

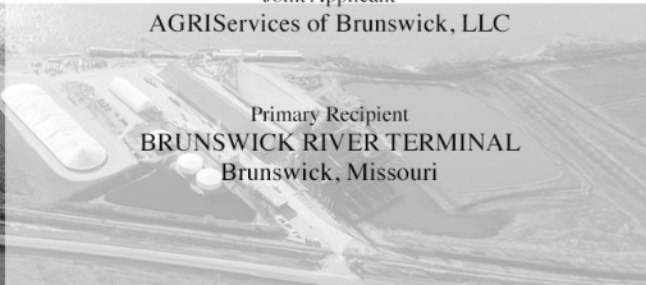


**PIDP Grant Application
2022**

Eligible Lead Entity
**GREEN HILLS REGIONAL
PLANNING COMMISSION**

Joint Applicant
AGRIServices of Brunswick, LLC

Primary Recipient
BRUNSWICK RIVER TERMINAL
Brunswick, Missouri



GREEN HILLS

Regional Planning Commission



Multi-modal
transportation insures
resiliency in our
supply chain



MISSOURI RIVER

ASB Port Improvement and Expansion Project

Applicant	Joint Application Green Hills Regional Planning Commission- Eligible Lead Entity AGRIServices of Brunswick-Primary Recipient
Project Name	ASB Port Improvement and Expansion Project
Project Description	Project seeks to upgrade existing port terminal with new container dock, add rail spur with loading pit, and new bulk agricultural supply building with conveyors from rail and barge dock.
Planning Project	No
Application Type	Inland River Port
GIS Coordinates	N 39°24'25" W 93°11'59"
Project Area	Rural
Project Zip Code	65236
Is project location in Community Development Zone, Opportunity Zone, Empowerment Zone or Promise Zone	Project location priority area 1.5, Caldwell County and priority area 2.0, Sullivan County, have opportunity zones.
Previous submission for PIDP	No
Other discretionary Grants applied for	America Marine Highway
Previous Recipient of TIGER, BUILD, RAISE, FASTLANE, INFRA, or PIDP	No
PIDP Grant Amount Request	\$8,768,800
Total Future Eligible Project Cost	TBD
Total Project Cost	\$10,746,000
Total Federal Funding	\$8,768,800
Total Non-Federal Funding	\$2,192,200
Will RRIF or TIFIA Funds be used for financing	No

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Executive Summary

Green Hills Regional Planning Commission is pleased to submit this Small Project as Small Ports application in partnership with AGRIServices of Brunswick (ASB). This project will have significant impact in the Green Hills Region and many other counties in the state of Missouri.

The Green Hills Regional Planning Commission was formed in 1967 by Executive Order of Governor Warren E. Hearnes. This followed the passage by the Missouri General Assembly of the “State/ Community Regional Development Act of 1966”. Governor Hearnes came to Trenton, MO in March 1967 and signed the Executive Order creating the Green Hills Regional Planning Commission. The Regional Planning Commission was a nine-county organization from 1967 until 1992, when Chariton and Carroll Counties, MO, were added by Executive Order. The Green Hills Regional Planning Commission is formed pursuant to Revised Statutes of Missouri Chapter 251. The Regional Planning Commission is a special purpose political subdivision and has limited powers to engage in planning and comprehensive economic development for the Region.

The Green Hills Regional Planning Commission is federally designated by the U.S. Department of Commerce as an Economic Development District (EDD). The District is charged with the responsiveness to the region’s economic needs and this designation allows GHRPC to develop and commit resources to activities and challenges throughout the region with an Economic Development focus.

AGRIServices of Brunswick (ASB), located in De Witt, MO, traces its roots to as far back as 1870 in Mendon, MO. In the mid 1970's, Walker C. Fletcher and William P. Jackson discovered a mutual interest in developing a barge facility in central Missouri to move agricultural inputs, especially fertilizer, into the region and take advantage of the backhaul to move grain to the New Orleans export gateway.

The location of ASB was chosen because of its access to all modes of transportation. Using the Norfolk Southern rail, US-24 highway, and its inland waterway system, ASB provides wholesale and retail customers a logistical advantage that translates into the ability to purchase agricultural inputs and sell grain not only at more competitive prices but using a more environmentally friendly transportation mode.

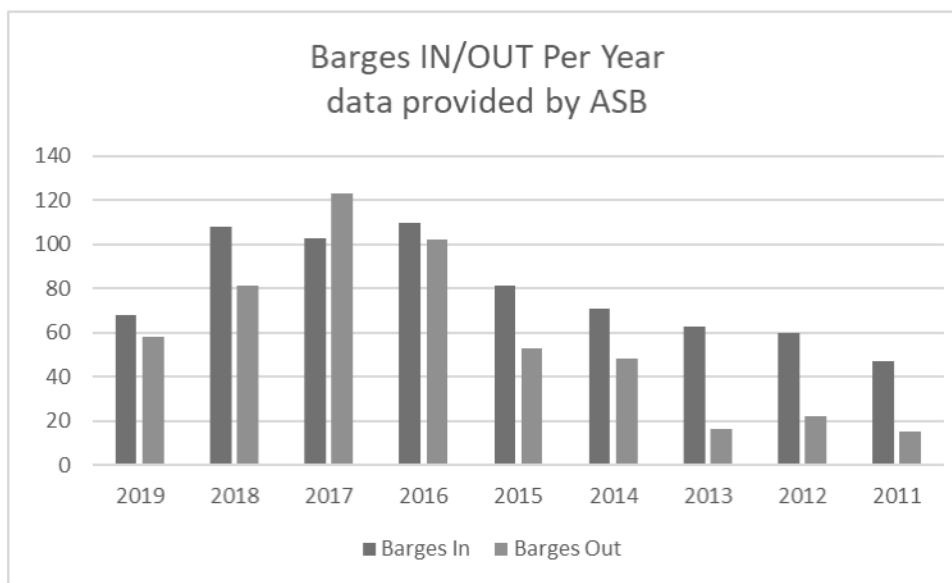
Figure 1: Summary of Proposed Projects

Improvement	Reason for Improvement	Future Impact
Waterside Improvements	To provide more efficient loading and transfer options; offer container service; enhance worker safety.	Improved system capacity and redundancy, growth of customer base and regional economy, offer container service, capacity for oversized loads and heavy lift.
Storage Building	To replace the current facility, which is deteriorated, and capacity is limited.	Increased storage capacity for critical crop inputs and increased product shipment and availability for ag producers.
Rail Expansion	To expand with 4000 feet of additional track for 36 more rail cars	Provides greater flexibility and throughput for dry bulk agricultural products. Increased resiliency during flood events.

Project Description

This project is a joint application made between Green Hills Regional Planning Commission (GHRPC) and AGRIServices of Brunswick (ASB). GHRPC is the lead applicant and will be responsible for the financial administration of the project. The memorandum of understand (MOU) is included as a supplement to this application. If funded, ASB will facilitate the operational management including the technical and engineering aspects of the site.

In 2008, ASB began a concerted effort to increase efficiencies within its transportation system by promoting the use of barge shipments to its clients. In 2008, ASB handled just 8 barges at its dock. Ten years later, ASB handled 224 barges, equivalent to 16,600 truck trips.



In the fall of 2021, ASB completed a site assessment that identified the following needs to increase barge handling and to expand the capacity at the facility. Its needs included:

1. A new heavy-lift sheet pile dock,
2. Replacement of four 40-year-old captive dock barges with tripod dolphins to increase boat crew and employee safety.
3. Replacement of a 40-year-old storage facility to increase capacity, product availability to assure crop production and safety.
4. A new rail spur to increase supply chain resiliency during low water or flooding events at the port.

This series of projects is estimated at \$11M and will be completed as funding is obtained. The projects will also help the Port to become a more sustainable, multi-modal facility with redundancy and resiliency for both people and goods. As part of the Port's stewardship of the land, the projects will encourage greater utilization of low-impact transportation options of barge and rail. The projects will also increase the number of employees at the port, many of whom

come from lower income areas throughout the region with limited opportunities for jobs in this rural agricultural area.

This project supports the COB (container on barge) service on the M-70 that ASB is implementing. ASB has received previous funding through MoDOT for improvements and was the first private company to be awarded a Freight Enhancement Grant from MoDOT, which reflects the importance of the proposed improvement and partnership that exist between MoDOT and ASB.

Details about the components of the infrastructure improvements are below:

Waterside Improvements – A proposed new sheet pile barge dock with a 200-ft of frontage will be constructed. The new dock will facilitate the movement of containers and bulk products such as steel coils, rebar and super-sacks of food grade starch and animal feed ingredients in addition to fertilizer. This new dock will provide more efficient loading and transfer operations, while allowing the benefit of being able to offload oversized equipment for the region.

In 2017, 224 barges were transloaded at the existing fertilizer dock and grain dock, which are both at capacity during the fertilizing season (March through July) and then again during harvest and fall fertilizing (October through December). Without the additional capacity, both existing and prospective customers would have to resort to less efficient and over-utilized modes of transportation.

The current lack of capacity also adds to delays and demurrage charges. For barges at the end of the queue when both docks are full, demurrage charges mount up, adding as much as \$6-\$12 per ton to the shipping cost.

In 2012, lack of rail car availability at local grain elevators during harvest caused all elevators within a 100-mile radius of the ASB Port to stop receiving grain. ASB was able to continue to load barges and service customers due to its unimpeded and high-volume access to the inland waterways.

Eight dolphins with winch systems will replace four stationary deck barges that are considered substandard for safety and have reached the end of their useable life.

The example shown below is a barge dock completed in 2018 by Massman Construction for the Port of Little Rock on the Arkansas River.



Figures 2a: Proposed Barge Dock.



Figures 2b: Proposed Barge Dock with hopper barges moored.

Storage – ASB will construct a 360' x 140' storage building to satisfy the demand of bulk agricultural products that are moved most efficiently via barge. ASB is the largest terminal on the Missouri River in terms of tonnage, acreage and employees. ASB moves more long-haul tons than all other Missouri River Terminals combined. Its current warehouse storage holds 40,000 tons of dry bulk products which is turned over five times a year, handling 250,000 tons overall.

The storage building is 40 years old and needs replacement. The proposed warehouse will create resiliency within the product storage capacity and backup within this rural area. A failure of the existing storage structure would be detrimental to the surrounding agriculture community and to the farmers, retail suppliers and industries that it serves. The example shown below is 240' x 700' building, twice the size as proposed and shown for structure type classification.



Figure 3: Proposed Storage Warehouse

In addition to the storage structure, this grant if awarded would fund the conveyor system to transport products between the river, railroad, and highway.

4000 feet of additional track will be provided allowing the port to work 36 cars on this spur. Diagram showing this stretch of track labeled phase 1. Phase 2 will be completed at a later date.

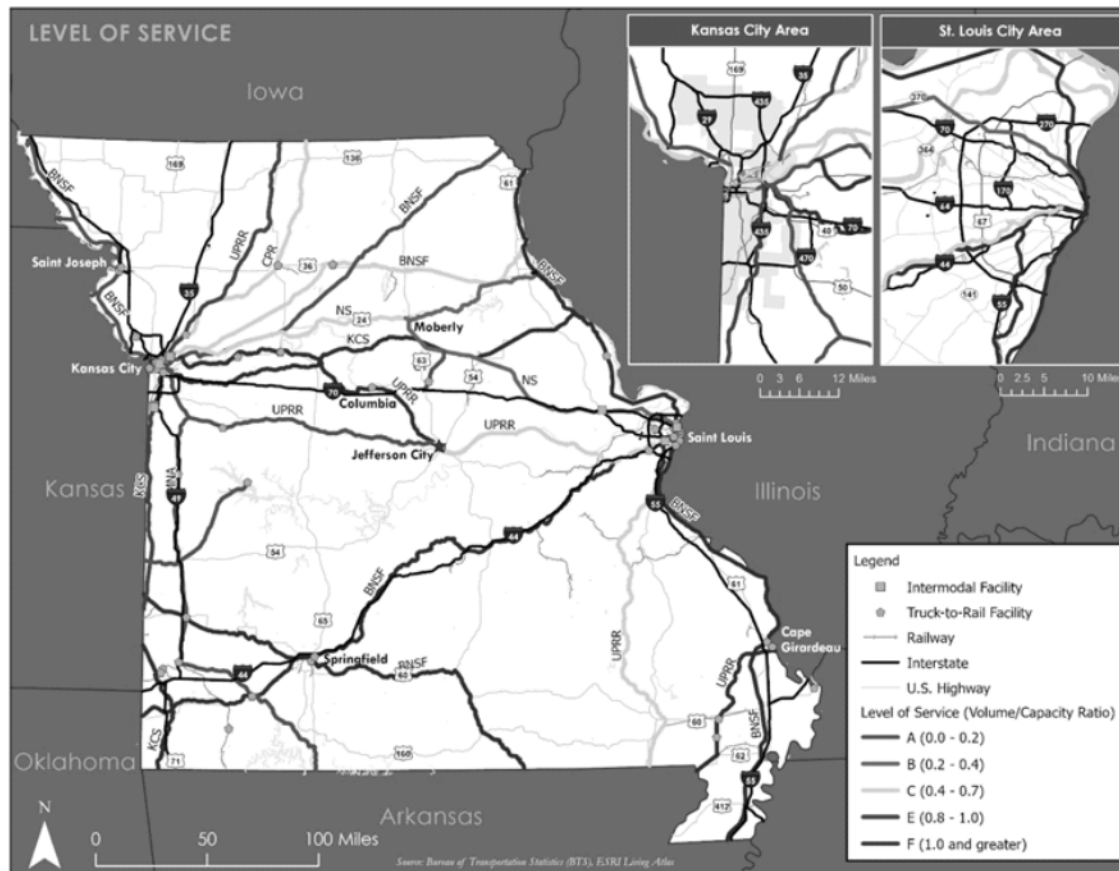


Figure 6: Railroad Existing Level of Service, Source: STB Carload Waybill Data 2012-2018, AAR

In addition to handling agricultural inputs and commodities, this track will be used to increase resiliency redundancy for the new container-on-barge service and all throughput, by offering port access during periods of no flow support from the USACE Bank Stabilization and Navigation Program, low water, high water or excessive ice on the M-70 Marine Highway when barge movement is not a viable option.



Figure 8: ASB's proximity to US markets and Inland Waterways

The ASB Project is located in the geographic center of the U. S. and enjoys excellent connectivity between major markets and cargo entry/exit points in all principal directions of travel. Inbound and outbound trucks can reach the I-70 corridor in less than one hour either traveling east towards St. Louis or west towards Kansas. The I-70 corridor is the backbone of east-west freight trade and is located 34 miles south from the ASB Project site. State Highway 24 also serves as an alternative route between ASB and Kansas City. Missouri's highway system, which includes the state's freight network, and the main freight corridors for truck traffic are illustrated in Figure 7a.

The ASB site straddles a rail line owned and operated by NS, a Class I railroad. Between Brunswick and Kansas City, the NS rail line connects to the two Class I railroads that serve the U.S. west (BNSF and UP). Towards the east, the NS rail line connects to tracks of KCS and BNSF, all of which converge in St. Louis. In Kansas City, the UP-line connects with the BNSF, CP, NS, and KCS. In St. Louis, interchanges are available with the BNSF, NS, and KCS. According to MoDOT's 2017 Freight Plan, most of the major rail lines in the state are already operating at or near capacity. This includes the UP line that connects Kansas City with St. Louis (parallel to I-70) and the NS line that runs across the ASB Project site. In addition to congestion on the main rail lines due to operations being at near capacity, another concern is the volume of traffic using at-grade rail crossings, which can represent potential roadway safety and delay issues. The major rail corridors in Missouri are illustrated in Figure 7b.

