Lukas Wisniewski HK
EW

U.S. Department
of Transportation
**Federal Highway
Administration**

Kentucky Division Office
Jose Sepulveda, Division Administrator

**330 West Broadway
Frankfort, KY 40601
PH. (502) 223-6720
FAX (502) 223-6735**

September 13, 2004

L.F. Dennim, II
Regional Administrator
Federal Railroad Administration
16T20 Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, Georgia 30303-3104

Dear Mr. Dennim:

The Kentucky Transportation Cabinet and the Federal Highway Administration are preparing an Environmental Impact Statement that evaluates alternatives which would improve access between I 65 and US 31W in Warren County, north of Bowling Green, Kentucky. The alternatives under consideration include (1) a new interchange on I 65 and a new location route to US 31W, (2) improvement to the existing routes of Ky 446, US 31W, US 68/Ky 80 and providing a complete interchange at I 65 at the present partial interchange at US 68/Ky 80, and (3) the no build alternative. The purpose of this letter is to coordinate our efforts and improvements with your agency such that there would be no conflicts with any effort or improvements that you may have planned in the foreseeable future.

This facility will provide improved access between I 65 and US 31W and will also serve a rapidly developing industrial area that includes a site that is referred to as the Kentucky Transpark and two other existing industrial parks. The Kentucky Transpark is being developed by the Intermodal Transpark Authority (ITA), which is a local government agency. The ITA has purchased and rezoned several hundred acres in the area as part of its initial phase of development. One major industry that will employ over 1,000 people is presently constructing a facility on a tract of the Transpark. If all phases of the Transpark development are completed in 2025, total employment of the Transpark is projected to be about 10,000. All work completed to date and ongoing within the Transpark has been done without the use of Federal funds and prior to any involvement by any federal agency. It is anticipated that Federal funds will be used to construct or improve the surrounding roadway facilities to the industrial area; Congress has earmarked some funding for those improvements.

There is also a Congressional Earmark for water and sewer lines that would be administered by EPA, but we understand that there has not yet been an application for these funds. There has been much speculation that an airport is to be included in this development. We understand that a Benefit Cost Analysis of replacing the existing airport has or is to be funded by the Federal Aviation Administration, but this study is categorically excluded from a formal environmental assessment. Whether a new airport is needed has not been determined; therefore, a new airport is not a part of this phase of the development of the Transpark.

In the EIS scoping process and in the Section 106 Historic process, considerable opposition has been encountered. Much of this seems to be directed toward the Transpark development itself, but the roadway is also being opposed, since it would serve this developing area. Issues have been raised about whether the Transpark is a federal action and about whether all the federal actions in relation to the Transpark must be covered in a single environmental document. Our position is that the Transpark is not a federal action and that we have no control of their activities; it is being developed with or without any roadway improvements. Our EIS will address the indirect and cumulative impacts of the Transpark development.

As stated earlier, the purpose of this letter is to coordinate our efforts and improvements with your agency such that there would be no conflicts with any effort or improvements that you have planned. Please provide us with information on any proposed actions that your agency may be involved with in this area. We are continuing to develop the draft EIS for the highway improvements. Any other action would be addressed separately; however, we believe it would be prudent to address other possible federal actions as cumulative impacts. Please provide a written response by October 15, 2004. We would also appreciate knowing if your agency has no proposed actions in the area.

If there is anything that develops with this project that we think will concern you, we will keep you informed. We hope you will do the same for us. If you have any question, please contact Robert Farley at (502) 223-6744.

