

CERTIFIED COPY OF ORDER

STATE OF MISSOURI }
County of Boone } ea.

September Session of the July Adjourned

Term. 20 09

In the County Commission of said county, on the 15th day of September 20 09

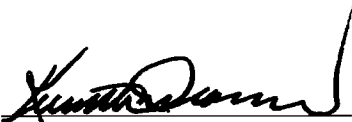
the following, among other proceedings, were had, viz:

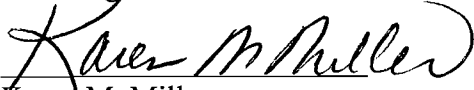
Now on this day the County Commission of the County of Boone does hereby adopt the Findings of Fact and Conclusions of Law relative to a conditional use permit for William J. Harrison and Thomas C. Harrison III for a private family cemetery on 1.0 acre located at 3000 E Winn Rd., Sturgeon.


Done this 15th day of September, 2009.

ATTEST:

Wendy S. Noren KS
Wendy S. Noren
Clerk of the County Commission


Kenneth M. Pearson
Presiding Commissioner


Karen M. Miller
District I Commissioner


Skip Elkin
District II Commissioner

434-2009

CONDITIONAL USE PERMIT BOONE COUNTY, MISSOURI

PROPERTY OWNER: William J. Harrison and Thomas C. Harrison III

ADDRESS: 3000 E Winn Rd., Sturgeon, MO 65284

LEGAL DESCRIPTION: NW ¼ Sec. 8, Twp. 50 N., R. 12 W.

ZONING: A-2 (Agriculture)

DATE APPROVED: 9/1/2009

CONDITIONAL USE: Private Family Cemetery

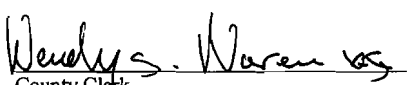
CONDITIONS OF APPROVAL:

- That a survey identifying the location of the proposed cemetery be approved by the director of planning and recorded.
- That an access easement be recorded and referenced on the previously mentioned survey.
- The site not exceed one acre in size.
- The property irons have steel or masonry markers to define the boundaries of the cemetery.

ORDER OF APPROVAL

The Boone County Commission through its presiding officer hereby approves issuance of the above conditional use permit as prescribed above, subject to the conditions of approval specified above. Subject to the conditions for issuance and use of this permit, the Commission finds in issuance of this permit that all requirements for issuance are satisfied and that the Commission further makes its findings of fact and conclusions of law in accordance with the provisions shown on the reverse side hereof, validating issuance of this permit. This permit shall not be valid unless countersigned by the Director of the Boone County Department of Planning and Building Inspection and shall expire unless the use authorized hereunder is exercised within one year after the approval date shown above. This permit shall also be revocable for violation of any term or condition contained in this permit upon the complaint of the director and a showing of good cause upon order of the Boone County Commission in accordance with the regulations applicable hereto.

ATTEST:


 Wendy S. Warren
 County Clerk

BOONE COUNTY, MISSOURI
 BOONE COUNTY COMMISSION
 by 
 Presiding Commissioner

APPROVED:


 Director, Boone County Planning and Building Inspection

Dated: 9/15/09

FINDINGS OF FACT AND CONCLUSIONS OF LAW

Subject to the conditions of approval, the Boone County Commission finds and concludes in issuance of this permit that:

1. The establishment, maintenance, operation and use of the conditional use permit issued hereunder will not be detrimental to or endanger the public health, safety, comfort or general welfare, and
2. The conditional use permit issued hereunder will not be injurious to the use and enjoyment of other property in the immediate vicinity of the property which is the subject matter of this permit with respect to the purposes already permitted by these regulations, and
3. The conditional use permit and authorized uses thereunder will not substantially diminish or impair property values of existing properties in the neighborhood surrounding the property which is the subject matter of this permit, and
4. All necessary public facilities for use of the land subject to this permit are or will be available if the conditions for issuance are satisfied, and
5. The conditional use permit issued hereunder and the authorized uses under such permit will not impede the normal or orderly development or improvement of surrounding property for the uses permitted within the zoning district, and
6. The grant of this conditional use permit will not hinder the flow of traffic or result in traffic congestion on the public roads and that adequate access points to the subject property from public streets are available, and
7. The uses authorized by this conditional use permit are otherwise in conformity with the regulations pertaining to the zoning districts in which the uses are located and that there is a public necessity for the issuance of the conditional use permit hereunder.

The Commission, by authorizing issuance of the conditional use permit hereunder, further concludes as a matter of law that issuance of the permit is proper under the zoning regulations of Boone County in effect at the time of issuance and the general statutes and laws of this state.

Additional Findings:

The County Commission further finds as fact in support of issuance of this conditional use permit the following to be true:

- The cemetery site can be privately maintained without expenditure of public funds.
- An access easement will be provided that will allow descendants to visit the site.

435 -2009

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STATE OF MISSOURI }
County of Boone } ea.

September Session of the July Adjourned

Term. 20 09

In the County Commission of said county, on the 15th day of September 20 09

the following, among other proceedings, were had, viz:

Now on this day the County Commission of the County of Boone does hereby approve the application for continuation of the Emergency Management Performance Grant (EMPG) Program for fiscal year 2010.

Done this 15th day of September, 2009.

ATTEST:

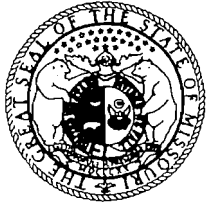
Wendy S. Noren *Wendy S. Noren*
Wendy S. Noren
Clerk of the County Commission

Kenneth M. Pearson
Kenneth M. Pearson
Presiding Commissioner

Karen M. Miller
Karen M. Miller
District I Commissioner

Skip Elkin
Skip Elkin
District II Commissioner

EMERGENCY MANAGEMENT AGENCY



DEPARTMENT OF PUBLIC SAFETY

PO Box 116, Jefferson City, Missouri 65102
Phone: 573/526-9100 Fax: 573/634-7966
E-mail: mosema@sema.dps.mo.gov



August 12, 2009

TO: All Emergency Management Performance Grant (EMPG) Program Participants

The enclosed forms represent the application package to continue your jurisdiction's participation in the Emergency Management Performance Grant (EMPG) Program for fiscal year 2010 (October 1, 2009 to September 30, 2010). These forms are also available on the SEMA website at www.sema.dps.mo.gov/pubs.htm entitled 2010 EMPG Application File, or can be emailed to you upon request.

- Annual Certification
- Budget for Personnel and Administrative Expenses
- Staffing Pattern
- Statement of Work
- Position Description (this must be completed for only new or modified positions being paid by the EMPG program).

You need to return one copy of each form to this office no later than September 15, 2009 in order to be included in SEMA's FY 2010 request for federal EMPG program funds. The 'Budget for Personnel and Administrative Expense' Form represents your total request for federal EMPG funds. Therefore, please submit the total federal funds requested—including equipment and requests for increased allocations over prior years. The total amount on this form requires your jurisdiction's commitment to the cost share required by the EMPG Program. Therefore, if you request \$100,000 in federal funds, you must contribute \$100,000 in local funds as the match.

Your jurisdictions' eligibility to continue participation in the EMPG Program depends on your success in achieving the following requirements by the end of fiscal year 2009 (September 30, 2009).

- Fulfill FY 2009 EMPG exercise requirements.
- Accomplish FY 2009 Statement of Work (SOW) performance measures and submit quarterly reports.
- Revise Local Emergency Operations Plan in accordance with the Missouri All-Hazard Emergency Planning Guidance.
- New Emergency Management Directors must complete the Principles of Emergency Management and the Exercise Design and Evaluation courses within one year of appointment. In addition to the above, your jurisdiction must have submitted financial billings in accordance with the quarterly schedule established by our office.



A Nationally
Accredited
Agency

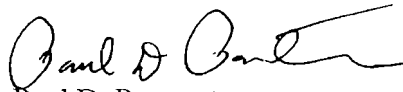
Both the exercise requirement and training requirements MUST be completed and submitted to SEMA by October 31, 2009 for FY 2009. If our records do not show that these requirements have been met, SEMA will deduct 10% of your jurisdiction's budget allocation for each requirement not completed (10% exercise, plus 10% training).

FY 2010 EMPG allocations to local emergency management agencies are subject to funding availability and subject to prior-approvals for certain budget categories. Therefore, your request does NOT guarantee a full or partial EMPG sub-award for your jurisdiction nor does it guarantee a sub-award for any or all budget categories requested.

Your application package is due to SEMA by September 15, which will allow SEMA time to review the information prior to the performance period beginning on October 1, 2009. As in years past, the EMPG Grant Guidance and funding allocations will be distributed to the states later. We will keep you informed of any changes to the grant requirements when that information becomes available.

If you have questions concerning the above or need assistance in completing the forms, please email Christy Knipp at Christy.Knipp@sema.dps.mo.gov or call her at 573-526-9117.

Sincerely,



Paul D. Parmenter
Director

PDP:ck

Enclosures

EMERGENCY MANAGEMENT PERFORMANCE GRANT
ANNUAL CERTIFICATION

AGENCY INFORMATION

NAME Columbia/Boone County Emergency Mgt. SUBMISSION DATE 9/15/2009
ADDRESS 17 N. 7th St., Suite A PERIOD COVERED 10/01/09 - 09/30/10
City/MO/Zip Columbia, MO 65201 COUNTY Boone
EMAIL mpmurphy@gocolumbiamo.com CURRENT POPULATION 150,000
PHONE 573-874-7400

FEDERAL FUNDING

Do you anticipate requesting Federal funding during this period? YES-> X NO-> _____
Does your jurisdiction expend more than \$500,000 (total of all Federal funds), per calendar year? YES-> X NO-> _____
(Circular A-133, Audits of State, Local Governments and Non-Profit Organizations)

CERTIFICATIONS

We certify that we will accomplish the projected programs to the best of our ability, will provide the necessary support to accomplish completion and understand and agree that completion of or progress toward said projected programs is a condition for participation in the Emergency Management Performance Grant Program and/or other federally assisted programs.

Irene (Zim) Schwartz, Interim Director
Emergency Management Director (type or print)


Emergency Management Director (signature)

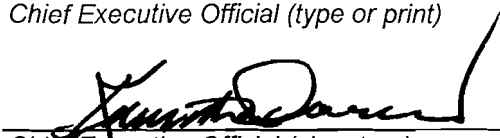
SEMA Director (type or print)

SEMA Director (signature)

William H. Watkins
Chief Executive Official (type or print)


Chief Executive Official (signature)

Kenneth M. Pearson
Chief Executive Official (type or print)


Chief Executive Official (signature)

NOTE: Please complete and attach the Annual Statement of Work (SOW), Staffing Pattern, & Budget and obtain the signatures of the Emergency Management Director & Chief Executive Officer(s) for the above certification.

MISSOURI
STATEMENT OF WORK

FISCAL YEAR 2010

| | | | | | |
|--------------------|--|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| <u>AGENCY NAME</u> | Original Submission <input checked="" type="checkbox"/> | 1st <input type="checkbox"/> | 2nd <input type="checkbox"/> | 3rd <input type="checkbox"/> | 4th <input type="checkbox"/> |
|--------------------|--|---------------------------------|---------------------------------|---------------------------------|---------------------------------|

QUARTERLY PROJECTIONS-REPORTS

E - Enter number you expect to complete
 C - Enter number you completed
 D - Enter "D" for item delayed or deleted (Brief Explanation)
 A - Enter "A" for item added after original submission
 R - Enter "R" for item revision

| | 1st Quarter | | 2nd Quarter | | 3rd Quarter | | 4th Quarter | | FY TOTAL | |
|---|-------------|---|-------------|---|-------------|---|-------------|---|----------|---|
| | E | C | E | C | E | C | E | C | E | C |
| Submit Statement of Work to SEMA | 1 | | 1 | | 1 | | 1 | | 4 | |
| Submit Quarterly financial records | 1 | | 1 | | 1 | | 1 | | 4 | |
| Review and Update Emergency Operations Plan (EOP) | | | | | 1 | | | | 1 | |
| Conduct Table-top exercise | | | 1 | | | | | | 1 | |
| Conduct Functional exercise | | | | | 1 | | | | 1 | |
| Attend Area Coordinator Meeting | 1 | | 1 | | 1 | | 1 | | 4 | |
| Public Presentations | | | 2 | | 1 | | 1 | | 4 | |
| Test Outdoor and other notification Warning Systems | 3 | | 3 | | 3 | | 3 | | 12 | |
| Conduct Weekly Systems tests | 13 | | 13 | | 13 | | 13 | | 52 | |
| Weather Spotter Training | | | 1 | | | | | | 1 | |
| Attend Spring and Fall conferences | | | 1 | | | | 1 | | 2 | |
| FEMA/EMI training | | | | | 1 | | | | 1 | |
| SEMA Training | 1 | | | | | | 1 | | 2 | |

INSTRUCTION

List all positions that are involved in the jurisdiction's emergency management organization that may have emergency-management related costs. Include:

- a) Positions for which you'll claim personnel costs (lines 15 through 23). Also complete a Position Description if not already on file at SEMA.
- b) Positions for which no wages will be claimed but which may incur travel or other emergency management costs (lines 27 through 43).

| STAFFING PATTERN | | | | FISCAL YEAR | |
|---|----------------------------|-------------------------------|---|---|--------------------------|
| NAME OF ORGANIZATION Columbia/Boone County Emergency Mgt. | | | | 2010 (10/01/2009 - 09/30/2010) | |
| | | | | STATE: Missouri | |
| POSITION TITLE (1) | GROSS ANNUAL SALARY (2) | ANNUAL FRINGE BENEFITS (3) | PERCENTAGE OF TIME IN EMERGENCY MANAGEMENT (4) | DATE HIRED OR VACANCY (Mo/Yr) (5) | REMARKS (Name) (6) |
| Emergency Management Director | \$67,696 | \$22,718 | 50% | 05/2009 | |
| Assistant Director | \$52,286 | \$71,253 | 10% | 05/2000 | |
| Administrative Assistant | \$32,111 | \$13,947 | 30% | 10/2005 | |
| Communications Officer | \$42,139 | \$17,883 | 10% | 10/1988 | |
| Communications Officer | \$18,200 | \$1,392 | 20% | 11/2005 | |
| Public Information Officer | \$17,829 | \$1,364 | 70% | 02/2009 | |
| GIS Coordinator | \$42,066 | \$16,426 | 20% | 01/2000 | |
| GIS Coordinator | \$47,840 | \$17,866 | 20% | 10/2009 | |
| Positions for which no salary contributions are requested: | | | | | |
| | | | | | |
| TOTAL (Must match Budget form SEMA 606-3) | \$ 320,167.00 | \$ 162,849.22 | | | |

