MoDOT PORT AUTHORITY APPLICATION

HEARTLAND PORT AUTHORITY OF CENTRAL MISSOURI

JEFFERSON CITY AREA CHAMBER OF COMMERCE

AUGUST 1, 2018
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APPLICATION FOR HEARTLAND PORT AUTHORITY OF CENTRAL MISSOURI

REQUIREMENTS OF CHAPTER 68 RSMO 1975

1. The population of any city and/or county submitting the application.

   Cole County - 75,990 (2010) 76,766 (2017 Projections)

2. The desirability of economic feasibility of having more than a single port authority within the same geographic area.

   The Heartland Port Authority of Central Missouri would be a public port in the Central Missouri area. The closest public port is in Boonville approximately 40 miles northwest of Jefferson City. The Howard-Cooper County Regional Port Authority is the only public facility between Kansas City and St. Louis and has facilities for storing grain, liquid chemicals and additional dry storage facilities.

3. The technical and economic capability of participating cities and/or counties, as well as private interests, to plan and carry out port development within the proposed district.

   The Counties of Cole and Callaway and Jefferson City have all pledged to create and operate a port authority. The private sector has expressed an interest in the creation of the Port Authority.

   Technical assistance is available from both counties and the city, the U.S. Army Corp of Engineers, Missouri Department of Transportation, the National Guard, Missouri Department of Corrections, Missouri Department of Natural Resources and the Mid Missouri Regional Planning Commission.

   The initial Port Authority office will be located at the 213 Adams Street, Jefferson City MO 65102.

4. The amount of actual and potential river traffic that would make use of any facilities developed by a port authority.

   Cambridge Systematics conducted a Central Missouri Multimodal Port Feasibility Study and Phase 1 was completed in March 2018. The study team conducted phone interviews with select shippers and motor carriers in the Jefferson City region to obtain qualitative and quantitative data about the markets that are being assessed from the study region. It was determined these industries would potentially be port users:

   - Industrial and commercial feathers;
   - Turf and sod;
   - Grain and soy production and processing;
   - Steel fabrication;
• Pet food production; and
• Production of cement and other construction materials.

Companies in our area that could make use of a Port would be: Scholastic, Delong’s, Quaker Window Products, Diamond Dog Food, ABB, Gastineau Log Homes, Fischer Grain, Foster Brothers, Arkansas Valley Feather Products, Select Turf, Jose Cruz, Missouri National Guard, Danuser Machine, AZZ Inc., Morris Packaging, Command Web, and many other companies in our region.

Nearly 4 Million tons of freight was shipped through Missouri ports in 2016, an increase of 78 percent since 2011. The commodities flowing at Missouri ports in 2016 were valued at over $12 Billion. Missouri industries rely on the state’s extensive port and waterway network to receive raw materials and to move goods to market.

5. The potential economic impact on the immediate area from which the application originates.

The development of a Port Authority will enable Callaway and Cole Counties and the entire region to offer additional services to existing business and industry. Both counties will benefit from the jobs created, new capital investment and job training that will be provided to employees as well as the ability to attract new business and industry to our region.

6. The potential economic impact on the economic development of the entire state and how the proposed port authority’s developmental activities relate to any state plans.

The Heartland Port Authority of Central Missouri would help the State of Missouri in many ways. Jefferson City is the state capital and the port could provide service to state agencies including Missouri Department of Transportation, Missouri National Guard, etc. It would create tax revenue, jobs and capital investment.

This project would have very large benefits including:
• Freight Transportation cost savings
• Freight Emissions cost savings
• Safety cost savings
• State of Good Repair cost savings
• Tax Revenue, Job Creation and Capital Investment

Total Monetized Benefits:
The below table summarizes the monetized benefits (undiscounted and discounted) for each benefit category resulting from the project implementation over the 25-year analysis period. Total benefits account for $581.2 million (in 2016 dollars). This represents $200.4 million in benefits (in 7 percent discounted 2016 dollars) and nearly $310 million in benefits (in 3 percent discounted 2016 dollars) over the 25-year analysis period. Freight transportation cost savings represent by far the largest share of the monetized project benefits at 82 percent.
### Direct Benefits Resulting from Central Missouri Port Development

<table>
<thead>
<tr>
<th>Benefit Category</th>
<th>In 2016 Dollars</th>
<th>Benefits (%)</th>
<th>Discounted at 3%</th>
<th>Discounted at 7%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight Transportation Cost Savings</td>
<td>$475,831,721</td>
<td>82%</td>
<td>$246,403,021</td>
<td>$151,909,272</td>
</tr>
<tr>
<td>Freight Emission Cost Savings</td>
<td>$60,313,986</td>
<td>10%</td>
<td>$36,868,137</td>
<td>$32,966,339</td>
</tr>
<tr>
<td>Safety Cost Savings</td>
<td>$35,013,401</td>
<td>6%</td>
<td>$21,509,489</td>
<td>$12,321,236</td>
</tr>
<tr>
<td>State of Good Repair Costs Savings</td>
<td>$10,011,776</td>
<td>2%</td>
<td>$5,189,657</td>
<td>$3,200,556</td>
</tr>
<tr>
<td><strong>Total Benefits</strong></td>
<td><strong>$581,170,884</strong></td>
<td><strong>100%</strong></td>
<td><strong>$309,970,305</strong></td>
<td><strong>$200,397,403</strong></td>
</tr>
</tbody>
</table>

2. Cambridge Systematics

### GENERAL

7. **What is the area (in square miles) of each political subdivision submitting the application?**
   
   Jefferson City – 37.58 square miles  
   Cole County – 399 square miles  
   Callaway County – 847 square miles

8. **In what regional planning area or areas do the applying jurisdictions lie? What was the total population of these regions over each of the past two official U.S. census counts?**
   
   Mid Missouri Regional Planning Commission  
   2000: 289,330  
   2010: 326,316

### PROJECT DESCRIPTION

9. **What is the scope of the proposed development (initial and final)? Has a feasibility study been completed? What will be the impact of the proposed project upon existing facilities?**
   
   The Jefferson City Area Chamber of Commerce facilitated a Central Missouri Multimodal Port Feasibility Study and the study area included Boone, Callaway, Cole and Osage counties. The entities that contributed financially for the study included Jefferson City, Cole County, Callaway County and Jefferson City Area Chamber of Commerce. Phase 1 of the study was completed March 2018 which included Freight Market Analysis, Site Assessment and Financial Feasibility. Phase 2 of the study was completed in June, 2018 and consisted of Economic and Fiscal Impact and the Final Report. Overall the results show that there is a potential market for a port.
See Central Missouri Multimodal Port Feasibility Study

The Central Missouri Port development is split between two sites: The South Site (Conceptual Site Plan B) and the North Site. In this scenario, dry bulk commodities will be handled at the South Site using conveyor systems, while commodities typically moved by crane (e.g., OD/OW, break bulk, containers) will be handled at the North Site.

