

TERM OF COMMISSION: November Session of the October Adjourned Term

PLACE OF MEETING: Roger B. Wilson Boone County Government Center
Boone County Commission Chambers

PRESENT WERE: Presiding Commissioner Kip Kendrick
District I Commissioner Justin Aldred
District II Commissioner Janet Thompson
Director of Resource Management Bill Florea
Director of Purchasing Melinda Bobbitt
Deputy County Clerk III Jodi Vanskike

Conference Call Information:

Number: 425-585-6224 Access Code: 802-162-168

The meeting was called to order at 9:30AM and roll call was taken.

Auditor

1. FY2025 Budget – Open Public Hearing

Commissioner Kendrick opened and closed the public hearing.

P&Z

2. Second Reading: Request by Jason Robbins to vacate and replat Lot 1 of CAB Subdivision. – First Read 11.12.24

Commissioner Aldred moved now on this day the County Commission of the County of Boone does hereby approve a request by Jason Robbins to vacate and replat Lot 1 of CAB Subdivision,

recorded in Plat Book 16, Page 35 of the records of the Boone County, Missouri Recorder of Deeds, subject to the following condition:

1. Said vacation is not effective until the lot and right-of-way proposed to be vacated have been incorporated into a subdivision plat in accordance with Boone County Subdivision Regulations and said plat is recorded in the Records of Boone County Missouri.

Commissioner Thompson seconded the motion.
The motion carried 3 to 0. **Order #545-2024**

3. **Second Reading: Request by Little Bay Farm & Michele Jackson Trust for a conditional use permit for an equine boarding facility and indoor riding arena in the Agriculture (A-1) zoning district on 91.55 acres located at 3900 S. Ben Williams Rd., Columbia. – First Read 11.12.24**

Commissioner Kendrick stated that he wants to make sure to draw people's attention to the fact that the "hours of operation" provision of the conditional use permit will be 7:00am to 10:00pm, but that animal pickup and drop off, and supporting activities such as farrier, veterinarian, and feed and equipment deliveries may be scheduled outside of these hours by appointment.

Commissioner Thompson moved now on this day the County Commission of the County of Boone does hereby approve a conditional use permit for an Equine Boarding Facility and Indoor Riding Arena in the Agriculture (A-1) zoning district on 91.55 acres located at 3900 S. Ben Williams Road, Columbia, subject to the following conditions:

1. The equine boarding facility is designed by a design professional licensed to practice in the State of Missouri.
2. An engineered subsurface wastewater system is utilized for all domestic, or human, wastewater and be installed before occupancy of the equine boarding facility is granted.
3. All outdoor lighting shall be inward and downward facing.
4. Parking spaces required under Section 14 of the Zoning Ordinance shall be installed before occupancy of the equine boarding facility is granted.
5. An animal waste plan, developed in accordance with industry best practices, shall be submitted to the Director of Resource Management concurrent to an application for a building permit to construct the facility. The animal waste plan must identify an area designated for composting.
6. The maximum number of horses on the properties will be 44.
7. Hours of operation will be 7:00AM to 10:00PM. Animal pickup and drop off, and supporting activities such as farrier, veterinarian, and feed and equipment deliveries may be scheduled outside of these hours by appointment.

Commissioner Aldred seconded the motion.
The motion carried 3 to 0. **Order #546-2024**

4. **Second Reading: Request by Branch Towers on behalf of Drake Maupin, LLC for a conditional use permit for a 280' transmission facility on 232.53 acres located at 10900 E. Rob Cook Rd., Centralia – First Read 11.12.24**

Commissioner Aldred moved now on this day, the County Commission of the County of Boone does hereby approve a request by Branch Towers on behalf of Drake Maupin, LLC for a conditional use permit use permit for a 280' Transmission Facility in the A-1 zoning district on 232.53 acres located at 10900 E. Rob Cook Rd., Centralia, subject to the following conditions:

1. All tower lighting shall be red unless prohibited by Federal Regulations.

Commissioner Thompson seconded the motion.
The motion carried 3 to 0. **Order #547-2024**

5. **Second Reading: Request by Refaat Mefrakis & Corban Ali Fadiiah to rezone from Planned General Commercial (C-GP) to Planned Single-Family Residential (R-SP) and to approve a review plan for The Haven at Newtown on 0.2 acres located at 6725 S. New Town Ave., Columbia – First Read 11.12.24**

Commissioner Thompson moved now on this day the County Commission of the County of Boone does hereby approve a request by Refaat Mefrakis & Corban Ali Fadiiah to rezone from Planned General Commercial (C-GP) to Planned Single-Family Residential (R-SP) on 0.2 acres located at 6725 S. New Town Ave., Columbia.

AND

Now on this day the County Commission of the County of Boone does hereby approve a Review Plan for The Haven at NewTown on 0.2 acres located at 6725 S. New Town Ave., Columbia, subject to the following conditions:

1. The applicant will work with utility providers to determine if existing underground utility lines shown on the plan must be relocated before paving of the parking spaces along W. Three Trees Lane.
2. Occupancy of the residential structures will be contingent on installation of the four parking spaces identified off W. Three Trees Lane.

Commissioner Aldred seconded the motion.
The motion carried 3 to 0. **Order #548-2024**

6. Second Reading: Request by Moore Bunton Properties, LLC to rezone from Agriculture (A-2) to Planned Light Industrial (M-LP) and to approve a review plan and preliminary plat for Hallsville Industrial on 36.61 acres located at 5500 E. Parks Ln., Hallsville – First Read 11.12.24

Commissioner Kendrick stated there have been a lot of conversations with Mr. Moore and Mr. Bunton, their representatives, as well as meetings with neighbors in the impacted area. Commissioner Kendrick stated he was impressed with how the meeting unfolded on what is and can be a contentious issue. Commissioner Kendrick stated he thought the November 12th meeting was a good discussion, and, while agreement may not be had among all interested parties, everyone was very respectful. Commissioner Kendrick stated the railroad has been in existence since 1867 and was a vital part of this county being what it is today. Commissioner Kendrick stated that the history of the railroad is significant, moving goods to and from Boone County but also moving people to different locations for employment. Commissioner Kendrick stated we are a University County. Commissioner Kendrick stated, at the end of the day, our two largest employers will remain the University of Missouri and the University of Missouri Healthcare. Commissioner Kendrick stated they know that changes such as this are disruptive, and that decisions like this should never be taken lightly. Commissioner Kendrick stated he thinks they are looking at some potential growth of that rail line with the \$3.2-million EDA Grant that will be coming down to the Colt Rail Line, which certainly isn't going to overhaul, but will provide necessary safety improvements for revitalization of that line. Commissioner Kendrick stated he knows when they make decisions like this, people are impacted by them.