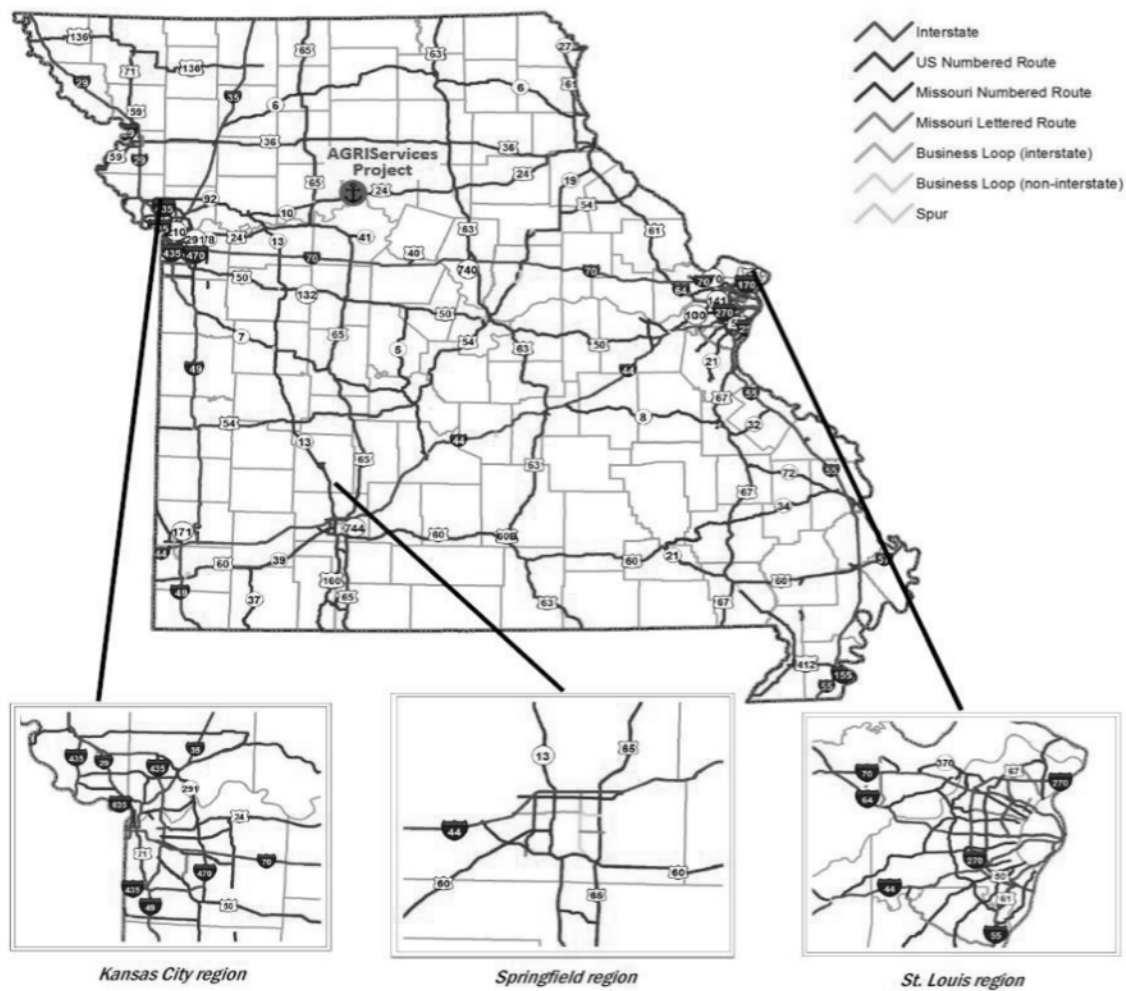


Figure 8(a): Main Freight Corridor in Missouri

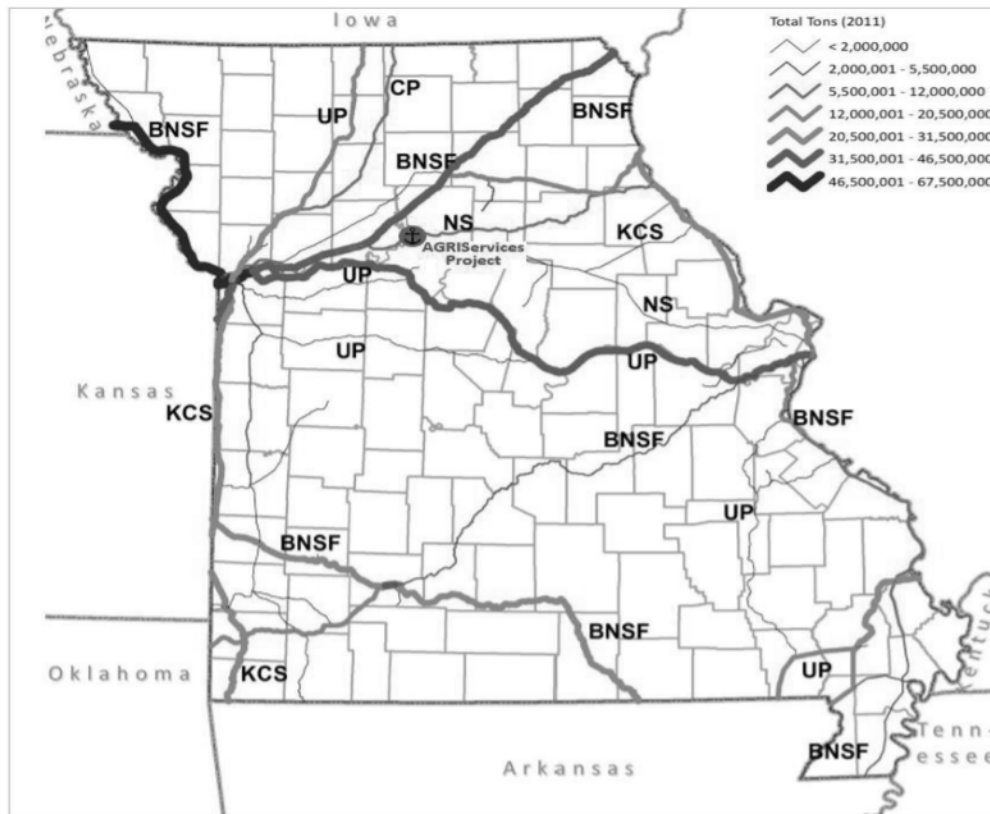


Figure 8(b): Major Rail Corridors in Missouri

The Brunswick River Terminal - ASB is a 236-acre facility, with 1.5 miles of Missouri River frontage. The Port currently utilizes 30 acres, leaving 206 available for expansion and development. Located at the 256-mile marker of the Missouri River. Due to its geographic location, ASB enjoys prime multimodal connectivity and accessibility: by barge on the Missouri River, by rail via Norfolk Southern (NS), with connections to Kansas City, Chicago, and St. Louis, and by truck via U.S. Route 24, which provides fast access to I-70 over a four-lane divided highway.

The ASB terminal location is a well-established facility that handles 500,000 tons of agricultural inputs, including Potash, Nitrogen, Phosphate that regional farmers and retail agricultural distribution centers depend on, in addition to corn, soybeans, wheat, DDG's (dry distillers grain), and non-GMO commodities. The ASB plant maintains certification for organic commodity distribution as well.

Historically, harvest happens in the fall, yet with the increase in on-farm storage in the last 10 ten years, through-put is now a year around activity. In addition, agricultural retailers have built large storage for agricultural inputs that require being maintained at full capacity. The addition rail capacity will service year-round product movement. The resource of the Missouri River will always be the first choice of movement from this location.

To facilitate the assessment of the market potential in the service area around ASB, three priority areas were identified. This framework was used for estimating foreign imports and exports by commodity and industry for each priority area as a share of the state totals. The project location

and the definition of the study area depicting the three priority areas, which overall encompass 35 counties, are detailed in the next bullets and illustrated in Figure 2.

- * **Priority Area 1.0**—includes *10 counties* in the trade area in closer proximity to ASB: Carroll, Chariton, Cooper, Howard, Linn, Livingston, Macon, Pettis, Randolph and Saline. This is the draw area within a 50-mile radius of Brunswick, which would most likely take advantage of transportation services at ASB.
- * **Priority Area 1.5**—includes *4 counties* in the trade area between ASB and Kansas City: Caldwell, Johnson, Lafayette, and Ray. These counties were segregated from Area 1 because, although close to ASB, they are close to and well-served by the existing transportation networks at Kansas City, so Kansas City might provide a more attractive routing alternative.
- * **Priority Area 2.0**—includes *21 counties* in the outer trade area: Adair, Audrain, Benton, Boone, Callaway, Camden, Cole, Daviess, Grundy, Harrison, Knox, Mercer, Miller, Moniteau, Monroe, Morgan, Osage, Putnam, Schuyler, Shelby, and Sullivan. These counties are within about 50-100 miles of Brunswick and could possibly be well served through ASB.

The balance of Missouri's 114 counties (i.e. 79) are more than about 75 miles from Brunswick, and typically closer to Kansas City or St. Louis. These areas are therefore less likely to benefit from a new ASB operation, and so are classified as a Non-Priority Area and excluded from the analysis.

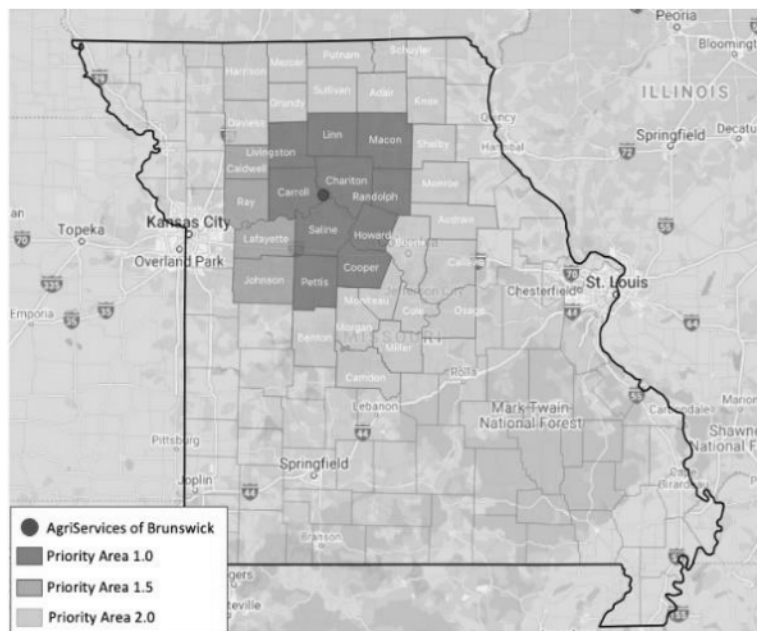


Figure 9: Project Location Source: Mercator International.

III. Grants Funds, Sources and uses of Project Funds

A.) Project Costs

Port Infrastructure Development Project Cost Estimate:

AGRI-SERVICES OF BRUNSWICK TERMINAL EXPANSION PROJECT PROJECT COST ESTIMATE ESTIMATE CLASS 5 - CONCEPT LEVEL			
Item	Description	Estimated Cost	Subtotal
1) Preconstruction Tasks			
Survey	to include riverbed	\$ 25,000	
Geotechnical Investigation	typical cost	\$ 20,000	
Flood Study	USACE requirement	\$ 15,000	
Permitting	Federal and state permits, incl NEPA.	\$ 40,000	
Engineering - railroad spur	Typically 6% of construction	\$ 100,000	
Engineering - barge docks	Typically 4% of construction	\$ 150,000	
			\$ 350,000
2) Construction Costs			
Removal of old barges	Four barges to tow away & scrap	\$ 60,000	
Bank Stabilization	Mainly debris removal	\$ 20,000	
New Deck Barge	Two 120'x30'	\$ 400,000	
New Container Dock	With 200-ft long front	\$ 2,500,000	
New Dolphins	Assume 8 - 3-pile dolphins	\$ 400,000	
New Bulk Ag Products Warehouse	360'x140'	\$ 2,400,000	
Unloading Pit	Concrete, 75'x45'x10'	\$ 150,000	
Equipment (Conveyors)	Barge to Bldg; Rail to Bldg, & Interior Bldg.	\$ 1,266,000	
Electrical Service	For new conveyors & building	\$ 250,000	
Earthwork for Railroad	Assumes 20,000 cy of fill, etc.	\$ 300,000	
Railroad Turnout - Phase 1	Assume 2,800 LF of track; 3 switches	\$ 1,500,000	
			\$ 9,246,000
3) Project Management			
GHRP Administration	Typically 2% of construction	\$ 215,000	
Project Manager	Assume two year duration	\$ 150,000	
			\$ 365,000
4) Miscellaneous			
Contingency	Typically 10% of subtotal	\$ 1,000,000	
			\$ 1,000,000
		PROJECT TOTAL:	\$ 10,961,000
PROJECT FUNDING			
PIDP Grant Request	80% of project cost	\$ 8,768,800	
Agri-Services of Brunswick	20% of project cost	\$ 2,192,200	
		PROJECT TOTAL:	\$ 10,961,000

The total project is expected to take 24 to 36 months, depending on environmental reviews and USACE approvals, so that funding can be reasonably obligated, and construction completed by March 2025.

B.) Eligible Costs, Sources and amount of funds

All project cost are eligible future costs, twenty per cent of which will be paid for by ASB.

Green Hills Regional Planning Commission acting in the role of Grant Administrator and Lead Applicant. Source of Non-Federal Match

C.) Documentation of Funding Commitments

ASB is committing matching funds in the amount of \$2,192,200, 20% of project cost. Letter of commitment attached as Appendix C.

D) Amount and Nature of Federal Funds

All federal funds requested and non-federal funds committed will be applied to project costs outlined in the project cost estimate above.

E) Use of Funds by Source

Line items include:

1. **Preconstruction** – Fees associated with Engineering Services necessary to create design plans, bid specifications and contract documents. An environmental assessment will be performed during this phase.
2. **Construction Costs** – based on preliminary engineering design estimates, these items will use federal and non-federal funds to complete the port improvement and railway expansion.
3. **Project Management and Program Administration** – Cost associated with engineering inspection and management of project construction. GHRPC as lead applicant will ensure each phase of the project is in compliance with applicable state and federal policies in regard to proper procurement, labor wage compliance, financial oversight and coordination of all phases of the project with the sub-applicant, engineer and contractors. GHRPC will continue to monitor and provide reporting documents 3 years after date of completion.
4. **Miscellaneous** – documents a project contingency to ensure funding is available due to cost overruns, or unforeseen items that may arise during the scope of the project.
 - * ASB's commitment to the 20% cost share is attached along with the memorandum of understanding between Green Hills Regional Planning Commission and AGRIServices of Brunswick, LLC. All funds will pass through Green Hills Regional Planning Commission as the Grant Administrator.
 - * Source of Funds Budget – Budget was compiled with the assistance of PND Engineers, the Norfolk Southern Railroad in additions to potential vendors and suppliers.