BUDGET FOR PERSONNEL AND ADMINISTRATIVE EXPENSES
EMPG PROGRAM

| | | | | | |
|--|---|---|----------------------|---------------------------|--|
| 1. Name of Emergency Management Organization Columbia/Boone County Emergency Mgt. | | 2. Address 17 N. 7th St., Ste. A, Columbia, MO 65201 | | 3. Fiscal Year FY 2010 | |
| | | Subdivision Budget | Federal Share 50% | Remarks | |
| 4. | Personnel | 320,167 | 160,084 | | |
| 5. | Fringe Benefits | 162,849 | 81,425 | | |
| 6. | Travel | 4,500 | 2,250 | | |
| 7. | Equipment--Written Justification Required | | 0 | | |
| 8. | Supplies | 11,825 | 5,913 | | |
| 9. | Construction--Written Justification Required | | 0 | | |
| 10. | Consultants/Contracts--Written Justification Required | | 0 | | |
| 11. | All Other Allowable Expenses | 56,000 | 28,000 | | |
| 12. | Total | 555,341 | 277,671 | | |
| DIRECTIONS (Please read before completing Form) | | | | | |
| 1. Fill in Emergency Management Agency's name. | | | | | |
| 2. Fill in Emergency Management Agency's address. | | | | | |
| 3. Fill in Fiscal Year. | | | | | |
| 4. Amount budgeted for salaries and wages | | | | | |
| 5. Amount budgeted for fringe benefits. | | | | | |
| 6. Amount budgeted for travel. | | | | | |
| 7. Amount budgeted for equipment. Equipment means property having a useful life exceeding two years and a unit cost that equals or exceeds \$5,000. Items must be on the Authorized Equipment List (AEL). Attach a written justification in narrative form with the application. | | | | | |
| 8. Amount budgeted for supplies. | | | | | |
| 9. Amount requested for construction. Attach a written justification in narrative form with the application. | | | | | |
| 10. Amount budgeted for consultants / contracts. Attach a written justification in narrative form with application. | | | | | |
| 11. Amount budgeted for all other administrative costs. | | | | | |
| 12. Sum each column. Calculate the federal share by dividing each budget category by 2. | | | | | |

POSITION DESCRIPTION

NAME OF ORGANIZATION: Columbia/Boone County Emergency Management Agency

POSITION DESCRIPTION: Emergency Management Director

DEFINITION: This is administrative work in directing the city/county emergency management program.

DUTIES: Plans, organizes, and directs the operations of the city/county emergency management program with local government, civic and business officials and other interested groups; coordinates the emergency management program with other programs of the City and County Government. Supervises all subordinate personnel assigned to the program and directs a program to recruit and train volunteer personnel. Speaks before various groups to promote interest and cooperation in the emergency management programs. Meets with State and Federal emergency management officials to coordinate the city/county emergency program. Prepares various forms, official documents and reports for state and federal officials. Prepares the budget for the emergency management programs.

Incumbent will participate in all phases of major program areas – Mitigation, Preparedness, Response and Recovery.

Responsibilities include planning for emergency communications support for major program areas, and those systems, which have common application for other than emergency, caused disasters.

POSITION DESCRIPTION: Emergency Management Assistant Director

DEFINITION: This is administrative work in directing the city/county emergency management program.

DUTIES: Primary function is to assist the Director in carrying out his assigned duties. Plans, organizes, and directs the operations of the city/county emergency management program with local government, civic and business officials and other interested groups; coordinates the emergency management program with other programs of the City and County Government. Supervises all subordinate personnel assigned to the program and directs a program to recruit and train volunteer personnel. Speaks before various groups to promote interest and cooperation in the emergency management programs. Meets with State and Federal emergency management officials to coordinate the city/county emergency program. Prepares various forms, official documents and reports for state and federal officials. Prepares the budget for the emergency management programs.

Incumbent will participate in all phases of major program areas – Mitigation, Preparedness, Response and Recovery.

Responsibilities include planning for emergency communications support for major program areas, and those systems, which have common application for other than emergency, caused disasters.

POSITION DESCRIPTION: Emergency Management Communication Officer

DEFINITION: This is technical and administrative work in directing the communications for the city/county emergency management program.

DUTIES: These duties include but are not limited to establishing efficient communications during a disaster, emergency or exercise situation for the city/county emergency management agency. Speaks before various groups to promote interest and cooperation in the emergency management programs. Prepares various forms, official documents and reports for local, state and federal officials. Maintains efficient levels and quality control for all emergency management equipment, supplies and forms. Performs or secures maintenance on all equipment as needed and assists other communities and agencies in any communications program or need. Trains, controls and organizes all weather spotters and amateur radio operators.

POSITION DESCRIPTION: Emergency Management Public Information Officer

DEFINITION: This is public relations work within the media community

DUTIES: This position requires the member to be the city/county emergency management representative in all public relations and media events involving the agency. They will assist in preparing documents, press releases and public statements. They will assist in activity coordination and documentation of activities. They will establish speaking protocol and programs to be used by all members during presentations. They will attend communication seminars, lectures and training on public information and presentation. They will represent the agency in all forms of public presentation.

POSITION DESCRIPTION: Emergency Management Secretary

DEFINITION: Clerical skills and labor

DUTIES: Clerical staff will complete the task of filing the required periodicals and documentation. They will prepare the necessary forms and maintain training items, materials, supplies and handouts. They will log, document, control and schedule activities relevant to emergency management. They will oversee the maintenance and preparation of SARA Title III documentation. They will schedule and coordinate community and government activities for the members.

POSITION DESCRIPTION: GIS Coordinator

DEFINITION: This is a mapping, plotting and documentation position

DUTIES: Works under the ECMA to design, develop and implement new GIS systems and microcomputer application programs. Performs maintenance on existing GIS system and microcomputer application programs relevant to GIS mapping systems, and hardware, including CAD and runbox development and maintenance as well as other system management unique to Joint Communications and Emergency Management. Works with various users to gather or provide information, explanations and/or advice and services with regard to particular programs or projects. Makes recommendations and assists with implementing ways to improve productivity and efficiency of the GIS System. Trains and supports users of the GIS system. Must be familiar with and able to use all pc based applications in the communications operation center and EOC applying this knowledge operationally. Employee will be expected to work in the operation center as assigned. Must maintain all on site and remote site maintenance linked to and with the Joint communication system. Knowledge of the 911 data base and it's operational systems as they apply to GIS, CAD and other networking functions. Employee must ensure that all aspects of work performed are in compliance with the Department and City standards. Shall perform statistical and customized management reports as requested. Must carry a department supplied pager for assigned on-call status. Employee will perform other related duties as needed or assigned.

436 -2009

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STATE OF MISSOURI }
County of Boone } ea.

September Session of the July Adjourned

Term. 20 09

In the County Commission of said county, on the 15th day of September 20 09

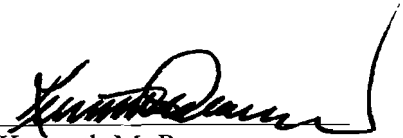
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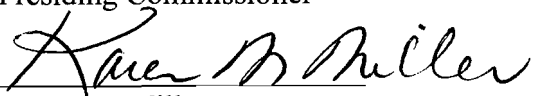
Now on this day the County Commission of the County of Boone does hereby approve the application for the Transportation Investment Generating Economic Recovery (TIGER) grant submitted to the United States Department of Transportation (USDOT) for infrastructure improvements identified in said grant and supported by Columbia Area Transportation Study Organization (CATSO).


Done this 15th day of September, 2009.

ATTEST:

Wendy S. Noren KS
Wendy S. Noren
Clerk of the County Commission

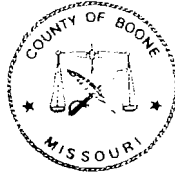

Kenneth M. Pearson
Presiding Commissioner


Karen M. Miller
District I Commissioner


Skip Elkin
District II Commissioner

436-2007

Ken Pearson, Presiding Commissioner
Karen M. Miller, District I Commissioner
Skip Elkin, District II Commissioner



Roger B. Wilson
Boone County Government Center
801 East Walnut Room 245
Columbia, MO 65201-7732
573-886-4305 • FAX 573-886-4311

Boone County Commission

September 11, 2009

Mr. Ray La Hood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: Application Submission for Boone County, Missouri
Transportation Investment Generating Economic Recovery (TIGER)
Discretionary Grant

Dear Mr. La Hood:

The Boone County Commission hereby submits the enclosed TIGER Grant Application. We believe the proposal is a logical, financially prudent, long-term investment which will benefit the economy of the United States, State of Missouri, Boone County and its region, and the City of Columbia by not only investing in existing Regional Employment but assisting in facilitating new regional industries and jobs.

The proposed TIGER multi-modal improvements to the US 63/State Route B regional employment corridor will provide long-term modern infrastructure that will insure the state of good repair, economic competitiveness, livability, sustainability and safety of our regions economic centers.

The proposed TIGER improvements in addition to all the existing, current, private and public investments in infrastructure and planning will meet the goals of economic stimulus and job creation, as required by the United States government.

Thanks for your review of this request.

Sincerely,

Kenneth M. Pearson
Presiding Commissioner

Karen M. Miller
District I Commissioner

Skip Elkin
District II Commissioner

**Department of Transportation
Office of the Secretary of Transportation**

**TIGER Discretionary Grant Application For
U.S. 63/State Route B Employment Corridor Multimodal Improvements**

Application Submitted By: Boone County Commission
County of Boone
Columbia, Missouri

Date of Submittal: September 15, 2009

Type of Project: Roadway, Sidewalk, Pedway, Bike Lane, and Railway
Improvement Project

Location of Project: Boone County, Missouri and the City of Columbia,
Missouri

Congressional District: Improvements are in U.S. Congressional District 9
Regional Economic Development Commission
includes U.S. Congressional Districts 4 and 6

Area Type: Improvements are in Urban Area in Boone County,
Missouri. Project Serves Rural Areas.

TIGER Grant - Requested Amount: \$20,000,000.00 (80%)

Amount of Match Proposed: \$5,000,000.00 (20%)



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CONTACT INFORMATION

Karen Miller, Boone County Commissioner
Boone County Missouri
801 E. Walnut
Columbia, MO 65201
573-886-4305
Email: kmiller@boonecountymmo.org

PROJECT DESCRIPTION

Introduction & Project Summary:

The TIGER project proposed herein is to develop the infrastructure for a regional employment corridor in rural Missouri. This transportation infrastructure is required to enable the central Missouri region to compete for new, knowledge-based economy jobs on a national and international scale. Increased traffic in this area will place great stress on an already stressed transportation infrastructure. A number of transportation network improvements are needed to facilitate this major employment/industrial expansion effort. All improvements, with the exception of an innovative connector road, are included in the local MPO long-term planning document, or the pertinent City or County Capital Improvement Budgets. The TIGER grant offers the opportunity to aggregate these individual component roads into an area-focused comprehensive project that can be expeditiously completed. In some cases, the infrastructure has been designed which will allow for virtually immediate procurement, bidding and construction activities for the road enhancements.

Located in Boone County, Missouri, at the northern edge of the county's largest community Columbia, Missouri, the area identified for the TIGER project is an established employment center for surrounding counties and the entire central Missouri Region. The area targeted for TIGER investment (the TIGER Target Area) has unparalleled non-roadway infrastructure in the areas of power, fiber optic cabling, natural gas, and renewable fuels. It is located near the University of Missouri and intellectual and research resources which are viewed as highly valuable to prospective site selectors for new innovation-led businesses.

The TIGER target area has extraordinary access and infrastructure including:

- Large contiguous development areas: multiple 100+ acre Greenfield sites
- Abundant power supply from three power generation sources: 100 MGW – 200 MGW available
- Redundant source and path for fiber/data transmission: 75 - 150 GB available
- Access to high volume natural gas on site: 750 psi line
- Metered water capacity of 1mgd with availability of subsurface water in region
- Wastewater main in design that will bring 5mgpd capacity
- Located near the crossroads of I-70 and U.S. Highway 63
- Access to underused intermodal rail/truck facilities and transload facilities
- Access to the Columbia Terminal (COLT) short-line rail, connected to major rail provider 20 miles to north
- Methane producing landfill

Due to the utility redundancy, telecommunications linkage, accessibility, and capacity, a 109 acre site at the northern edge of the 1,300+ acre TIGER Target Area applied for and received a State Certification from the Missouri Certified Sites Program administered by the Missouri Department of Economic Development. Ewing Industrial Park is the first and only Certified Site awarded in the entire state of Missouri. A copy of the Certified Site application is available for review.

