action will correct a long standing deficiency in the statistical collection of data by USACE in that the currently designated *Port of Cincinnati* does not in any way reflect a sensible or rational port boundary. It is a strong play for our region's economic development efforts in that it will improve our region's ability to compete, in what is increasingly a global market, by creating higher visibility for the resulting, collective port community. And, it will further encourage collaboration throughout the tri-state region to the benefit of the entire region by creating a common platform on which all regional stakeholders can stand.

We appreciate the vision of this initiative, and we fully endorse the efforts of the Greater Cincinnati Port Development Authority and the Northern Kentucky Port Authority to re-designate the statistical boundary of the Port of Cincinnati.

Respectfully,

  
Eric W. Thomas

General Manager

# C & B Marine

50 E. RiverCenter Blvd.  
Suite II80  
Covington, KY 41011



859-746-2666  
FAX: 859-746-7427

October 29, 2013

Port of Greater Cincinnati Development Authority  
Ms. Melissa Johnson  
299 East Sixth Street, 2nd Floor  
Cincinnati, OH 45202

Re: *Re-designation of the USACE Port of Cincinnati Statistical Boundaries*

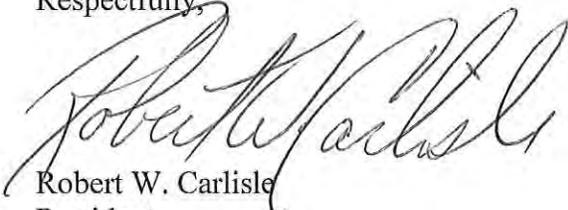
Dear Ms. Johnson:

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Taking this action will correct a long standing deficiency in the statistical collection of data by USACE in that the currently designated *Port of Cincinnati* does not in any way reflect a sensible or rational port boundary. It is a strong play for our region's economic development efforts in that it will improve our region's ability to compete, in what is increasingly a global market, by creating higher visibility for the resulting, collective port community. And, it will further encourage collaboration throughout the tri-state region to the benefit of the entire region by creating a common platform on which all regional stakeholders can stand.

We appreciate the vision of this initiative, and we fully endorse the efforts of the Greater Cincinnati Port Development Authority and the Northern Kentucky Port Authority to re-designate the statistical boundary of the Port of Cincinnati.

Respectfully,

  
Robert W. Carlisle  
President

  
Chad W. Bray  
COO



October 16, 2013

Port of Greater Cincinnati Development Authority  
Ms. Melissa Johnson  
299 East Sixth Street, 2nd Floor  
Cincinnati, OH 45202

Re: *Re-designation of the USACE Port of Cincinnati Statistical Boundaries*

Dear Ms. Johnson:

We applaud your efforts to seek re-designation of the statistical boundaries of the *Port of Cincinnati* as currently defined by the US Army Corp of Engineers (USACE). We agree that the 205 mile reach of the Ohio River including the three States of Indiana, Kentucky, and Ohio is more inclusive of, and better represents the economic linkages of the region that exists as a product of the shared maritime resource that is the Ohio River.

Taking this action will correct a long standing deficiency in the statistical collection of data by USACE in that the currently designated *Port of Cincinnati* does not in any way reflect a sensible or rational port boundary. It is a strong play for our region's economic development efforts in that it will improve our region's ability to compete, in what is increasingly a global market, by creating higher visibility for the resulting, collective port community. And, it will further encourage collaboration throughout the tri-state region to the benefit of the entire region by creating a common platform on which all regional stakeholders can stand.

We appreciate the vision of this initiative, and we fully endorse the efforts of the Greater Cincinnati Port Development Authority and the Northern Kentucky Port Authority to re-designate the statistical boundary of the Port of Cincinnati.

Respectfully,

A handwritten signature in blue ink, appearing to read "Eric W. Thomas", is written over the typed name.

Eric W. Thomas

Chairman



895 West Mehring Way • Cincinnati, OH 45203  
(513) 621-4800 • Fax (513) 621-5182

November 4, 2013

Port of Greater Cincinnati Development Authority  
Ms. Melissa Johnson  
299 East Sixth Street, 2nd Floor  
Cincinnati, OH 45202

Re: *Re-designation of the USACE Port of Cincinnati Statistical Boundaries*

Dear Ms. Johnson:

We applaud your efforts to seek re-designation of the statistical boundaries of the *Port of Cincinnati* as currently defined by the US Army Corp of Engineers (USACE). We agree that the 205 mile reach of the Ohio River including the three States of Indiana, Kentucky, and Ohio is more inclusive of, and better represents the economic linkages of the region that exists as a product of the shared maritime resource that is the Ohio River.