Commissioner Thompson stated this becomes a balancing test about knowing that the railroad has been a part of this community for a long time, and knowing that it has been there since 1867. Commissioner Thompson stated this is recognizing its existence, and helping it become an economic force, and it has been, particularly for her as she lives in the Hallsville school district, and looking at some of the schools in this county and across the country and she sits on committees that talk about education across the country. Commissioner Thompson stated more rural schools struggle to find the tax base to support their schools. Commissioner Thompson stated small towns are defined by their schools. Commissioner Thompson stated the schools are who the communities are, so looking at that on one side of the scale, and then looking at how we can balance the impact upon folks in the immediate area of the railroad. Commissioner Thompson stated, while they may have bought or built their home near the railroad, they may not have expected it to increase in use. Commissioner Thompson stated to try to balance that the applicant, working with Resource Management, has struck a pretty good balance in allowing this asset in our community that has the ability to sustain the schools and allow those schools to grow, while mitigating the impact upon the adjacent landowners. Commissioner Thompson stated she appreciates the landowner's willingness and ability to work with Resource Management to find that balance, because it isn't something that all the good is on one side and all of the bad is on another. Commissioner Thompson stated this

plan puts enough guardrails on this project, so that the community and especially the adjacent landowners can feel protected, and the community can thrive.

Commissioner Aldred moved now on this day the County Commission of the County of Boone does hereby approve a request by Moore Bunton Properties, LLC and Route B Independent Church to rezone from Agriculture (A-2) to Planned Light Industrial (M-LP) on 36.61 acres located at 5500 E. Parks Ln., Hallsville.

AND

Now on this day the County Commission of the County of Boone does hereby approve a review plan and preliminary plat for Hallsville Industrial on 36.61 acres located at 5500 E. Parks Ln., Hallsville, subject to the following conditions:

Prior to Final Plan

- 1) A lighting plan requiring exterior lighting to be shielded and oriented inward and downward lighting to minimize glare and light trespass be prepared by a qualified engineer, to include an explanation of how the light will be contained onsite and be focused inward and downward. Such plan is to be created to the satisfaction of the Director of Resource Management. All exterior lighting shall be built and maintained in accordance with the approved plan.
- 2) A landscaping buffering plan shall be created to address impacts to the property owners to the north and east and south, to be created to the satisfaction of the Director of Resource Management.
 - a) The intent of the Landscaping Plan is to provide buffering for adjoining properties in order to break up the visual presence of the project site & help absorb & diffuse light and sound from the site.
- 3) That only façade signage on the Route B side of the building be lighted.
- 4) Parks Lane improvements: If the developer is able to secure full access to Route B, the Parks Lane entrance is limited to emergency vehicles only. If the developer is unable to secure full access to Route B, Parks Lane will be considered the primary access and will require improvement to Commercial/Industrial standard. Construction shall be complete and accepted by the County prior to Final Plan approval.
- 5) Because it is likely to take quite a while to clarify the Route B access situation, and it is unlikely the property can be seriously marketed to freight developers until the access issue is resolved, we propose the Review Plan be approved with a five-year window as opposed to the standard two-year deadline for getting a Final Plan approved.

- 6) Note #15 needs to be clarified on the Final Plan to reflect the improvements that will be required at Parks Ln. based upon approval conditions within the wording to be crafted to the satisfaction of the Director of Resource Management.
- 7) An amended traffic study, evaluating the railroad spur tracks' truck terminal and a moving, transfer, or storage use, be conducted to assess the impact and see that it is not greater than that of the other uses proposed in the TIS. If it is, then a new review plan/rezoning process will be required before those uses can be utilized.
- 8) The hours of operation shall be from 6:00am to 9:00pm.
- 9) Architectural Control Parameters to the satisfaction of the Director of Resource Management to include:
 - a) Materials shall be durable such as Brick or Textured and Colored Concrete Panels.
 - b) Materials are to be non-reflective except for windows which should seek to minimize reflectivity.
 - c) Massing of the building should have at least two different height levels to help break up the visual impact of the building.
 - d) The façade physical articulation shall be varied to break up the mass of the structure.
 - e) The Colors used for the facades of the buildings must be neutral or earth tones, to minimize drawing extra attention to the structure.

Commissioner Thompson seconded the motion.
The motion carried 3 to 0. **Order #549-2024**

7. **Second Reading: Request by Route B Independent Church to rezone from Agriculture (A-2) to Planned Light Industrial (M-LP) and to approve a review plan and preliminary plat for Hallsville Industrial on 15.09 acres located at 11700 N. Rt. B, Hallsville – First Read 11.12.24**

This item was incorporated into the item above.

Purchasing

8. **First Reading: Amendment # 1 to ARPA Funding contract: C000871 – Columbia Housing Authority Park Avenue Project with Housing Authority of City of Columbia**

Director of Purchasing Melinda Bobbitt read the following memo:

ARPA Funding contract C000871 - Columbia Housing Authority Park Avenue Project was approved by commission for award to Housing Authority of City of Columbia on September 19, 2023, commission order# 417-2023.

This amendment adds the County contract number of C000871. It changes the expense incurred deadline to December 31, 2025, in the contract and the ARPA funding certification. And it adds the required federal clauses.

No additional encumbrance is required for this amendment from department 2983 - American Rescue Plan Act, account 84200 - Other Contracts.

Commissioner Kendrick stated this is a first reading and requested the Deputy County Clerk schedule this item for a second reading at the next available commission meeting with appropriate order for approval.

9. Second Reading: Surplus Disposal – First Read 11.14.24

Commissioner Thompson moved now on this day, the County Commission of the County of Boone does hereby approve the attached Surplus Disposal list.

Commissioner Aldred seconded the motion.
The motion carried 3 to 0. **Order #550-2024**

10. Second Reading: Award of Contract C000870 from cooperative contract 113 for Public Safety Radios (P25 Capable) with Motorola Solutions – Countywide term and Supply Contract – First Read 11.14.24

Commissioner Aldred moved now on this day, the County Commission of the County of Boone does hereby approve the award of County Contract C000870 from cooperative contract 113 for Public Safety Radios (P25 Capable) with Motorola Solutions of Chicago, Illinois. This is a Countywide Term and Supply contract. The contract is set out in the attached and the Presiding Commissioner is authorized to sign the same.

Commissioner Thompson seconded the motion.
The motion carried 3 to 0. **Order #551-2024**

11. Second Reading: Award of Contract C000866 from cooperative contract 121923-CDW for Technology Products and Services with Related Solutions, Term & Supply with CDW Government, LLC for the Boone County IT Department – First Read 11.14.24

Commissioner Thompson moved now on this day, the County Commission of the County of Boone does hereby approve the award of County Contract C000866 awarded from cooperative contract 121923-CDW with CDW Government, LLC of Chicago, Illinois for Technology

Products & Services with Related Solutions, Term & Supply for the Boone County IT Department. The contract is set out in the attached, and the presiding Commissioner is authorized to sign the same.

Commissioner Aldred seconded the motion.
The motion carried 3 to 0. **Order #552-2024**

12. Second Reading: Request for Proposal Award Recommendation: 39-20SEP24 (C000875) – Emergency Management Consultant Services with IEM International, Inc. – First Read 11.14.24

Commissioner Aldred moved now on this day the County Commission of the County of Boone does hereby approve an agreement with IEM International, Inc. for Contract C000875 – Emergency Management Consultant Services from RFP 39-20SEP24. The terms of the agreement are set out in the attached contract and the Presiding Commissioner is authorized to sign the same.