IV. Merit Criteria

Meets Criteria	Description
1. Achieving Safety, Efficiency or Reliability Improvements	
Safety	This project improves the safety of all waterside barge movement as outlined in section IV by realigning the areas in contact with barges and creating stable transit areas to reduce the risk of towboat crew or ASB staff whether by trapping, drowning or impact.
Reliability	New investments are crucial to the agricultural supply chain by allowing expanded fertilizer production.
Efficiency	Project will allow more barges to be worked on simultaneously with additional points of product distribution.
2. Supporting Economic Vitality	
Economic Vitality	This project will support expanded employment opportunities in water transportation, construction products and services and transportation and logistics.
3. Leveraging Federal Funding to Attract Non-Federal Sources of Infrastructure Investment	
Leveraging/non-federal sources	Non-federal funds are being contributed by private entities/ASB.
4. Addressing Climate Change and Environmental Justice Impacts	
Climate Change and Environmental Justice	Shift to a more environmentally-friendly river transport, with well-documented energy efficiency and air quality benefits.
5. Advancing Equity and Opportunity for All	
Equity and Opportunity	ASB will commit to expand access to opportunities for minority-owned, business-owned businesses by committing to an open, fair, and efficient procurement process.

	AGRIServices of Brunswick is an Equal Employment Opportunity Business.
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A. Achieving Safety, Efficiency or Reliability Improvements

Safety

The existing fleeting infrastructure consist of four retired stationary barges that have been used for over 20 years as a mooring face to maneuver barges downstream between the bulk commodity receiving dock and the grain loading spout. Winches are currently attached to concrete footings on top of the riverbank. These dock barges are at the end of their useful life, deteriorating to the point that they are no longer watertight and require bilge pumps to stay afloat. They raise and lower with the river elevations, which works well for fleeting, but also erode the bank and adversely affect levee flood protection in that area.



Figure 10: Existing Stationary Dock Barge – Bank Erosion

Also, the current winching arrangement is outdated and risks safety hazards to operational personnel.

Another safety concern involves the crews handling the steel cables while maneuvering barges against an irregular mooring alignment.

In addition, boat crew changes take place at the Port. The flat face of the new dock would allow boat crews to load provisions and equipment safely. They currently must traverse down the edge of the coaming of a barge and climb on a barge lid while carrying supplies to reboard towing vessels.

Efficiency

Providing an additional dock along with enlarged mooring capacity along the Port's riverbank will significantly increase efficiency of operations. The proposed new dock will allow three barges to be worked simultaneously. The time reduction will prevent delays and will result in increased throughput and increased the product diversity being handled. Barging is the most energy efficient mode of transportation for high bulk, low value products which is the cornerstone of this location products and services.

The new dock will allow for large unloading equipment to accommodate the request for container-on-barge movement, breakbulk, and oversized equipment.

The Missouri River operates within a compressed season of flow support from the upper basin for navigation, typically April 1st – December 1st requiring ports and terminals on the Missouri River to operate at peak efficiency. The additional dock would also be used to increase the speed at which product can be unloaded to support the current agricultural demand and reducing demurrage.

Additional storage also would be fed simultaneously from both the new dock and the existing dock. The proposed new warehouse would also allow additional points of product distribution within the region and reduce truck wait times, allowing truck drivers additional turns within the same timeframe.

Rail expansion, also requested in this application would increase the rail capacity at the port and terminal by 180% and create a spur to service not only container movement and breakbulk movement but would also supply product to the proposed new warehouse via the proposed new "below rail pit" and conveyor system.

Reliability

Agricultural Secretary Tom Vilsack stated "Recent supply chain disruptions from the global pandemic to Putin's unprovoked war against Ukraine have shown just how important it is to invest in the crucial link in the agricultural supply chain here at home".

The new dock, the rail expansion and new warehouse space are all strategic investments in infrastructure that are crucial to the agricultural supply chain. The new infrastructure would increase ASB's capacity to support expanding domestic fertilizer production utilizing both barge and rail transportation.

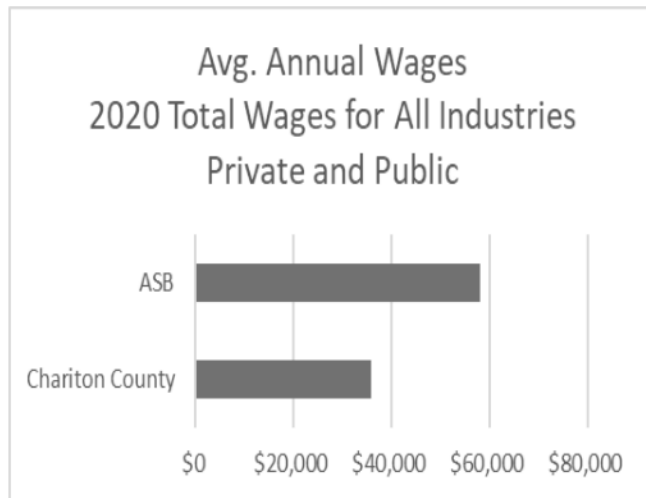
In order to assure port and terminal customers continuous service year-round and during periods of low water conditions or flooding, they need to know that there is a year round road and rail option at the Port/Terminal in addition to the more efficient barge transportation. The fragility of our supply chains became abundantly clear in 2020-2022. While the river has excess capacity and the port's adjacent freeway system lacks congestion, the Norfolk Southern Railroad in our region is at 10% over capacity.

Increased on-site rail storage is vital to increased reliability. During the first quarter of 2022, barge quantities of fertilizer were offloaded at the Port in Palmyra and truck across the state. Had

increased rail handling been available at the port, that would have been preferred in terms of cost, reduced CO₂ emissions, road wear and tear, and truck and driver availability.

Supporting Economic Vitality at the National and Regional Level – Small Port Project

ASB currently supports 58 employees with a starting salary of twice the minimum wage adjacent to a town with a population of 837.



The Average salary at ASB is \$58,000, which is 38% higher than Chariton County's Average Annual Wages of \$35,700.

In addition to salaries, ASB contributes an additional benefits package above salaries that includes 7.65% - Social Security/Medicare, 12% contribution retirement plan, 18.25% Health Insurance, 4.5% Workman's comp, and .06% Federal unemployment.

Source: MERIC –2020 Quarterly Census of Employment and Wages between the US Dept. Of Labor Bureau and the MO Dept of Higher Education and Workforce

ASB estimates that the port improvement and rail-line expansion **will create approximately 10 new jobs**, which will continue to benefit Chariton County's regional economy.

The construction phase is estimated to have a positive impact on regional and national vitality due to the increase of tax revenue. An estimated \$667,407 in total tax revenue is expected to be generated from the construction of the container-on-barge service at ASB. \$217,131 and \$450,276 would be estimated at the state/county and federal levels respectively.

Impact Type	State/County	Federal	Total
Direct	\$67,007	\$217,684	\$284,872
Indirect	\$65,510	\$123,298	\$188,808
Induced	\$84,614	\$109,114	\$193,728
Total	\$217,131	\$450,276	\$667,407

Source: Manley Brothers, Mercator; Comprehensive market study 2020 for a container-on-barge port facility in Brunswick, MO

Once the COB improvements and rail expansion have been implemented, a 2020 comprehensive market study forecasts an estimated \$157,865 in total tax revenue is expected due to annual operations. \$73,621 state/county and \$84,245 federally. *Same source as above.*

The facility and rail expansion will create additional new customers by increasing storage and rail. The following businesses have expressed interest in using a container-on-barge service and would benefit from the expansion of the services at AGRIServices of Brunswick:

- 1) Tyson - Sedalia, MO
- 2) America Building Products - Jefferson City, MO
- 3) Gavilon, LLC - Kansas City, MO
- 4) Otscon - Columbia, MO
- 5) Orscheln Industries - Moberly, MO
- 6) Premium AG Products Co-op - Clarence, MO
- 7) Moore Fan LLC - Marceline, MO
- 8) POET Biorefining - Macon, MO
- 9) Show Me Ethanol - Carrollton, MO
- 10) Kraft Heinz Company - Columbia, MO
- 11) Mid-Missouri Energy - Malta Bend, MO
- 12) Central Missouri AGRIService - Marshall, MO
- 13) XPO Logistics, LTL - Columbia, MO
- 14) Gates Rubber - Columbia, MO
- 15) Inland Truck Parts & Service - Columbia, MO
- 16) Sunrise Foods International Inc. - Fullarton, ON Canada
- 17) MFA Incorporated - Columbia, MO
- 18) Duke Manufacturing- Sedalia, MO

Contribution to Freight Transportation

This project will improve the physical process of transporting goods and commodities in several ways:

- The proposed new dock will increase the diversity of products that can be handle at this port by creating a heavy lift area to accommodate containers and or other types of project or break-bulk cargo that are above the capacity of the existing docks.
- As fuel prices increase and the country's awareness of the effects of greenhouse gasses take center stage, the availability of increased barge transportation offered by the additional dock to load and offload products will provide the most fuel efficient, lowest carbon emitting mode of transportation to the region. One hundred percent of the agricultural products moved at this port are international imports or exports through the gulf in Louisiana.
- Between ASB and the gulf, there is only one lock and dam transit required at lock 27, making the aging infrastructure of locks and dams in the United States less of a risk component for those operating on the MO River.
- The rail expansion will increase the number of rail cars that can be handled at this port by 50% and also provide a direct connection to rail and highway during periods of high and low water when the river is not a viable option, thus creating resiliency and reducing disruption and create the assurance of year around availability of transportation and reducing points of failure within the regional supply chain.

Competitive Disadvantage

The Missouri River receives seasonal flow support from Gavin Point Dam and is managed by the Master Manual of the USACE's Bank Stabilization and Navigation Project (BSNP). Over the last 10 years, river control structures have been modified by the Missouri River Recovery Program (MRRP), causing failures in the performance of the self-scouring design of the system. This combined with a lack of operations and maintenance budget have hinder the channel reliability on the Missouri River.

Fortunately, the Northwest Division of the USACE in 2021 and 2022 has been appropriated \$313 million for repairs to structural damage caused by the MRRP and the flood of 2019. The USACE also received a 2 of the 6 project new starts in the country. One being the Missouri River Navigation Study and the Missouri River Flood Study. Improvements in these areas will increase the reliability of the system and assist in the expansion of services on the Missouri River. <https://www.nwk.usace.army.mil/Media/News-Releases/Article/2972146/missouri-river-navigation-support-actions-by-the-kansas-city-district/>

C. Leveraging Federal Funding

In 2010-2014, ASB participated in a MO River Revitalization Work Group with the MO Department of Natural Resources, MO Department of Agriculture, MO Department of Transportation, USACE, Inland Rivers Ports and Terminals and PortKC. At that time ASB was the only active terminal on the MO River. Since that time, the USACE has made a commitment through an increased O & M budget and the Lower MO River Navigation Study that is current underway. ASB has gone from being the only active port to the current 12 active docks.

ASB is committing to pay 20% of the cost of this project. Funding obtained through this application will increase barge movement on the MO River which not only directly affects MO River Towing with whom ASB contracts all barge movement, but within a small system such as the MO River, barges are exchanged as needed between other ports and terminals. In recent years when fertilizer was delivered to PortKC and PortKC did not have a backhaul, barges were repositioned to ASB for an agricultural backhaul, a cost savings for both terminals and an increased movement for the towboat operator. The same has been done with the Port of St. Joseph and Central Missouri AGRIService in Waverly. Unlike other systems that rely on locks and dams, the Missouri River was designed to have a self-scouring channel. Increased barge movement across the mobile river bed assist with maintaining the channel.

D. Addressing Climate Change and Environmental Justice.

This project supports a modal shift from highway truck to the more environmentally-friendly river transport, with well-documented energy efficiency and air quality benefits. And with respect to the potential for spills of hazardous materials, an inland tow by barge is demonstratively safer per ton mile (2.12 gallons per million haz-mat ton mile).

One gallon of fuel can move one ton of cargo 647 miles on the waterways compared to 477 miles on rail or 145 miles on the road. Because of this, waterway transportation provides significant environmental benefits and a reduction of fatalities. Source: *Report Card for Missouri Infrastructure. American Society of Civil Engineers (ASCE) 2018.*

ASB is the largest port on the Missouri River and the only one to be certified to handle organic commodities. This allows regional producers the option to implement alternate production methods and know they have a way to transport their product. Because ASB is a small Port, it does not have the freight volume necessary to do a thorough study of environmental impacts. Nevertheless, the Port is trying to incorporate environmentally friendly measures into planning and implementation.

E. Advancing Racial Equity and Reducing Barriers to Opportunity

If awarded, AGRIServices of Brunswick (ASB) will expand access to opportunities for minority-owned, business-owned businesses by committing to an open, fair and efficient procurement process. Any procurement processes will have clear communication and dialogue with the marketplace about what services are needed. Information sharing is critical for boosting the number of MWBE bids submitted. Vendors will know that opportunities exist and ASB will widen our reach in the solicitation and submission process. ASB will digitize, link and publish¹ open procurement information and data to known MWBE publications and databases such as well as reaching out through social media, community platforms that are used by these businesses and making sure the language used in the procurement process is approachable. We will advertise procurements where the MWBEs already are, e.g., chambers of commerce, trade newsletters, business improvement districts, etc.

AGRIServices of Brunswick is an Equal Employment Opportunity Business. ASB recruits, hires and promotes employees without regard to race, color, religion, sex, age, national origin, physical or mental disability of veteran status. All employment decisions regarding compensation, benefits, transfers, layoffs, returns from layoff, company-sponsored training, educational assistance, and social and recreational programs will continue to be administered without regard to race, color, religion, sex, age, national origin, physical or mental disability, or veteran status.

Within the trade area and outer trade areas identified as priorities, there are two opportunity zones:

- The Sullivan County Opportunity Zone, census tracts 4801 and 4803. Approx. 1,724 households within the zones.
- The Caldwell County Opportunity Zone, census tract 9502. Zone covers 217.5 square miles.

These two opportunity zones are economically distressed areas, that qualify as low-income. Opportunity zones are designed to spur economic development and have qualified as opportunity zones because they have been nominated and certified by the secretary of the U.S. Treasury via his delegation of authority to the Internal Revenue Service.