This project will enhance and benefit existing businesses and facilities and provide them with an additional option to transport goods in addition to rail and truck in a more economical way.

Growth in the global economy over the last two decades, combined with new manufacturing and business models, advances in information technology, and new marketing techniques, has increased the demand for efficient transportation services. Shippers are increasingly investing in cargo handling facilities and transportation infrastructure to handle the increasing freight needs and demands. These investments include additional warehousing, decentralized storage and distribution, and transfer facilities in and around port facilities. Public sector agencies are also prioritizing similar investments to spur economic development and support local businesses. The emergence of increased cargo handling investments highlights deficiencies in freight transportation that need to be mitigated. For Missouri, this mitigation includes:

**Capacity and congestion.** Capacity issues appear to be the main driver of port development, since a system of port terminals increases the capacity on rivers and helps relieve highway congestion. Trucking tends to be sufficient in the initial phase of development for many shippers. However, issues such as congestion, energy consumption, and driver shortage, have resulted in increased cost of freight movement, leading to consideration of alternative modes.

**Hinterland access.** Inland waterway transportation tends to serve inland locations rather than coastal regions. Through long distance transport corridors, river ports confer increased accessibility of these regions because of lower distribution costs and improved capacity.

**Supply-chain management.** In addition to standard capacity and accessibility issues in the hinterland, a port can actively integrate within supply chain management practices. This takes many forms such as the agglomeration of freight modes, equipment depots, and logistical capabilities.

The ultimate success of a port facility in central Missouri in attracting users depends on its ability to add value in the supply chain. Ports can provide the means to optimize transportation-related costs associated with supply chains. While a facility has the potential to attract businesses providing additional auxiliary and value-added services, multimodal transfer facilities can be created and exist in absence of these additional developments. However, the port and distribution facilities by definition require the attraction and agglomeration of these value-added activities.
10. What will be the initial geographical boundaries of the proposed port district or districts?

The counties of Callaway and Cole County, including Jefferson City, will be the initial boundaries of the Heartland Port Authority of Central Missouri.

11. Have specific sites been identified for the location of port facilities? If so, what access do the sites have to the various modes of transportation (river, rail, air, highway & pipeline)? What utilities (electricity, gas, water, and sewerage) are available at the sites? What is the zoning, if any, at the sites?

In coordination with the project stakeholders, two potential sites have been identified. One site is located on the south side of the Missouri River in Cole County, and the other site is located on the north side of the river in Callaway County.

The first site (“South Site”) is located at about River Mile 137.0 (RM 137.0), Right Descending Bank (RDB), and is under control of the Missouri National Guard. The South Site is about 125 acres total and includes an existing concrete ramp that has the potential to be used for roll-on/roll-off (Ro/Ro) operations. Ro/Ro ramps are typically accessed by a deck barge that “noses up” to the ramp, facilitating large equipment and/or vehicles to be rolled on/off the barge to/from the ramp. Access to the site is generally via US Highway 63 and Militia Drive. Railroad tracks owned by Union Pacific (UP) Railroad traverse near the south side of the site.

Utilities include electricity and gas provided by Ameren Missouri, Water provided by Water District #4 and sewer is provided by City of Jefferson. The Jefferson City Memorial Airport is within 10 miles of the site, Columbia Regional Airport is 30 miles to the site and Lambert International Airport is 210 miles from site. Zoning is RC-Conservation.

The second site (“North Site”) is located at about RM 138.6, Left Descending Bank (LDB), and is owned by OCCI, Inc. The North Site is about 23 acres, and a portion of the site near the riverfront, estimated at about 3 acres, is reported to be raised to a more “flood proof” elevation (assumed to be the 100-year flood elevation). The site has a series of three existing cell structures, each about 40 feet in diameter, that provide access to the riverfront and is used by the site owner as a dock structure. Access to the site is generally via State Route 94 (paved) or County Road 4038 (gravel). No readily accessible railroad infrastructure exists on the north side of the river that could provide rail access to the North Site.

See Attachment 1 – Site Maps

**IDENTIFICATION OF PORT USERS**

12. What businesses lying within the applying cities and/or counties now use commercial river transportation? What businesses located within a 50-mile radius now use river commerce?

Capital Sand Co, OCCI Engineering Contractors, MFA Oil, Herman Sand and Gravel
13. What was the commercial truck/highway traffic volume in the proposed port district over the past three years? Railroad commerce? Air Cargo? Oil and/or other commodity pipeline volume?

There are more than two dozen commercial trucking services within the Cole/Callaway area.

See Attachment 2 – Central District Traffic Volume Map

Union Pacific Rail Line operates a heavily used rail corridor through Cole County. Located adjacent to the Missouri River, it also provides Amtrak passenger service to the region. and would serve the proposed Port Authority site.

A rail line also extends from Jefferson City generally westward through St. Martins and on through other communities to the west of Cole County line.

Air Cargo is relatively small for our region but is provided by the Columbia Regional Airport-27 miles North of the site.

Ameren Missouri provides electricity and natural gas to the proposed site.

14. What are the primary commodities, products and raw materials that the proposed port is expected to handle? What existing businesses in the vicinity utilize these commodities, products and raw materials?

The primary commodities include gravel, nonmetal mineral products, cereal grains, fertilizers, rock and sand, chemicals, coal, primary forest materials, livestock. We anticipate adding other products such as fiber, paper of pulpboard once the Port is operational.

The top commodities moved in the study area (including outbound, inbound, and internal flows) are shown in table below. For 2012, it is estimated that over 5 million tons of gravel were transported in the study area, which accounts for 27 percent of the freight flow. The high volume of gravel transported in the area is at least partially attributable to the annual USACE-issued permits for sand and gravel, which dictate how much of these products can be dredged from the Missouri River each year.