Commissioner Thompson seconded the motion.
The motion carried 3 to 0. **Order #553-2024**

13. Second Reading: Award of C000850 from cooperative contract CT170457009, the NASPO Valuepoint Cloud Solutions contract with Carasoft Technology Corporation for Cellebrite UFED-4PC Ultimate Software for the Sheriff's Office – First Read 11.14.24

Commissioner Thompson moved now on this day, the County Commission of the County of Boone does hereby approve the award of County Contract C000850 awarded from cooperative contract CT170457009 the NASPO Valuepoint Cloud Solutions contract with Carasoft Technology Corporation of Reston, Virginia for Cellebrite UFED-4PC Ultimate software for the Boone County Sheriff's Office. The contract is set out in the attached and the Presiding Commissioner is authorized to sign the same.

Commissioner Aldred seconded the motion.
The motion carried 3 to 0. **Order #554-2024**

14. Second Reading: Amendment # 2 to ARPA Funding Subrecipient contract: C000729 – Expansion of the Educational Agriculture Program with Southern Boone County Schools – First Read 11.14.24

Commissioner Aldred moved now on this day the County Commission of the County of Boone does hereby approve a Contract Amendment with Southern Boone County Schools for Expansion of Educational Agriculture Program. The terms of the contract amendment are set out in the attached contract amendment and the Presiding Commissioner is authorized to sign the same.

Commissioner Thompson seconded the motion.
The motion carried 3 to 0. **Order #555-2024**

15. Second Reading: Inter-Agency Contract C000879 – Juvenile Justice Center Improvements with Boone County Circuit Court – First Read 11.14.24

Commissioner Thompson moved now on this day the County Commission of the County of Boone does hereby approve inter-agency agreement C000879 - Juvenile Justice Center Improvements with Boone County Circuit Court to obligate the ARPA funds for the JJC project. The terms of the agreement are set out in the attached contract and the Presiding Commissioner is authorized to sign the same.

Commissioner Aldred seconded the motion.
The motion carried 3 to 0. **Order #556-2024**

Joint Communications

16. Second Reading: Update ROC Tower Lease with Jimmy L. Wyatt Trust – First Read 11.14.24

Commissioner Aldred moved now on this day, the County Commission of the County of Boone does hereby approve the attached tower agreement between Boone County, Missouri and Darrin Wyatt, Tower location: 245 County Road 440, New Franklin, MO.

It is further ordered the presiding Commissioner is hereby authorized to sign the attached Tower Agreement.

Commissioner Thompson seconded the motion.
The motion carried 3 to 0. **Order #557-2024**

Resource Management

17. Second Reading: Adopting the Boone County Rural Gravel Road Paving Program Guidelines – First Read 11.14.24

Commissioner Thompson moved now on this day, the County Commission of the County of Boone does hereby adopt the attached Boone County Rural Gravel Road Paving Program Guidelines. This Commission Order supersedes and replaces the Boone County Public Works Surface Upgrade Guidelines originally adopted on July 23, 2002, by Commission Order # 325-2002 and later revised on January 21, 2003, and March 18, 2003, by Commission Order #24-2003 and #130-2003 respectively.

Commissioner Aldred seconded the motion.
The motion carried 3 to 0. **Order #558-2024**

Emergency Management

18. Second Reading: FY23 EMPG Mini Grant Award – First Read 11.14.24

Commissioner Aldred moved now on this day, the County Commission of the County of Boone does hereby approve the Emergency Management Performance Grant, Mini Grant Award.

Commissioner Thompson seconded the motion.
The motion carried 3 to 0. **Order #559-2024**

Boone County Sheriff's Office

19. Second Reading: Brookfield Police Department K-9 Maintenance Training Agreement – First Read 11.14.24

Commissioner Thompson moved now on this day, the County Commission of the County of Boone does hereby approve the attached K-9 Maintenance Training Agreement between Boone County and the Brookfield Police Department.

The terms of the Agreement are set out in the attached and the Presiding Commissioner is authorized to sign the same.

Commissioner Aldred seconded the motion.
The motion carried 3 to 0. **Order #560-2024**

Commission

20. Public Comment

None

21. Commissioner Reports

Commissioner Thompson stated the Upstream Mapping is being attended by almost 80 people from across the 13th Judicial Circuit representing a lot of different agencies and organizations involved in children's lives with the judicial system. Commissioner Thompson stated she will be returning to that following this Commission meeting.

Attest:



Brianna L. Lennon
Clerk of the County Commission



Kip Kendrick
Presiding Commissioner



Justin Aldred
District I Commissioner



Janet M. Thompson
District II Commissioner

COLUMBIA TERMINAL RAILROAD (COLT)

Economic Impact Analysis



RAIL SERVICE • TRUCKING • STORAGE

COLT
TRANSLOAD



Exceed
Regional
Economic &
Entrepreneurial
Development



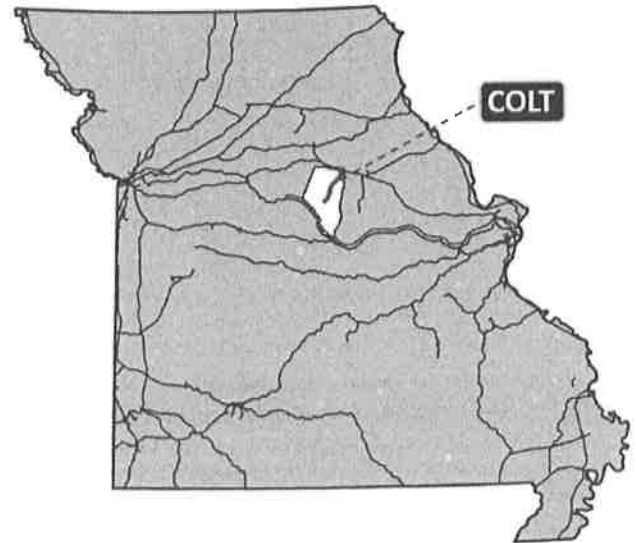
Extension
University of Missouri

Economic Impact of the Columbia Terminal Railroad (COLT)

Executive Summary

The primary purpose of this report is to understand the economic impact of the Columbia Terminal Railroad (COLT) by describing what business activity would be lost to Boone County, and possibly Missouri, without COLT operations. In addition, this report includes a timeline for the Columbia Branch Line, background of COLT and COLT Transload, and an analysis of the environmental and safety considerations regarding the hypothetical shift of current operations from rail to overland trucking in the absence of COLT.

Modeling the economic impact of all rail-served customers, traditional and non-traditional (transload clients), is beyond the scope of this project. However, this report analyzes the economic impact of two traditional rail-served industries forced to relocate without COLT service and discusses cost implications to other firms that lose transload capabilities.



Owned and operated by the City of Columbia since 1987, COLT serves as a crucial artery connecting businesses in Boone County with national railroad infrastructure. COLT has served traditional rail businesses along the Rt. B corridor for decades with several reliant upon it for core operations. Without access to COLT, two existing traditional rail businesses have indicated they would be forced to relocate outside of Boone County to a rail-served site.

These two businesses employ 85 individuals, on average, and reported combined annual sales of nearly \$110M in 2022 (see Methodology for more details). One company is planning to construct a new rail siding and building to increase capacity at their current facility. This new construction, slated to begin in late 2024, is estimated to cost \$50M over a five-year period.