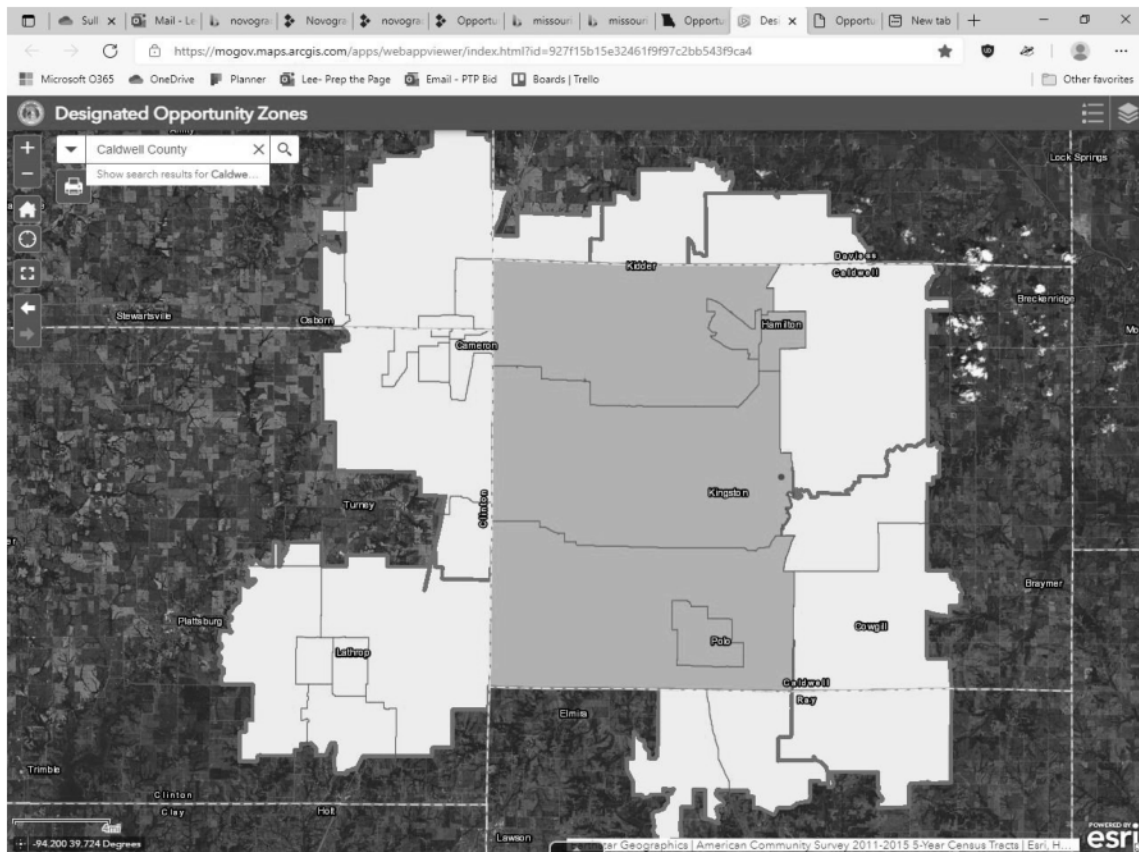


Figure 11(a): Caldwell County Opportunity Zone

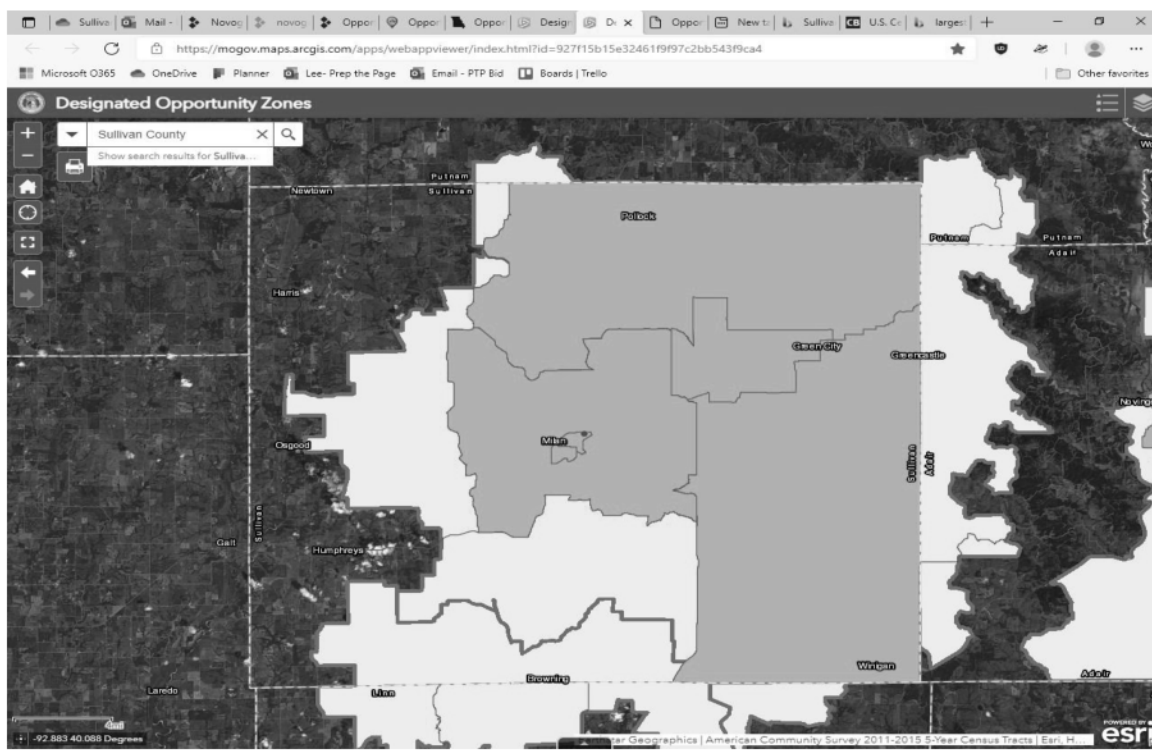


Figure 11(b): Sullivan County Opportunity Zone

V. Project Readiness

The ASB Port and Expansion Project is prepared to begin upon the receipt of the PIDP award. The project is dependent on the PIDP award. If awarded, we estimate completion within 12 months of all approvals and final design.

The Project Schedule below outlines the anticipated timeline:

	2023				2024				2025	
Tasks:	1 st	2 nd	3 rd	4 th	1 st	2 nd	3 rd	4 th	1 st	2 nd
Grant Award										
Grant Agreement Signed										
Surveys and Geotechnical										
Preliminary Design										
Environmental Permitting/ USACE Approvals										
Final Design										
Advertise/Award Construction Contract										
Construction										

A. Technical Capacity

AGRI Services of Brunswick Technical Capacity and Experience

ASB has experience with implementing capital projects. ASB has 55 employees with a combined experience at the location of 628 years. ASB has received two Freight Enhancement Grants from MoDOT over the last six years. The MoDOT grant in 2016 for \$500,000 was used as seed money for an ASB investment of \$3.5M to upgrade its riverward grain cell, increasing grain movement on the Missouri River.

ASB employees included in developing the project strategy will provide the technical expertise to implement the proposed port improvements. Key technical advisors include:

- Roseanne Meyer – Grain Merchandiser / Office Manager – 42 years at ASB in this position. Roseanne has had years of experience shipping and receiving grain by barge, rail, & truck.
- Pat Lock – Retail Dispatch / Retail Sales & Service – 36 years at ASB. Pat started as a retail applicator and after a then transitioned into his current role. Pat has a wealth of knowledge in the retail ag business, making fertilizer, chemical, & seed recommendations.
- Kevin Holcer – General Manager – 36 years at ASB – Kevin managed the Wholesale fertilizer business before transitioning into the General Manager position in Jan 2019.

- Valerie Gladbach – Controller – 24 years at ASB – Valerie started at the company’s Mendon location working in the retail side of the business, moving to home office as controller in 2009.
- Doug Bonderer – Operations Manager – 19 years at ASB. Doug started as Wholesale Sales & Distribution, then after a few years transitioned into Operations Manager position.
- Tyler Breshears – Wholesale Fertilizer Manager – 9 years at ASB. Tyler started in Wholesale Sales & Distribution and spent 6 years there before transitioning into the Wholesale Fertilizer Manager in 2019.

Green Hills Regional Planning Commission Technical Capacity and Experience

Green Hills Regional Planning Commission has been a dynamic regional leader that enhances economic success in rural Missouri for over 50 years. GHRPC has built and promoted regional efforts that span an eleven-county area, so that all citizens are achieving economic success for the benefit of the region. GHRPC is a hub for gathering and disseminating information about the region’s activities. The organization is engaged in a myriad of activities which include:

- Economic and Community Development
- Transportation Planning
- Workforce Development
- Hazard Mitigation Planning
- Coordination of the North Missouri Solid Waste Management District Grants and Collections
- Grant Administration of Community Development Block Grant Infrastructure Activities
- Environmental Assessments and Environmental Reviews

These activities create jobs for Missourians, stimulate private investment and attract financing to support public projects. GHRPC has been formed by our local government with the primary role of providing technical staff capable to provide sound advice to its membership and to work for coordination of various planning and infrastructural needs among the eleven counties and 74 towns, as appropriate. GHRPC staff is a small group of carefully chosen employees committed to fostering improved quality of life for our region. GHRPC is committed to living and working in these communities and building programs that benefit the communities we live and work in.

The Program Manager that would be lead the administration of this program is Angela Schultz. Angela has a bachelor’s degree in Earth Science/Biology. She worked for the Missouri Department of Transportation as a level III Civil Engineering Technician for over ten years. She worked for over ten years for the Missouri Department of Health and Senior Services. While employed there she completed the HazWopper Class through the DNR and worked on the nuclear response team through SEMA. She was certified as a Licensed Lead Risk Assessor and a Fire Inspector. Angela is now retired from the state and working for Green Hills Regional Planning Commission as the Transportation Planner, Hazard Mitigation Planner, and the Environmental Assessor. Debbie Pergande is the Fiscal Manager for GHRPC. Debbie has been with the agency since 2003 when she started as an intern. Her responsibilities include the overall management of the daily financial operations of the agency. She has earned an A.A.S. Degree in Accounting and an Office Systems Management Degree at North Central Missouri College.

B. Environmental Approvals

NEPA Status – The level of NEPA documentation is unknown at this time, but the more lengthy Environmental Impact Statement could be required rather than Categorical Exclusion or Environmental Assessment, which will add to the length of the project schedule.

Environmental Permits and Reviews – Evaluation of the project under Section 107 of the National Historic Preservation Act and Section 7 of the Endangered Species Act has not yet been undertaken for this particular project, but has been evaluated for the adjacent riverward grain cell and dock, with no problematic findings.

State and Local Approvals - ASB does not expect to undergo any additional environmental studies before the Port Improvement and Expansion Project begins construction other than those required by the NEPA process and any requirements controlled by Rivers and Harbors Act Section 10 and the Clean Water Act Section 404 regulations.

The Project is supported by the Board of Directors, which includes the eleven presiding county commissioners within the Green Hills Regional Planning Commissions area. There are letters in support of the Project from public officials, private sector businesses, State agencies, and agricultural trade associations which are included in the Appendix.

Approval by Other Agencies – Not Applicable

USACE – Early coordination towards the permitting on this project will be performed through on-site meeting with USACE staff to address the requirements of all applicable federal regulations including, but not limited Rivers and Harbors Act Section 10 and Clean Water Act Section 404.

VI. Domestic Preference

ASB will bid the equipment purchases consistent with domestic preferences, including as appropriate and to the extent consistent with law, the non-Federal entity should, to the greatest extent practicable under a Federal award, provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States (including but not limited to iron, aluminum, steel, cement, and other manufactured products). The requirements of this section must be included in all subawards including all contracts and purchase orders for work or products under this award.

VII. Determinations

Project Determination	Narrative Reference or Response
The Project improves the safety, efficiency or reliability of the movement of goods through a port or intermodal connection to the port.	Safety - This project improves the safety of all waterside barge movement as outlined in section IV by realigning the areas in contact with barges and creating stable transit areas to reduce the risk of towboat crew or ASB staff whether by trapping, drowning or impact.

	<p>Efficiency – New Dock increases the number of barges that can be worked simultaneously while also decreasing the frequency of need for a switch boat. The rail spur and conveyor system will work together to both unload and store fertilizer product.</p> <p>Reliability – New Rail spur will assure customers continuation of service during winter months when the river may not be available due to low water or icing condition.</p>
The project is cost effective.	Not applicable to a small project at a small port.
The eligible applicant has the authority to carry out the project.	ASB holds the lease on the property and is managed by a committee that also holds ownership to the property that the improvements will be made on.
The eligible applicant has sufficient funding available to meet matching requirements	ASB has committed to a 20% match with a letter of commitment. A memorandum of understanding has been executed between Greenhill's Regional Planning Commission and ASB outlining each parties' responsibilities. Both documents are included.
The project will be completed without reasonable delay.	With timely approval of USACE and NEPA requirements, project can be concluded in 24 to 36 months.
The project cannot be easily and efficiently completed without Federal funding or financial assistance available to the Project Sponsor.	Without federal funding, project starts would be staggered over many years, hampering the ability of the Port to increase movement during that time frame and driving up the overall cost.

VIII. Conclusion

This project is aimed at addressing supply chain constraints at rural American ports through renovation and expansion. This project supports the container on barge service that ASB is implementing and is a public private partnership that supports the goals of Green Hills Regional Planning Commission, MoDOT, Missouri Department of Natural Resources and the Missouri Department of Agricultural as reflected in the attached letters of support.

Appendices

Appendix A: Letters of Support

Appendix B: Memorandum of Understanding Between Green Hills Regional Planning Commission and AgriServices of Brunswick

Appendix C: Non-Federal Funding Commitments and Letter of Commitment

Appendix D: Army Civil Works Program Operation and Maintenance Work Plan

Appendix A- Letters of Support

- 1) Michael L. Parson, Governor Missouri
- 2) Steve Taylor, President, Missouri AgriBusiness Association
- 3) Representative Sam Graves, U.S. Congress
- 4) Presiding Commissioner Stan Falke, Carroll County, Missouri
- 5) Presiding Commissioner Evan Emmerich, Chariton County, Missouri
- 6) Chris Chinn, Director of Agriculture, Department of Agriculture, State of Missouri
- 7) Senator Roy Blunt, United States Senate,
- 8) Representative Randy Railsback, Missouri House of Representatives, District 08
- 9) Captain Jeffrey W. Monroe, International Association of Maritime and Port Executives
- 10) Joseph R. Torp, Industrial Development Manager, Norfolk Southern Corporation, Railroad
- 11) Dru Buntin, Director, Department of Natural Resources
- 12) Garrett Hawkins, President, Missouri Farm Bureau

STATE CAPITOL
201 W. CAPITOL AVENUE, ROOM 216
JEFFERSON CITY, MISSOURI 65101



(573) 751-3222
WWW.GOVERNOR.MO.GOV

Michael L. Parson

GOVERNOR
STATE OF MISSOURI

May 12, 2022

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

RE: Port Infrastructure Development Program (PIDP) Grant for Missouri River Port

Dear Secretary Buttigieg:

I write to support the PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Greenhill's Regional Planning Commission as the public sponsor. The service levels outlined in ASB's grant application directly support the nation's largest exporter logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico.

Establishing redundancy and resilience within the port boundary of ASB, the largest port on the Missouri River, is the goal of this grant application. The scale of the salary base, acreage, and tonnage being moved through this port far exceeds all public ports combined on the Missouri River. The riverward improvements proposed would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are ideal examples of leveraging public-private partnerships.

Consolidation of class-1 railroads have eliminated critical infrastructure and created areas along the M-70 where service levels have not been able to adequately satisfy demand for movement of goods bound for export. Producers and consumers from across the Midwest are desperately seeking innovative supply chain solutions that are going to contribute meaningfully to maintaining their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting containerized shipments to barge will not only reduce cost, but help decongest highways and increase rail availability, which is currently strained.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Michael L. Parson", is written over a light blue horizontal line.

Michael L. Parson
Governor of Missouri



April 18, 2022

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

RE: Port Infrastructure Development Program Grant for MO River Port

Dear Secretary Buttigieg,

The Missouri Agribusiness Association fully supports the consideration of PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Greenhill's Regional Planning Commission as the public sponsor. The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico.

Establishing redundancy and resilience within port boundary of ASB, the largest port on the MO River, is the goal of this grant application. The scale of the salary base, acreage and tonnage being moved through this port far exceeds all public ports combined on the MO River. The riverward improvements proposed would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public – private partnerships. This project demonstrates a strong business case which supports the ever-growing industrial and agricultural mix of products produced in our nation's heartland.

Consolidation of class-1 railroads have eliminated critical infrastructure and created areas along the M-70 where service levels have not been able to adequately satisfy demand for movement of goods bound for export. The "Missouri River container-on-barge" service in addition to and supported by increased rail and storage capacity within the port will reduce truck traffic on I-70.