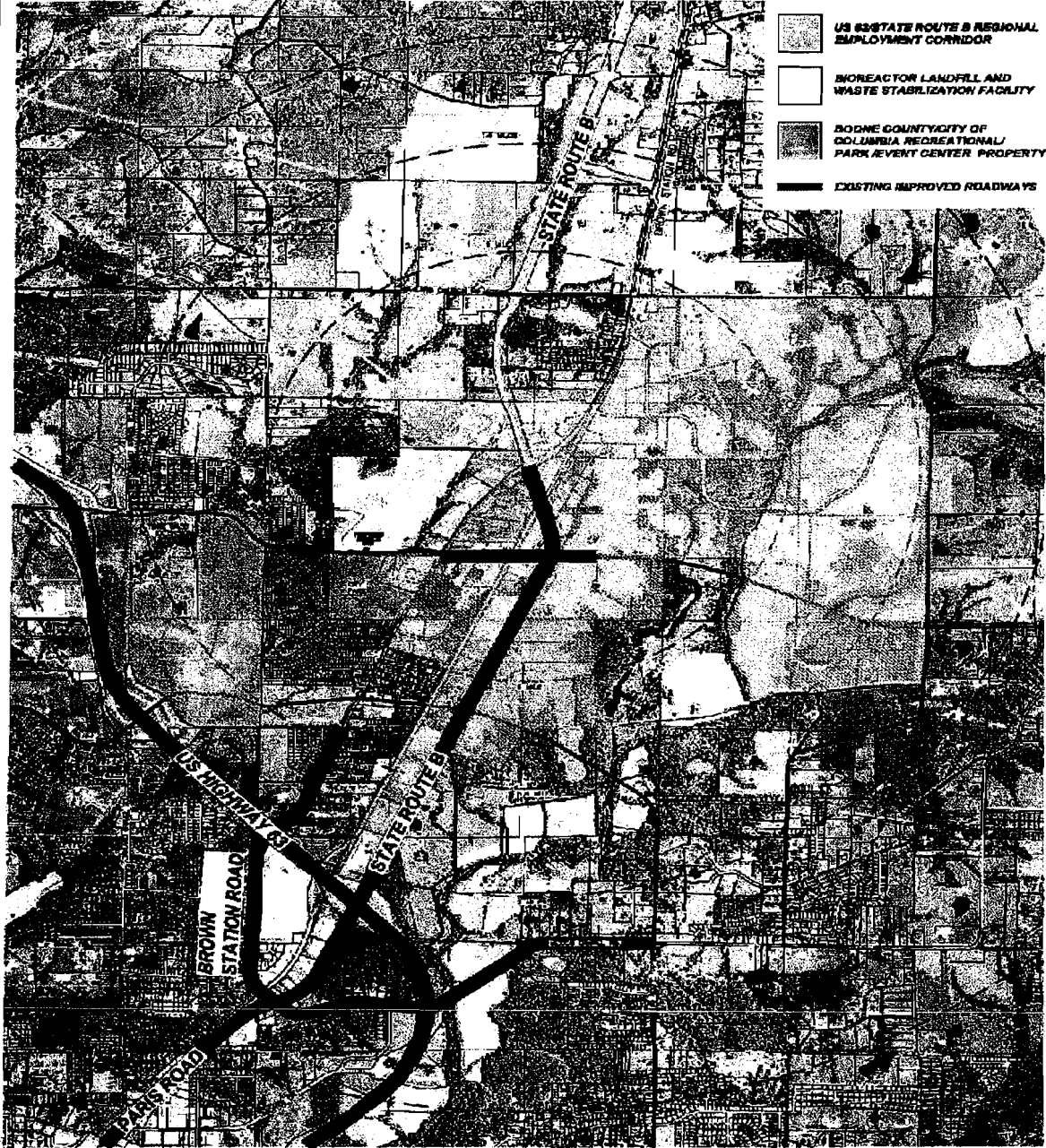
However, a critical and necessary component severely lacking for the long-term economic competitiveness of the region and the employment potential for the TIGER Target Area is in the area of transportation infrastructure.

State Route B is the only improved arterial access to this area and is the primary roadway access to the corridor with access from U.S. Highway 63 as well as the communities of Hallsville and Centralia. All other alternative routes are along unimproved roads. In 2008, State Route B carried approximately 17,000 vpd on the 5 lane section near and through the industrial corridor and approximately 10,600 vpd on the two lane section north of Brown Station Road.

**EXISTING IMPROVED ROADWAYS (BEFORE TIGER)
TRANSPORTATION INVESTMENT GENERATING
ECONOMIC RECOVERY**

COUNTY OF BOONE
COLUMBIA, MISSOURI

TIGER TARGET AREA



The area is served by the Columbia Terminal (COLT) Railroad owned and operated by the City of Columbia. The COLT is a direct connection to the main rail line in Centralia (Norfolk Southern). The COLT currently handles approximately 2,200 cars per year supplying raw materials and finished goods transport from the U.S. 63/State Route B Regional Development Employment Corridor. The COLT has long been viewed as an innovative and environmentally sound key to efficiency and ease of transport of freight to the Employment Corridor. The COLT has the potential for commuter capacity between communities north of the TIGER Target Area as well as from within the more central area of Columbia. TIGER grant funds are targeted to perform a study and cost benefit analysis on implementing passenger service on the COLT system.

The TIGER Target Area is located just north of I-70, an area that has been identified for innovative transportation projects, such as dedicated truck-lanes. Coupling access to I-70 with direct interchange access to U.S. Highway 63, it is envisioned that this request for grant funding will supplement the Missouri Department of Transportation TIGER grant request for dedicated truck lanes on I-70 by providing improved access to transload and multimodal transfer facilities.

The TIGER grant will greatly enhance livability, sustainability and safety by improving non-motorized transportation within the Tiger Target Area. Currently the only pedestrian access to the area is via a 5' sidewalk along the east side of State Route B that leads south into Columbia. The support for and use of pedestrian and bicycle facilities is high in Columbia with a aggressive campaign, [GetAbout Columbia](#), that encourages non-motorized transportation for the benefit of overall health and sustainability of the community. The current pedestrian facilities along Route B are used extensively. Expansion of residential development in the area, in addition to a new elementary school on Waco Road, brings to light expanding pedestrian safety issues. The TIGER grant project includes pedestrian and bicycle lanes along all proposed roadways in an aggressive effort to draw new workers that may commute to the employment corridor by utilizing non-motorized transportation.

The potential for industrial growth, workforce and jobs expansion in this corridor is high. There are a number of tracts (including Missouri's first and only Certified Site) along the corridor that are large enough and have the appropriate utilities for a major industrial expansion. The prominence of these sites an a national site selection platform especially for data centers, holds the highest promise for employment potential. This will be discussed further in the Primary Selection Criterion: Economic Competiveness section of this application.

Needs Analysis & Proposed Improvements:

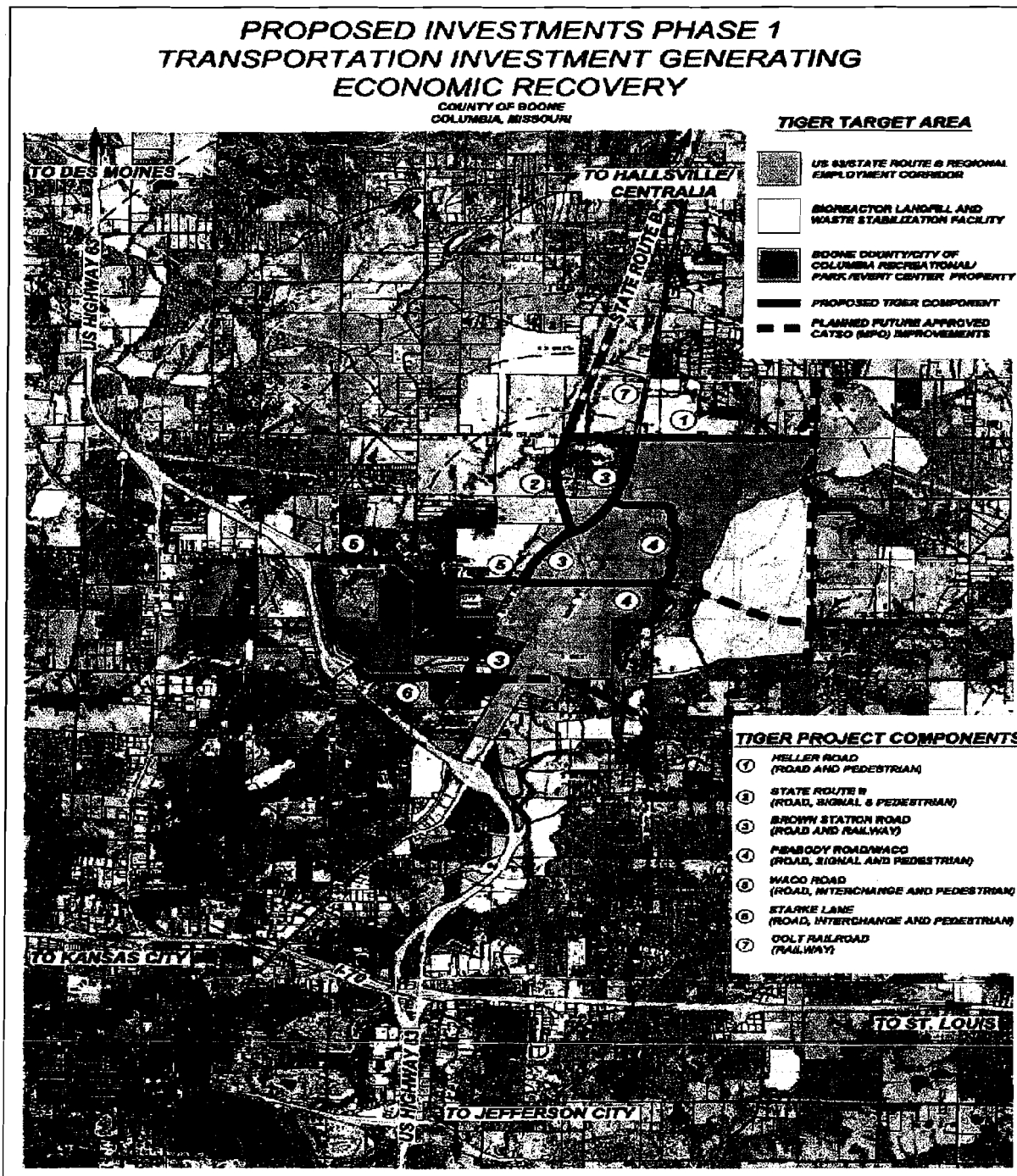
These proposed needs are summarized by transportation mode as follows and are proposed for inclusion in to the 2009 TIGER grant application:

- *Non-motorized enhancements:* 5'-0" sidewalks, dual bike lanes and 8'-0" pedways are proposed to be built to provide safe direct non-motorized routes between housing concentrations in north Columbia and the U.S. 63/State Route B Regional Development Employment Corridor.
 - These facilities are proposed to be connected to the existing facilities along Brown School Road as well as the Bear Creek Trail and Boone County Fairgrounds and Event Center
 - These facilities are proposed to be connected to the existing facilities along Brown Station Road.
 - Sidewalks, bike lanes, and pedways are planned along the existing and proposed roadways throughout the corridor.

- *Freight Railway improvements:* Railway Grade Crossings are proposed to be improved to accommodate increased freight and vehicular traffic.
 - The City of Columbia is currently constructing a grade separation between the COLT railway and U.S. Hwy 63.
 - COLT Railroad is proposed to be upgraded to allow higher speed train traffic and grade crossings should be improved to accommodate increased freight and vehicular traffic.
- *Passenger Rail/Transit Service:* Public transportation to the TIGER Target Area is proposed as a long-term objective to be provided to the area to reduce vehicular emissions and traffic demand on State Route B.
 - Passenger Rail service is proposed to be evaluated for residential concentration along the COLT railroad. Basic rail infrastructure exists to allow passenger rail service between Centralia, Hallsville, U.S. 63/State Route B Regional Development Employment Corridor, and downtown Columbia.
- *Roadway Improvements:* Roadway improvements are proposed to accommodate the industrial truck traffic, Columbia landfill/methane bioreactor truck traffic, employee traffic and commuter traffic. With the exception of the newly proposed and innovative Peabody Road extension to Waco Road, all of the following improvements are currently shown on the Columbia Area Transportation Study Organization's (CATSO) Roadway Plan (2030 Transportation Plan), and are identified as needs under the current traffic volume. Additional traffic data was studied for this region and approved by the Missouri Department of Transportation and the City of Columbia.
 - Waco Road is proposed to be extended from its existing terminus at Brown Station Road west to U.S. 63. This will provide a direct route to U.S. 63 for northbound traffic as well as to northern Columbia. In addition, the Waco Road Extension will provide better access to a new elementary school, two city parks, sports complex and the Boone County Fairgrounds and Event Center.
 - Brown Station Road is proposed to be improved from Starke Avenue to Heller Road. This will improve an important section of roadway that provides relief to the crowded State Route B.
 - State Route B is proposed to be expanded to four lanes from Brown Station Road. This will greatly improve the conditions for commuter traffic between Centralia, Hallsville, Columbia, and the U.S. 63/State Route B Regional Development Employment Corridor. In addition, these upgrades will improve the capacity of the existing traffic signal at State Route B and Brown Station Road.
 - Heller Road is proposed be upgraded to improve access to the northern portion of the U.S. 63/State Route B Regional Development Employment Corridor and Ewing Industrial Park.
 - Peabody Road is proposed to be upgraded and extended to Waco Road to provide additional access to the Columbia landfill/methane bioreactor and the Ewing Industrial Park. This would also reduce the anticipated demand on the State Route B/Brown Station Road traffic signal.
 - A traffic signal is proposed to be installed at the State Route B and Waco Road intersection. This will provide immediate relief for existing industries such as 3M, EDI and Kraft Foods as well as additional relief to the Columbia landfill/methane bioreactor and the Ewing Industrial Park. This signal and connector provides a full redundant access to each side of the Route B/COLT truck crossings.
 - Starke Avenue is proposed to be improved between U.S. Hwy 63 and Brown Station Road. This will provide an additional connectivity between the U.S. 63/State Route B Regional Development Employment Corridor and north Columbia as well as U.S. 63.

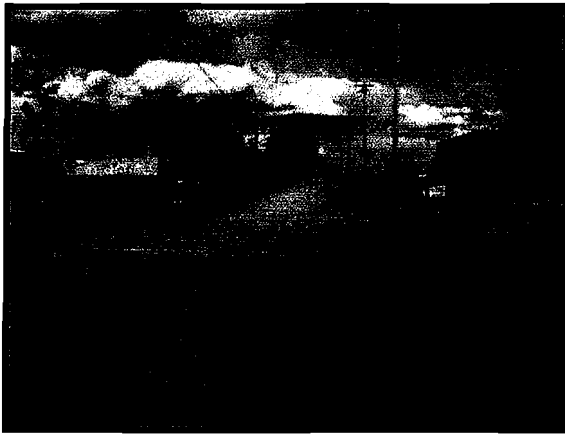
This TIGER grant proposal is a request to prioritize, consolidate, and bring synergy to the transportation infrastructure of this region. For purposes of detailed description, selection criterion information, budget, project schedule, and evaluation, the TIGER Project Components of the TIGER grant request are identified

and described in detail below. The TIGER Target Area, as well as TIGER Project Components are graphically displayed in the following exhibit.



TIGER Project Components:

Project Component 1. Heller Road: Heller Road is currently an unimproved narrow roadway that serves the northern end of the employment district. The roadway is shown as a major collector on the CATSO Roadway Plan. The driving surface currently consists of approximately twenty feet wide asphalt pavement for the segment between State Route B and Brown Station Road. The segment of roadway between Brown Station Road and Rogers Road is currently graveled with an average width of less than twenty feet. The proposed project will reconstruct the roadway to CATSO's standards for major collectors which in this case are anticipated to be a 38' wide curb and gutter street. This project component will eliminate the maintenance problems associated with gravel roads such as dust control and surface erosion and rutting. In addition, the project will improve the vertical profile of the roadway to eliminate sight distance issues associated with the current short vertical curves.