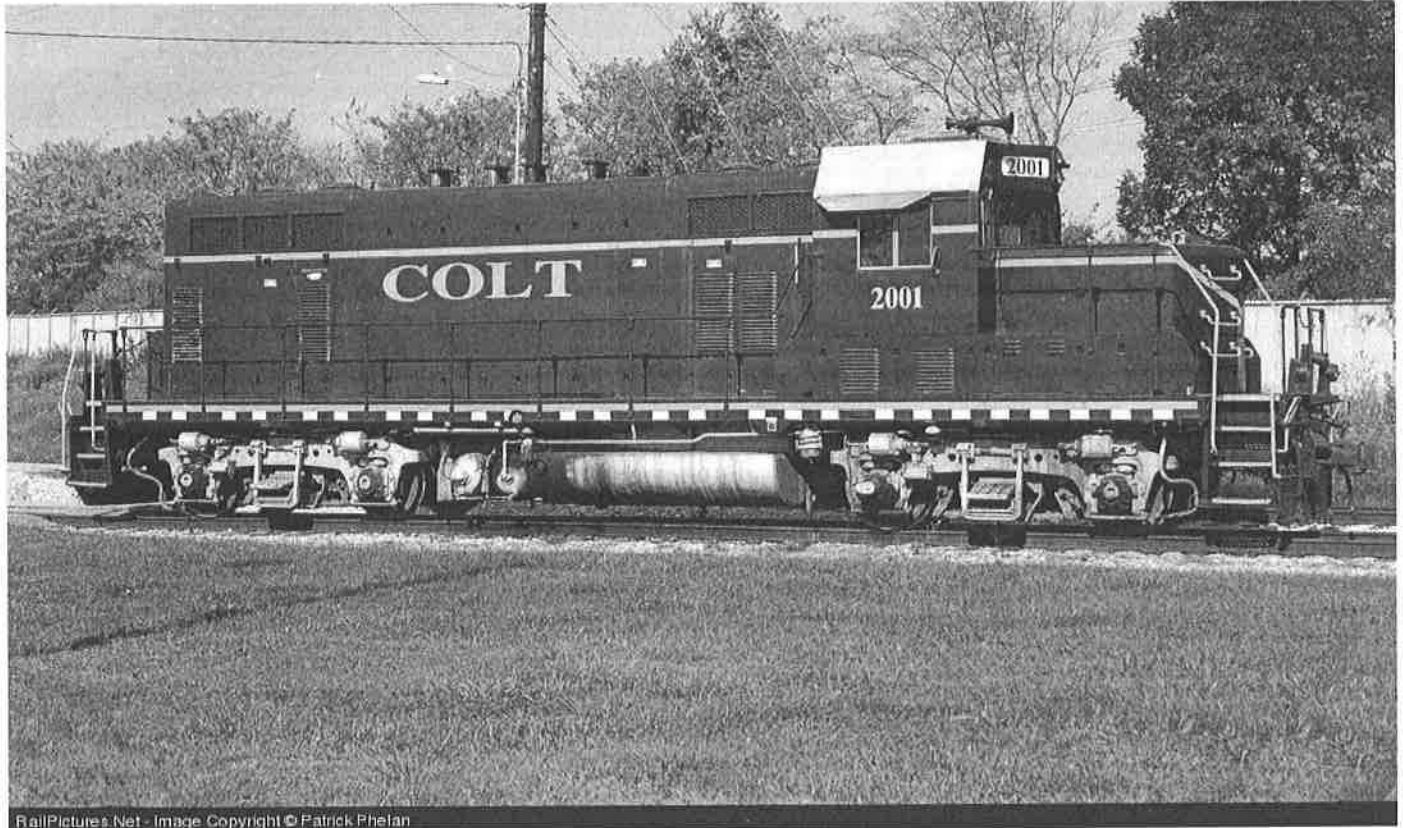
The current economic activity of these two businesses, and the planned expansion, would halt in Boone County if COLT access were to cease. Over five years, the direct loss in company sales would result in an expected decrease of nearly \$670M in total sales to Boone County after accounting for supply-chain and worker spending. Additionally, the rest of Missouri would experience a loss of nearly \$88M in total sales for a combined decline of three quarters of a billion dollars over the span of five years. Further, a cease in COLT operations would result in a loss of 316 jobs, 243 of which are in Boone County, and a loss of nearly \$2.4M in tax revenue accrued to the City of Columbia and Boone County.

In addition to these lasting impacts, the construction activity of the planned expansion would not occur if COLT operations were to cease. This activity would support 116 jobs in Boone County, during the five-year investment period, along with nearly \$81M in total sales. The rest of Missouri would gain 11 jobs and \$11.7M in sales. While investment activities represent a temporary economic gain, the additional income and sales over five years would benefit local businesses and workers.

Beyond the two existing traditional rail businesses, non-traditional transload customers would also be negatively impacted by the loss of COLT operations. The value of the COLT Transload to the region is best represented by the increased costs to customers that incur changes or shifts in supply chain logistics from rail to other modes of transportation. Generally, the

cost of shipping heavy commodities through overland, long-haul trucking is four times greater than the cost of rail.¹ The increased cost for non-traditional businesses shifting existing commodities from rail to long-haul trucking in the absence of COLT Transload is not included in this report but would represent an additional burden to existing local companies and their customers.

Finally, this report also considered a hypothetical scenario² of possible future COLT use by a new fabricated structural metal manufacturing business employing 100 individuals. The impact of this hypothetical scenario was not included in the figures above to understand how the current activities contribute to the overall economic impact of COLT. Over the five-year period, this hypothetical future business would support 194 jobs and \$251.8M in sales in Boone County, and an additional 30 jobs and \$30.7M in sales throughout the rest of Missouri.



Economic Impact Estimates

The expected losses in jobs, income, and other measures from the two rail-reliant businesses would primarily be felt in Boone County; however, the ripple effects would extend beyond these borders, impacting surrounding communities in Missouri. To illustrate these impacts, exhibit 1 highlights the expected economic impacts to Boone County and the rest of Missouri if COLT were to cease operations — resulting in the relocation of at least two existing businesses and cancellation of proposed construction activity. The tables also present totals for both areas.

¹ Estimate is based on data from the United States Department of Transportation, Bureau of Transportation Statistics; the Congressional Budget Office; and RSI Logistics.

² Hypothetical scenario figures are only shown in Exhibit 1 to avoid confusion with other data provided in this report.