Producers and consumers from across the Midwest are desperately seeking innovative supply chain solutions that are going to contribute meaningfully to maintaining their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting containerized shipments to barge will not only reduce cost but take trucks off our congested highways and increase rail availability, which is currently strained.

The Missouri's Inland Waterway are a proven economic driver, supporting 140,000 jobs and \$8.3 billion in personal income. The MO River provides a cost-effective and safe way to transport critical commodities like agricultural goods, energy products, building materials and industrial ingredients to and from deep water ports in the most environmentally-friendly, economical and fuel-efficient manner.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Steve Taylor", written over a light blue horizontal line.

Steve Taylor
President

Advocates for the Business of Agriculture

Missouri Agribusiness Association • P.O. Box 1728 • Jefferson City, MO 65102
Phone: 573-636-6130 • Fax: 573-636-3299 • Email: mo-ag@mo-ag.com

SAM GRAVES
6th DISTRICT, MISSOURI

1135 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-7041

Congress of the United States
House of Representatives
Washington, DC 20515-2506

April 28th, 2022

11724 NW PLAZA CIRCLE, SUITE 900
KANSAS CITY, MO 64153
(816) 792-3976

411 JULES STREET, ROOM 111
ST. JOSEPH, MO 64501
(816) 749-0800

906 BROADWAY, P.O. BOX 364
HANHIBAL, MO 63401
(573) 221-3400

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

Dear Mr. Secretary,

I am writing to express my interest in the application from AGRIServices of Brunswick (ASB) and Green Hills Regional Planning Commission for funding through the Port Infrastructure Development Program.

The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico. Establishing redundancy and resiliency within the port boundary of ASB, the largest port on the Missouri River, is the goal of this grant application. The scale of farm acreage served and the tonnage of grain being moved through this port far exceeds all public ports on the Missouri River combined. The river port improvements proposed would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public-private partnerships. This project demonstrates a strong business case which supports the ever-growing industrial and agricultural mix of products produced in our nation's heartland.

Producers and consumers from across the Midwest are seeking innovative supply chain solutions that are going to contribute meaningfully to maintaining their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting containerized shipments to barge would not only reduce cost, but also take trucks off our congested highways and increase rail availability.

The waterways of Missouri are proven economic drivers. They support 140,000 jobs and \$8.3 billion in personal income. The Missouri River provides a safe and cost-effective way to transport critical commodities such as agricultural goods, energy products, building materials, and industrial ingredients to and from deep water ports in the most environmentally friendly, economical, and fuel-efficient manner.

Based on information provided to me by AGRIServices of Brunswick and Green Hills Regional Planning Commission, I believe that they are well suited to pursue this project. I request your full and fair consideration for this application. In addition, I would ask that you keep my office informed of the progress of the proposal and notify me when a decision regarding the recipients is made.

If you have any questions, please feel free to contact Mitchell Rice in my office at (816) 792-3976 or Mitchell.rice@mail.house.gov.

Sincerely,



Sam Graves
Member of Congress



Stan Falke
Presiding Commissioner

8 S. Main, Suite 6
Carrollton, MO 64633

Everett Shields
District #1 Commissioner

Norma I. Sparks
County Clerk

(660) 542-0615
(660) 542-0621 Fax

David Martin
District #2 Commissioner

April 22, 2022

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

RE: Port Infrastructure Development Program Grant for MO River Port

Dear Secretary Buttigieg,

I write you today asking for full and fair consideration of the AGRIServices of Brunswick (ASB) application for the Port Infrastructure Development Program (PIDP).

The Carroll County Commission strongly supports the consideration of PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Greenhill's Regional Planning Commission as the public sponsor. The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico.

Establishing redundancy and resiliency within the port boundary of ASB, the largest port on the Missouri River, is the goal of this grant application. The scale of the salary base, acreage and tonnage being moved through this port far exceeds all public ports combined on the MO River. The riverward improvements proposed would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public – private partnerships. This project demonstrates a strong business case which supports the ever-growing industrial and agricultural mix of products produced in our nation's heartland.

Consolidation of class-1 railroads have eliminated critical infrastructure and created areas along the M-70 where service levels have not been able to adequately satisfy demand for movement of goods bound for export. The "Missouri River container-on-barge" service in addition to, and supported by, increased rail and storage capacity within the port will reduce truck traffic on I-70.

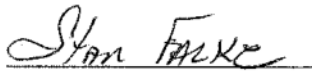
Producers and consumers from across the Midwest are desperately seeking innovative supply chain solutions that are going to contribute meaningfully to maintaining their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting containerized shipments to barge will not only reduce cost, but take trucks off our congested highways and increase rail availability, which is currently strained.

The Missouri's Inland Waterway are a proven economic driver, supporting 140,000 jobs and \$8.3 billion in personal income. The MO River provides a cost-effective and safe way to transport critical commodities like agricultural goods, energy products, building materials and industrial ingredients to and from deep water ports in the most environmentally-friendly, economical and fuel-efficient manner.

Not only is AgriServices of Brunswick a major employer and driver of economic development in our county, they also support our region's food chain as one of the biggest full-service agricultural retailers on the Missouri River. For this reason, I urge full consideration of the project.

Thank you for your consideration.

Sincerely,

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

Stan Falke
Presiding Commissioner
Carroll County Commission

CHARITON COUNTY COMMISSION

306 S. Cherry St.
Keytesville, MO 65261
Phone 660-288-3200 Fax 660-288-3403

Evan Emmerich
Presiding Commissioner
Susan Littleton
Clerk of the County Commission
660-288-3273

Jared Meyer
Eastern District Commissioner
Terry Milford
Western District Commissioner

May 2, 2022

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

RE: Port Infrastructure Development Program Grant for AGRIServices of Brunswick

Dear Secretary Buttigieg,

The Chariton County Commission strongly supports the consideration of the PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Green Hills Regional Planning Commission as public sponsor. The service levels outlined in ASB's grant application directly support our nation's logistics chain by providing a container movement alternative from central Missouri to the Gulf of Mexico.

The goal of this application is to establish redundancy and resilience within the port boundary of ASB, the largest port on the Missouri River. The scale of the salary base, acreage, and tonnage being moved through this port far exceeds all public ports combined on the Missouri River. The riverward improvements proposed would create expanded capacity of waterborne commerce, while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public-private partnerships. This project demonstrates a strong business case which supports the ever-growing industrial and agricultural mix of products produced across the heartland of the United States.

Consolidation of class-1 railroads has eliminated critical infrastructure in our region. This has created areas along I-70 where service levels have not been able to satisfy the demand for movement of goods bound for export. The Missouri River container-on-barge service, in addition to and supported by increased rail and storage capacity within the port, will reduce truck traffic on I-70.

The Midwest is in desperate need of innovative supply chain solutions. Producers and consumers seek solutions that meaningfully maintain their individual and collective competitiveness in an aggressive and changing global market. Redirecting containerized shipments to barge will reduce costs, take trucks off our congested highways, and increase the availability of our currently strained rail system.

COMMISSION MEETS EVERY MONDAY

Missouri's inland waterways are a proven economic driver, supporting 140,000 jobs and \$8.3 billion in personal income. The Missouri River provides a cost-effective and safe way to transport critical commodities like agricultural goods, energy products, building materials and industrial ingredients. Moving these commodities by barge is one of the most environmentally friendly, economical, and fuel-efficient methods of transport.

Not only is AgriServices of Brunswick a major employer and driver of economic development in Chariton County, they also support our region's food chain as one of the largest full-service agricultural retailers on the Missouri River.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Evan Emmerich".

Evan Emmerich
Presiding Commissioner

COMMISSION MEETS EVERY MONDAY



DEPARTMENT of AGRICULTURE
STATE OF MISSOURI
JEFFERSON CITY

*Serving, promoting and protecting the agricultural producers, processors
and consumers of Missouri's food, fuel and fiber products.*

MICHAEL L. PARSON
GOVERNOR

CHRIS CHINN
DIRECTOR

May 6, 2022

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

RE: Port Infrastructure Development Program Grant for Missouri River Port

Dear Secretary Buttigieg:

The Missouri Department of Agriculture fully supports the consideration of the PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Greenhill's Regional Planning Commission as the public sponsor. The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico.

Establishing redundancy and resilience within port boundary of ASB, the largest port on the Missouri River is the goal of this grant application. The scale of the salary base, acreage and tonnage being moved through this port far exceeds all public ports combined on the Missouri River. The riverward improvements proposed would create expanded capacity of waterborne commerce, while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public/private partnerships. This project demonstrates a strong business case which supports the ever-growing industrial and agricultural mix of products generated in our nation's heartland.

Consolidation of class-1 railroads has eliminated critical infrastructure and created areas along the M-70 where service levels have not been able to adequately satisfy demand for movement of goods bound for export. The "Missouri River container-on-barge" service in addition to and supported by increased rail and storage capacity within the port will reduce truck traffic on Interstate 70.

Producers and consumers across the Midwest are desperately seeking innovative supply chain solutions that will meaningfully contribute to maintaining their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting containerized shipments to barge will not only reduce cost, but take trucks off our congested highways and increase rail availability, which is currently strained.

The Missouri's inland waterway is a proven economic driver, supporting 140,000 jobs and \$8.3 billion in personal income. The Missouri River provides a cost-effective and safe way to transport critical commodities like agricultural goods, energy products, building materials and industrial ingredients to and from deep water ports in the most environmentally friendly, economical and fuel-efficient manner.

AGRIServices of Brunswick has been a tremendous supporter of river transportation efforts that have benefited farmers in Missouri and other states. It is my pleasure to support ASB's application, which would allow them to continue those efforts.

Thank you in advance for your consideration.

Sincerely,

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

Chris Chinn
Director of Agriculture

GEORGE WASHINGTON CARVER STATE OFFICE BUILDING
Ph. (573) 751-4211 • 1616 Missouri Boulevard • P.O. Box 630 • Jefferson City, MO 65102-0630 • FAX (573) 751-1784 •
agriculture.mo.gov

ROY BLUNT
MISSOURI

CHAIRMAN, REPUBLICAN POLICY COMMITTEE

260 RUSSELL SENATE OFFICE BUILDING
WASHINGTON, DC 20510-2508
202-224-5721

United States Senate
WASHINGTON, DC 20510

COMMITTEES:
APPROPRIATIONS
COMMERCE, SCIENCE
AND TRANSPORTATION
RULES AND
ADMINISTRATION,
RANKING MEMBER
SELECT COMMITTEE
ON INTELLIGENCE

May 3, 2022

The Honorable Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C., 20590

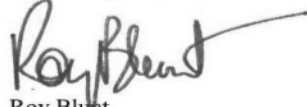
Dear Secretary Buttigieg,

It has come to my attention AgriServices of Brunswick (ASB) and Green Hills Regional Planning Commission has submitted an application for the Port Infrastructure Development Program (PIDP).

The ability to move goods and equipment is imperative to the economic vitality of the region and the country. If awarded, ASB will develop the largest port on the Missouri River, with scale of salary base and acreage and tonnage being moved through the port exceeding all public ports combined on the Missouri River. The improvements to the existing port will expand capacity of waterborne commerce and improve safety of handling barges. Additional storage and rail expansions will also be constructed to support the ever-growing industrial and agricultural mix of products produced in the region.

The efforts of AgriServices of Brunswick and Green Hills Regional Planning Commission to provide expanded access for the global economy and enhance local economic development are to be commended. It is my hope you will give the application submitted full and fair consideration.

Sincere regards,



Roy Blunt
United States Senator

www.facebook.com/senatorblunt www.blunt.senate.gov www.twitter.com/royblunt

CAPITOL OFFICE

State Capitol
201 West Capitol Avenue
Room 201-A
Jefferson City, MO 65101-6806
Tele: (573) 751-0246

E-Mail:
randy.railsback@house.mo.gov



COMMITTEES

Consent and House Procedures
Downsizing State Government
Financial Institutions
Local Government
Workforce Development

MISSOURI HOUSE OF REPRESENTATIVES
RANDY RAILSBACK
State Representative
District 08

May 6, 2022

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

RE: Port Infrastructure Development Program Grant for MO River Port

Dear Secretary Buttigieg,

I am writing to express interest and support the consideration of PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Greenhills Regional Planning Commission as the public sponsor. The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico.

Establishing redundancy and resilience within port boundary of ASB, the largest port on the Missouri River is the goal of this grant application. The scale of the salary base, acreage and tonnage being moved through this port far exceeds all public ports combined on the Missouri River. The riverward improvements proposed would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public – private partnerships.

The Missouri's Inland Waterway are a proven economic driver, supporting 140,000 jobs and \$8.3 billion in personal income. The Missouri River provides a cost-effective and safe way to transport critical commodities like agricultural goods, energy products, building materials and industrial ingredients to and from deep water ports in the most environmentally-friendly, economical and fuel-efficient manner.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Randy Railsback", written over a light blue horizontal line.

Representative Randy Railsback
Missouri House District 08



The International Association of Maritime and Port Executives

P.O. Box 2729, South Portland, Maine, USA

www.iampe.org

(207)741-7000

May 9, 2022

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

RE: Port Infrastructure Development Program Grant for MO River Port

Dear Secretary Buttigieg,

The IAMPE is a not-for-profit industry association that provides professional development for coastal and inland port and terminal managers and executives. Programs are reviewed and approved for certification by the Association's Board of Advisors, comprised of over 20 industry professionals. Academic partners include the Graduate Schools of 5 international colleges and partnerships with 7 industry associations throughout the United States. The Association offers professional and accredited programs in Coastal and Inland Port Management and Executive Management, as well as certification programs for Marine Terminal Operator and IMDG/Hazardous Awareness and has over 2,500 alumni worldwide. We also offer management advisory services to our members including AGRIServices of Brunswick.

We strongly support the consideration of PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Greenhill's Regional Planning Commission as the public sponsor. The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico.

Establishing redundancy and resilience within port boundary of ASB, the largest port on the MO River is the goal of this grant application. The scale of the salary base, acreage and tonnage being moved through this port far exceeds all public ports combined on the MO River. The riverward improvements proposed would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public – private partnerships. This project demonstrates a strong business case which supports the ever-growing industrial and agricultural mix of products produced in our nation's heartland.

Consolidation of class-1 railroads have eliminated critical infrastructure and created areas along the M-70 where service levels have not been able to adequately satisfy demand for movement of goods bound

for export. The “Missouri River container-on-barge” service in addition to and supported by increased rail and storage capacity within the port will reduce truck traffic on I-70.

Producers and consumers from across the Midwest are desperately seeking innovative supply chain solutions that are going to contribute meaningfully to maintaining their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting containerized shipments to barge will not only reduce cost, but take trucks off our congested highways and increase rail availability, which is currently strained.

The Missouri’s Inland Waterway are a proven economic driver, supporting 140,000 jobs and \$8.3 billion in personal income. The MO River provides a cost-effective and safe way to transport critical commodities like agricultural goods, energy products, building materials and industrial ingredients to and from deep water ports in the most environmentally-friendly, economical and fuel-efficient manner.

Thank you in advance for your consideration.