Sincerely yours,

dbc /s/ J. Sepulveda
for Jose Sepulveda
Division Administrator

cc: Jim Thomason
John Mettille

Wisniewski File
Egm

U.S. Department
of Transportation
**Federal Highway
Administration**

Kentucky Division Office
Jose Sepulveda, Division Administrator

**330 West Broadway
Frankfort, KY 40601
PH. (502) 223-6720
FAX (502) 223-6735**

September 13, 2004

Mr. Jimmy I. Palmer
Regional Administrator
Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, Georgia 30303-3104

Dear Mr. Palmer:

The Kentucky Transportation Cabinet and the Federal Highway Administration are preparing an Environmental Impact Statement that evaluates alternatives which would improve access between I 65 and US 31W in Warren County, north of Bowling Green, Kentucky. The alternatives under consideration include (1) a new interchange on I 65 and a new location route to US 31W, (2) improvement to the existing routes of Ky 446, US 31W, US 68/Ky 80 and providing a complete interchange at I 65 at the present partial interchange at US 68/Ky 80, and (3) the no build alternative. The purpose of this letter is to coordinate our efforts and improvements with your agency such that there would be no conflicts with any effort or improvements that you may have planned in the foreseeable future.

This facility will provide improved access between I 65 and US 31W and will also serve a rapidly developing industrial area that includes a site that is referred to as the Kentucky Transpark and two other existing industrial parks. The Kentucky Transpark is being developed by the Intermodal Transpark Authority (ITA), which is a local government agency. The ITA has purchased and rezoned several hundred acres in the area as part of its initial phase of development. One major industry that will employ over 1,000 people is presently constructing a facility on a tract of the Transpark. If all phases of the Transpark development are completed in 2025, total employment of the Transpark is projected to be about 10,000. All work completed to date and ongoing within the Transpark has been done without the use of Federal funds and prior to any involvement by any federal agency. It is anticipated that Federal funds will be used to construct or improve the surrounding roadway facilities to the industrial area; Congress has earmarked some funding for those improvements.

There is also a Congressional Earmark for water and sewer lines that would be administered by EPA, but we understand that there has not yet been an application for these funds. There has been much speculation that an airport is to be included in this development. We understand that a Benefit Cost Analysis of replacing the existing airport has or is to be funded by the Federal Aviation Administration, but this study is categorically excluded from a formal environmental assessment. Whether a new airport is needed has not been determined; therefore, a new airport is not a part of this phase of the development of the Transpark.

In the EIS scoping process and in the Section 106 Historic process, considerable opposition has been encountered. Much of this seems to be directed toward the Transpark development itself, but the roadway is also being opposed, since it would serve this developing area. Issues have been raised about whether the Transpark is a federal action and about whether all the federal actions in relation to the Transpark must be covered in a single environmental document. Our position is that the Transpark is not a federal action and that we have no control of their activities; it is being developed with or without any roadway improvements. Our EIS will address the indirect and cumulative impacts of the Transpark development.

As stated earlier, the purpose of this letter is to coordinate our efforts and improvements with your agency such that there would be no conflicts with any effort or improvements that you have planned. Please provide us with information on any proposed actions that your agency may be involved with in this area. We are continuing to develop the draft EIS for the highway improvements. Any other action would be addressed separately; however, we believe it would be prudent to address other possible federal actions as cumulative impacts. Please provide a written response by October 15, 2004. We would also appreciate knowing if your agency has no proposed actions in the area.

If there is anything that develops with this project that we think will concern you, we will keep you informed. We hope you will do the same for us. If you have any question, please contact Robert Farley at (502) 223-6744.

Sincerely yours,

/s/ J. Sepulveda

for Jose Sepulveda
Division Administrator

cc: Jim Thomason
John Mettille

Julian Wisniewski File

U.S. Department
of Transportation
**Federal Highway
Administration**

Kentucky Division Office
Jose Sepulveda, Division Administrator

**330 West Broadway
Frankfort, KY 40601
PH. (502) 223-6720
FAX (502) 223-6735**

September 13, 2004

LaVerne Reid, Manager
Airports District Office, FAA
2862 Business Park Drive, Building G
Memphis, Tennessee 38118-1555

Dear Ms. Reid:

The Kentucky Transportation Cabinet and the Federal Highway Administration are preparing an Environmental Impact Statement that evaluates alternatives which would improve access between I 65 and US 31W in Warren County, north of Bowling Green, Kentucky. The alternatives under consideration include (1) a new interchange on I 65 and a new location route to US 31W, (2) improvement to the existing routes of Ky 446, US 31W, US 68/Ky 80 and providing a complete interchange at I 65 at the present partial interchange at US 68/Ky 80, and (3) the no build alternative. The purpose of this letter is to coordinate our efforts and improvements with your agency such that there would be no conflicts with any effort or improvements that you may have planned in the foreseeable future.