Exhibit 1. 5-Year Economic Impact of Lost Businesses, Proposed New Construction, and Hypothetical New Business

Boone County



Loss of Two Businesses				
Impact	Jobs	Labor Income	GDP	Output
Direct	85	\$33,938,893	\$127,983,142	\$525,507,822
Intermediate	105.4	\$32,356,913	\$50,908,055	\$103,924,882
Induced	53	\$12,096,604	\$22,516,185	\$40,272,013
Totals	243.4	\$78,392,410	\$201,407,382	\$669,704,718

Loss of New Construction				
Impact	Jobs	Labor Income	GDP	Output
Direct	79.3	\$23,497,519	\$24,135,377	\$49,154,822
Intermediate	14.5	\$4,256,370	\$7,004,565	\$14,799,614
Induced	22.2	\$5,100,942	\$9,495,199	\$16,982,131
Totals	116	\$32,854,830	\$40,635,141	\$80,936,567

Hypothetical — Loss of New Rail-Dependent Business				
Impact	Jobs	Labor Income	GDP	Output
Direct	100	\$41,339,468	\$59,111,110	\$175,134,974
Intermediate	50.6	\$13,974,201	\$21,139,847	\$43,225,455
Induced	42.6	\$10,023,797	\$18,661,345	\$33,449,245
Totals	193.2	\$65,337,466	\$98,912,302	\$251,809,675

Rest of Missouri



Loss of Two Businesses				
Impact	Jobs	Labor Income	GDP	Output
Intermediate	37.6	\$15,058,644	\$27,464,833	\$58,489,558
Induced	35	\$9,377,639	\$16,614,649	\$29,478,513
Totals	72.5	\$24,436,282	\$44,079,482	\$87,968,070

Loss of New Construction				
Impact	Jobs	Labor Income	GDP	Output
Intermediate	4.55	\$1,759,755	\$3,147,503	\$6,264,568
Induced	6.36	\$1,723,419	\$3,053,424	\$5,417,560
Totals	10.9	\$3,483,174	\$6,200,926	\$11,682,128

Hypothetical — Loss of New Rail-Dependent Business				
Impact	Jobs	Labor Income	GDP	Output
Intermediate	13.4	\$5,034,786	\$7,916,938	\$16,861,399
Induced	15.9	\$4,400,641	\$7,794,699	\$13,847,090
Totals	29.3	\$9,435,428	\$15,711,637	\$30,708,489

Combined



Loss of Two Businesses				
Impact	Jobs	Labor Income	GDP	Output
Direct	85	\$33,938,893	\$127,983,142	\$525,507,822
Intermediate	143	\$47,415,557	\$78,372,888	\$162,414,440
Induced	88	\$21,474,242	\$39,130,834	\$69,750,526
Totals	315.9	\$102,828,693	\$245,486,864	\$757,672,788

Loss of New Construction				
Impact	Jobs	Labor Income	GDP	Output
Direct	79.3	\$23,497,519	\$24,135,377	\$49,154,822
Intermediate	19.1	\$6,016,125	\$10,152,068	\$21,064,182
Induced	28.5	\$6,824,361	\$12,548,623	\$22,399,691
Totals	126.9	\$36,338,004	\$46,836,067	\$92,618,695

Hypothetical — Loss of New Rail-Dependent Business				
Impact	Jobs	Labor Income	GDP	Output
Direct	100	\$41,339,468	\$59,111,110	\$175,134,974
Intermediate	64	\$19,008,987	\$29,056,785	\$60,086,854
Induced	58.4	\$14,424,438	\$26,456,044	\$47,296,335
Totals	222.5	\$74,772,894	\$114,623,939	\$282,518,164

Note: Figures would be negative but are shown without signs to ease readability. All money figures in 2023 dollars to adjust for inflation. Figures represent the total of five years of economic activity taking place over the 2025-2029 period.

Direct effects represent the annual operation of the two businesses and construction activities associated with the proposed facility expansion.

The direct activities of the two businesses currently support 85 jobs and would contribute \$33,938,893 in labor income in Boone County over the five-year period. Total five-year sales of \$525,507,822, in 2023 dollars, would generate \$127,983,142 in new local gross domestic product (GDP).

The direct activities involved in new construction would support an additional 79 jobs, generating \$23,497,519 in labor income and \$24,135,377 in new local gross domestic product over the five-year period.

The direct activities involved in the operation of a new fabricated structural metal manufacturer entering Boone County would support an additional 100 jobs, generating \$41,339,468 in labor income and \$175,134,974 in new local gross domestic product over the five-year period.

Indirect Effects estimate the impacts to supply chains needed to provide materials, equipment and services. Analysis shows supply-chain ripple effects would largely be felt in Boone County — with only 37.6 of the expected 143 total jobs indirectly supported by the current operation of the two businesses beyond its border.

The impact of new construction would also be mostly felt within Boone County — with only 4.6 of the expected 19.1 total jobs indirectly supported by the new construction project beyond its border.

The impact of a new manufacturer employing 100 individuals in Boone County would also be felt largely within Boone County — with only 13.4 of the expected 64 jobs indirectly supported by the new business beyond its border.

Missouri supply-chain jobs are found in hundreds of industries such as real estate, wholesale goods, transportation and other services. Exhibit 2 highlights the top industries for supply-chain jobs in Missouri for the two businesses and proposed new construction project.

Exhibit 2. Top 10 Intermediate Industries, by Job Supported

IMPLAN Industry	Jobs
Management of companies and enterprises	17.8
Truck transportation	11.3
Wholesale - Other nondurable goods merchant wholesalers	10.1
Employment services	6.9
Other real estate	5.5
Wholesale - Other durable goods merchant wholesalers	5.2
Business support services	4.3
Wholesale - Machinery, equipment, and supplies	4
Services to buildings	3.7
Investigation and security services	3.4

In Boone County, the top supply-chain jobs are in management of companies and enterprises; wholesale nondurable goods merchant wholesalers; truck transportation; and other real estate services (e.g., property financing, rental and leasing). Outside of Boone County, the top supply-chain jobs are in rail transportation; warehousing and storage; services to buildings; and paperboard container manufacturing.

Induced effects measure household spending from workers at the two businesses, their associated supply-chain firms, and the proposed construction project. A total of 88 Missouri jobs are supported by the current operation of the two businesses, 53 of which are in Boone County. An additional 28.5 jobs would be supported by the new construction

project, 22.2 of which would be in Boone County. Finally, an additional 58.4 jobs would be supported by the new manufacturer locating in Boone County, 42.6 of which would be in Boone County.

As with supply-chain industries, jobs supported by worker household spending are found in many industries. Exhibit 3 highlights the top employing industries supported by this additional household spending. Both within Boone County and beyond, the top induced jobs are expected in restaurants, offices of physicians, hospitals, retail, and other real estate and individual and family services.

Exhibit 3. Top 10 Missouri Household Spending (Induced) Industries, by Job Supported

IMPLAN Industry	Jobs
Limited-service restaurants	7
Full-service restaurants	6.9
Offices of physicians	4.2
Individual and family services	4.2
Retail - General merchandise stores	3.9
Other real estate	3.9
Hospitals	3.8
Retail - Food and beverage stores	3.6
All other food and drinking places	3
Religious organizations	2.6

Tax Impacts of Current Businesses and the Proposed New Construction

In addition to positive economic impacts associated with the current operation of the two businesses, county, city and state taxes benefit as well. Tax benefits include additional income, sales, property and other taxes collected by local and state governments. The IMPLAN model estimates taxes³ using U.S. Census Bureau and Bureau of Economic Analysis data.

Exhibit 4 shows the expected fiscal loss over five years if the two businesses close and the planned construction activity does not occur. This fiscal decline includes the direct and indirect supply-chain and worker spending impacts. Combined annual county and city tax losses of roughly \$2.4M are expected for communities in Boone County. Other local communities within Missouri would lose \$1.7M in tax revenues, and a loss of \$7.3M in state tax revenue would also be expected if the businesses move out of state.