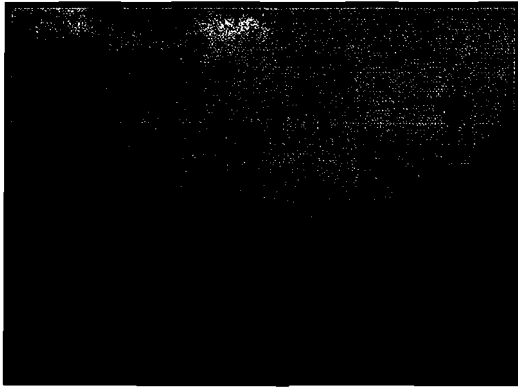


Heller Rd. (facing east)

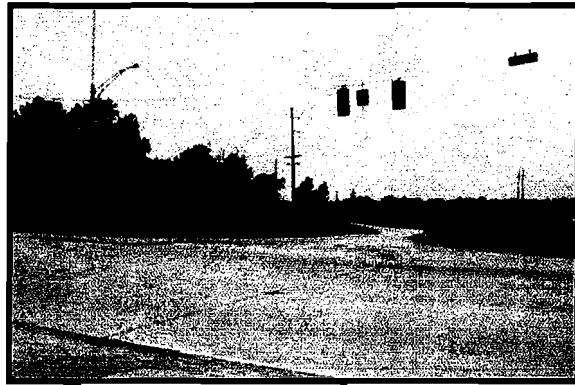


Heller Road at Brown Station Road (facing northwest)

Project Component 2. State Route B: State Route B is shown as a minor arterial roadway on the CATSO Roadway Plan that serves as a vital link for commuters between Columbia and several northeastern Boone County communities (including Hallsville and Centralia). South of its intersection with Brown Station Road, State Route B consists of 58' wide concrete pavement w/ 11' shoulders. It is striped as a 5 lane section (two travel lanes in each direction with a center two-way left turn lane) and has a speed limit of 55 mph. North of its intersection with Brown Station Road, State Route B consists of 24' wide asphalt with 8' shoulders and one lane of travel in either direction. It has a speed limit of 60 mph. State Route B's intersection with Brown Station Road currently serves as the transition from four lanes to two lanes which effectively limits the intersection to single through lane approaches which limits the capacity of the traffic signal. This project component will widen the segment of State Route B between Brown Station Road and Oakland Church/Heller Road to four lanes and provide the appropriate transitions north of Oakland Church Road back to two lanes. This will greatly increase the capacity of the traffic signal at Brown Station Road and eliminate dangerous passing movements on State Route B.



State Route B at Brown Station Road (facing southeast)



State Route B at Brown Station Road (facing southwest)

Project Component 3. Brown Station Road: Brown Station Road is a major collector roadway that runs northeast/southwest in the development area. Immediately east of its intersection with State Route B, Brown Station Road is 24' wide asphalt pavement with 8' shoulders, one lane of travel in each direction, and a speed limit of 40 mph. Southwest of its intersection with State Route B, Brown Station Road is 24' wide asphalt pavement with no shoulders, one of lane of travel in each direction and a speed limit of 40 mph. Brown Station Road serves as the main access to the City of Columbia's landfill/methane bioreactor, a rail transfer facility, and Ewing Industrial Park. Due to these uses, this road handles a high volume of truck traffic, particularly between Peabody Road and State Route B. This project component will widen the roadway by approximately 20' and provide curb and gutter on each side to allow for appropriate turn lanes.

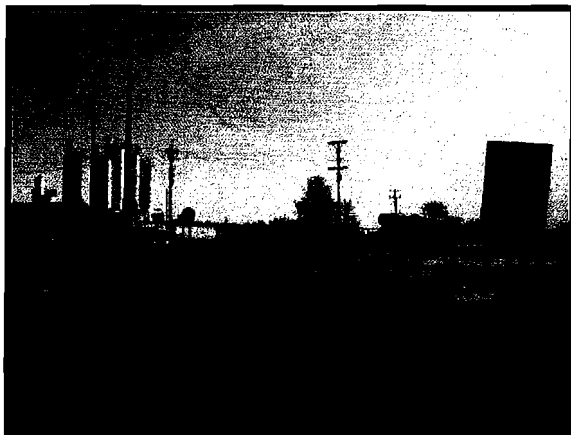


Brown Station Road at Peabody Road (facing south)



Brown Station Road at Waco Road (facing north)

Project Component 4. Peabody Road: Peabody Road is currently an unimproved asphalt roadway that is approximately 26' wide. This roadway is not on the CATSO Major Roadway Plan but currently is the only access to the Columbia landfill/methane bioreactor. This project component will improve the existing Peabody Road connection to Brown Station Road and also extend a new roadway south to a short extension of Waco Road and will include a new traffic signal at the existing Waco Road and State Route B intersection. The new traffic signal has long been needed by two of Columbia's larger employers in 3M and Kraft foods that currently access Waco Road east of State Route B. The extension of Peabody Road to connect with the existing Waco will provide an alternate, shorter route to State Route B for the Columbia landfill/methane bioreactor traffic and has three major benefits. It removes a significant amount of turning traffic from the congested Brown Station Road and the State Route B traffic signal; it provides a route for this traffic that eliminates the need to cross the COLT Railroad at two grade crossings; and it provides additional access to the northern portion of U.S. 63/State Route B Regional Development Employment Corridor.



Peabody Road at Brown Station Road (facing south)



Peabody Road at Brown Station Road (facing west)

Project Component 5. Waco Road: Waco Road is shown as a minor arterial roadway on the CATSO Roadway Plan and currently exists only between Brown Station Road and State Route B. However, Waco Road is shown on the CATSO Roadway Plan to extend west to U.S. 63 where it will form the east approach of the existing Prathersville Road Interchange. This extension is currently in various stages of planning. Final Plans are currently being completed for the portion of Waco Road between Brown Station Road and Arbor Pointe Parkway. This portion is a vital link to support the new Alpha Hart Lewis Elementary School at the intersection of Arbor Pointe Parkway and Waco Road. Preliminary Plans have been approved and right of way is currently being acquired for the remaining extension to U.S. 63. This project component will complete the Waco Road connection between Brown Station Road (and State Route B) and U.S. 63 and will include the construction of roundabouts at the U.S. 63 northbound ramp terminals and at the Waco Road intersection with Oakland Gravel Road.



Waco Road at Route B (facing west)



Waco Road at Brown Station Road (facing east)

Project Component 6. Starke Avenue: Starke Avenue is shown as a major collector on the CATSO Roadway Plan. It is currently a narrow two lane asphalt roadway. This project component will reconstruct the roadway to current roadway curb and gutter standards and provide an additional link between Brown Station Road and U.S. 63. The Starke improvement will complete the 3rd improved interchange access from U.S. 63 to the State Route B Regional Development Employment Corridor.



Starke Avenue (facing south)



Starke Avenue (facing west)

Project Component 7. COLT Railroad Improvements: Upon completion of all TIGER Components, the resultant Employment Hub will become accessible and competitive for new innovation-led jobs. The proposed improvements to the COLT Railway System will result in increased safety, increased management capacity and ultimately increased market appeal. Increased market appeal will mean more customers, more cars, the ability to continue the COLT's growth as an asset to ship raw products in and out of central Missouri and the U.S. 63/State Route B employment corridor, and the ability to ship finished products by rail. The COLT Railroad management staff continue to focus on logistics management to grow market appeal and economic competitiveness in the "transload" market from truck to rail and rail to truck. Availability of rail transload service to industrial areas that the COLT provides is a rare asset to Missouri and especially rare to rural areas like Boone County, Missouri. The proposed TIGER grant will be used for construction of a railroad operations center, in addition to safety upgrades at the Brown Station Road crossings and the Peabody Road bypass connector. The addition of a railroad operations center will provide the following key improvements to core capabilities:

- Intermodal shipment planning and load building
- Scheduling and dispatch
- Modal carrier management and freight payment
- Truckload and dedicated intermodal fleet management
- Complete customer product transportation network design
- Outsourced transportation management
- Increased modal warehousing

The ultimate goal is to enhance this unique service to keep rural Missouri, Boone County, and the City of Columbia at a market advantage for industrial growth, job creation, and the opportunity to allow rail service to keep as much truck traffic distribution and rail options as possible. Increased COLT rail service, transit, management, and delivery will provide alternates to roadway systems, decrease dependence on vehicular fossil fuels and decrease carbon emissions from large truck distribution. The TIGER grant funds will be used for not only safety and improvements but as a means to reach the next platform of investment in innovative modal logistics, railroad management, and ultimately, intermodal market appeal.



Colt Railroad (facing south)

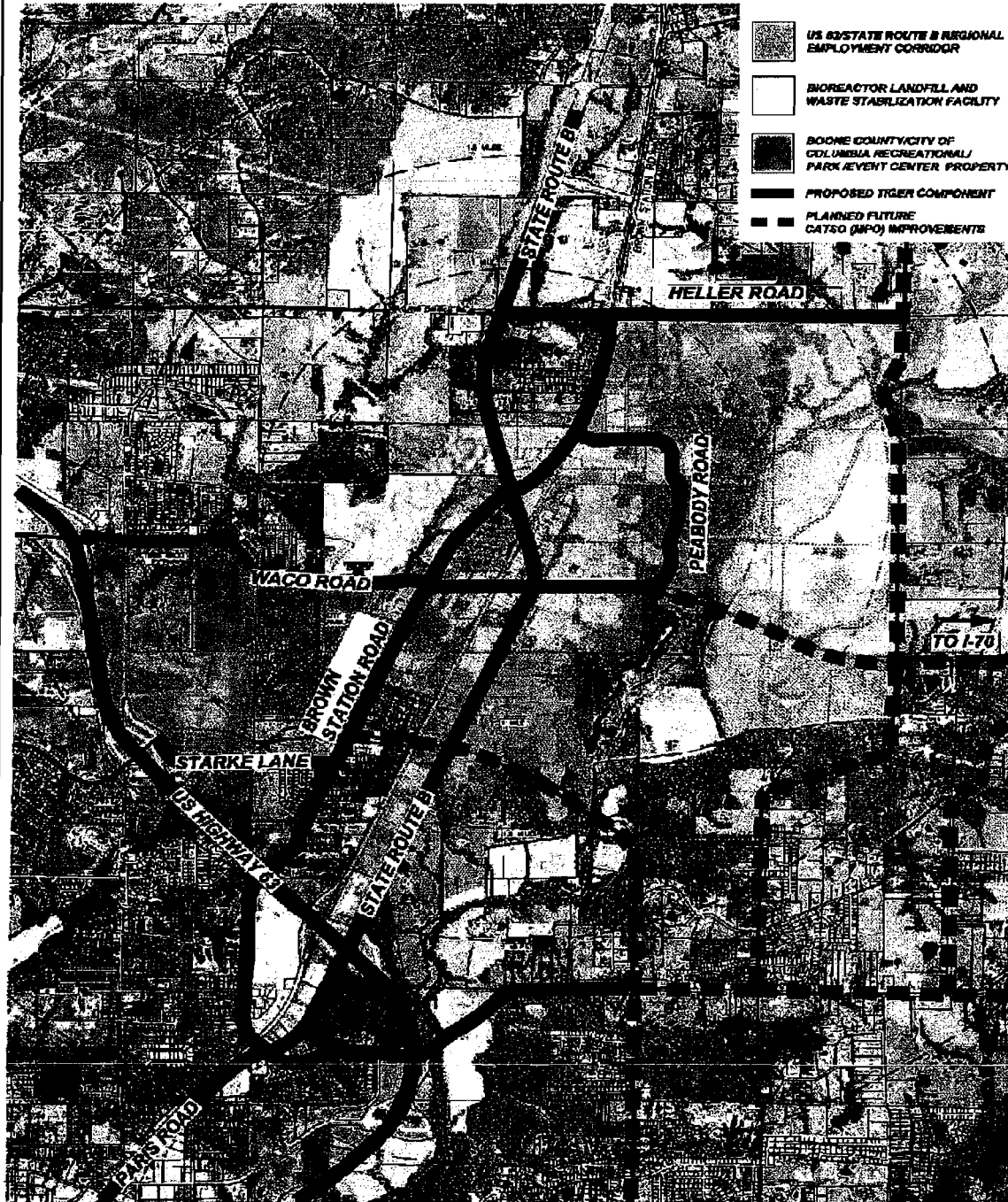


Colt Railroad (facing north)

EXISTING AND PROPOSED INVESTMENTS PHASE 1 (AFTER TIGER) TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY

COUNTY OF BOONE
COLUMBIA, MISSOURI

TIGER TARGET AREA
TIGER TARGET AREA



PROJECT PARTIES AND MATCH FUNDING

The Boone County Commission, as the applicant, is proposing to provide 20% match to the \$20,000,000.00 TIGER grant proposal. The source of these funds will be from Boone County road tax funds, Boone County improvement funds, and City of Columbia improvement funds as programmed in the City of Columbia approved budgets, planned budgets and capital improvements plan. The capital improvements plan includes planned roadway improvement, as well as rail improvements by efforts of CATSO(MPO), MoDOT, the City of Columbia and Boone County, the proposed TIGER improvements are adopted and approved for need and public benefit. Boone County will be procuring funds from Economic Development Administration (EDA), Missouri Department of Economic Development (DED), local landowners, Community Improvement Districts (CID to be formed) and Missouri Department of Transportation (MoDOT) Safety and Economic Development Funds. Missouri Development Finance Board (MDFB) will be used as a possible funding source of grants and loans.

Boone County and the City of Columbia each have revenues from publically approved taxes for capital and transportation improvements. The currently planned and prioritized capital improvements in the U.S. 63 and State Route B Regional Economic Development Corridor exceed the proposed 20% match.

GRANT FUNDS, SOURCES AND USES OF PROJECT FUNDS

The following table describes each component and estimated budget. Additional details are available.

| Number | Component Name | Construction Cost | Design/ Staking/ Testing/ As-Built Cost | Construction Observation | Special Services/ Legal Services/ Right of Way | Total Estimated Cost |
|-------------------------|-------------------------|---------------------|---|--------------------------|--|----------------------|
| 1 | Heller Road | \$3,872,925 | \$464,751 | \$193,646 | \$100,000 | \$4,631,322 |
| 2 | State Route B | \$2,206,575 | \$264,789 | \$110,329 | \$0 | \$2,581,693 |
| 3 | Brown Station Road | \$3,449,250 | \$413,910 | \$172,463 | \$100,000 | \$4,135,623 |
| 4 | Peabody Road Connection | \$3,621,450 | \$434,574 | \$181,073 | \$100,000 | \$4,337,097 |
| 5 | Waco Road | \$4,065,075 | \$487,809 | \$203,254 | \$50,000 | \$4,806,138 |
| 6 | Starke Lane | \$2,892,750 | \$347,130 | \$144,638 | \$100,000 | \$3,484,518 |
| 7 | COLT Railroad | \$1,023,611 | | | | \$1,023,611 |
| | | \$21,131,636 | \$2,412,963 | \$1,005,401 | \$450,000 | \$25,000,000 |
| Sources of Funds | | | | | | |
| | TIGER Grant (80%) | \$20,000,000 | \$0 | \$0 | \$0 | \$20,000,000 |
| | Boone County (20%) | \$1,313,636 | \$2,412,963 | \$1,005,401 | \$450,000 | \$5,000,000 |

SELECTION CRITERIA

Primary Selection Criteria:

Long Term Outcomes: Although the applicant believes the proposed investment has compelling benefits in all five of the primary selection criteria, Economic Competitiveness is the driving force behind this application. Reacquisition of permanent full-time jobs lost in the last five years, as well as an aggressive and compelling focus on new innovation and data-based jobs is the objective of the stakeholders involved in this effort.