This facility will provide improved access between I 65 and US 31W and will also serve a rapidly developing industrial area that includes a site that is referred to as the Kentucky Transpark and two other existing industrial parks. The Kentucky Transpark is being developed by the Intermodal Transpark Authority (ITA), which is a local government agency. The ITA has purchased and rezoned several hundred acres in the area as part of its initial phase of development. One major industry that will employ over 1,000 people is presently constructing a facility on a tract of the Transpark. If all phases of the Transpark development are completed in 2025, total employment of the Transpark is projected to be about 10,000. All work completed to date and ongoing within the Transpark has been done without the use of Federal funds and prior to any involvement by any federal agency. It is anticipated that Federal funds will be used to construct or improve the surrounding roadway facilities to the industrial area; Congress has earmarked some funding for those improvements.

There is also a Congressional Earmark for water and sewer lines that would be administered by EPA, but we understand that there has not yet been an application for these funds. There has been much speculation that an airport is to be included in this development. We understand that a Benefit Cost Analysis of replacing the existing airport has or is to be funded by the Federal Aviation Administration, but this study is categorically excluded from a formal environmental assessment. Whether a new airport is needed has not been determined; therefore, a new airport is not a part of this phase of the development of the Transpark.

In the EIS scoping process and in the Section 106 Historic process, considerable opposition has been encountered. Much of this seems to be directed toward the Transpark development itself, but the roadway is also being opposed, since it would serve this developing area. Issues have been raised about whether the Transpark is a federal action and about whether all the federal actions in relation to the Transpark must be covered in a single environmental document. Our position is that the Transpark is not a federal action and that we have no control of their activities; it is being developed with or without any roadway improvements. Our EIS will address the indirect and cumulative impacts of the Transpark development.

As stated earlier, the purpose of this letter is to coordinate our efforts and improvements with your agency such that there would be no conflicts with any effort or improvements that you have planned. Please provide us with information on any proposed actions that your agency may be involved with in this area. We are continuing to develop the draft EIS for the highway improvements. Any other action would be addressed separately; however, we believe it would be prudent to address other possible federal actions as cumulative impacts. Please provide a written response by October 15, 2004. We would also appreciate knowing if your agency has no proposed actions in the area.

If there is anything that develops with this project that we think will concern you, we will keep you informed. We hope you will do the same for us. If you have any question, please contact Robert Farley at (502) 223-6744.

Sincerely yours,

s/ J. Sepulveda

for Jose Sepulveda
Division Administrator

cc: Jim Thomason
John Mettille

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

OCT 13 2004

RECEIVED
OCT 18 2004
TO
HDA
ADA
HFA
HPD - Farley
HPE
HPS
Original to Jose, Dennis & Evan

Mr. Jose Sepulveda
Division Administrator
Federal Highway Administration
U.S. Department of Transportation
330 West Broadway
Frankfort, Kentucky 40601

Dear Mr. Sepulveda:

Thank you for your September 13, 2004, letter concerning the Kentucky TriModal Transpark that is being developed by the Inter-Modal Transportation Authority, Inc. You requested any information pertaining to the Environmental Protection Agency's (EPA) involvement in this project.