Exhibit 4. Tax Losses over Five Years

Area	City/County Taxes	State Taxes
Boone County	\$2,378,000	\$5,795,155
Rest of Missouri	\$1,700,565	\$1,529,820
Total Missouri	\$4,078,565	\$7,324,980

Note: Figures in 2023 dollars to adjust for inflation.

³ Tax estimates are primarily based on U.S. Census Bureau state-level data on sales, income, property and other taxes that are allocated to counties using a variety of factors. Due to this tax allocation process, IMPLAN figures should be considered a broad estimate that does not include specific local taxing district figures or potential fiscal expenditures associated with an economic activity that can decrease tax benefits.

Methodology

The economic impact analysis used estimates from an input-output economic model, called IMPLAN, that the researchers modified based on data collected from COLT. IMPLAN data are updated annually from three main sources: the U.S. Bureau of Labor Statistics, Bureau of Economic Analysis and Census Bureau. COLT provided jobs, sales, and tax information on two existing Boone County businesses that have indicated a need to relocate if rail operations were to cease. Together these two companies employed 85 individuals and had nearly \$110M in gross annual sales in 2022. One company also plans to spend \$50M for a multi-year facility expansion assuming rail operations continue. That construction – slated to begin in late 2024 – would take five years. Other companies noted operational challenges – such as increased transportation costs – if rail and transload activities were to stop but did not indicate an imminent relocation. This analysis only includes the two businesses that would be forced to leave without rail service to provide a conservative estimate of economic losses.

Regional Spending Effects

Economic models track the flow of spending that moves around an economy through primary relationships between businesses and consumers. Models consider what companies typically purchase to produce goods or services, where those companies are located and how workers spend the income they earn from making consumer products and services. The models follow these spending patterns to understand the larger economic impacts that circulate within a region and to what extent income leaks out due to imports.

Spending effects describe how a business' final sales (direct effects) cause money to flow to regional supply chains and consumer-oriented firms (indirect effects) to support additional jobs, wages, profits, taxes and so forth. These spending impacts can be broken out by direct, indirect, and total effects.

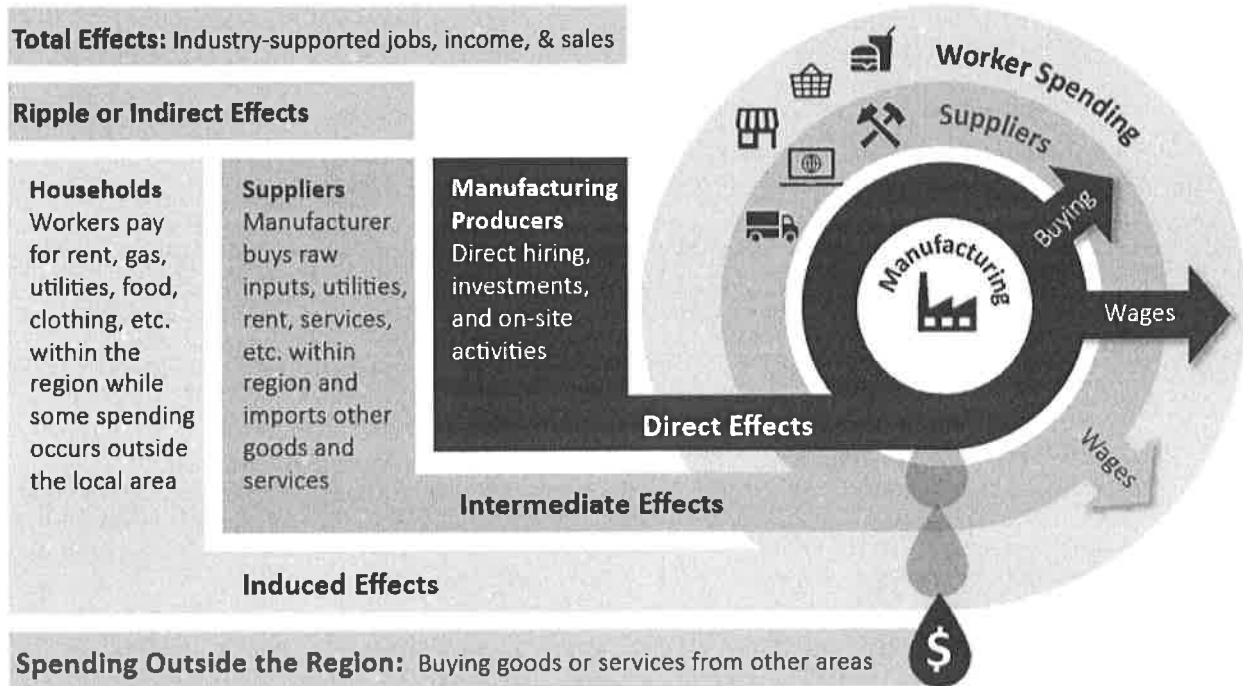
Direct Effects include the revenue, wages and jobs that come from selling a product or service for consumption. For a manufacturing business, this includes the sales of manufactured goods. To make these sales, the business owners invest in buildings, equipment, and technology; buy supplies and services; and employ full- and part-time workers. Direct effects drive the other indirect effects in a region's economy.

Indirect Effects are the ripple impacts of spending in a region that have two parts:

- **Intermediate effects** are impacts from supply-chain purchases. For example, a manufacturer buys components from another manufacturer, which purchased the raw inputs from a processor that purchased raw materials from a mine and so on. At each step in the supply chain, some purchases are made outside the region, state or country for specialized inputs or price considerations. That spending leaks out of the region during each cycle of purchasing.
- **Induced effects** capture the household spending of individuals who own and work for these manufacturers or its suppliers. For example, the owners purchase groceries and clothing in the local economy. Just like suppliers, workers spend some of their income outside the region for goods and services such as travel, online purchases, and specialized goods.

Total Effects combine the direct effect of jobs and income from a business or industry with the indirect effects of supplier and household spending within the region; these effects support additional employment and wealth. The diagram of spending flows in Exhibit 5 further illustrates the regional spending ripple effect that input-output models describe.

Exhibit 5. Economic Model of Spending Flows: Manufacturing Example



Economic Analysis Terms

The IMPLAN model shows how direct spending can have monetary and labor ripple effects that benefit businesses and workers in a community. Key spending effect figures include:

- **Gross output** (or **total sales**) estimates the total value of all sales, including the input cost of making a good or service along with the money received when that product is sold for final use.
- Gross domestic product (GDP) is the **value-added** part of total sales (or **final sales**). Value-added deducts the cost of goods and services from total sales to show what new money is left to pay wages, profits, rents, interests, and taxes.
- **Labor income**, which captures wages, benefits and owner pay, is a part of the value-added impact. It represents all spending, including health, retirement, and other benefits, directed to workers and income earned by proprietors.
- **Jobs** estimates annual average full- or part-time jobs needed for business operations.

Economic Model Limitations

Although IMPLAN is an excellent tool for understanding spending impacts, input-output models have some underlying limitations, including these:

- **No supply constraints:** The model assumes no supply constraints on products, services or labor that would alter inputs needed by an industry. Although the model can be adjusted if specific constraints are known, rarely will such detailed industry information be available, and those constraints can change periodically depending on broader economic conditions.