State of Good Repair: The components of this project are intended to complete a significant area-focused portion of the Columbia Area Transportation Study Organization's (CATSO) roadway plan for the project area. Most of the project components are upgrades to existing roadways that will bring the roadways up to current roadway standards enabling more non-motorized traffic for both leisure and workforce commuting. The long-term maintenance costs are expected to be less with the roads built to current standards rather than at their present deteriorated state.

All project components and estimates of probable cost have been prepared by Professional Engineers experienced with transportation infrastructure improvements in Boone County and are believed to be adequate to complete the work to the high standards warranted.

As shown in the certification letter from the Boone County Commission, all of the proposed roadway and railway improvements that are not currently under MoDOT jurisdiction will be owned, operated, and maintained by either Boone County or the City of Columbia.

The remainder of the roadway investments proposed are new system components that provide greater connectivity between the U.S. 63/Route B Employment Corridor and U.S. 63, Interstate 70, and the workforce residing in the multi-county regional area. By the addition of secondary routes accessing the U.S. 63/State Route B Employment Corridor, the area and region will see the benefits of increased safety, longer life-cycle, and improved traffic flow efficiency. When major accidents or traffic congestion occur and disrupt traffic flow on State Route B between U.S. 63 and the employment area, roadway users are forced to traverse circuitous, unimproved roadways to enter or leave the area. This presents both safety and operational issues to the traveling public as well as prevents emergency services from providing quick response to any potential emergencies.

Economic Competitiveness: The current nominal amount of multi-lane access severely limits the access to new properties for the placement of new and expanding businesses and the placement of additional new jobs to the U.S. 63/State Route B Employment Corridor. The additions and upgrades to roadways, as well as the multi-modal accessibility improvements proposed, will be integral in placing this area on a national selection "short-list" for knowledge-based job development.

Retention of jobs is a major factor in the TIGER Target Area. The U.S. 63/State Route B Regional Development Employment Corridor is one of Boone County and the mid-Missouri's primary employment areas. It is home to jobs for a multi-county region of Mid Missouri. Major employers include: Frito Lay/Quaker Oats, 3M, Square D, Kraft Foods Columbia, and the City of Columbia Solid Waste Facility.

Another major employer, Hubble Power Systems is located north of the corridor in Centralia. In addition to employment, State Route B is the primary commuter route between the Hallsville/Centralia area and the City of Columbia.

Although the Boone County/Columbia, Missouri area is not defined as an economically distressed county, the area is well known as an employment hub for adjacent and regional counties, including multiple “distressed” adjacent counties. The Mid-Mo Planning Commission has identified this corridor as a “driver” for job creation in Comprehensive Economic Development Strategy for the Mid-Missouri Economic Development District (CEDDS). On an area-focused level, the U.S. 63/State Route B Regional Development Employment Corridor has experienced significant decline in jobs over the past 5 years, losing 30% of jobs to a low of 1,548 jobs in 2009 (source: Regional Economic Development Inc.), with trend loss of 9% reduction in each of the last three years. The effect of these losses are felt in adjacent counties as well as Boone County. The “no-build” scenario in the current “site competitive” environment will only aggravate this situation, as the recruiting of new data-based and mission critical industry is highly unlikely with the limited current road and rail infrastructure.

The economic development strategy of the Mid-Missouri area Regional Economic Development Inc. has an aggressive focus on bringing new 21st century employment and industry to the area. Economic development for a knowledge-based economy requires an unprecedented approach to concurrently satisfy the needs of lower operating cost, extended life-cycle, lower environmental footprint, and a new approach that is fast, nimble, flexible, integrated, and sustaining. Boone County, and specifically the target area for TIGER Infrastructure improvement, is in an exceptionally strong, if not unique, position among development sites in the world. The location sits on an unparalleled physical crossroads of power transmission, data infrastructure, water and sewer resources, and multi-mode transportation access.

The economic development organizations and the private developers in the area have an aggressive vision for the development of this unique and large development region, which has the potential to include four main complementary operational clusters. Site components are based on a master plan that will allow sustainable and efficient operations incorporating a strategy for power independence for the U.S. 63/State Route B Regional Development Employment Corridor including:

- 1) Cogeneration power plant that makes use of on-site and regional sources of renewable and clean energy. This component will allow industry to engage renewable and sustainable power generation sources located on-site.
- 2) Multiple Tier 3+ Data Centers with innovative waste heat and waste water capture and distribution facilities. Data centers, including mission critical (24X7) operations, form the backbone of many knowledge based development and industry locations. The industry consensus suggests that the demand for data centers will increase by an annual rate of 12% to 15% through the next five years with the supply of data centers increasing at an annual rate of only 5%- 6%.
- 3) Innovation complex that includes education, job training, pilot facilities, and incubator facilities for emerging sectors, specifically directed at innovation in bioenergy production.
- 4) Advanced manufacturing, life science industry facilities and other ancillary facilities that desire the unique “net zero” approach and integrated and redundant systems for maximum site sustainability.

National market research and business development by the economic development professionals in the area has revealed the approach of a green, highly integrated data center site, coupled with a vision of site-based energy independence, is a highly revered approach in the current global marketplace. Initial discussions have uncovered significant interest in all aspects of these plans and programs.

A regional Traffic Impact Study was completed by private developers for the northern portion of the U.S. 63/State Route B Regional Development Employment Corridor as the Ewing Industrial Park gathered information for the Missouri State Certified Site program. This traffic study documented some of the existing deficiencies in the transportation infrastructure as it related specifically to the Ewing Industrial Park. The study identified the improvements needed to support approximately 1,300 additional employees in the Ewing Industrial Park as well as a regional residential neighborhood and its related supporting school and commercial uses. The recommended improvements were focused on the Brown Station Road Corridor and the Route B Corridor north and west of Brown Station Road. It is apparent that the current critical link to provide safe, efficient, and direct access to the north end of the U.S. 63/State Route B Regional Development Employment Corridor is Route B and its intersection with Brown Station Road. The traffic study identified improvements needed to these areas that will provide the necessary infrastructure to provide access to these employers and residential areas. If a reasonable five year employment goal for the corridor is assumed to be 2,500 additional jobs instead of the 1,300 jobs assumed in the study, then the infrastructure improvements recommended in the traffic study need to be constructed as well as improvements that provide additional connections to U.S. 63 and the City of Columbia in addition to the capacity upgrades to State Route B and the traffic signal at State Route B and Brown Station Road. The project components proposed in this application satisfy those requirements. In the event that job creation exceeds the 2,500 job goal and creates excessive traffic congestion in the area, the CATSO Roadway Plan shows two additional roadway corridors to be constructed. These are the southeastern extensions of Waco Road and Starke Avenue to their ultimate connections with Interstate 70.

Livability: All of the roadway components shown on the CATSO Roadway Plan have gone through a public involvement process prior to being placed on the Plan. This process includes input from area transportation providers including Boone County, the City of Columbia, MoDOT, and FHWA. All roadway improvements are intended to be constructed with bicycle lanes, where appropriate, and with sidewalks/pedways on both sides of the roadway. This will provide safe, direct connections for non-motorized travel between the existing urban area and the employment corridor. In addition to the vehicular and non-motorized improvements, this project includes upgrades to the Columbia owned COLT Railroad itself as well as dramatic improvements to the roadways and pedestrian facilities adjacent to the COLT Transload Facility. This will provide greater ability to move freight between the rail and truck modes of travel.

Sustainability: The project components are anticipated to improve energy efficiency and reduce carbon dioxide emissions by encouraging non-motorized transportation, energy efficient rail freight, and more efficient vehicular travel. Efficient vehicular travel is expected to be improved by providing more direct routes between traffic generators, utilizing roundabouts at key intersections, and evaluating the use of an adaptive traffic signal system, InSYNC. In addition, five of the seven project components are anticipated to substantially follow existing routes to minimize additional disruption to the environment.

Safety: The project components are designed to relieve existing and future congestion and provide safe methods to access the existing roadway networks. In addition, three roundabouts are proposed at key intersections. Roundabouts are proven to be the safest form of intersection control for the anticipated traffic volumes and geometric conditions present at these intersections. Another important safety component to this project is the creation of alternative routes. These additional routes are critical when the only existing improved access is closed or partially closed due to emergencies or maintenance. The additional routes provide safe, convenient alternatives for roadway users and emergency personnel. In addition, all of the components will provide sidewalks on both sides of the roadway to reduce vehicle and pedestrian conflicts.

Specific Long Term Outcome benefits to each component are as tabulated in Table 1:

Table 1: Long-Term Outcomes from Boone County TIGER Grant Investment

| Project Component | State of Good Repair | Economic Competitiveness | Livability | Sustainability | Safety |
|-------------------------|---|--|---|---|---|
| 1. Heller Road | Major Collector on CATSO Plan; Reconstruction/Upgrade from gravel and narrow asphalt roadway to 38' Curb and Gutter with bike and pedestrian facilities. | Improvement of Heller Road will allow access to 250 acres, and multiple data-center sites, otherwise inaccessible with current roadways. Long-term employment potential is >5,000 jobs with long-term capital investment potential of >\$3 billion over the full development cycle of Ewing Industrial Park, nearly all of which is accessible from Heller. | Provides non-motorized connections at the north end of the employment corridor. | All construction is anticipated to upgrade existing corridors to minimize impacts to the environment. | Improves safety due to conversion of narrow gravel lanes to wide paved lanes and turn lanes as well as eliminates sight distance issues due to the existing vertical profile. |
| 2. State Route B | Minor Arterial on CATSO Plan; upgrade from two lanes to four lanes to provide capacity at an existing congested traffic signal and sidewalks on each side of the roadway. | When built 20+ years ago, State Route B was visionary and served to open up northeastern Boone to development. The current proposal is anticipated to have a similar transformational effect thus continuing the legacy. | Significantly reduces congestion along a primary commuter route as well as extends pedestrian facilities. | All construction is anticipated to upgrade existing corridors to minimize impacts to the environment and the InSYNC adaptive traffic signal system is being evaluated to reduce emissions, fuel consumption and delay at the signalized intersection. | Eliminates safety concerns due to passing maneuvers on a high speed, two lane, congested roadway. |

| Project Component | State of Good Repair | Economic Competiveness | Livability | Sustainability | Safety |
|-----------------------------------|---|--|---|--|--|
| 3. Brown Station Road | Major Collector on CATSO Plan; reconstruction /upgrade from a narrow asphalt unimproved roadway to an improved curb and gutter street with turn lanes; bike and pedestrian facilities to provide additional pedestrian and vehicular access. | <p>The availability of area to co-locate support industries is critically important to innovation-led industries. Indirect jobs targeted for location in the Employment Corridor number > 1,000 with anticipated capital investment of \$100,000,000.00 supporting office & commercial.</p> <p>Candidate sites for support industries for the area are envisioned to be on the roads parallel to State Route B, the primary of which is Brown Station Rd.</p> | Provides connectivity to existing improved roadways and sidewalks; provides alternative convenient route between Central Columbia and the employment corridor. | All construction is anticipated to upgrade existing corridors to minimize impacts to the environment and the InSYNC adaptive traffic signal system is being evaluated to reduce emissions, fuel consumption, and delay at the signalized intersection. | Widens narrow lanes and adds turn lanes at critical locations. |
| 4. Peabody Road Connection | Provides for a short extension of a Minor Arterial Roadway on CATSO Roadway Plan (Waco Road); traffic signal at the intersection of two minor arterials to provide safer access to State Route B for the existing 3M, Kraft Food, and the Columbia landfill/methane bioreactor employees as well as an additional safe route for undeveloped industrial land. | <p>This innovative design allows a secondary route for the Columbia landfill/methane bioreactor truck traffic, reducing traffic in the initial target areas for job development.</p> <p>In addition, the new roadway will open up >200 acres of area for development. There is potential for 500 jobs and \$50,000,000 investment at full build-out of the region.</p> | Provides additional and more direct route for the existing Columbia landfill/methane bioreactor traffic and pedestrian routes between existing and future industries. | The InSYNC adaptive traffic signal system is being evaluated to reduce emissions, fuel consumption and delay at the signalized intersection. In addition this component will provide a more direct connection between the existing traffic generator and the Route B Corridor. | Provides a traffic signal at an existing dangerous intersection and eliminates the need for landfill/methane bioreactor and industrial traffic to cross two railroad at-grade crossings. |

| Project Component | State of Good Repair | Economic Competitiveness | Livability | Sustainability | Safety |
|-------------------------|---|---|---|---|---|
| 5. Waco Road | Minor Arterial Roadway on the CATSO Roadway Plan; provides a new route to U.S. Hwy 63 and northern Columbia and Boone County for both pedestrian and vehicular users. | The availability of a secondary access to a major U.S. highway is necessary for mission-critical and data-driven industry. The current situation in the area of "one way in/out" will not be acceptable. | Provides a direct connection between northern Columbia, U.S. 63, northern Boone County and the Employment Corridor. Provides pedestrian and non-motorized connectivity between industrial, school, park, and residential areas. | This component will reduce fuel consumption by offering a more direct vehicular and pedestrian route between traffic generators. In addition, two intersections are anticipated to be constructed with roundabouts to reduce fuel consumption and emissions. | Provides roundabouts at two intersections and provides sidewalks between a new elementary school, parks, and residential areas. |
| 6. Starke Avenue | Major Collector on the CATSO Roadway Plan; upgrades an existing narrow unimproved roadway to a three lane curb and gutter roadway with bike and pedestrian facilities to provide more connectivity between the U.S. 63/State Route B Employment Corridor and residential areas of Columbia. | This improvement is an enhancement of the overall program with respect to economic competitiveness. Not only does this improvement provide a third access to U.S. Highway 63 from the Employment Corridor, it allows the employers to encourage workers in adjacent residential areas adjacent to use pedways to commute. | Provides additional alternatives for pedestrian and vehicular connections between U.S. 63, north Columbia, and the Employment Corridor. | This component will reduce fuel consumption by offering a more direct vehicular and pedestrian route between traffic generators. In addition, an existing intersection is anticipated to be reconstructed with a roundabout to reduce fuel consumption and emissions. | Provides roundabouts at an existing intersection with the U.S. 63 Interchange. |

| Project Component | State of Good Repair | Economic Competiveness | Livability | Sustainability | Safety |
|-------------------|--|---|--|--|---|
| 7. COLT Railroad | Track improvements and safety upgrades at existing crossings provide safer travel and more efficient freight movement. | Rail operations center and track upgrade will increase the efficiency of and the capacity of freight deliveries in and out of the U.S. 63/State Route B Employment Corridor | COLT Railroad improvements will enhance the ability to provide additional modal choices for freight movement to and from the U.S. 63/State Route B Employment Corridor. In addition, the project intends to complete a study identifying the needs, costs, and scope of improvements needed to provide intermodal passenger transportation for rural and employment areas along the COLT corridor. | Rail is a more efficient method of moving mass freight. This project intends to increase the capacity, efficiency, availability and competitiveness of the COLT railroad in order to encourage more energy efficient rail freight. | This project upgrades existing railroad/roadway crossings to provide safer interaction between the multiple modes of travel and delivery. |

Job Creation & Economic Stimulus: Job creation and economic benefit potential for the TIGER Target Area and U.S. 63/State Route B Employment Corridor may be viewed in several distinct categories, as follows:

- 1) Construction jobs as a result of TIGER grant award
- 2) Design and support of transportation infrastructure as a result of TIGER grant award
- 3) Job creation and economic stimulus from the construction of new industrial facilities in the TIGER Target Area
- 4) Long-term permanent jobs and economic stimulus associated with reinstatement of lost jobs in the U.S. 63/State Route B Employment Corridor
- 5) Long-term permanent jobs and economic stimulus associated with new jobs to the nation, choosing to locate in the TIGER Target Area.