Nonmetal mineral products comprised around 10 percent of the commodities carried in the area.

Cereal grains comprised around 8 percent of the commodities moved around in the study area. Due to the agriculture driven economy most of the top commodities moved were agricultural products.
### Top Commodities Moved in Study Area by Tonnage (in Thousands), 2012

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Other Modes</th>
<th>Rail</th>
<th>Truck</th>
<th>Water</th>
<th>Total</th>
<th>% of Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gravel</td>
<td>258</td>
<td>77</td>
<td>3,623</td>
<td>1,448</td>
<td>5,406</td>
<td>27%</td>
</tr>
<tr>
<td>Nonmetal min. prods.</td>
<td>29</td>
<td>88</td>
<td>1,510</td>
<td>300</td>
<td>1,927</td>
<td>10%</td>
</tr>
<tr>
<td>Cereal grains</td>
<td>8</td>
<td>79</td>
<td>1,118</td>
<td>491</td>
<td>1,696</td>
<td>8%</td>
</tr>
<tr>
<td>Coal-n.e.c.</td>
<td>805</td>
<td>0</td>
<td>321</td>
<td>5</td>
<td>1,132</td>
<td>6%</td>
</tr>
<tr>
<td>Other foodstuffs</td>
<td>12</td>
<td>21</td>
<td>880</td>
<td>0</td>
<td>914</td>
<td>5%</td>
</tr>
<tr>
<td>Other ag prods.</td>
<td>67</td>
<td>44</td>
<td>747</td>
<td>3</td>
<td>861</td>
<td>4%</td>
</tr>
<tr>
<td>Mixed freight</td>
<td>4</td>
<td>0</td>
<td>789</td>
<td>0</td>
<td>793</td>
<td>4%</td>
</tr>
<tr>
<td>Fertilizers</td>
<td>16</td>
<td>65</td>
<td>625</td>
<td>46</td>
<td>752</td>
<td>4%</td>
</tr>
<tr>
<td>Basic chemicals</td>
<td>3</td>
<td>13</td>
<td>110</td>
<td>579</td>
<td>705</td>
<td>4%</td>
</tr>
<tr>
<td>Animal feed</td>
<td>2</td>
<td>12</td>
<td>672</td>
<td>0</td>
<td>685</td>
<td>3%</td>
</tr>
<tr>
<td>All Others</td>
<td>108</td>
<td>647</td>
<td>4,035</td>
<td>350</td>
<td>5,139</td>
<td>26%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,312</strong></td>
<td><strong>1,046</strong></td>
<td><strong>14,430</strong></td>
<td><strong>3,222</strong></td>
<td><strong>20,010</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

*Cambridge Systematics

15. **What on-loading and off-loading river port facilities are located within a 50-mile radius of the applicants?**


The closest public port is in Boonville approximately 40 miles northwest of Jefferson City which is the Howard-Cooper County Regional Port Authority.

### INDIRECT EFFECTS

16. **What is the expected environmental and aesthetic impact of the proposed development?**

We expect no environmental or aesthetic pollution of any nature of the proposed port.
RELATIONSHIP TO OTHER PORT FACILITIES

17. If the application originates jointly from more than one city and/or county, how will the Board of Port Commissioners be appointed?

The members shall be as follows:

Three (3) members shall be appointed each by the City of Jefferson, Cole County, and Callaway County. Except for the initial Board of Commissioners, the terms of each Board member shall be three (3) years. The initial Board members shall be appointed by each of the three appointing authorities as follows: One (1) member for a term of three (3) years, one (1) member for a term of two (2) years, and one member for a term of one (1) year.

See Attachment 3 – Regional Port Authority Agreement
See Attachment 4 – Bylaws

18. What other (non-participating) cities and counties located within a 50-mile radius of the applicants are located upon, adjacent to or embrace within their boundaries a navigable waterway? What was the population of each of these cities and counties according to the last two official U.S. census counts?

2000
Herman: 2,658
Gasconade Co: 15,342
Boonville: 8,203
Cooper Co: 16,670
Boone Co: 135,455

2010
Herman: 2,431
Gasconade Co: 15,222
Boonville: 8,324
Cooper Co: 17,601
Boone Co: 162,642

19. Which, if any, of these cities and counties have already established, are desirous of establishing a port authority at the present time, or might desire to establish a port authority within the next three years?

The closest public port is in Boonville approximately 40 miles northwest of Jefferson City which is the Howard-Cooper County Regional Port Authority.
20. If other Missouri jurisdictions have already established, are now interested in creating a port authority or may be in the future, what steps have been taken to coordinate the port planning and development in the area? Have these other cities and counties been invited to join in this port authority application? If not why?

Initially, Callaway County was working on an idea for a Port on the north side of the river at a site that is currently operated by a private business OCCI. At the same time, Jefferson City and Cole County were working on an idea for a Port on the South side of the river. The two groups came together in 2017 and began working jointly on the project and decided to apply for a regional Port Authority that would include both counties. Both counties would be able to pool resources for the joint 2 county project and both benefit economically in the increased activity.

Additional Attachments:
Attachment 5 – Public Hearing Documents
Regional Port Authority Agreement

THIS AGREEMENT is entered into on the 16th day of July, 2018, by and among the CITY OF JEFFERSON, a political subdivision of the State of Missouri, COLE COUNTY, a political subdivision of the State of Missouri, and CALLAWAY COUNTY, a political subdivision of the State of Missouri.

Recitals

WHEREAS, Chapter 68 of the Revised Statutes of the State of Missouri effective September 28, 1975, authorized the formation of Regional Port Authorities by cities and counties situated on a navigable waterway, and

WHEREAS, the City of Jefferson, Cole County, and Callaway County are situated on a navigable waterway, to wit: the Missouri River, and

WHEREAS, the City of Jefferson, Cole County, and Callaway County desire to form a Regional Port Authority pursuant to Chapter 68 of the Revised Statutes of the State of Missouri:

NOW, THEREFORE, the City of Jefferson, Cole County, and Callaway County enter into the following agreement:

Article I

Pledge of Cooperation

The parties hereto agree and pledge to each other faithful cooperation in the future planning and development of a Regional Port District, holding in high trust for the benefit of the parties’ residents and of the State of Missouri the benefits and advantages thereof.