Sincerely,

Capt. Jeffrey W. Monroe

Capt. Jeffrey W. Monroe, MM, AMPE
Chairman of the Board of Directors
Chairman, Committee on Education and Standards
Jeffrey.monroe@iampe.org
(207)615-7989



Norfolk Southern Corporation
Industrial Development Department
7021 Hall Street
St. Louis, MO 63147
Email: J.Torp@nscorp.com

Joseph R. Torp
Industrial Development Manager

May 9th, 2022

To Whom it May Concern:

This letter should serve as notification of Norfolk Southern Corporation's support for AGRIServices of Brunswick's (ASB's) planned expansion of their bulk storage and distribution capabilities at their location in Brunswick, MO. Please note the attached Norfolk Southern Conceptual Plan (IDD-22-121), which details a suggested rail alignment.

Norfolk Southern operates an FRA Class I mainline adjacent to ASB's facility in Brunswick, MO. This mainline supports direct rail movements to and from the St. Louis, Kansas City, and Decatur markets, as well as destinations and interchange points along the greater Norfolk Southern system which serves 22 states and the District of Columbia.

In support of future development at this location, Norfolk Southern can provide further conceptual rail design plans. This assistance is provided by Norfolk Southern personnel completely free of charge and is intended to evaluate the scope of rail infrastructure required for further expansion at this location.

Any proposed tracks that Norfolk Southern may operate over will need to meet the requirements outlined in the latest version of Norfolk Southern's *Guidelines for the Design and Construction of Privately Owned Industry Tracks*. Final design (in the form of fully engineered plans) will need to be reviewed and approved by Norfolk Southern's Engineering and Operating Departments prior to construction. This review and approval would also extend to any proposed non-rail improvements (including, but not limited to, proposed retaining walls) in the vicinity of Norfolk Southern operations.

For full railway operating approval, Norfolk Southern requires that all projects are evaluated on their specific characteristics. Some of these characteristics include, but are not limited to:

- A detailed design of the rail-served facility
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- The commodity(ies) that would be handled

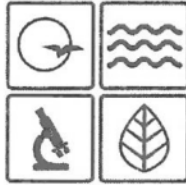
Norfolk Southern has been, and will continue to be, engaged with ASB to develop a customized solution for bulk material distribution rail service at the Brunswick, MO facility. Norfolk Southern looks forward to working with all parties involved.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph R. Torp", written over a horizontal line.

Joseph R. Torp

Operating Subsidiary: Norfolk Southern Railway Company



Missouri Department of dnr.mo.gov

NATURAL RESOURCES

Michael L. Parson, Governor

Dru Buntin, Director

May 10, 2022

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

RE: Port Infrastructure Development Program (PIDP) Grant for MO River Port

Dear Secretary Buttigieg,

The Missouri Department of Natural Resources (Department) fully supports the consideration of the PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Greenhills Regional Planning Commission as the public sponsor. The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico.

The Missouri Department of Natural Resources represents and protects the interests of the State of Missouri in matters pertaining to water quantity. As such, the Department understands the value of the Missouri River as a vital corridor for the navigation industry and has been an advocate for fully utilizing the river as a transportation resource. As the state's environmental agency, the Department is also supportive of increased waterborne transport as it has proven itself as an environmentally-friendly, cost-effective method of transport.

The riverward improvements proposed in this application would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public – private partnerships. The "Missouri River container-on-barge" service supported by the increased rail and storage capacity within the port will reduce truck traffic on I-70 resulting in emissions and safety benefits.

Producers and consumers from across the Midwest are seeking innovative supply chain solutions that are going to contribute meaningfully to maintaining individual and collective competitiveness in a dynamic and ever-changing global marketplace. This project demonstrates a strong business case to support the ever-growing industrial and agricultural mix of products produced in our nation's heartland. Redirecting containerized shipments to barge will reduce cost, take trucks off Missouri's highways and increase rail availability, which is currently strained.

Thank you in advance for your consideration.

Sincerely,

Dru Buntin
Director





May 9, 2022

The Honorable Pete Buttigieg
Secretary, United States Department of Transportation
1200 New Jersey Avenue, S. E.
Washington, D.C. 20590

RE: Port Infrastructure Development Program (PIDP) Grant for Missouri River Port

Dear Secretary Buttigieg:

Missouri Farm Bureau (MOFB) strongly encourages your consideration of the PIDP grant application made by AGRIServices of Brunswick (ASB) with the assistance of the Green Hills Regional Planning Commission as its public sponsor. ASB's grant application directly support the nation's logistics chain by providing a container shipping alternative from the heartland to ports in the Gulf of Mexico that will directly benefit our farm and ranch members.

ASB is the largest port on the Missouri River, and increasing resilience within its port boundary is the goal of this grant application. Proposed riverward improvements would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are an ideal example of leveraging public-private partnerships. This project demonstrates a strong case to support the ever-growing list of agricultural and industrial products from our nation's heartland.

Consolidation of Class-1 railroads have reduced critical infrastructure and created areas along the M-70 where service levels have not been able to adequately satisfy demand for movement of goods bound for export. Producers and consumers from across the Midwest are desperately seeking innovative supply chain solutions to meaningfully contribute to their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting containerized shipments to barge will not only reduce costs, but will also take trucks off our congested highways and increase rail availability, which is currently strained.

Missouri's inland waterways are a proven economic driver, supporting 140,000 jobs and \$8.3 billion in personal income. The Missouri River provides a cost-effective, safe method to transport critical commodities like agricultural goods, energy products, building and industrial materials to and from deep water ports in an environmentally-friendly, economical and fuel-efficient manner.

On behalf of Missouri Farm Bureau and our over 143,000 members, we urge your strong consideration of ASB's grant proposal. Should you have any questions, please don't hesitate to contact Dan Engemann, Director of Regulatory Affairs at dan.engemann@mofb.org

Sincerely,

Garrett Hawkins
President

**MEMORANDUM OF UNDERSTANDING
BETWEEN THE
Green Hills Regional Planning Commission
AND
AGRIServices of Brunswick LLC**

This Memorandum of Understanding (MOU) is entered into by and between **Green Hills Regional Planning Commission**, a special purpose political subdivision with principal offices located in Trenton, Missouri, (*hereinafter referred to as "GHRPC"*) and **AGRIServices of Brunswick**, a limited liability company located in DeWitt, Missouri, (*hereinafter referred to as "ASB"*).

- A. **THE PURPOSE** of this MOU is to establish a collaborative relationship benefitting both GHRPC and ASB to fulfill the terms and conditions for submission and administration of the United States Department of Transportation Maritime Administration Port Infrastructure Development Grant program, (*hereinafter referred to as PIPD*).
1. Whereas, GHRPC is an eligible lead entity to apply for PIPD funding competition and will act as the primary point of contact, primary recipient and responsible for financial administration of the project.
 2. Whereas, ASB is the owner of a container-on-barge port facility that is proposing dockside improvement, additional storage capacity and rail engineering to be funded with the PIPD program.
 3. Therefore, the project proposed by ASB will enhance multimodal connectivity, improve port resilience, increase transportation efficiencies, and enhance the economic viability of the GHRPC region.
- B. **ROLES AND RESPONSIBILITIES** are outlined to clearly describe the agreed upon roles and responsibilities for GHRPC and ASB to ensure compliance with PIPD objectives, prevent duplication of services, and ensure timely performance of proposed activities.
1. GHRPC's Roles and Responsibilities:
 - a. GHRPC as the eligible lead entity will submit a grant application to PIPD on or before 11:59 P.M. E.D.T. May 16, 2022.
 - b. Financial Management – accounting, file maintenance, cost documentation, conformance with all applicable Federal requirements pursuant to the Uniform

Administrative Requirements, Cost Principles and Audit Requirements for federal Awards found in 2 CFR part 200, as adopted by DOT at 2 CFR part 1201.

- c. Environmental Review – GHRPC will be the designated Environmental Review Officer and will complete the Environmental Review in a timely manner in accordance with 49 CFR Part 24. Actions include publication and related costs, Assessment, Compliance with the National Historic Preservation Act, Compliance with Section 7 of the Endangered Species Act, and completion of the Environmental Review Record.
 - d. Labor, Civil Rights and Procurement Standards Compliance – GHRPC will coordinate with ASB and Engineering firm to ensure all applicable labor and procurement standards are applied to allow for fair and open bidding competitions to encompass minority, women-owned and disadvantaged businesses are able to participate in the bidding process. Federal prevailing wage requirements will apply to all project funds whether they are grant funds or funds provided by ASB; including review of weekly payroll.
 - e. General Administration – Ensure performance reporting continues for three years after project construction is completed.
2. ASB's Roles and Responsibilities:
- a. Assist GHRPC by placing at their disposal all available information pertinent to the project, including previous reports or data relative to the project.
 - b. Give prompt notice to GHRPC whenever owner observes or otherwise becomes aware of any development that affects the scope of timing of GHRPC's services.
 - c. Financial Management - ASB will ensure their accounting system is in accordance with the Federal requirements and coordinate with GHRPC and engineering firm/inspector when utilizing grant or matching funds related to the PIPD project.

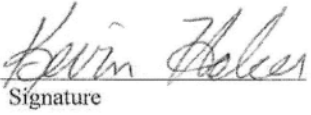
- C. **TIMEFRAME.** This MOU will commence on May 16, 2022 and dissolve 3 years after project construction is completed.
- D. **REPORTING REQUIREMENTS.** GHRPC will be responsible for collecting, collating and submitting data a per the project target outputs and outcomes.

This Memorandum of Agreement is the complete agreement between GHRPC and ASB and may be amended only by written agreement signed by each of the parties involved.

Green Hills Regional Planning Commission

Authorized Official:  Corinne Watts, Executive Director
Signature Printed Name & Title
Address: 1104 Main St Trenton, MO 64681
Telephone: (660) 851-6770 Email Address: corinne@ghrpc.org

AGRI Services of Brunswick LLC

Authorized Official:  Kevin Holzer / General Manager
Signature Printed Name & Title
Address: P.O. Box 38, Brunswick, MO. 65236
Telephone: 660-549-3351 Email Address: kevin@agri-services.com

Appendix C ASB Port Improvement and Expansion Project

Non-Federal Funding Commitments

Organization	Signatory	Title	Amount
AgriServices of Brunswick	Kevin Holcer	Director	\$2,192,200



May 12, 2022

To Whom It May Concern,

This letter acts as a commitment from AGRIServices of Brunswick, LLC to match the Maritime Administration's Port Infrastructure Development Program (PIDP) funds if received with an injection of \$2,192,200.

Kevin Holcer

General Manager

Brunswick West - 660-549-3351 - 800-279-4229 - FAX 660-549-3442
Brunswick East - 660-548-3177 - 888-548-3177 - FAX 660-548-3541
Mendon - 660-272-3213 - 800-272-7501 - FAX 660-272-4116
Agland - 660-258-7493 - FAX 660-258-2594

**ARMY CIVIL WORKS PROGRAM
INFRASTRUCTURE INVESTMENT AND JOBS ACT, 2022
OPERATION AND MAINTENANCE WORK PLAN**

STATE	DIVISION	BUSINESS PROGRAM 1/	PROJECT	FY 2022 ALLOCATION	SUMMARY OF WORK TO BE ACCOMPLISHED WITH ALLOCATION
GA	SAD	FD RR/REC/ENS	BUFORD DAM AND LAKE SIDNEY LANIER, GA	490,000	Shoreline Stabilization in Savnee Campground (Damage Repair), Install additional Toe Drain Manholes for Saddle Dike 3, and Real Estate Management for Environmental Stewardship.
GA	SAD	FD RR/REC	CARTERS DAM AND LAKE, GA	7,050,000	Replace/Repair trunnion shoe rods reregulation dam spillway gates, Fabricate Rereg Dam Adjustable Spillway Gates and Bulkheads, Perform 2nd sawcut on existing reregulation dam, and Construct a new septic treatment system.
GA	SAD	FD RR/REC/ENS	HARTWELL LAKE, GA & SC	1,475,000	Restroom Repair Singing Pines and Broyles Recreation Areas, Camp Site Repair Springfield Campground, Procure and install new catenary / bar screen trash racks with automatic mechanical trash rake system, and Replace Failed Clemson Pump Station Diesel Pumps and Right Angle Drives.
GA	SAD	FD RR/REC	J STROM THURMOND LAKE, GA & SC	1,551,000	Replace Spillway Gate Controls and Road Paving at West Dam Visitor Center Observation Area.
GA	SAD	FD RR/HYD	RICHARD B RUSSELL DAM AND LAKE, GA & SC	4,502,000	Replace Oxygen Line Diffusers and Replace South Carolina Bank Fish Deterrent System Lighting.
GA	SAD	NHD	SAVANNAH HARBOR, GA	4,150,000	Purchase and install two additional O2 generator system, Bathrooms and Breakrooms, and O2 Generator shelters.
GU	POD	NHS	AGANA SMALL BOAT HARBOR, GUAM	810,000	Vegetation removal and minor repairs to protect structures.
HI	POD	NHS	HALEIWA SMALL BOAT HBR, OHAU, HI	1,583,000	Dredging and Surveys
HI	POD	NHD	KAHULUI HARBOR, HI	3,270,000	Damage Repair - Dredging and Surveys
HI	POD	NHD	KAUNAKAKAI HARBOR, MOLOKAI, HI	3,365,000	Damage Repair - Dredging and Surveys
IA	MVD	FD RR/REC	CORALVILLE LAKE, IA	2,593,000	Repair shoreline erosion (Damage Repair), damaged roads (Damage Repair), boat ramps (Damage Repair), and Sugar Bottom and West Overlook Campground's damaged restroom & shower buildings, Replace control tower damaged glass blocks, and Sandblast & paint Sugar Bottom Water Tower.
IA	NWD	NIL	MISSOURI RIVER - SIOUX CITY TO THE MOUTH, IA, KS, MO & NE	315,942,000	Damage Repair - Repair damages to Navigation structures resulting from 2019 flood and Replace Glasgow Shop Roof.
IA	NWD	FD RR/REC/ENS	RATHBUN LAKE, IA	820,000	Replace sewer line, lift station and pump house at Island View Park, surveys and re-establish boundary markers, pest and invasive species removal/treatment, prepare historic properties management plan, towage easement survey and delineation.

STATE CAPITOL
201 W. CAPITOL AVENUE, ROOM 216
JEFFERSON CITY, MISSOURI 65101



(573) 751-3222
WWW.GOVERNOR.MO.GOV

Michael L. Parson

GOVERNOR
STATE OF MISSOURI

May 12, 2022

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

RE: Port Infrastructure Development Program (PIDP) Grant for Missouri River Port

Dear Secretary Buttigieg:

I write to support the PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Greenhill's Regional Planning Commission as the public sponsor. The service levels outlined in ASB's grant application directly support the nation's largest exporter logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico.

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Consolidation of class-1 railroads have eliminated critical infrastructure and created areas along the M-70 where service levels have not been able to adequately satisfy demand for movement of goods bound for export. Producers and consumers from across the Midwest are desperately seeking innovative supply chain solutions that are going to contribute meaningfully to maintaining their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting containerized shipments to barge will not only reduce cost, but help decongest highways and increase rail availability, which is currently strained.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Michael L. Parson", is written over a light gray circular background.

Michael L. Parson
Governor of Missouri



May 9, 2022

The Honorable Pete Buttigieg
Secretary, United States Department of Transportation
1200 New Jersey Avenue, S. E.
Washington, D.C. 20590

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Dear Secretary Buttigieg:

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On behalf of Missouri Farm Bureau and our over 143,000 members, we urge your strong consideration of ASB's grant proposal. Should you have any questions, please don't hesitate to contact Dan Engemann, Director of Regulatory Affairs at dan.engemann@mofb.org

Sincerely,

Garrett Hawkins
President



Norfolk Southern Corporation
Industrial Development Department
7021 Hall Street
St. Louis, MO 63147
Email: J.Torp@nscorp.com

Joseph R. Torp
Industrial Development Manager

May 9th, 2022

To Whom it May Concern:

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- The commodity(ies) that would be handled

Norfolk Southern has been, and will continue to be, engaged with ASB to develop a customized solution for bulk material distribution rail service at the Brunswick, MO facility. Norfolk Southern looks forward to working with all parties involved.