For purposes of response to the application requirements, the following table identifies job creation from investment of TIGER funds and construction spending (using \$92,000 per job-year)

Jobs Related to TIGER Construction Investment

| | | Mar-10 | Apr-10 | May-10 | Jun-10 | Jul-10 | Aug-10 | Sep-10 | Oct-10 | Nov-10 | Dec-10 | Jan-11 | Feb-11 | Mar-11 | Apr-11 | May-11 | Jun-11 | Jul-11 | Aug-11 | Sep-11 | Oct-11 | Nov-11 | Dec-11 | Jan-12 | Feb-12 |
|--|---|--|-------------|-----------|-----------|-------------|-------------|-------------|-------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 1 | Heller Road | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| | Brown Station Road to Cartman Road | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| | Route B to Brown Station Road | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| | Cartman Road to Rogers Road | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | State Route B | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| | Road (5,300 L.F.) | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | Brown Station Road | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| | Starkie Ave. to Heller Road (12,700 L.F.) | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| | Starkie Ave. to Waco Road | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| | Waco Road to Peabody Road | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| | Peabody Road to Heller Road | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | Peabody Road Connection | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| | Brown Station Road to Waco Road and including Waco Road/State Route B Traffic Signal (6,600 L.F.) | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| | Waco Road/Route B Traffic Signal | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| | Bolstad to Waco | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| | Bolstad to Brown Station Road | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | Waco Road | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| | Hwy 63 to Brown Station Rd. (7,300 L.F.) | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| | Brown Station Road to Arbor Point Parkway | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| | Arbor Point Parkway to Hwy 63 | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | Starkie Lane | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| | Hwy 63 to Brown Station Rd. (4,500 L.F.) | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | COLT Railroad | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| | Railroad Improvements and Studies | [Blacked out] | | | | | | | | | | | | | | | | | | | | | | | |
| ANTICIPATED QUARTERLY NON-CONSTRUCTION EXPENDITURES | | \$940,350 | \$940,350 | \$786,150 | \$786,150 | \$436,650 | \$178,950 | \$0 | \$0 | | | | | | | | | | | | | | | | |
| ANTICIPATED QUARTERLY CONSTRUCTION EXPENDITURES | | \$1,016,250 | \$1,016,250 | \$878,850 | \$878,850 | \$3,108,250 | \$5,222,250 | \$4,393,700 | \$4,393,700 | | | | | | | | | | | | | | | | |
| ANTICIPATED QUARTERLY JOBS CREATED (using only construction expenditures) | | 44 | 44 | 38 | 38 | 135 | 227 | 191 | 191 | | | | | | | | | | | | | | | | |
| | | Design, Permitting, and Acquisition (including and Construction) | | | | | | | | | | | | | | | | | | | | | | | |

The work already completed on the Waco Road design, as well as the preliminary planning that has already been accomplished will allow for immediate use of the TIGER funds. Environmental approvals, state & local planning, technical feasibility, and financial feasibility have already been accomplished on all of the proposed items, as each of the components has been accepted and incorporated into MPO planning, as well as city or county budget and planning. There are no legislative approvals required for any of the proposed components.

The remaining categories of job creation and economic are not graphically tabulated and calculated in this application. However, a 20 year view of the development activity potential yields job creation numbers as follows:

- Overall TIGER Target Area – 1,300 acres with 1,000 currently undeveloped.
- General assumption for development area is 10,000 square foot per acre
- Investment for build-out is a function of industry, with
 - Data Center construction of \$1,900 per square foot
 - Knowledge-based Industry construction of \$150 per square foot
- Job Creation assumptions are is a function of industry, with:
 - Data Center direct employment is 2.5 jobs per 10,000 square foot
 - Data Center indirect employment is 2.5 jobs per 10,000 square foot
 - Knowledge-based Industry direct employment is 10 jobs per 10,000 square foot of completed space.
 - Knowledge-based Industry indirect employment is 7.5 jobs per 10,000 square foot

By completing some standard industry calculations, based on these very high-level, project-based assumptions, the 20-year potential for the TIGER Target Area is the creation of 9,500 direct jobs, with an estimated annual payroll of more than \$400,000,000.00. In addition, using the assumed construction costs above, there is a long-term 20-year potential for on-site capital investment of >\$3,000,000,000.00 which has potential to yield well in excess of 20,000 construction jobs, with an estimated annual payroll of over \$150,000,000.00 over the life of a built out schedule assumed to be 5 years.

The presumption of success is underpinned by both the site qualities (coupled with the private and public initiatives and aggressive competitive economic development incentives to accomplish these transformational developments) and victory in the national and international competition for knowledge-based and data-based industry. This TIGER grant request is an integral component to the strategic approach to accomplish these local, regional, state and national goals.

Secondary Selection Criteria:

Innovation: Innovation is an important part of this proposal. The project components include both technologically innovative items as well as innovative concepts. The Peabody Road Connection is an innovative component of the proposal because it is a short roadway connection that has not previously been considered by the area planning organizations, but can provide a tremendous positive impact to the existing transportation infrastructure system. This short connection across an undeveloped area eliminates the need for heavy truck and vehicular traffic to cross two at-grade rail crossings and also reduces demand on the already stressed traffic signal at State Route B and Brown Station Road.

Another important innovation that is included in this proposal is that of intersection control treatments. The project anticipates using three roundabouts which are a relatively new form of intersection control to mid-Missouri. Roundabouts minimize driver conflict points, nearly eliminating the potential for head on collisions, and are proven to reduce severe crashes, fuel consumption and emissions. This project is also evaluating the potential of using InSYNC NextGen Adaptive Traffic Signal Systems at the signalized intersections. A recent project in Lee's Summit, Missouri utilized this system to reduce stops by 90%, travel time by 30%, fuel consumption by 20% and vehicle emissions by 30% (additional information here).

The very existence of the Columbia owned and operated COLT Railroad is innovative due to the City of Columbia's foresight and vision of finding a method of retaining railroad service to the Columbia area in 1987 when Norfolk Southern decided to no longer provide the service. This project intends to enhance the COLT by providing a Railroad Operations Center. This Center will provide a centralized control area and the software and technology necessary to increase the COLT's market appeal, safety record, and ability to provide efficient and timely service. In addition, the project will provide an in depth study that identifies the needs, cost, and scope of improvements needed to provide intermodal passenger transportation for the rural, urban, and employment areas along the COLT Railroad corridor.

As the project progresses, additional technologies will be evaluated including the use of pervious pavement in curb and gutter sections to reduce storm water impacts as well as other new technologies that may mitigate potential environmental and traffic impacts.

Partnership (Jurisdictional & Stakeholder Collaboration and Disciplinary Integration): This Boone County TIGER grant application involves supporters, collaborators and financial participation parties including State, Regional and Local entities. The majority of these entities are economic development oriented and are focused on new job creation, along with existing job retention and growth. All levels of public, private and not for profit interest are included in our support and collaborative list.

| Collaborator/Partner | Jurisdictional | Entity Type | Financial Participati on Target | Support Letter |
|--|----------------|----------------------------------|---------------------------------|----------------|
| Missouri Department of Economic Development (DED) | State | Public Economic Development | Yes | Requested |
| Missouri Partnership | State | Private NFP Economic Development | Yes | Requested |
| Missouri Chamber of Commerce | State | Private NFP Economic Development | No | Requested |
| Missouri Department of Transportation (MoDOT) | State | Public Transportation | Yes | Requested |
| Mid-Missouri Regional Planning Commission | Regional | Public NFP Economic Development | Yes | Included |
| Regional Economic Development Inc. (REDI) | Regional | Public NFP Economic Development | Yes | Included |
| Boone County Commission | Local | County Government | Yes | Applicant |
| City of Columbia | Local | City Government | Yes | Requested |
| CATSO (MPO) | Local | Public Transportation | No | Included |

| | | | | |
|---|-------|----------------------------------|----|-----------|
| Columbia Chamber of Commerce | Local | Private NFP Economic Development | No | Requested |
| Columbia Area Jobs Foundation (CAJF) | Local | Private NFP Economic Development | No | Included |
| City of Centralia | Local | City Government | No | Included |
| City of Hallsville | Local | City Government | No | Included |
| Hallsville Public School District | Local | Public Education | No | Requested |
| Columbia Public School District | Local | Public Education | No | Requested |



FEDERAL WAGE RATE REQUIREMENT

Boone County is the applicant. A certification letter is included in Appendix A.

NEPA REQUIREMENT & ENVIRONMENTALLY RELATED FEDERAL, STATE AND LOCATION ACTION

The proposed projects are not expected to significantly impact the natural, social and/or economic environment. Eighty three percent of the proposed work is on existing roadway alignments and no known conflicts exist along proposed new alignments. It is anticipated that the proposed projects will be classified as categorical exclusions. The NEPA process has begun and is expected to be complete by the end of 2009. Requests for clearance have been submitted to the necessary agencies and are included in Appendix C.

The Missouri Department of Conservation has indicated that they and the U.S. Fish and Wildlife Service will require no further consultation. They have identified three species of conservation concern that may inhabit the area and have provided guidance for working in areas where these species may exist. These species are routinely listed as species of concern throughout this area and no precautions that are unusual for this area will be required for this project. The species listed are Indiana Bat (Federal and State endangered), Gray Bat (Federal and State endangered), Prarie Chicken (State endangered). The Missouri Department of Conservation has also pointed out the potential for karst geology, because it is common in parts of Boone County. However, it is not common in the Tiger Target Area.

The project area has considerable existing development and no karst issues have surfaced anywhere near the U.S. 63/State Route B Employment Corridor.

Consultation has begun with the State Historic Preservation Officer (SHPO), the State Division of Parks, the Corps of Engineers and the state clearing house for Intergovernmental Relations. Responses from these agencies indicating what if any concerns they have are expected to be received by the end of October. We are optimistic that no significant concerns will surface and that the projects will qualify for categorical exclusion. No buildings are expected to be directly impacted by the projects and no known historic buildings exist along any of the alignments. Due to the presence of chert fragments, a phase 1 archeological investigation was recently completed for one of the properties along the proposed Peabody Road Connection, but nothing of any archeological significance was found. Because most of the project is on existing roadway alignments the odds of finding any archeological sites are small. The only potential section 4(f) property impacted by this project is the Boone County Fairgrounds. The impacts to the fairgrounds will be minimal because the proposed improvements involve only a small unused portion of the fairgrounds property along the property border. The design will be completed with the goal of minimizing the impacts on the fairgrounds so that the project can remain eligible for categorical exclusion. At this time, it is not known whether any Section 6(f) funds were used for the fairgrounds. If it is determined that 6(f) funds were used, the Starke Avenue alignment may have to be modified to avoid any impacts to the fairgrounds. There are numerous USGS blue and dashed blue line crossings within the limits of the proposed projects, so there will certainly be jurisdictional waters that are impacted by the projects. Most of the blue and dashed blue crossings are on existing roadway alignments where the impacts will be limited to culvert replacements and extensions. In cases where the new alignments cross jurisdictional waters, the projects will be configured to comply with the appropriate nation wide permits so that no individual permits will be required.

APPENDIX A

Current Letters of Support Include

CATSO

REDI

CAJF

MMRPC

MoDOT

City of Centralia

City of Hallsville

Columbia Area Transportation Study Organization

MoDOT, Boone County, City of Columbia
Columbia, MO

September 3, 2009

Ray La Hood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Mr. La Hood:

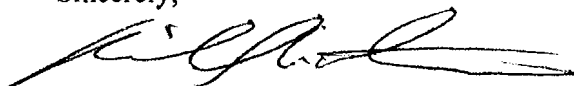
The Columbia Area Transportation Study Organization (CATSO) wishes to express our support for Boone County's application for a federal Transportation Investment Generating Economic Recovery (TIGER) grant, under the American Recovery and Reinvestment Act (ARRA), for funding for transportation infrastructure improvements to the Route B corridor in the Columbia, Missouri region. The majority of the roadways listed in the scenarios for project funding are part of the CATSO Major Roadway Plan, and a successful application would result in implementation of the plan for the included roadways, improving them to the plan's standards.

CATSO believes that making investments in Missouri's infrastructure to serve industrial areas is a positive allocation of transportation funds, especially given the need for the creation of new industrial jobs to strengthen the economy.

The economic benefits to the Columbia region from the provision of an improved Route B corridor, including improvements to the existing COLT railroad, are numerous, both from the jobs created directly by the capital projects, and from the potential economic activity resulting from the improved roadways and railroad corridor.

At their meeting of August 27, 2009, the CATSO Coordinating Committee, which functions as the Metropolitan Planning Organization (MPO) for the Columbia region, passed a motion approving the provision of a letter of support from CATSO for Boone County's TIGER application.