Included in EPA's Fiscal Year 2004 Appropriations Act is a line item for $1,928,600 to the Inter-Modal Transportation Authority of Bowling Green, Kentucky for Water and Sewer Improvements at the Kentucky TriModal Transpark. We understand that minor development in the Transpark has already occurred, utilizing presently existing water and sewer lines that are restricted in size. Further development of the Transpark will be very limited without the expansion of essential water and sewer infrastructure for which EPA is providing funding. We understand that, for practical purposes, the Warren County Water District will be handling this grant on behalf of the Inter-Modal Transportation Authority. The Warren County Water District is presently working on the grant application and workplan. We will review all environmental information documents required to be submitted to us by the grantee and make a determination at that point whether to proceed with a Finding of No Significant Impact or require an Environmental Impact Statement.

We appreciate your desire to protect and preserve the environment so that the Kentucky TriModal Transpark Project may progress in a manner that may be of benefit to all Kentuckians, while, at the same time, properly address citizen concerns. We wholeheartedly agree that our agencies should coordinate efforts in performing the environmental review and evaluation of all aspects of the planned Transpark. Members of my staff who will be involved in the project include:

Mr. Jim Adcock, Environmental Reviewer
Grants and Technical Assistance Section
Water Management Division
(404) 562-9248

Mr. Mario Machado, Project Officer
Grants and Technical Assistance Section
Water Management Division
(404) 562-9338

Ms. Dorothy Rayfield, Supervisor
Grants and Technical Assistance Section
Water Management Division
(404) 562-9278

Our agency will also coordinate the review and administration of this project with:

Mr. Bill Chlebowy, Supervisor
Municipal Planning Section
Kentucky Division of Water
Kentucky Environmental and Public Protection Cabinet
Frankfort, Kentucky 40601
(502) 562-3410

Ms. Donna Marlin, Supervisor
Drinking Water Branch
Kentucky Division of Water
Kentucky Environmental and Public Protection Cabinet
Frankfort, Kentucky 40601
(502) 562-3410

We look forward to working with your agency on this project. If I may be of further assistance, please feel free to contact me or have a member of your staff contact one of the EPA staff noted above.

Sincerely,

J. I. Palmer, Jr.
Regional Administrator

cc: B. Chlebowy, KYDOW
D. Marlin, KYDOW
R. Farley, FHWA
J. Hizer, ITA
J. Lyle, Warren Co.

U.S. Department
of Transportation
**Federal Aviation
Administration**

Airports District Office, FAA
2862 Business Park Dr., Bldg. G
Memphis, Tennessee 38118-1555
(901) 322-8180 FAX: (901) 322-8195
Email: 7-aso-mem-ado@faa.gov

September 23, 2004

Mr. Jose Sepulveda, Division Manager
Federal Highway Administrator
330 West Broadway
Frankfort, KY 40601

RECEIVED
SEP 2 7 2004
TO
HDA
ADA
HFA
HPD
HPE
HTS

Dear Mr. Sepulveda:

Kentucky Tri-Modal Transpark
Warren County, Kentucky

I am writing in response to your September 13, 2004, letter, concerning proposed highway improvements for the above subject.

The Federal Aviation Administration (FAA) has not taken any federal action concerning a proposed replacement airport to be located at the Transpark that would require environmental review.

The FAA has funded a refinement study for the Benefit Cost Analysis (BCA), which was previously prepared by the Inter-Modal Transportation Authority. The BCA is a planning study and is categorically excluded from formal environmental assessment. The decision concerning preparation of an Environmental Impact Statement (EIS) will not be made until completion of the BCA. If a decision is made to prepare an EIS, then the Council on Environmental Quality (CEQ) guidelines concerning scoping would be followed to determine the scope of an EIS and to receive input from and to coordinate with appropriate Federal, State and local agencies.

Thank you for providing an update concerning the ongoing environmental analysis for the proposed highway improvements.

Sincerely,

LaVerne F. Reid
Manager

cc: Jim Vance, President, Kentucky Transpark
Robert Barnett, Manager, Bowling Green-Warren County Airport
Paul Steely, Commissioner, Kentucky Department of Aviation