Sincerely,

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Joseph R. Torp



May 10, 2022

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

RE: Port Infrastructure Development Program (PIDP) Grant for MO River Port

Dear Secretary Buttigieg,

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Producers and consumers from across the Midwest are seeking innovative supply chain solutions that are going to contribute meaningfully to maintaining individual and collective competitiveness in a dynamic and ever-changing global marketplace. This project demonstrates a strong business case to support the ever-growing industrial and agricultural mix of products produced in our nation's heartland. Redirecting containerized shipments to barge will reduce cost, take trucks off Missouri's highways and increase rail availability, which is currently strained.

Thank you in advance for your consideration.

Sincerely,

Dru Buntin
Director





Stan Falke
Presiding Commissioner

8 S. Main, Suite 6
Carrollton, MO 64633

Everett Shields
District #1 Commissioner

Norma L. Sparks
County Clerk

(660) 542-0615
(660) 542-0621 Fax

David Martin
District #2 Commissioner

April 22, 2022

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

RE: Port Infrastructure Development Program Grant for MO River Port

Dear Secretary Buttigieg,

I write you today asking for full and fair consideration of the AGRIServices of Brunswick (ASB) application for the Port Infrastructure Development Program (PIDP).

The Carroll County Commission strongly supports the consideration of PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Greenhill's Regional Planning Commission as the public sponsor. The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico.

Establishing redundancy and resiliency within the port boundary of ASB, the largest port on the Missouri River, is the goal of this grant application. The scale of the salary base, acreage and tonnage being moved through this port far exceeds all public ports combined on the MO River. The riverward improvements proposed would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public – private partnerships. This project demonstrates a strong business case which supports the ever-growing industrial and agricultural mix of products produced in our nation's heartland.

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Producers and consumers from across the Midwest are desperately seeking innovative supply chain solutions that are going to contribute meaningfully to maintaining their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting containerized shipments to barge will not only reduce cost, but take trucks off our congested highways and increase rail availability, which is currently strained.

The Missouri's Inland Waterway are a proven economic driver, supporting 140,000 jobs and \$8.3 billion in personal income. The MO River provides a cost-effective and safe way to transport critical commodities like agricultural goods, energy products, building materials and industrial ingredients to and from deep water ports in the most environmentally-friendly, economical and fuel-efficient manner.

Not only is AgriServices of Brunswick a major employer and driver of economic development in our county, they also support our region's food chain as one of the biggest full-service agricultural retailers on the Missouri River. For this reason, I urge full consideration of the project.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Stan Falke". The signature is written in a cursive, flowing style. Below the signature is a horizontal line.

Stan Falke
Presiding Commissioner
Carroll County Commission

SAM GRAVES
6TH DISTRICT, MISSOURI

1135 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-7041

Congress of the United States
House of Representatives
Washington, DC 20515-2506

April 28th, 2022

11724 NW PLAZA CIRCLE, SUITE 900
KANSAS CITY, MO 64153
(816) 792-3976

411 JULES STREET, ROOM 111
ST. JOSEPH, MO 64501
(816) 749-0800

906 BROADWAY, P.O. BOX 364
HANNIBAL, MO 63401
(573) 221-3400

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

Dear Mr. Secretary,

I am writing to express my interest in the application from AGRIServices of Brunswick (ASB) and Green Hills Regional Planning Commission for funding through the Port Infrastructure Development Program.

The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico. Establishing redundancy and resiliency within the port boundary of ASB, the largest port on the Missouri River, is the goal of this grant application. The scale of farm acreage served and the tonnage of grain being moved through this port far exceeds all public ports on the Missouri River combined. The river port improvements proposed would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public-private partnerships. This project demonstrates a strong business case which supports the ever-growing industrial and agricultural mix of products produced in our nation's heartland.

Producers and consumers from across the Midwest are seeking innovative supply chain solutions that are going to contribute meaningfully to maintaining their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting containerized shipments to barge would not only reduce cost, but also take trucks off our congested highways and increase rail availability.

The waterways of Missouri are proven economic drivers. They support 140,000 jobs and \$8.3 billion in personal income. The Missouri River provides a safe and cost-effective way to transport critical commodities such as agricultural goods, energy products, building materials, and industrial ingredients to and from deep water ports in the most environmentally friendly, economical, and fuel-efficient manner.

Based on information provided to me by AGRIServices of Brunswick and Green Hills Regional Planning Commission, I believe that they are well suited to pursue this project. I request your full and fair consideration for this application. In addition, I would ask that you keep my office informed of the progress of the proposal and notify me when a decision regarding the recipients is made.

If you have any questions, please feel free to contact Mitchell Rice in my office at (816) 792-3976 or Mitchell.rice@mail.house.gov.

Sincerely,



Sam Graves
Member of Congress

CAPITOL OFFICE

State Capitol
201 West Capitol Avenue
Room 201-A
Jefferson City, MO 65101-6806
Tele: (573) 751-0246

E-Mail:
randy.railsback@house.mo.gov



COMMITTEES

Consent and House Procedures
Downsizing State Government
Financial Institutions
Local Government
Workforce Development

**MISSOURI HOUSE OF REPRESENTATIVES
RANDY RAILSBACK**

State Representative
District 08

May 6, 2022

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

RE: Port Infrastructure Development Program Grant for MO River Port

Dear Secretary Buttigieg,

I am writing to express interest and support the consideration of PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Greenhills Regional Planning Commission as the public sponsor. The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico.

Establishing redundancy and resilience within port boundary of ASB, the largest port on the Missouri River is the goal of this grant application. The scale of the salary base, acreage and tonnage being moved through this port far exceeds all public ports combined on the Missouri River. The riverward improvements proposed would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public – private partnerships.

The Missouri's Inland Waterway are a proven economic driver, supporting 140,000 jobs and \$8.3 billion in personal income. The Missouri River provides a cost-effective and safe way to transport critical commodities like agricultural goods, energy products, building materials and industrial ingredients to and from deep water ports in the most environmentally-friendly, economical and fuel-efficient manner.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Randy Railsback", is written over a light blue horizontal line.

Representative Randy Railsback
Missouri House District 08

ROY BLUNT
MISSOURI

CHAIRMAN, REPUBLICAN POLICY COMMITTEE

260 RUSSELL SENATE OFFICE BUILDING
WASHINGTON, DC 20510-2508
202-224-5721

United States Senate

WASHINGTON, DC 20510

COMMITTEES
APPROPRIATIONS

COMMERCE, SCIENCE
AND TRANSPORTATION

RULES AND
ADMINISTRATION,
RANKING MEMBER

SELECT COMMITTEE
ON INTELLIGENCE

May 3, 2022

The Honorable Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C., 20590

Dear Secretary Buttigieg,

It has come to my attention AgriServices of Brunswick (ASB) and Green Hills Regional Planning Commission has submitted an application for the Port Infrastructure Development Program (PIDP).

The ability to move goods and equipment is imperative to the economic vitality of the region and the country. If awarded, ASB will develop the largest port on the Missouri River, with scale of salary base and acreage and tonnage being moved through the port exceeding all public ports combined on the Missouri River. The improvements to the existing port will expand capacity of waterborne commerce and improve safety of handling barges. Additional storage and rail expansions will also be constructed to support the ever-growing industrial and agricultural mix of products produced in the region.

The efforts of AgriServices of Brunswick and Green Hills Regional Planning Commission to provide expanded access for the global economy and enhance local economic development are to be commended. It is my hope you will give the application submitted full and fair consideration.

Sincere regards,



Roy Blunt
United States Senator

SAM GRAVES
6TH DISTRICT, MISSOURI

11724 NW PLAZA CIRCLE, SUITE 900
KANSAS CITY, MO 64153
(816) 792-3976

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ST. JOSEPH, MO 64501
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906 BROADWAY, P.O. BOX 364
HANNIBAL, MO 63401
(573) 221-3400

April 28th, 2022

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

Dear Mr. Secretary,

I am writing to express my interest in the application from AGRIServices of Brunswick (ASB) and Green Hills Regional Planning Commission for funding through the Port Infrastructure Development Program.

The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico. Establishing redundancy and resiliency within the port boundary of ASB, the largest port on the Missouri River, is the goal of this grant application. The scale of farm acreage served and the tonnage of grain being moved through this port far exceeds all public ports on the Missouri River combined. The river port improvements proposed would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public-private partnerships. This project demonstrates a strong business case which supports the ever-growing industrial and agricultural mix of products produced in our nation's heartland.

Producers and consumers from across the Midwest are seeking innovative supply chain solutions that are going to contribute meaningfully to maintaining their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting containerized shipments to barge would not only reduce cost, but also take trucks off our congested highways and increase rail availability.

The waterways of Missouri are proven economic drivers. They support 140,000 jobs and \$8.3 billion in personal income. The Missouri River provides a safe and cost-effective way to transport critical commodities such as agricultural goods, energy products, building materials, and industrial ingredients to and from deep water ports in the most environmentally friendly, economical, and fuel-efficient manner.

Based on information provided to me by AGRIServices of Brunswick and Green Hills Regional Planning Commission, I believe that they are well suited to pursue this project. I request your full and fair consideration for this application. In addition, I would ask that you keep my office informed of the progress of the proposal and notify me when a decision regarding the recipients is made.

If you have any questions, please feel free to contact Mitchell Rice in my office at (816) 792-3976 or Mitchell.rice@mail.house.gov.

Sincerely,



Sam Graves
Member of Congress



April 18, 2022

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

RE: Port Infrastructure Development Program Grant for MO River Port

Dear Secretary Buttigieg,

The Missouri Agribusiness Association fully supports the consideration of PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Greenhill's Regional Planning Commission as the public sponsor. The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico.

Establishing redundancy and resilience within port boundary of ASB, the largest port on the MO River, is the goal of this grant application. The scale of the salary base, acreage and tonnage being moved through this port far exceeds all public ports combined on the MO River. The riverward improvements proposed would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public – private partnerships. This project demonstrates a strong business case which supports the ever-growing industrial and agricultural mix of products produced in our nation's heartland.

Consolidation of class-1 railroads have eliminated critical infrastructure and created areas along the M-70 where service levels have not been able to adequately satisfy demand for movement of goods bound for export. The "Missouri River container-on-barge" service in addition to and supported by increased rail and storage capacity within the port will reduce truck traffic on I-70.

Producers and consumers from across the Midwest are desperately seeking innovative supply chain solutions that are going to contribute meaningfully to maintaining their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting containerized shipments to barge will not only reduce cost but take trucks off our congested highways and increase rail availability, which is currently strained.

The Missouri's Inland Waterway are a proven economic driver, supporting 140,000 jobs and \$8.3 billion in personal income. The MO River provides a cost-effective and safe way to transport critical commodities like agricultural goods, energy products, building materials and industrial ingredients to and from deep water ports in the most environmentally-friendly, economical and fuel-efficient manner.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Steve Taylor", is written over a light blue horizontal line.

Steve Taylor
President

Advocates for the Business of Agriculture

Missouri Agribusiness Association • P.O. Box 1728 • Jefferson City, MO 65102
Phone: 573-636-6130 • Fax: 573-636-3299 • Email: mo-ag@mo-ag.com

CHARITON COUNTY COMMISSION

306 S. Cherry St.
Keytesville, MO 65261
Phone 660-288-3200 Fax 660-288-3403

Evan Emmerich
Presiding Commissioner
Susan Littleton
Clerk of the County Commission
660-288-3273

Jared Meyer
Eastern District Commissioner
Terry Milford
Western District Commissioner

May 2, 2022

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

RE: Port Infrastructure Development Program Grant for AGRIServices of Brunswick

Dear Secretary Buttigieg,

The Chariton County Commission strongly supports the consideration of the PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Green Hills Regional Planning Commission as public sponsor. The service levels outlined in ASB's grant application directly support our nation's logistics chain by providing a container movement alternative from central Missouri to the Gulf of Mexico.

The goal of this application is to establish redundancy and resilience within the port boundary of ASB, the largest port on the Missouri River. The scale of the salary base, acreage, and tonnage being moved through this port far exceeds all public ports combined on the Missouri River. The riverward improvements proposed would create expanded capacity of waterborne commerce, while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public-private partnerships. This project demonstrates a strong business case which supports the ever-growing industrial and agricultural mix of products produced across the heartland of the United States.

Consolidation of class-1 railroads has eliminated critical infrastructure in our region. This has created areas along I-70 where service levels have not been able to satisfy the demand for movement of goods bound for export. The Missouri River container-on-barge service, in addition to and supported by increased rail and storage capacity within the port, will reduce truck traffic on I-70.

The Midwest is in desperate need of innovative supply chain solutions. Producers and consumers seek solutions that meaningfully maintain their individual and collective competitiveness in an aggressive and changing global market. Redirecting containerized shipments to barge will reduce costs, take trucks off our congested highways, and increase the availability of our currently strained rail system.

COMMISSION MEETS EVERY MONDAY

Missouri's inland waterways are a proven economic driver, supporting 140,000 jobs and \$8.3 billion in personal income. The Missouri River provides a cost-effective and safe way to transport critical commodities like agricultural goods, energy products, building materials and industrial ingredients. Moving these commodities by barge is one of the most environmentally friendly, economical, and fuel-efficient methods of transport.

Not only is AgriServices of Brunswick a major employer and driver of economic development in Chariton County, they also support our region's food chain as one of the largest full-service agricultural retailers on the Missouri River.

Thank you in advance for your consideration.

Sincerely,

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

Evan Emmerich
Presiding Commissioner



**DEPARTMENT of AGRICULTURE
STATE OF MISSOURI
JEFFERSON CITY**

*Serving, promoting and protecting the agricultural producers, processors
and consumers of Missouri's food, fuel and fiber products.*

MICHAEL L. PARSON
GOVERNOR

CHRIS CHINN
DIRECTOR

May 6, 2022

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

RE: Port Infrastructure Development Program Grant for Missouri River Port

Dear Secretary Buttigieg:

The Missouri Department of Agriculture fully supports the consideration of the PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Greenhill's Regional Planning Commission as the public sponsor. The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico.

Establishing redundancy and resilience within port boundary of ASB, the largest port on the Missouri River is the goal of this grant application. The scale of the salary base, acreage and tonnage being moved through this port far exceeds all public ports combined on the Missouri River. The riverward improvements proposed would create expanded capacity of waterborne commerce, while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public/private partnerships. This project demonstrates a strong business case which supports the ever-growing industrial and agricultural mix of products generated in our nation's heartland.

Consolidation of class-1 railroads has eliminated critical infrastructure and created areas along the M-70 where service levels have not been able to adequately satisfy demand for movement of goods bound for export. The "Missouri River container-on-barge" service in addition to and supported by increased rail and storage capacity within the port will reduce truck traffic on Interstate 70.

Producers and consumers across the Midwest are desperately seeking innovative supply chain solutions that will meaningfully contribute to maintaining their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting containerized shipments to barge will not only reduce cost, but take trucks off our congested highways and increase rail availability, which is currently strained.