Sincerely,



Bill Watkins, Chair
Coordinating Committee
Columbia Area Transportation Study Organization



Regional Economic Development, Inc.

Serving Columbia, Boone County, Missouri since 1988

September 14, 2009

Mr. Raymond H. LaHood
United States Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: TIGER Grant Application
Submitted by Boone County, Missouri
U.S. Highway 63/State Route B Employment Development Corridor

Dear Mr. LaHood:

The Regional Economic Development, Inc. (REDI) wishes to express our support for Boone County's application for transportation infrastructure improvements to the Route B corridor in the Columbia, Missouri region from a Federal Transportation Investment Generating Economic Recovery (TIGER) grant, of the American Recovery and Reinvestment Act (ARRA). The majority of the roadways listed in the scenarios for project funding are part of the CATSO Major Roadway Plan, and a successful application would result in implementation of the plan for the included roadways, improving them to the plan's standards.

This Route B corridor area is a core regional employment district which is home to many of Mid-Missouri's largest employers and over 1300 acres are targeted for new job development. The County of Boone, City of Columbia, City of Hallsville, City of Centralia and our multi-county Mid-Missouri region will benefit from continued long-term 21st century employment development in this corridor. The TIGER grant award will provide all the core roadway, interchange, biking, pedestrian and railway improvements and infrastructure necessary to provide improvements to existing industries and to facilitate new industry attraction and development.

This employment corridor is home to the first and only Missouri State Certified Site (110 acres), which adds to a full array of "shovel ready" sites with full utilities including water, sewer, natural gas, power, tele-media and communications facilities available.

REDI believes that making investments in Missouri's infrastructure to serve industrial areas is a positive allocation of transportation funds, especially given the need for the creation of new jobs to strengthen the U.S. and local economy.

The economic benefits to the Columbia region from the provision of an improved Route B corridor, including improvements to the existing COLT railroad, are numerous, both from the jobs created directly by the capital projects, and from the potential economic activity resulting from the improved roadways and railroad corridor.

At our meeting on September 9, 2009, the REDI Board of Directors passed a motion approving the provision for a REDI letter of support for Boone County, Missouri's TIGER application.

Thank you for your positive consideration of this application.

302 Campusview Dr, Ste 208

Columbia, MO 65201

www.columbiaredi.com

Phone: 573.442.8303

Fax: 573.443.8834

Sincerely,

A handwritten signature in cursive script that reads "James M. Brooks".

James M. Brooks
President

Columbia Area Jobs Foundation

A Public Benefit Non-Profit Corporation

September 14, 2009

302 Campusview Dr.,
Suite 208
Columbia, MO 65201

PRESIDENT

Paul Land
Vice President
Commercial Division
Plaza Real Estate Services

VICE PRESIDENT

B. Jeffrey MacLellan
Chair
The Landrum Company

SECRETARY

Stephen E. Erdel
President & CEO
Boone County
National Bank

DIRECTORS

Dave Griggs
Owner
Dave Griggs' Flooring
America

Larry Moore
President
Harold E. Johnson
Companies, Inc.

Ken Pearson
Presiding Commissioner
County of Boone

Carol Van Gorp
CEO
Columbia Board
of REALTORS®

Mike Vangel
Senior Creative Director
& Strategist
VANGEL

H. William Watkins, III
City Manager
City of Columbia

Mr. Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: Letter of Support for TIGER Grant Application
Boone County, Missouri
U.S. 63/State Route B Employment Development Corridor

Dear Mr. LaHood:

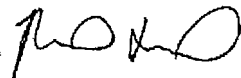
The Columbia Area Jobs Foundation (CAJF) wishes to express our support for Boone County's application for a federal Transportation Investment Generating Economic Recovery (TIGER) grant, under the American Recovery and Reinvestment Act (ARRA), funding for transportation infrastructure improvements to the Route B corridor in the Columbia, Missouri region. The majority of the roadways listed in the scenarios for project funding are part of the CATSO Major Roadway Plan, and a successful application would result in implementation of the plan for the included roadways, improving them to the plan's standards.

CAJF believes that making investments in Missouri's infrastructure to serve industrial areas is a positive allocation of transportation funds, especially given the need for the creation of new industrial jobs to strengthen the economy.

The economic benefits to the Columbia region from the provision of an improved Route B corridor, including improvements to the existing COLT railroad, are numerous, both from the jobs created directly by the capital projects, and from the potential economic activity resulting from the improved roadways and railroad corridor.

Thank you for your positive consideration of this application.

Sincerely,



Paul Land
President

PL/mh



206 E. Broadway PO Box 140
Ashland, Missouri 65010
573-657-9779
Fax: 573-657-2829
www.mmrpc.org

September 11, 2009

Mr. Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Secretary LaHood:

Please consider this letter as support for Boone County's request for federal Transportation Investment Generating Economic Recovery (TIGER) grant funds to construct transportation infrastructure improvements within the Route B employment center corridor in the Columbia/Boone County area.

These identified infrastructure improvements will improve the capacity of this corridor as an employment center serving the Columbia/Boone County metropolitan area, as well as, the mid-Missouri region. Our economic development plan- *The Comprehensive Economic Development Strategy for the Mid-Missouri Economic Development District (CEDSD)*, identifies the development of this corridor as a "driver" for job creation in the region. The counties within the region are highly interdependent for economic vitality and growth.

The Mid-Missouri Regional Planning Commission Board of Directors passed a motion of support of this TIGER application at their August 26, 2009 meeting.

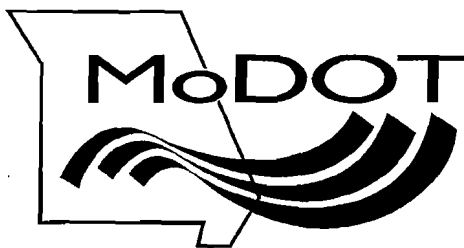
Thank you for your consideration.

Best regards,

A handwritten signature in black ink that reads "Edward J. Siegmund". The signature is written in a cursive style with a large, prominent initial "E".

Edward J. Siegmund
Executive Director

Missouri
Department
of Transportation



105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org

Pete K. Rahn, Director

September 15, 2009

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Secretary LaHood:

The County of Boone is applying for TIGER Discretionary Grant funds for transportation infrastructure improvements to the Route 63 and Route B regional employment corridor in north Columbia, Missouri.

MoDOT supports this application. The County of Boone will provide a 20 percent local match for the project. The Columbia Area Transportation Study Organization (CATSO) and the Mid-Missouri Regional Planning Commission also support the project.

MoDOT's first priority is for the MoDOT TIGER Discretionary Grant application for reconstruction of up to 30 miles of Interstate 70 with dedicated truck lanes in Saline and Cooper Counties. However, MoDOT also supports the County of Boone application.

These improvements would provide improved safety and reduce congestion to better serve industrial areas in north Columbia, Missouri for potential economic activity. This would also include improvements and investments in the COLT railroad as well as sidewalks, pedways, bike lanes and trails.

Sincerely,

Kevin Keith, P.E.
Chief Engineer

Copy: City of Columbia
Boone County
Columbia Area Transportation Study Organization
Mid-Missouri Regional Planning Commission
Pete Rahn-do
Roger Schwartze-d5
Jay Wunderlich-gr

CITY OF CENTRALIA

OFFICE OF CITY ADMINISTRATOR
114 SOUTH ROLLINS—MUNICIPAL BUILDING—573-682-2139

CENTRALIA, MISSOURI 65240

September 11, 2009

Mr. Ray La Hood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: Letter of Support for Tiger Grant Application
Boone County Missouri
US 63/State Route B Employment Development Corridor

Dear Mr. La Hood:

The City of Centralia wishes to express our support for Boone County's application for a federal Transportation Investment Generating Economic Recovery (TIGER) grant, under the American Recovery and Reinvestment Act (ARRA), funding for transportation infrastructure improvements to the Route B corridor in the Columbia, Missouri region.

The City of Centralia is located approximately 20 miles north of I-70 and 12 miles east of US Highway 63 at the junction of State Highway 22. Route B is part of the most frequently used route between Centralia and Columbia.

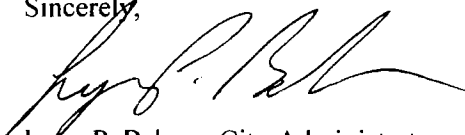
The City of Centralia believes that making investments in Missouri's infrastructure to serve industrial areas is a positive allocation of transportation funds, especially given the need for the creation of new industrial jobs to strengthen the US and local economy.

We appreciate not only the proposed roadway, biking and pedestrian facilities, but also the COLT railway improvements and the proposed inclusion of a passenger rail evaluation study to initiate the process for a comprehensive railway service development for the COLT rail which serves Centralia, Missouri.

The economic benefits to the Mid-Missouri region from the provision of an improved Route B corridor, including improvements to the existing COLT railroad, are numerous, both from the jobs created directly by the capital projects, and from the potential economic activity resulting from the improved roadways and railroad corridor.

Thank you for your positive consideration of this application.

Sincerely,



Lynn P. Behrns, City Administrator
City of Centralia, Missouri

CITY OF HALLSVILLE

202 Highway 124-East, PO Box 170

Hallsville, MO 65255-0170

“The Small City with a Big Heart“

Phone: 573/696-3885

Fax: 573/696-0605

email: cityofhallsville@cs.com

www.hallsville.missouri.org

September 14, 2009

Mr. Ray La Hood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: Letter of Support for Tiger Grant Application
Boone County Missouri
US 63/State Route B Employment Development Corridor

Dear Mr. La Hood:

The City of Hallsville wishes to express our support for Boone County's application for a federal Transportation Investment Generating Economic Recovery (TIGER) grant, under the American Recovery and Reinvestment Act (ARRA), funding for transportation infrastructure improvements to the Route B corridor in the Columbia, Missouri region.

The City of Hallsville is located approximately 12 miles north of I-70 and 8 miles east of US Highway 63 at the junction of State Highway 124.

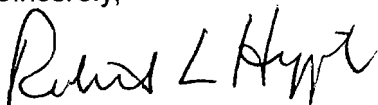
The City of Hallsville believes that making investments in Missouri's infrastructure to serve industrial areas is a positive allocation of transportation funds, especially given the need for the creation of new industrial jobs to strengthen the economy.

We appreciate not only the proposed roadway, biking and pedestrian facility but also the COLT railway improvements and the proposed inclusion of a passenger rail evaluation study to initiate the process for a comprehensive railway service development for the COLT rail which serves Hallsville, Missouri.

The economic benefits to the Mid-Missouri region from the provision of an improved Route B corridor, including improvements to the existing COLT railroad, are numerous, both from the jobs created directly by the capital projects, and from the potential economic activity resulting from the improved roadways and railroad corridor.

Thank you for your positive consideration of this application.

Sincerely,



Robert Hipple, City Administrator
City of Hallsville, Missouri

APPENDIX B

Certification for Wage Requirements And Certifications of Ownership and Maintenance

Ken Pearson, Presiding Commissioner
Karen M. Miller, District I Commissioner
Skip Elkin, District II Commissioner



Roger B. Wilson
Boone County Government Center
801 East Walnut Room 245
Columbia, MO 65201-7732
573-886-4305 • FAX 573-886-4311

Boone County Commission

September 11, 2009

Mr. Ray La Hood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: Boone County, Missouri
Federal Wage Rate Requirement (VII-G.) for the Transportation Investment
Generating Economic Recovery (TIGER) Discretionary Grant

Dear Mr. La Hood:

This letter is to serve as formal notification that the Boone County Commission, its employees and contractors will comply with the requirements of Sub-Chapter IV of Chapter 31, of Title 40 United States Code as it pertains to the American Recovery and Reinvestment Act (ARRA).

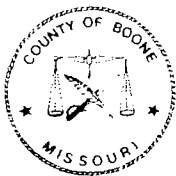
Sincerely,

Kenneth M. Pearson
Presiding Commissioner

Karen M. Miller
District I Commissioner

Skip Elkin
District II Commissioner

Ken Pearson, Presiding Commissioner
Karen M. Miller, District I Commissioner
Skip Elkin, District II Commissioner



Roger B. Wilson
Boone County Government Center
801 East Walnut Room 245
Columbia, MO 65201-7732
573-886-4305 • FAX 573-886-4311

Boone County Commission

September 11, 2009

Mr. Ray La Hood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: Boone County, Missouri
Certification of Administration and Infrastructure Maintenance
and Assumption of Ownership for the Transportation Investment Generating
Economic Recovery (TIGER) Discretionary Grant

Dear Mr. La Hood:

This letter is to serve as formal notification that Boone County and the City of Columbia through existing operating policies and operating revenues will provide public roadway and infrastructure ownership of all the improvements proposed in the TIGER grant application. Final ownership and maintenance of roadways within Boone County, in and around the City of Columbia, is determined and governed by the Boone County Commission and the City Council of the City of Columbia ordinances and policies.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken Pearson", written over a horizontal line.

Kenneth M. Pearson
Presiding Commissioner

A handwritten signature in black ink, appearing to read "Karen M. Miller", written over a horizontal line.

Karen M. Miller
District I Commissioner

A handwritten signature in black ink, appearing to read "Skip Elkin", written over a horizontal line.