The City and Counties will cooperate to promote the general welfare, to encourage private capital investment, to endeavor to increase the volume of commerce, and to promote the establishment of a free trade zone within the Regional Port District.

Article II

Heartland Port District of Central Missouri

To that end, the City and Counties do agree that there shall be created, and they do hereby create (subject to the approval of the Missouri Highways and Transportation Commission) a Regional Port District to be known as "Heartland Port District of Central Missouri " (hereinafter referred to as The District), which shall embrace the following territories: the Counties of Cole and Callaway, Missouri.

Article III

Heartland Port Authority of Central Missouri

Subject to the approval of the Missouri Highways and Transportation Commission, there is hereby created The Heartland Port Authority of Central Missouri (hereinafter referred to as the Port Authority), which shall be a body corporate and politic, having the powers and jurisdiction hereinafter enumerated, and such additional powers as shall be jointly conferred upon it by the City of Jefferson, Cole County Commission, and Callaway County Commission, or by the act or acts of the Legislature of this State, as hereinafter provided, all as may be authorized by law.
The Heartland Port Authority of Central Missouri shall have powers including, but not by way of limitation, the following:

(a) To confer with any similar body created under laws of this or any other State for the purpose of adopting a comprehensive plan for the future development and improvement of its Port District;

(b) To consider and adopt detailed and comprehensive plans for future development and improvement of its Port District.

(c) To either jointly with a similar body, or separately, recommend to the proper departments of the government of the United States, or any State or subdivision thereof, or to any other body, the carrying out of any public improvement for the benefit of its Port District.

(d) To provide for membership in any official, industrial, commercial, or trade association, or any other organization concerned with such purposes, for receptions of officials or others as may contribute to the advancement of its Port District and any industrial development therein, and for such other public relations activities as will promote the same, and such activities shall be considered a public purpose;

(e) To represent its Port District before all federal, state and local agencies;

(f) To cooperate with other public agencies and with industry, business and labor in Port District improvement matters;

(g) To enter into any agreement with any other states, agencies, authorities, commissions, municipalities, persons, corporations, or the United States, to effect any of the provisions contained in this Article.

(h) To acquire, own, construct, lease, and maintain recreational facilities, and terminals, terminal facilities, warehouses and any other type port facility;

(i) To acquire, own, lease, sell or otherwise dispose of interest in and to real property and improvements situate thereon and in personal property necessary to fulfill the purposes of the Port Authority;

(j) To acquire rights-of-way and property of any kind or nature within its Port District necessary for its purposes. The Port Authority shall have the right and power to acquire the same by purchase, negotiation, or by condemnation, and should it elect to exercise the right of eminent domain, condemnation proceedings shall be maintained by and in the name of the Port Authority, and it may proceed in the manner provided by the laws of this State for any county or municipality. The power of eminent domain shall not apply to property already being used in relation to or in conjunction with river trade or commerce;

(k) To enter into contracts, and to sue and be sued;

(l) To accept gifts, grants, loans or contributions from the United States of America, the State of Missouri, political subdivisions, municipalities, foundations, other public or private agencies, individuals, partnerships or corporations;

(m) To employ such managerial, engineering, legal, technical, clerical, accounting, advertising, stenographic, and other assistance as it may deem advisable. The Port Authority may also contract with independent contractors for any of the foregoing assistance;
(n) To improve navigable and non-navigable streams;
(o) To disburse funds for its lawful activities and fix salaries and wages of its employees;
(p) To adopt, alter or repeal its own bylaws; and
(q) To exercise such other powers as may be authorized by Chapter 68 of the Revised Statutes of Missouri.

**Article IV**

**Heartland Port Authority Board of Commissioners**

The Port Authority shall be administered by a Board of Commissioners, which shall consist of nine (9) members, each of whom shall be a resident of Jefferson City, Cole County or Callaway County, as hereafter provided.

The members shall be as follows:

Three (3) members shall be appointed each by the City of Jefferson, Cole County, and Callaway County. Except for the initial Board of Commissioners, the terms of each Board member shall be three (3) years. The initial Board members shall be appointed by each of the three appointing authorities as follows: One (1) member for a term of three (3) years, one (1) member for a term of two (2) years, and one member for a term of one (1) year.

All Board members appointed by the City of Jefferson shall be residents of the City of Jefferson and may include a City Councilmember, provided no more than one City Councilmember may serve on the Board of Commissioners at any one time. All Board members appointed by the Cole County Commission shall be residents of Cole County and may include a Cole County Commissioner, provided no more than one Cole County Commissioner may serve on the Board of Commissioners at any one time. All Board members appointed by the Callaway County Commission shall be residents of Callaway County and may include a Callaway County Commissioner, provided no more than one Callaway County Commissioner may serve on the Board of Commissioners at any one time. The Board members shall serve for the terms specified and may be reappointed at the pleasure of each appointing authority. A Board member shall continue to serve until his/her replacement has been appointed.

Any vacancy created by the death, disqualification, or failure to fulfill the duties of any Board member shall be filled by the appointment of the respective appointing authority, which new Board member shall serve for the remainder of the term of the vacancy created.

The Board of Commissioners shall at their first meeting elect from their number a Chairman who shall preside at all meetings during his/her term of office. At the expiration of the Chairman's term or upon a vacancy being created by the Chairman's death, disqualification or failure to fulfill his/her duties, the Board of Commissioners shall again elect from their number a Chairman to preside at all meetings during his/her term of office.

The Board of Commissioners shall have all powers and duties created or imposed by this Agreement, or as jointly conferred upon it by the City and Counties, or by the Act or Acts of the Legislature of this State, all as may be authorized by law.
 Article V

Reports

The Regional Port Authority, no later than January 31st of each year, shall file with the respective County Commissions and City Council, annual reports, furnishing to each County Commission and to the City Council, such reports as the County Commission and City Council may, from time to time, require, including, but not by way of limitation: income and expenses, the state of current development plans, and plans for future development.

 Article VI

The Regional Port Authority shall furnish to the City Council and to the County Commissions, not later than November 1st of each year, a budget disclosing its estimated income and expense items for the ensuing year. The Regional Port Authority shall provide for periodic independent audits of the accounts of the Regional Port Authority, not less frequently than annually.