- Static input structure: The model is based on national survey information and assumes that the type and ratio of inputs needed by an industry are fixed. The model also assumes a constant return to scale and technology use.
- Backward-linked structure: The model considers an industry's input supply chain effects and does not account for forward-linkage effects such as sales cannibalization from existing businesses.

Economic Model Adjustments for this Study

Tax information (property, utility) was provided by the two businesses to provide a more accurate account of expected impacts to local tax revenues. Expected annual tax revenue accrued to the City of Columbia and Boone County as a result of the combined activities of the two businesses and the new construction activity.

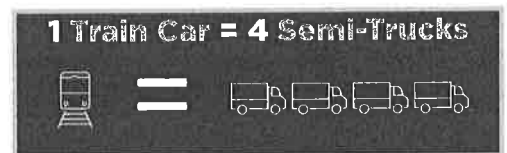
In the absence of more detailed information, expected annual tax revenues accrued to the State of Missouri, and to city and county governments throughout the rest of Missouri, are estimated by the IMPLAN input-output model.

Environmental & Safety Considerations

Moving freight over rail is more energy efficient than trucking in terms of ton-miles per gallon of fuel and greenhouse gas (GHG) emissions. Rail freight also results in significantly fewer accidents, injuries, and deaths.

Research has demonstrated that freight rail contributes 21.2 metric tons of GHG emissions per million ton-miles, while trucks contribute 154.1 metric tons of GHG per million ton-miles. Accounting for this discrepancy, rail is over seven times more energy efficient than trucking in terms of GHG emissions. Regarding fuel efficiency, trains each move 477 ton-miles per gallon of fuel, while for trucks it's only 145 ton-miles per gallon.

In 2015, the Bureau of Transportation Statistics (BTS) reported 116,000 incidents related to freight moved by semi-trucks and only 4,101 related to freight moved by railroad. Additionally, in 2015, truck freight resulted in 4,067 fatalities compared to 502 for rail freight. The U.S. Army Corps of Engineers reports that one train car can hold up to three to four times the cargo of a semi-truck. Assuming a projected 1,300 rail cars move over COLT each year which would need to be rerouted to overland trucking, an estimated 5,200 trucks would be required to haul the current level of output.



Detail regarding the type of emissions by GHG for both truck and rail freight is included in exhibit 6. Figures are in gallons per Twenty-Foot Equivalent Unit (TEU, or '20-foot container')⁴. The first chart represents GHG emissions in gallons/TEU-mile for truck and rail freight, respectively. The second chart details COLT's current emissions (1,300 rail cars⁵) as well as the expected emissions (5,200 trucks) that would be required to move current output through overland trucking.

In the absence of COLT, the overland transportation of current output would contribute:

- 9.7 times the amount of volatile organic compounds;
- 16.8 times the amount of carbon monoxide;
- 9.8 times the amount of nitrous oxides;
- 6.9 times the amount of particulate matter;
- 29.3 times the amount of sulfur dioxides; and
- 27.6 times the amount of carbon dioxide.

⁴ A TEU, or twenty-foot equivalent unit, is a common defined container unit for shipping cargo, and at its standard, it is 20 feet long, 8'6" feet high and 8 feet wide.

⁵ This figure represents the expected annual freight transported via COLT in fiscal year 2024. It includes the activities of the two businesses analyzed by this report and all other freight activities.

Exhibit 6. Summary of Emission Factors

Emissions per g/TEU-mi	Mode	Pollutant ⁶					
		VOC	CO	NO _x	PM ₁₀	SO _x	CO ₂
	Truck	0.34	1.64	6.86	0.12	0.22	1,001.00
	Rail	0.14	0.39	2.81	0.07	0.03	144.97

Annual Emissions of COLT operations	Mode	Pollutant					
		VOC	CO	NO _x	PM ₁₀	SO _x	CO ₂
	5,200 Trucks*	1,768	8,528	35,672	624	1,144	5,205,200
	1,300 Rail Cars	182	507	3,653	91	39	188,461

*Note: This figure represents an estimation of the freight requirements of current business operations in the absence of COLT.

Facility Background

Owned by the City of Columbia and operated by City of Columbia Utilities since 1987, COLT Railroad and Transload provides a multitude of shipping services.

A community-owned, community-operated short-line railroad and transload facility, COLT, a Class III railroad with two locomotives, interchanges with the Norfolk Southern's main line in Centralia, Missouri.

From Columbia to Centralia, the rail line is generally parallel to State Highway B to Hallsville and State Highway 124 to Centralia. COLT's 21 miles of track are rated FRA Class II, allowing for 25 mph train speeds.

In Columbia, the rail line is located just west of the Highway B industrial corridor, crosses Highway 63 approximately 2.5 miles north of Interstate 70 and ends south of Rogers Street near the center of town.

The COLT Transload Facility offers the following services and resources:

- Direct receiving and shipping.
- Full-service short- and long-term warehousing.
- Environmentally controlled unloading and storage.
- 83,000 square feet of storage under one roof and 13 acres of fenced outdoor storage with security system.
- Rail spur running directly into and through the warehouse.
- 20 rail car spots.
- Boxcar and center-beam flatcar compatible.
- 13 van-height, back-in truck doors.
- Three pull-through truck doors.
- 58,000-pound-capacity overhead crane.
- Five fork trucks; one each of 15-ton, 12.5-ton, 7.5-ton, 2.5-ton and 1.8-ton.
- RF bar code scanning and bar code label creation.

⁶ VOC = Volatile Organic Compounds; CO = Carbon Monoxide; NO_x = Nitrous Oxides; PM₁₀ = Particulate Matter (inhalable particles, with diameters generally 10 micrometers and smaller); SO_x = Sulfur Oxides; and CO₂ = Carbon Dioxide.

Columbia Short Line Railroad Timeline

October 29, 1867: The Columbia branch railroad begins passenger service, mail delivery and freight service along a 21.7-mile stretch from Centralia, MO.



November 1969: After more than 100 years of service, the last passenger train runs along the Columbia branch.

June 1, 1982: The Norfolk & Western and the Southern Railway Company become subsidiaries of the Norfolk Southern Corporation.

September of 1984: The Norfolk Southern Railroad officially announces that they intend to abandon the Columbia Branch railroad.

June 3, 1985: The Columbia City Council approves \$7,500 to explore the city's options regarding the Columbia Branch and the viability of operating the line. The conclusion of the study is that the city should look seriously at purchasing the line and operating the line for the purposes of preserving existing business, future economic development, and the possibility of future coal shipments from out of state.



October 1985 to March 1986: City officials, with a consultant, negotiate with the railroad company and begin the process of preparing the legal documents for the possible purchase of the line.



July 7, 1986: The Columbia City Council appoints seven men to a special Railroad Advisory Board for the purpose of advising them on railroad matters. The seven men were: Peter N. Davis, a law professor at the University of Missouri; Howard R. Eiffert, Owner of Boone County Lumber Company; Lowell W. Morse, Vice President of Distribution and Transportation for MFA Incorporated; Dennis G. Jones of the Boone County Fire Protection District; Harry J. Wulff, of Wulff Brothers Masonry Corporation; Jack Blaylock, of Cannon & Blaylock Realty; and attorney David B. Rogers.