Skip Elkin
District II Commissioner

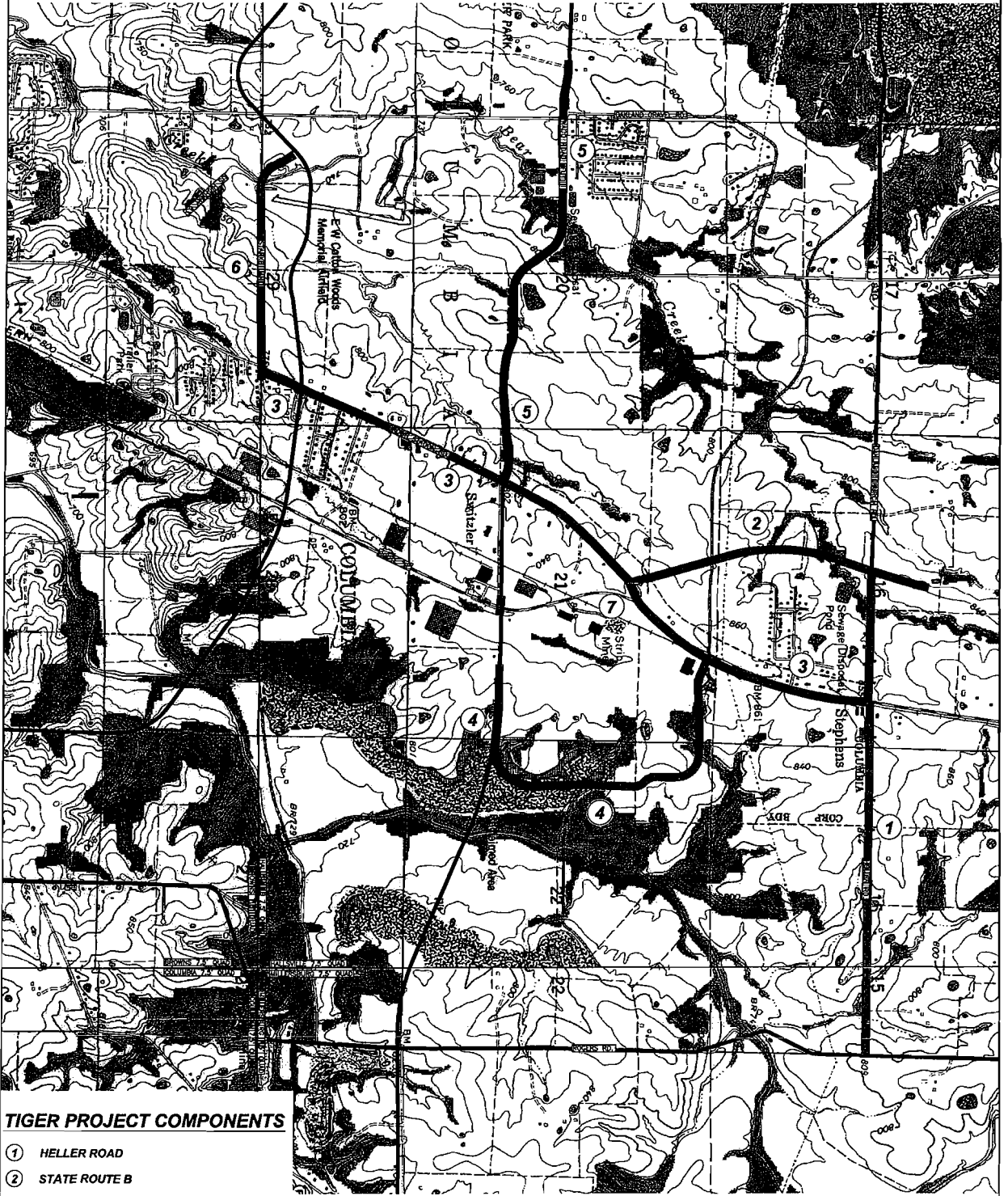
APPENDIX C

NEPA Letters

A complete set of State and Federal Clearance Letters have been submitted. No environmental issues are anticipated. Environmental request documents and description have been omitted due to file size and are available on the Ewing Industrial Park website.

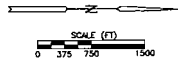
PROPOSED IMPROVEMENTS TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY (TIGER)

COLUMBIA, MISSOURI



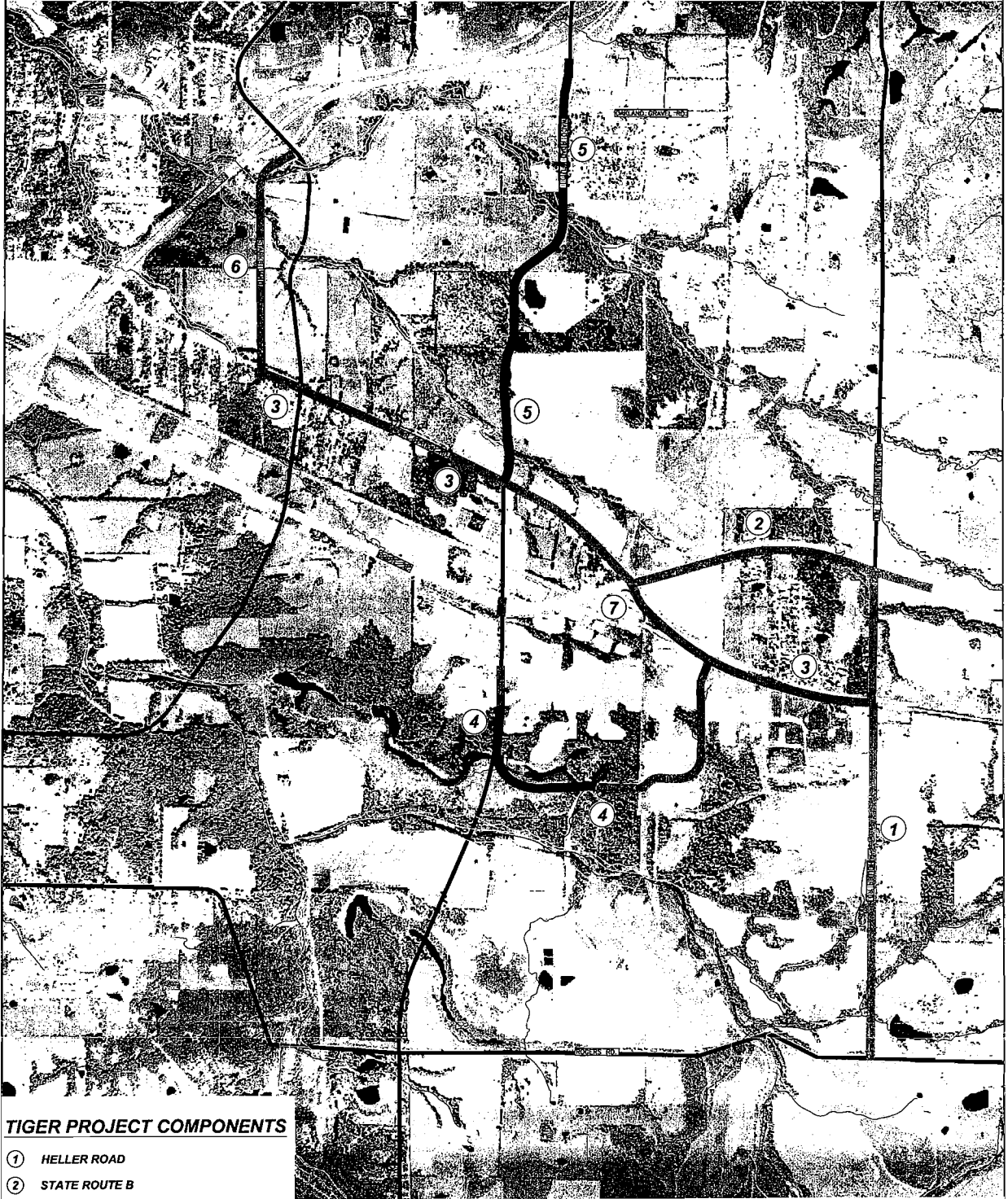
TIGER PROJECT COMPONENTS

- ① HELLER ROAD
- ② STATE ROUTE B
- ③ BROWN STATION ROAD
- ④ PEABODY ROAD CONNECTION
- ⑤ WACO ROAD
- ⑥ STARKE LANE
- ⑦ COLT RAILROAD



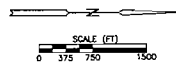
- PROPOSED IMPROVEMENTS
- PROPOSED NEW ROAD
- PLANNED FUTURE CATSO (MPO) IMPROVEMENTS

**PROPOSED IMPROVEMENTS
TRANSPORTATION INVESTMENT GENERATING
ECONOMIC RECOVERY (TIGER)
COLUMBIA, MISSOURI**



TIGER PROJECT COMPONENTS

- ① HELLER ROAD
- ② STATE ROUTE B
- ③ BROWN STATION ROAD
- ④ PEABODY ROAD CONNECTION
- ⑤ WACO ROAD
- ⑥ STARKE LANE
- ⑦ COLT RAILROAD



USGS BLUE AND
DASHED BLUE LINE
STREAMS

REGULATORY
FLOODPLAIN
(FROM CARES)

PROPOSED
IMPROVEMENTS

PROPOSED
NEW ROAD

PLANNED FUTURE CATSO
(MPO) IMPROVEMENTS

436-2009

Ken Pearson, Presiding Commissioner
Karen M. Miller, District I Commissioner
Skip Elkin, District II Commissioner



Roger B. Wilson
Boone County Government Center
801 East Walnut Room 245
Columbia, MO 65201-7732
573-886-4305 • FAX 573-886-4311

Boone County Commission

September 11, 2009

Mr. Ray La Hood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: Boone County, Missouri
Certification of Administration and Infrastructure Maintenance
and Assumption of Ownership for the Transportation Investment Generating
Economic Recovery (TIGER) Discretionary Grant

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Sincerely,

Kenneth M. Pearson
Presiding Commissioner

Karen M. Miller
District I Commissioner

Skip Elkin
District II Commissioner

Ken Pearson, Presiding Commissioner
Karen M. Miller, District I Commissioner
Skip Elkin, District II Commissioner



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573-886-4305 • FAX 573-886-4311

Boone County Commission

September 11, 2009

Mr. Ray La Hood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: Application Submission for Boone County, Missouri
Transportation Investment Generating Economic Recovery (TIGER)
Discretionary Grant

Dear Mr. La Hood:

The Boone County Commission hereby submits the enclosed TIGER Grant Application. We believe the proposal is a logical, financially prudent, long-term investment which will benefit the economy of the United States, State of Missouri, Boone County and its region, and the City of Columbia by not only investing in existing Regional Employment but assisting in facilitating new regional industries and jobs.

The proposed TIGER multi-modal improvements to the US 63/State Route B regional employment corridor will provide long-term modern infrastructure that will insure the state of good repair, economic competitiveness, livability, sustainability and safety of our regions economic centers.

The proposed TIGER improvements in addition to all the existing, current, private and public investments in infrastructure and planning will meet the goals of economic stimulus and job creation, as required by the United States government.

Thanks for your review of this request.

Sincerely,

Kenneth M. Pearson
Presiding Commissioner

Karen M. Miller
District I Commissioner

Skip Elkin
District II Commissioner

Ken Pearson, Presiding Commissioner
Karen M. Miller, District I Commissioner
Skip Elkin, District II Commissioner



Roger B. Wilson
Boone County Government Center
801 East Walnut Room 245
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573-886-4305 • FAX 573-886-4311

Boone County Commission

September 11, 2009

Mr. Ray La Hood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: Boone County, Missouri
Federal Wage Rate Requirement (VII-G.) for the Transportation Investment
Generating Economic Recovery (TIGER) Discretionary Grant

Dear Mr. La Hood:

This letter is to serve as formal notification that the Boone County Commission, its employees and contractors will comply with the requirements of Sub-Chapter IV of Chapter 31, of Title 40 United States Code as it pertains to the American Recovery and Reinvestment Act (ARRA).

Sincerely,

Kenneth M. Pearson
Presiding Commissioner

Karen M. Miller
District I Commissioner

Skip Elkin
District II Commissioner

CERTIFIED COPY OF ORDER

STATE OF MISSOURI }
County of Boone } ea.

September Session of the July Adjourned

Term. 20 09

In the County Commission of said county, on the 15th day of September 20 09

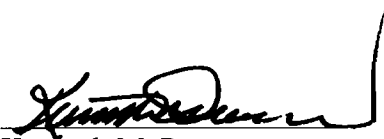
the following, among other proceedings, were had, viz:

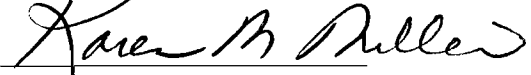
Now on this day the County Commission of the County of Boone does hereby approve the attached agreement between the University of Missouri and the Boone County Sheriff's Department for assistance in providing safety and security for the period from July 1, 2009 through June 30, 2010. It is further ordered that the Presiding Commissioner is authorized to sign said agreement.

Done this 15th day of September, 2009.

ATTEST:

Wendy S. Noren KS
Wendy S. Noren
Clerk of the County Commission


Kenneth M. Pearson
Presiding Commissioner


Karen M. Miller
District I Commissioner


Skip Elkin
District II Commissioner



0902207A
BOONE COUNTY SHERIFFS DEPT
SAFETY/SECURITY SVCS

AGREEMENT

437-2009

THIS AGREEMENT is made and entered into by and between THE CURATORS OF THE UNIVERSITY OF MISSOURI, a public corporation of the State of Missouri, contracting on behalf of its Police Department at the University of Missouri-Columbia (hereafter "University") and THE BOONE COUNTY SHERIFF'S DEPARTMENT (hereafter "County").

WITNESSETH:

WHEREAS, University is desirous of obtaining assistance in providing safety and security for the period from July 1, 2009 through June 30, 2010;

WHEREAS, County has the personnel and expertise to assist University in its efforts; and

WHEREAS, the parties deem it to their mutual benefit to set forth the terms of their agreement in writing;

NOW, THEREFORE, it is agreed by and between the parties as follows:


1. County will provide appropriately trained personnel and assistance as mutually agreed, when requested, during the period from July 1, 2009 through June 30, 2010.
2. University will consult with County in planning, scheduling and conducting the work to be performed pursuant to this agreement. University's representative for such purposes shall be Chief Jack Watring or his designee; County's representative shall be Sheriff Dwayne Carey or his designee.
3. University shall compensate County for services rendered pursuant to this agreement at the rate of \$45.00 per hour. County will invoice University of Missouri Police Department, 901 Virginia Ave. Columbia, MO 65211 for services rendered at the conclusion of each event during the term of this agreement. Such invoices shall contain sufficient documentation to permit independent verification by University of amounts due.
4. The parties mutually agree that:
 - a. Work conducted under this agreement will be carried out according to procedures which are mutually acceptable to the parties.
 - b. County acts as an independent contractor for purposes of this agreement, and shall not act as an agent for the University. Nor shall any individuals assigned by County to render services pursuant to this agreement be deemed to be employees of the University for any purposes whatsoever,

including but not limited to Social Security, Employment Compensation, Workers Compensation or other insurance.

- c. University shall retain overall administrative and professional supervision of individuals rendering services pursuant to this agreement insofar as their presence affects the operations of University.

IN WITNESS WHEREOF, the parties have executed this agreement by their duly authorized representatives as of the dates below their respective signatures.

THE CURATORS OF THE
UNIVERSITY OF MISSOURI



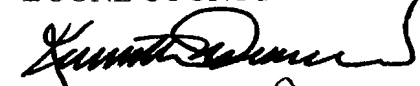
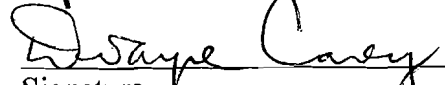
Signature

Lisa J. Wimmerhauer
Assoc. Director, Business Services

Title

 9/14/09
Date

BOONE COUNTY

Signature
PRESIDENTIAL COMMISSIONER

Sheriff

Title

 9-14-09
Date

Approved By
SEP 14 2009
General Counsel via FAX