 Article VII

Amendments

This agreement may be amended at any time by following the procedure used for the adoption of this Agreement. Before any amendment is adopted, the City Council and the County Commission of each county shall hold at least one (1) joint public hearing thereon after fifteen (15) days public notice of the time and place of such hearing, and any such amendment shall be effective upon approval by the City Council and the County Commissions and upon full execution of said amendment by the parties hereto.

IN WITNESS THEREOF, We, the duly authorized representatives of the parties hereto do hereunto set our hands and seals, effective the 14th day of July, 2018.

CITY OF JEFFERSON, MISSOURI

Carrie Tergin, Mayor
Date: July 3, 2018

ATTEST:

Emily Donaldson, City Clerk

APPROVED AS TO FORM:

Ryan Moehlman, City Counselor
COUNTY OF COLE, MISSOURI

Sam Bushman, Presiding Commissioner
Date: 7/7/18

ATTEST:

Steve Korsmeyer, County Clerk

APPROVED AS TO FORM:

Jill LaHue, County Counselor

COUNTY OF CALLAWAY, MISSOURI

Gary Jungermann, Presiding Commissioner
Date: 7/8/18

ATTEST:

Denise Hubbard, County Clerk

APPROVED AS TO FORM:

County Counselor
BYLAWS
OF
HEARTLAND PORT AUTHORITY OF CENTRAL MISSOURI

ARTICLE I
OFFICES

The principal office of the Heartland Port Authority of Central Missouri (hereinafter the "Authority") in the State of Missouri shall be located at 213 Adams Street, Jefferson City, Missouri. The Authority may have such other offices, either within or without the State of Missouri, as the business of the Authority may require from time to time.

ARTICLE II
BOARD OF COMMISSIONERS

Section 1. Purpose of Port Authority. It shall be the purpose of the Authority to promote the general welfare, to encourage private capital investment, to endeavor to increase the volume of commerce, and to promote the establishment of a free trade zone within the port district.

Section 2. General Powers and Boundaries. The business and affairs of the Authority shall be managed by its Board of Commissioners (hereinafter referred to as the "Board"). The boundaries of the Authority shall be that of Cole County and Callaway County, Missouri.

Section 3. Number, Term of Office, and Qualifications. The Board shall consist of nine (9) Members, all as provided in the Port Authority Agreement dated July 18th, 2018.

Section 4. Regular Meetings. The Board shall hold regular meetings and the Board shall fix the time and place of said meetings.

Section 5. Special Meetings. The Chairman or any three (3) Board members may call special meetings of the Board and may fix the time and place for the holding of such meetings. Notice of any such special meetings shall be served by the Chairman or the Board members calling the meeting, personally, electronically, or by mail, upon the other members of the Board, prior to the holding of such special meeting, with such notice to be given at least forty-eight (48) hours prior to said meeting, provided, however, that service of said notice may be waived by the respective Board members.

Section 6. Notice of Meetings. Attendance of a Board member at any meeting shall constitute a waiver of notice of such meeting except where a Board member attends a meeting for the express purpose of objecting to the transaction of any business because the meeting is not lawfully called or convened. Neither the business to be transacted at, nor the purpose of, any regular or special meeting of the Board needs to be specified in the notice and/or waiver of notice of such meeting, unless otherwise required by law.

Section 7. Quorum. A majority of the Board members shall constitute a quorum for the transaction of business. If less than a majority of the Board members are present in any meeting, a majority of those present may adjourn and reschedule the meeting to a new date, and notice of the new meeting date shall be given to all Board members as provided herein.
Section 8. Action. The concurrence of the majority of the Board members present in any meeting at which a quorum is present shall bind the Authority.

Section 9. Compensation. No Board member shall receive any salary or other compensation for his/her services as such unless the same shall first be fixed by the Board. No Board member shall be prevented from receiving compensation in another capacity because of the fact that he/she is a Board member. Board members shall be entitled to mileage reimbursement at the rate approved by the Board and shall be entitled to other expense reimbursement as approved by the Board.

ARTICLE III
OFFICERS AND COMMITTEES

Section 1. Officers. The officers of the Authority shall consist of Chairman, Vice Chairman, Secretary, Treasurer and such other officers as may be established by the Board, all of whom shall be members of the Board.

Section 2. Election and Term of Office. All officers of the Authority shall be elected annually by the Board during the last month of the fiscal year. If the election of officers shall not be held at such meeting, the same shall be held as soon thereafter as convenient. Officers duly elected may succeed themselves. Each officer shall hold office until his/her successor shall be duly elected and qualified or until his/her death, resignation, or removal as provided by these Bylaws. The initial officers of the Authority shall be elected at the first meeting of the Board.

Section 3. Removal. Any officer elected or appointed by the Board may be removed by the Board whenever, in the Board’s judgment, the best interests of the Authority will be served thereby.

Section 4. Vacancies. A vacancy in any office for any reason shall be filled by the Board at any meeting for the unexpired portion of the term of the vacated office.

Section 5. General Powers. The officers of the Authority shall have such powers and authority in the control and management of the business and affairs of the Authority as is usual and proper in the case of, and incident to, such offices, except insofar as such power and authority is limited by the Port Authority Agreement, by these Bylaws, by resolution of the Board, or by the applicable laws of this State of Missouri pertaining to Port Authorities and Port Districts.

Section 6. Chairman. The Chairman shall be the principal executive officer of the Authority and, subject to the control of the Board, shall in general supervise and control all of the business and affairs of the Authority. Unless otherwise directed by these Bylaws or by the Board, the Chairman may sign all conveyances, legal documents, and instruments executed in the name of the Authority.

Section 7. Vice Chairman. In the absence of the Chairman, or in the event of the Chairman’s inability or refusal to act, the Vice Chairman shall have all the powers of and be subject to all restrictions upon the Chairman and shall perform such other duties as from time to time may be assigned by the Chairman or by the Board. The Vice Chairman may not be from the same appointing jurisdiction as the Chairman.