Winter of 1987: Two names are considered for the railroad, Columbia Area Rail Services (CARS) and Columbia Terminal (COLT).

April 20, 1987: The Columbia City Council unanimously votes to approve the purchase of the Columbia Branch Railroad.

October 2, 1987: The city of Columbia officially purchases the Columbia Branch from the Norfolk Southern Railroad Company saving the line from abandonment. The purchase price for the line is \$325,000. The city is also awarded \$500,000 in federal grant money for track improvements.



October 6, 1987: COLT Engine #1 takes off for Centralia, as the City of Columbia's COLT railroad began operations as a handling line for Norfolk Southern, interchanging with their main line in Centralia, Missouri. Shippers work directly with the Norfolk Southern Railroad for car supply, tariffs, billing, collections, and general marketing.

January 1990: Columbia Water and Light receives first rail shipments of low sulfur coal from out of state.

September 1990: Columbia Water & Light plans a series of passenger excursions on the COLT line.

April 1998: COLT hits a new milestone! During the first few years of operation, COLT mainly handles traditional railroad traffic, which is delivery of freight to customers directly served by the railroad. In April 1998, COLT hauls its ten thousandth carload of traditional freight to Mid-City Lumber.



2001: COLT purchases second locomotive.



2004: The residents of Columbia pass a Renewable Energy Standard which outlines renewable energy goals; changing the course of Columbia's energy sourcing/procurement established in the Ordinance.

1996-2004: Norfolk Southern Railroad and COLT staff increase marketing efforts which identify additional nontraditional freight opportunities for COLT/Norfolk Southern by providing transloading. Transloading provides rail advantage for industries not directly served by rail by use of rail to truck and/or truck to rail deliveries.

2004: With a public private partnership, the COLT Transload begins operation. The transloading services⁷ allow for freight shipments of these non-traditional railroad customers to be converted from all truck transportation to rail freight transportation. In 2010, the City of Columbia takes over operation of the transload and provides enhanced freight services as part of COLT to this day. Product can be delivered via rail and is then offloaded to storage. Customers then arrange for their individual deliveries by truck to local industry or business when product is needed. The reverse of this can occur as well.

⁷ Rail and rail /transload operations provide an environmentally friendly, safe, and cost-effective mode of transportation for those shipping heavy or bulky commodities for distances of 300 miles or more. The truck to rail ratio is 4 to 1.

June 2009: The Missouri Department of Transportation partners with public agencies and a private company to determine expansion feasibility of intermodal freight movement through COLT in Central Missouri. Businesses and shippers are surveyed to determine feasibility. Survey responses indicate over 450,000 twenty-foot equivalent units (TEU) of freight are passing through Central Missouri annually. Those interested in containerization or transloading service out of Columbia total over 140,000 TEUs inbound and outbound annually.

July 16, 2010: The City of Columbia formally celebrates the one-hundred-year anniversary of the Wabash station. The facility is used as the main hub for the city's bus system.



September 14, 2010: The first train crosses over Highway 63 on the newly constructed bridge.

October 1, 2012: COLT celebrates 25 years in business.



September 29, 2015: The City of Columbia Power plant ceases burning coal delivered by COLT Railroad as the city transitions to alternative energy and renewable energy sources.

June 2022: COLT is awarded a MODOT Freight Enhancement Grant for infrastructure.

July 2023: COLT Executive Crew Receives the American Short Line Railroad Association's Safety Award, known as the Jake Award with distinction for the past consecutive 23 years.

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Jodi Vanskike

From: Janet Thompson
Sent: Tuesday, November 19, 2024 9:41 AM
To: Jodi Vanskike
Subject: Fwd: Commission action on Moore/Bunton transload proposal

Sent from my iPhone

Begin forwarded message:

From: john wilke <johnwilke@msn.com>
Date: November 18, 2024 at 3:10:55 PM CST
To: Janet Thompson <jthompson@boonecountymo.org>
Subject: **Commission action on Moore/Bunton transload proposal**

CAUTION: This email originated outside of **boonecountymo.org**. ONLY use links and attachments which are familiar.

Dear Commissioner Thompson:

I am John Wilke, 1855 Mountainash Ct., Columbia, 65202 (Katy Township) c. 573/424-3190
I serve on the Columbia Railroad Advisory Board and offer this communication in my capacity of Board Chairman, under authority of direction provided by the Board at our November 14, 2024 meeting.

The Columbia Railroad Advisory Board offers full support of the Moore/Bunton rail transload project.

At our meeting of September 12, 2024 City staff was instructed to prepare a letter to the Commission expressing our unanimous support for the proposal, but at our November meeting it became apparent that this letter was never conveyed. The Board once again asked that the letter of support be provided

The Columbia Terminal Railroad (COLT) is the oldest industry in Boone County having provided continuous service starting in October 1867. Currently owned and operated by the City of Columbia, the railroad facilitates jobs for approximately 200 people at industries dependent on rail service. The COLT Railroad provides enormous economic impact with metrics disclosed in this referenced University of Missouri analysis <https://www.como.gov/wp-content/uploads/2023/08/COLT-Impact-Analysis-Final-Report-2.pdf> The economic potential of the COLT Railroad has been recognized by several short line rail companies with an operating partnership proposal received just this year from a major railroad/logistics corporation (Omnitrax).

Currently, traffic revenue on the COLT RR. has been insufficient to accommodate growth of the railroad, and marketing efforts have remained ongoing to acquire and retain customers.

The Railroad Advisory Board is excited about the Moore/Bunton proposal and the potential additional traffic and revenue it will generate. Noting that private investment will be funding this project, the potential increase in property taxes for the Hallsville Schools, Boone County Fire Protection District and the County affiliated tax entities must not be dismissed.

The Railroad Advisory Board appreciates your consideration and support for this project.

With great respect,
John Wilke
573/434-3190



Boone County Commission
Public Comment Form

Agenda Item: P&Z Agenda Item Hallsville PID/Park's Lane		DATE: 11-12-2024
COMMITTEE: Boone County Commission		
TESTIFYING: <input type="checkbox"/> IN SUPPORT OF <input checked="" type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> FOR INFORMATIONAL PURPOSES		
NAME		
INDIVIDUAL		
NAME: Burrell Kim		PHONE NUMBER: 15736897322
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS: 17440 N Barnes Rd		
CITY: Centralia		STATE: IL ZIP: 65240
EMAIL: brokenb9@outlook.com	ATTENDANCE:	SUBMIT DATE: 11-11-2024

I have no objections to the information in this application being made public. I do hereby certify that the information provided on this form is true and accurate.

I am submitting this form to oppose the industrial use zoning of the land located at Park's Lane. As a Boone County resident who drive Route B on a regular basis, the addition of an industrial site on would make an already unsafe, heavily traveled, poor condition road more unsafe. The road is not maintained nor designed to handle the current traffic that it sees let alone increasing the traffic. The intersection where this industrial zoning is proposed is a frequent site of accidents not to mention the intersection of Frink road which is to the north. Without improvements to Route B, the additional traffic this zoning would bring to this area and this road will be harmful and unsafe to the residents who live and drive on Route B.