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We appreciate the vision of this initiative, and we fully endorse the efforts of the Greater Cincinnati Port Development Authority and the Northern Kentucky Port Authority to re-designate the statistical boundary of the Port of Cincinnati.

Respectfully,

A handwritten signature in black ink, appearing to read "Scott A James", is written over the word "Respectfully,".

Scott A James  
Cincinnati Bulk Terminals LLC



# Huntington

District Waterways  
Association

P.O. Box 249  
Ashland, KY 41105

606 931 0995 *ph*  
606 739 4168 *fax*

[www.huntingtonwaterways.com](http://www.huntingtonwaterways.com)

December 23, 2013

Colonel Luke T. Leonard  
District Commander  
U.S. Army Corps of Engineers  
Louisville District  
P.O. Box 59  
Attn: CELRL-PM-P  
Louisville, KY 40201

Re: Letter of Support for the Re-Designation of the Port of Cincinnati

Dear Colonel Leonard:

I write to offer our support for the proposed re-designation of the Port of Cincinnati to include a larger geographic region of 205 miles of the Ohio River.

In 2000, the Huntington District Waterways Association successfully petitioned the U.S. Army Corps of Engineers Huntington District to expand the Port of Huntington's boundaries from 14 miles to 199 river miles. This culminated in a public celebration for the redesignation of the new "Port of Huntington Tri-State" on November 1, 2000.

Increasing the Port of Huntington Tri-State boundaries to capture freight commerce has proven significant to positioning our regional freight transportation system as one that can better able to compete in our global economy. Similarly, the Port of Cincinnati and the Ohio-Kentucky-Indiana region is an important connection to global markets. Regionally, we must present a strong voice advocating for our regional navigation / transportation system and its growth and stability.

I strongly support the expansion of the Port of Cincinnati and encourage the U.S. Army Corps of Engineers to recognize this larger region as the Port of Cincinnati Tri-State for statistical record-keeping purposes. Designating these adjoining portions of the Ohio River can only bolster economic activity via river commerce.

Respectfully,

A handwritten signature in black ink, appearing to read "Fred Nyhuis".

Fred Nyhuis  
President

cc: Melissa Johnson, Director of Transportation & Logistics – Port of Greater Cincinnati  
Development Authority



918 Proprietors Road, Suite A, Worthington, OH 43085  
614-476-3100 • 888-SOY-OHIO • FAX: 614-476-9576 • [www.soyohio.org](http://www.soyohio.org)

---

November 7, 2013

Melissa S. Johnson  
Director of Transportation & Logistics  
Port of Greater Cincinnati Development Authority  
299 East Sixth Street, Suite 2A  
Cincinnati, OH 45202

Re: Support for the Ohio River Port Re-Designation Project

Dear Ms. Johnson:

I write in support of the proposed modification of the current boundary definition of the "Port of Cincinnati" to include a larger geographic region that includes up to 205-miles of Ohio River and Licking River in 19 counties in Ohio, Kentucky and Indiana. Taking this action is a strong play for our region's economic development efforts. It will improve our ability to compete for additional business for freight cargo and related industry.

Freight transportation via inland waterways is part of a progressive multimodal logistics system. It is environmentally responsible, efficient and low-cost. A barge can move one ton of cargo 576 miles per one-gallon of fuel, compared with 413 miles by rail, and 155 miles by truck. By 2020, traffic on inland waterways is expected to increase by 51 million tons from 2012, an overall 11% increase.

The Ohio soybean farmers my organization represents are intrinsically linked to the health of the Ohio River and its vitality as an economic link to national and global market opportunities. There are currently more than 24,000 soybean farmers in Ohio.

Taking this action to increase the Port boundary to reflect regional freight commerce as counted by the U.S. Army Corps of Engineers would be of great value in positioning our regional freight transportation system as one that can capably compete in a global economy. The Ohio-Kentucky-Indiana region is an important connection to global markets, via the Gulf of Mexico, and is ideally located within 43% of the nation's population and 44% of its manufacturing. I endorse the ongoing collaborative approach on both sides of the river to identify the best options for boosting economic activity via cargo commerce.

Sincerely,

R. Adam Ward  
Executive Director