Section 8. Secretary. The Secretary shall see to the recording of the minutes of the meetings of the Board, that all notices are duly given in accordance with the provisions of these Bylaws, or as required by law, and shall sign such instruments with the Chairman or other officers as may be required and shall perform such other duties as from time to time may be assigned by the Chairman or by the Board. The Secretary shall be custodian of the
Authority’s records, keep a register of the post office addresses of members of the Board, and have general charge of all the books and records of the Authority.

In the absence of the Chairman and Vice Chairman, or in the event of their inability or refusal to act, the Secretary shall have all the powers of and be subject to all restrictions upon the Chairman.

Section 9. Treasurer. The Treasurer shall review the financial affairs of the Port Authority and shall chair any Finance Committee hereafter created by the Board. The Treasurer and/or Finance Committee shall make recommendations to the Board as to financial policy. The Treasurer shall perform such other duties as from time to time may be assigned by the Chairman or by the Board.

If required by the Board, the Treasurer shall give bond for the faithful discharge of his/her duties in such sum and with such surety or sureties as the Board shall determine. The cost, if any, of such bond shall be paid by the Authority.

Section 10. Additional Officers. The powers and duties of any additional officers shall be prescribed by the Board when creating such offices.

Section 11. Salaries. No officer shall receive any salary or any other compensation for services rendered unless the same shall first be set by the Board. No officer as such shall be prevented from receiving a salary or other compensation by reason of the fact that he/she is also an employee of the Authority.

Section 12. Committees. The Board may create such committees, including but not limited to a Finance Committee, with such members and duties as may be prescribed by the Board. Members of all committees shall be members of the Board.

**ARTICLE IV**

**CONTRACTS, LOANS, CHECKS, AND DEPOSITS**

Section 1. Contracts. The Board may authorize any officer or officers, or any employee or agent, to enter into any contract and to execute and deliver any instrument in the name of and on behalf of the Authority, and such authority may be general or confined to specific instances.

Section 2. Checks, Drafts, etc. All checks, drafts, or other orders for the payment of money, notes, or other evidences of indebtedness issued in the name of the Authority shall be signed by the Treasurer and countersigned by the Chairman or by any two officers of the Authority, and in such a manner as shall from time to time be determined by Resolution of the Board.

Section 3. Deposits. All funds of the Authority not otherwise employed shall be deposited from time to time to the credit of the Authority in such bank, trust companies or other depositories as the Board may select.

**ARTICLE V**

**FISCAL YEAR**

The fiscal year of the Authority shall begin on the first day of each Calendar year and shall end on the last day of each calendar year.
ARTICLE VI
WAIVER OF NOTICE
Whenever any notice whatever is required to be given under the provisions of these Bylaws or under the provisions of the Port Authority Agreement among the City of Jefferson, Cole County, and Callaway County, or any amendments thereto, waiver thereof in writing signed by the person or persons entitled to such notice, whether before or after the time stated therein, shall be deemed equivalent to the giving of such notice.

ARTICLE VII
AMENDMENTS
The Bylaws may be altered, amended or repealed and new Bylaws may be adopted by the Board at any Regular or Special meeting of the Board.
July 12, 2018

To: Jefferson City Public Taxing Entities  
   Cole County Public Taxing Entities  
   Callaway County Public Taxing Entities

From: Missy Bonnot  
       Jefferson City Area Chamber of Commerce

RE: A Public Hearing will be held regarding the joint effort by the City of Jefferson, Cole County and Callaway County to establish the Heartland Port Authority of Central Missouri. The hearing is scheduled for July 26th at 7:00pm at the Jefferson City City Hall, 320 East McCarty, Jefferson City, MO 65101. Public comments both spoken and written are welcome and accepted. Written comments can be sent to:

Heartland Port Authority of Central Missouri  
213 Adams Street-P.O. Box 776  
Jefferson City, MO 65102
ATTACHMENT 5

INVOICE

ACCOUNT NUMBER | INVOICE DATE
----------------|----------------
46771           | 07/12/2018

INVOICE NUMBER | AMOUNT DUE
----------------|-------------
LE024627        | 33.00

AMOUNT PAID

REMITTANCE PORTION: CUT AND RETURN THIS PORTION WITH YOUR PAYMENT

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Ad Text: NOTICE A public hearing regarding the Heartland Port Authority of Central Missouri will be held on July 26, 2018 at 7:00 pm at the Jefferson City City Hall, 320 East McCarty, Jefferson City MO. Written comment will be accepted and considered until July 25, 2018. Written comments should be addressed to: Heartland Port Authority of Central Missouri 213 Adams Street-PO Box 776 Jefferson City, MO 65102 F.S. July 5, 12, 2018

Ad #: 536921 Date: 07/03/2018 Ad Size: 1.00 col. x 1.67 Inches

Ad Heading: Public Notices

Word Count: 71

P.O. #: Fulton Sun 33.00

TOTAL: 33.00

ADJUSTMENTS: 0.00
PAYMENTS: 0.00

Amount Due: 33.00

TERMS: THIS INVOICE IS DUE AND PAYABLE ON RECEIPT.
OVERDUE ACCOUNTS WILL BE CHARGED 1.5% INTEREST PER MONTH OVER 60 DAYS.
## INVOICE

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News Tribune

**TOTAL:** 52.50

**ADJUSTMENTS:** 0.00

**PAYMENTS:** 0.00

**Amount Due:** 52.50

**TERMS:** THIS INVOICE IS DUE AND PAYABLE ON RECEIPT. OVERDUE ACCOUNTS WILL BE CHARGED 1.5% INTEREST PER MONTH OVER 60 DAYS.
### Taxing Districts - Callaway County

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<th>Address</th>
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<tr>
<td>Callaway County Ambulance</td>
<td>Charles Anderson</td>
<td>P.O. Box 246</td>
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<td>MO</td>
<td>65251</td>
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<tr>
<td>Callaway County Regional Library</td>
<td>Director</td>
<td>911 Business 54 South</td>
<td>Fulton</td>
<td>MO</td>
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<tr>
<td>Daniel Boone Regional Library</td>
<td>Jim Smith</td>
<td>P.O. Box 1267</td>
<td>Columbia</td>
<td>MO</td>
<td>65205-1267</td>
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<tr>
<td>Fulton Public Schools District</td>
<td>Superintendent</td>
<td>2 Hornet Drive</td>
<td>Fulton</td>
<td>MO</td>
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</tr>
<tr>
<td>South Callaway School</td>
<td>Superintendent</td>
<td>P.O. Box 37</td>
<td>Mokane</td>
<td>MO</td>
<td>65059</td>
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<tr>
<td>Wellsville-Middletown R-1 School District</td>
<td>Superintendent</td>
<td>900 Burlington</td>
<td>Wellsville</td>
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<tr>
<td>Mexico #59 School District</td>
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<td>City of Fulton</td>
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<td>City of Holts Summit</td>
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<td>City of Auxvasse</td>
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<td>Holts Summit Fire Protection District</td>
<td>Scott Brooks</td>
<td>P.O. Box 33</td>
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<td>2690 U.S. Highway 54</td>
<td>Kingdom City</td>
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<td>Millersburg Fire Protection District</td>
<td>Nancy Hanson</td>
<td>1427 Erik Pl.</td>
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<td>Montgomery County R-2</td>
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<td>418 N Highway 19</td>
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<td>Central Fire Protection</td>
<td>Board of Trustees</td>
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<td>North Callaway Fire Protection District</td>
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<td>Village of Kingdom City</td>
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<td>Audrain R-6 School District</td>
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<td>Callaway County Road &amp; Bridge</td>
<td>Callaway County Commission</td>
<td>10 E 5th St.</td>
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## Taxing Districts - Cole County

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<td>C1-C1 School, Jamestown</td>
<td>Cheryl Duncan</td>
<td>200 School St.</td>
<td>Jamestown</td>
<td>MO</td>
<td>65046</td>
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<tr>
<td>City of Jefferson</td>
<td>Sheila Pearre</td>
<td>320 E. McCarty St.</td>
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<td>65101</td>
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<td>Jeff City Fire Pension Fund</td>
<td>Sheila Pearre</td>
<td>320 E. McCarty St.</td>
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<tr>
<td>Jeff City Liens</td>
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<tr>
<td>City of Lohman</td>
<td>Angela Schmutz</td>
<td>PO Box 95</td>
<td>Lohman</td>
<td>MO</td>
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<tr>
<td>City of Russellville</td>
<td>Jan Wyatte</td>
<td>PO Box 128</td>
<td>Russellville</td>
<td>MO</td>
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<td>City of St. Martins</td>
<td>Virginia Bayne</td>
<td>6909 A Business 50 W</td>
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<td>City of Taos</td>
<td>Shelle Sandbothe</td>
<td>4909 Countryside Park</td>
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<td>Julie Rademan</td>
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<td>Cole County Special Services</td>
<td>Penny Quigg</td>
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<td>Denise Pierce</td>
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<td>M-1 School (Moniteau County Schools)</td>
<td>Judy Hurt</td>
<td>211 S. Owen St. Ste. B</td>
<td>California</td>
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<td>65018</td>
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<td>State of MO ((DOR))</td>
<td>Les Hurd</td>
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<td>Vicky Niekamp</td>
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<td>R-1 School Russellville</td>
<td>Brenda Farris</td>
<td>13600 Route C</td>
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<td>R-5 Eugene School</td>
<td>Pam Leeper</td>
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<td>RW-REG West Fire</td>
<td>Jack Brade</td>
<td>609 Apache Trail</td>
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<td>RUSH/LOH Fire (Russellville/Lohman)</td>
<td>Bernadine Tambke</td>
<td>13408 Strobel Dr.</td>
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<td>Village of Centertown</td>
<td>Susan Gilham</td>
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<td>Missouri Department of Economic Development</td>
<td>Rob Dixon, Director</td>
<td>PO Box 1157/ 301 W. High Street, Room 680</td>
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<td>Blind Pension Fund</td>
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<td>Emily Donaldson, City Clerk</td>
<td>320 E. McCarty Street</td>
<td>Jefferson City</td>
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Attendees:
Randy Allen, Jefferson City Area Chamber of Commerce
Missy Bonnot, Jefferson City Area Chamber of Commerce
Sam Bushman, Cole County Presiding Commissioner
Jeff Hoelscher, Cole County Commissioner
Rich Mihalevich, City of Jefferson
Laura Ward, City of Jefferson
Ryan Moehlman, City of Jefferson
Steve Crowell, City of Jefferson
Roger Fischer, County of Callaway
Cheryl Ball, MoDOT
Bryan Ross, MoDOT
Jamie Reed, Farmer Companies
David Wallace, Candlewood Suites
Don Vanderfeltz
Frank Rycyk
Bert Dirschell
Steve Engemann, Herman Sand and Gravel
Dave Dudenhoeffer, Osage County Presiding Commissioner
John Glavin, Osage County Commissioner
A few other attendees didn’t sign in.

Randy Allen- opened up the Public Hearing and provided a PowerPoint presentation on the Port Project. After the overview he asked the group if they had any questions or comments.

Bert Dirschell – You said the Boonville Port Authority is inactive but in July 2017 MoDOT gave $125,000 to improve facilities and they say their plans are complete to do a port facility there. So, is it inactive or are their plans complete?

Randy Allen-Bryan or Cheryl do you want to take that question.

Cheryl Ball-We can. Howard Cooper County Port Authority is progressing along working towards becoming an operating port. They apply for grants every year as do all other Port Authorities.

Bert Dirschell-do you agree their plans are complete then? I saw an artist depiction of 7 barges parked along on the river.
Cheryl Ball-I can’t comment on whether they are complete or not. I think most Port Authorities have an evolving plan.

Bert Dirschell-You said the River is required to be navigable 10 months. Everything I read online is 8 months if there is enough water. How did you come up with 10 months?

Randy Allen-Bryan or Cheryl?

Bryan Ross-It is required to navigable 8 months. It runs from April 1 to December 1.

Randy Allen-It is? Ok, I stand corrected. Thank you, Bryan.

Bert Dirschell-I went up and talked to Gavilon Industries that own the barge tie up. The part the port Authority leases and MFA leases a little bit. The use their ports on the Mississippi but they truck their fertilizer in to Boonville because it is more cost effective. I’m just asking because that is what he told me.

Randy Allen-We are trying to create an enterprise that will attract more and more business to the area. Any business will look at it differently. They might not be able to take advantage of the one like we are trying to create. The consultant looked at it very hard and said there is a potential here to create a facility and there is a market to support it.

Bert Dirschell-OK

Rand Allen-Other questions?

Frank Rycyck-what type of customs inspections will there need to be? Will the merchandise need to be inspected? Will we need inspectors there?

Randy Allen- We are hoping to get to that point. My guess is that will occur in New Orleans. At the beginning that won’t be necessary.

Frank Rycyck-There is a customs inspection facility maybe that is at the JC Municipal Airport.

Roger Fischer-That could be a possibility. The thing is you have to be a Port Authority first then you can apply for the Foreign Trade Zone. If we get that then we will have to have inspectors.

David Wallace-I worked on the Chamber Marina committee and I haven’t heard a lot about the Corp of Engineers. Where is their stance of the Port Authority? I know they have channel lines that you can’t get into? They can only do dredging once a year. Has that been looked at?

Randy Allen-The consultant worked with the Corp of Engineers during the Feasibility Study and determined is was not a no go situation. The next phase of planning will determine the extent of any infrastructure and river work that will be required.
David Wallace-I just want to say this is a great idea and we need something like this in the Jefferson City area. I commend you all for that.

Citizen-I have one for the MoDOT people. I read a 2007 Report on the Missouri River and Port traffic online and it is pretty negative. Does anyone know if that report has been updated? It is pretty old. A lot could have changed in 10 years.

Cheryl Ball-I can take that one. It has not been updated. That report was a congressional mandate. It is very expensive and we have not updated it. We did do an Economic return on investment Report on the Ports. That report is on our website. We did not look at Jefferson City but the Feasibility Study for this application did look at that.

Bryan Ross-The Army Corp of Engineers does a report on total tonnage on the Missouri River per year. That number has been down in the past but in the last four or five year has been up and that report is online, as well.

Citizen- Most of the tonnage is sand and gravel

Bryan Ross-Most of the tonnage on the River is sand and gravel.

Sam Bushman-There is a Coast Guard Cutters Cheyenne article and they mark the channel.

Citizen-So most of the goods and services are transported by Truck and Rail? How much is truck?

Randy Allen-I’m not sure how much but it is in the study-It is mostly by truck.

Roger Fischer-One of the analogies I might add is you have Hwy 50, 54 and 63 and you have off ramps to get into the city. Can you imagine not having those off ramps? To me, this is similar thing. We are adding off ramps to the river. We don’t have a good way to get on and off the river. We have some small private docks to get off but that is it. You mentioned salt. It isn’t economical to load 2 or 3 barges at a time. You have to be able to load nine barges at a time to be economical. Right now, we are experiencing low fuel prices but it won’t always stay low. Water navigation is the cheapest way to ship goods. If we can get to shipping containers on a vessel, we will be able to ship things globally. We could be a national distribution center in the Jefferson City area. It opens up what we have now. It is an opportunity for us that we don’t have.

Bert Dirschell-I hear what you are saying and I have to admit, I am a little jaded. I worked for a corn fructose plant in Tennessee on the Tennessee River. They don’t grow corn in Tennessee not what this place needed. It was all set up to bring 125 rail cars into the plant. They set up a barge to bring the corn in and spent several million dollars to set it up and they used it a couple
of times. They still bring corn in on the 125 cars. I understand what you are saying, but my experience is that.

Randy Allen-When was that?

Bert Dirschell-Oh...mid-90’s. It is still there.

Randy Allen-Things are changing.

Sam Bushman-There is an article...America’s fast lane and they say the economy by shipping by vessels is impressive. They can move cargo 8 times cheaper that by trucks. We are looking for a way for Farmers to move their goods cheaper. It can benefit a lot of people.

Citizen-What are they going to go for the months that isn’t there? I don’t think anyone would go to Wal-Mart 8 months a year. Unilever doesn’t keep their goods for more than 4 hours. They can’t operate that schedule if they can only use it 8 months out of the year.

Randy Allen-One of the things we are trying to create is this multi-modal situation. So, a company would be attracted to Jefferson City because they can use all modes.

Trucking guy-I don’t think a company could commit if their transportation isn’t reliable.

Randy Allen-Well, what if they had all three?

Citizen-Well, you said earlier we have a driver shortage. What if you can’t find a truck? And you can’t do it by rail-

Randy-We are looking towards to the future on this project

Citizen-That is what I am telling you. I don’t know how anyone can commit to you if you don’t have everyday service.

Randy Allen-There are commodities, there are goods that don’t have to be shipped on a regular basis.

Citizen-That is what the gentleman just told you-you can shipped fertilizer unless you have 9 barges and nobody can store it all winter.

Randy Allen-That is one thing the facility could do is store it as well.

Citizen-OK

Steve Engemann-I would like to say a few things if I may, I am Steve Engemann and we have Herman Sand and Gravel. We began the towing company in 2009 on the Missouri River and
shipped 30,000 tons of cargo. We are now shipping 500,000 tons of cargo, mostly farm commodities going mainly to St. Louis and Kansas City, some to Omaha. We have sand and gravel too. We also have two seasonal customers that were concerned about the 8 months so we have storage and we store their product at our location to carry them. There are other rivers that have a season such as the Upper Mississippi they have an 8-9 month working season and they are successful.

The Missouri River is a world market and the River has been great for our company. Today, we moved 10,000 tons of product on the river going through Jefferson City-did anyone see it? Did anyone hear it? Did it have any impact on this region at all? Hardly anyone knew about it probably. It was out of sight and out of mind and didn’t cause any problems.

This is a great idea especially for this community. You can ship within a 100-mile radius. Dog Food that is out there and used to buy a lot of corn from this area. The Missouri River is a World Market-it isn’t a state market or a state highway and it provided a great opportunity for our company to grow and be successful. I think it is an outstanding idea.

I fully support the project because we need to do more economic development on the river.

Bert Dirschell-Is the thought that this would be funded by user fees?

Randy Allen-We would like to buy down the mortgage with Grants but User Fees, Public/Private partnerships and Gov’t Grants would all be potential funding sources. People will want to be in this area and use all modes of transportation.

Citizen-what is the time period for the cost benefit analysis?

Randy Allen-25 years. I want to thank everyone for coming out tonight. We do have comment cards. Feel free to fill one out and leave it with us. We are recording this and we will be providing a record to MoDOT.