The Missouri's inland waterway is a proven economic driver, supporting 140,000 jobs and \$8.3 billion in personal income. The Missouri River provides a cost-effective and safe way to transport critical commodities like agricultural goods, energy products, building materials and industrial ingredients to and from deep water ports in the most environmentally friendly, economical and fuel-efficient manner.

AGRIServices of Brunswick has been a tremendous supporter of river transportation efforts that have benefited farmers in Missouri and other states. It is my pleasure to support ASB's application, which would allow them to continue those efforts.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Chris Chinn".

Chris Chinn
Director of Agriculture



Green Hills Regional Planning Commission

1104 Main Trenton MO 64683
Phone (660) 359-5636 Fax (660) 359-3096 Email: ghrpc@ghrpc.org

Transportation Advisory Committee

April 19, 2022

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

RE: Port Infrastructure Development Program Grant for MO River Port

Dear Secretary Buttigieg,

The Green Hills Area Transportation Advisory Committee (TAC) serves as the heart of the local transportation planning efforts in the Green Hills Region of North Missouri. The TAC helps identify region needs in infrastructure, public education, and safety. The TAC fully supports the consideration of PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Green Hills Regional Planning Commission as the public sponsor. The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico.

Establishing redundancy and resilience within port boundary of ASB, the largest port on the MO River is the goal of this grant application. The scale of the salary base, acreage and tonnage being moved through this port far exceeds all public ports combined on the MO River. The riverward improvements proposed would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public – private partnerships. This project demonstrates a strong business case which supports the ever-growing industrial and agricultural mix of products produced in our nation's heartland.

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Producers and consumers from across the Midwest are desperately seeking innovative supply chain solutions that are going to contribute meaningfully to maintaining their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting

containerized shipments to barge will not only reduce cost but take trucks off our congested highways and increase rail availability, which is currently strained.

The Missouri's Inland Waterway are a proven economic driver, supporting 140,000 jobs and \$8.3 billion in personal income. The MO River provides a cost-effective and safe way to transport critical commodities like agricultural goods, energy products, building materials and industrial ingredients to and from deep water ports in the most environmentally-friendly, economical and fuel-efficient manner.

Thank you in advance for your consideration.

Sincerely,

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

Carl Carder, Chairman

Green Hills Region Transportation Advisory Committee



May 12, 2022

To Whom It May Concern,

This letter acts as a commitment from AGRIServices of Brunswick, LLC to match the Maritime Administration's Port Infrastructure Development Program (PIDP) funds if received with an injection of \$2,192,200.

A handwritten signature in black ink, appearing to read "Kevin Holcer", is written over a horizontal line.

Kevin Holcer

General Manager

Brunswick West - 660-549-3351 - 800-279-4229 - FAX 660-549-3442
Brunswick East - 660-548-3177 - 888-548-3177 - FAX 660-548-3541
Mendon - 660-272-3213 - 800-272-7501 - FAX 660-272-4116
Agland - 660-258-7493 - FAX 660-258-2594

**MEMORANDUM OF UNDERSTANDING
BETWEEN THE
Green Hills Regional Planning Commission
AND
AGRIServices of Brunswick LLC**

This Memorandum of Understanding (MOU) is entered into by and between **Green Hills Regional Planning Commission**, a special purpose political subdivision with principal offices located in Trenton, Missouri, (*hereinafter referred to as "GHRPC"*) and **AGRIServices of Brunswick**, a limited liability company located in DeWitt, Missouri, (*hereinafter referred to as "ASB"*).

- A. **THE PURPOSE** of this MOU is to establish a collaborative relationship benefitting both GHRPC and ASB to fulfill the terms and conditions for submission and administration of the United States Department of Transportation Maritime Administration Port Infrastructure Development Grant program, (*hereinafter referred to as PIPD*).

1. Whereas, GHRPC is an eligible lead entity to apply for PIPD funding competition and will act as the primary point of contact, primary recipient and responsible for financial administration of the project.
2. Whereas, ASB is the owner of a container-on-barge port facility that is proposing dockside improvement, additional storage capacity and rail engineering to be funded with the PIPD program.
3. Therefore, the project proposed by ASB will enhance multimodal connectivity, improve port resilience, increase transportation efficiencies, and enhance the economic viability of the GHRPC region.

- B. **ROLES AND RESPONSIBILITIES** are outlined to clearly describe the agreed upon roles and responsibilities for GHRPC and ASB to ensure compliance with PIPD objectives, prevent duplication of services, and ensure timely performance of proposed activities.

1. GHRPC's Roles and Responsibilities:
 - a. GHRPC as the eligible lead entity will submit a grant application to PIPD on or before 11:59 P.M. E.D.T. May 16, 2022.
 - b. Financial Management – accounting, file maintenance, cost documentation, conformance with all applicable Federal requirements pursuant to the Uniform

Administrative Requirements, Cost Principles and Audit Requirements for federal Awards found in 2 CFR part 200, as adopted by DOT at 2 CFR part 1201.

- c. Environmental Review – GHRPC will be the designated Environmental Review Officer and will complete the Environmental Review in a timely manner in accordance with 49 CFR Part 24. Actions include publication and related costs, Assessment, Compliance with the National Historic Preservation Act, Compliance with Section 7 of the Endangered Species Act, and completion of the Environmental Review Record.
- d. Labor, Civil Rights and Procurement Standards Compliance – GHRPC will coordinate with ASB and Engineering firm to ensure all applicable labor and procurement standards are applied to allow for fair and open bidding competitions to encompass minority, women-owned and disadvantaged businesses are able to participate in the bidding process. Federal prevailing wage requirements will apply to all project funds whether they are grant funds or funds provided by ASB; including review of weekly payroll.
- e. General Administration – Ensure performance reporting continues for three years after project construction is completed.

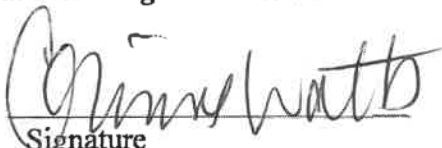
2. ASB's Roles and Responsibilities:

- a. Assist GHRPC by placing at their disposal all available information pertinent to the project, including previous reports or data relative to the project.
- b. Give prompt notice to GHRPC whenever owner observes or otherwise becomes aware of any development that affects the scope of timing of GHRPC's services.
- c. Financial Management - ASB will ensure their accounting system is in accordance with the Federal requirements and coordinate with GHRPC and engineering firm/inspector when utilizing grant or matching funds related to the PIPD project.


- C. **TIMEFRAME.** This MOU will commence on May 16, 2022 and dissolve 3 years after project construction is completed.
- D. **REPORTING REQUIREMENTS.** GHRPC will be responsible for collecting, collating and submitting data a per the project target outputs and outcomes.

This Memorandum of Agreement is the complete agreement between GHRPC and ASB and may be amended only by written agreement signed by each of the parties involved.

Green Hills Regional Planning Commission

Authorized Official:  Carinne Watts, Executive Director
Signature Printed Name & Title
Address: 1104 Main St Trenton, MO 64681
Telephone: (660) 851-6770 Email Address: carinne@ghrpc.org

AGRI Services of Brunswick LLC

Authorized Official:  Kevin Holzer / General Manager
Signature Printed Name & Title
Address: P.O. Box 38, Brunswick, Mo. 65236
Telephone: 660-549-3351 Email Address: kevin@agri/services.com

**ARMY CIVIL WORKS PROGRAM
INFRASTRUCTURE INVESTMENT AND JOBS ACT, 2022
OPERATION AND MAINTENANCE WORK PLAN**

STATE	DIVISION	BUSINESS PROGRAM 1/	PROJECT	FY 2022 ALLOCATION	SUMMARY OF WORK TO BE ACCOMPLISHED WITH ALLOCATION
GA	SAD	FDRR/REC/ENS	BUFORD DAM AND LAKE SIDNEY LANIER, GA	490,000	Shoreline Stabilization in Sawnee Campground (Damage Repair), install additional Toe Drain Manholes for Saddle Dike 3, and Real Estate Management for Environmental Stewardship.
GA	SAD	FDRR/REC	CARTERS DAM AND LAKE, GA	7,050,000	Replace/Repair trunnion shoe rods reregulation dam spillway gates, Fabricate Rereg Dam Adjustable Spillway Gates and Bulkheads, Perform 2nd sawcut on existing reregulation dam, and Construct a new septic treatment system.
GA	SAD	FDRR/REC/ENS	HARTWELL LAKE, GA & SC	1,475,000	Restroom Repair Singing Pines and Broyles Recreation Areas, Camp Site Repair Springfield Campground, Procure and install new catenary / bar screen trash racks with automatic mechanical trash rake system, and Replace Failed Clemson Pump Station Diesel Pumps and Right Angle Drives.
GA	SAD	FDRR/REC	J STROM THURMOND LAKE, GA & SC	1,551,000	Replace Spillway Gate Controls and Road Paving at West Dam Visitor Center Observation Area.
GA	SAD	FDRR/HYD	RICHARD B RUSSELL DAM AND LAKE, GA & SC	4,502,000	Replace Oxygen Line Diffusers and Replace South Carolina Bank Fish Deterrent System Lighting.
GA	SAD	NHD	SAVANNAH HARBOR, GA	4,150,000	Purchase and install two additional O2 generator system, Bathrooms and Breakrooms, and O2 Generator shelters.
GU	POD	NHS	AGANA SMALL BOAT HARBOR, GUAM	810,000	Vegetation removal and minor repairs to protect structures.
HI	POD	NHS	HALEIWA SMALL BOAT HBR, OHAU, HI	1,583,000	Dredging and Surveys
HI	POD	NHD	KAHULUI HARBOR, HI	3,270,000	Damage Repair - Dredging and Surveys
HI	POD	NHD	KAUNAKAKAI HARBOR, MOLOKAI, HI	3,385,000	Damage Repair - Dredging and Surveys
IA	MYD	FDRR/REC	CORALVILLE LAKE, IA	2,593,000	Repair shoreline erosion (Damage Repair), damaged roads (Damage Repair), boat ramps (Damage Repair), and Sugar Bottom and West Overlook Campgrounds damaged restroom & shower buildings, Replace control tower damaged glass blocks, and Sandblast & paint Sugar Bottom Water Tower.
IA	NWD	NIL	MISSOURI RIVER - SIOUX CITY TO THE MOUTH, IA, KS, MO & NE	315,942,000	Damage Repair - Repair damages to Navigation structures resulting from 2019 flood and Replace Glasgow Shop Roof.
IA	NWD	FDRR/REC/ENS	RATHBUN LAKE, IA	820,000	Replace sewer line, lift station and pump house at Island View Park, surveys and re-establish boundary markers, pest and invasive species removal/treatment, prepare historic properties management plan, towage easement survey and delineation.

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	<input type="text" value="1234-Port Infrastructure Deve"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
2) Please attach Attachment 2	<input type="text" value="1235-Letters of Support. ASB"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
3) Please attach Attachment 3	<input type="text" value="1236-ASB. Funding Committment"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
4) Please attach Attachment 4	<input type="text" value="1237-Memorandum of Understand"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
5) Please attach Attachment 5	<input type="text" value="1238-Army civil Operations an"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
6) Please attach Attachment 6	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
7) Please attach Attachment 7	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
8) Please attach Attachment 8	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
9) Please attach Attachment 9	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
10) Please attach Attachment 10	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
11) Please attach Attachment 11	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
12) Please attach Attachment 12	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
13) Please attach Attachment 13	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
14) Please attach Attachment 14	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
15) Please attach Attachment 15	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>

Application for Federal Assistance SF-424

* 1. Type of Submission:

- ☐ Preapplication
☒ Application
☐ Changed/Corrected Application

* 2. Type of Application:

- ☒ New
☐ Continuation
☐ Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

05/13/2022

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

MISSOURI

8. APPLICANT INFORMATION:

* a. Legal Name:

Green Hills Regional Planning Commission

* b. Employer/Taxpayer Identification Number (EIN/TIN):

(b)(4)

* c. UEI:

(b)(4)

d. Address:

* Street1:

1104 Main St

Street2:

* City:

Trenton

County/Parish:

MISSOURI

* State:

MO: Missouri

Province:

* Country:

USA: UNITED STATES

* Zip / Postal Code:

64683-0001

e. Organizational Unit:

Department Name:

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

* First Name:

Corinne

Middle Name:

* Last Name:

Watts

Suffix:

Title:

Executive Director

Organizational Affiliation:

Green Hills Regional Planning Commission

* Telephone Number:

6603595636

Fax Number:

* Email:

debbie@ghrpc.org

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

D: Special District Government

Type of Applicant 2: Select Applicant Type:

R: Small Business

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

Maritime Administration

11. Catalog of Federal Domestic Assistance Number:

20.823

CFDA Title:

Port Infrastructure Development Program

* 12. Funding Opportunity Number:

MA-PID-22-001

* Title:

2022 Port Infrastructure Development Program Grants

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

1239-ASB Port Improvement and Expansion Pro

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

Joint application Green Hills Regional Planning Commission-Eligible Lead Entity and AGRIServices of Brunswick--Primary Recipient.
AGRIServices of Brunswick Port Improvement and Expansion Project

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:**

* a. Applicant

06

* b. Program/Project

MO-066

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

01/02/2023

* b. End Date:

12/30/2025

18. Estimated Funding (\$):

* a. Federal

8,768,800.00

* b. Applicant

2,192,200.00

* c. State

0.00

* d. Local

0.00

* e. Other

0.00

* f. Program Income

0.00

* g. TOTAL

10,961,000.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**☒ a. This application was made available to the State under the Executive Order 12372 Process for review on

05/16/2022 .

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.☐ c. Program is not covered by E.O. 12372.*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes☒ No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix:

Mrs.

* First Name:

Corinne

Middle Name:

* Last Name:

Watts

Suffix:

* Title:

Executive Director

* Telephone Number:

6608516770

Fax Number:

* Email:

corinne@ghrpc.org

* Signature of Authorized Representative:

Debbie S Pergande

* Date Signed:

05/13/2022

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ 350,000.00	\$	\$ 350,000.00
2. Land, structures, rights-of-way, appraisals, etc.	\$ 0.00	\$	\$ 0.00
3. Relocation expenses and payments	\$ 0.00	\$	\$ 0.00
4. Architectural and engineering fees	\$ 250,000.00	\$	\$ 250,000.00
5. Other architectural and engineering fees	\$ 150,000.00	\$	\$ 150,000.00
6. Project inspection fees	\$ 0.00	\$	\$ 0.00
7. Site work	\$ 20,000.00	\$	\$ 20,000.00
8. Demolition and removal	\$ 60,000.00	\$	\$ 60,000.00
9. Construction	\$ 7,900,000.00	\$	\$ 7,900,000.00
10. Equipment	\$ 1,266,000.00	\$	\$ 1,266,000.00
11. Miscellaneous	\$ 0.00	\$	\$ 0.00
12. SUBTOTAL (sum of lines 1-11)	\$ 9,996,000.00	\$	\$ 9,996,000.00
13. Contingencies	\$ 1,000,000.00	\$	\$ 1,000,000.00
14. SUBTOTAL	\$ 10,996,000.00	\$	\$ 10,996,000.00
15. Project (program) income	\$ 0.00	\$	\$ 0.00
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 10,996,000.00	\$	\$ 10,996,000.00
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter the resulting Federal share.			Enter eligible costs from line 16c Multiply X 80 % \$ 8,796,800.00

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C.1352

OMB Number: 4040-0013
Expiration Date: 02/28/2025

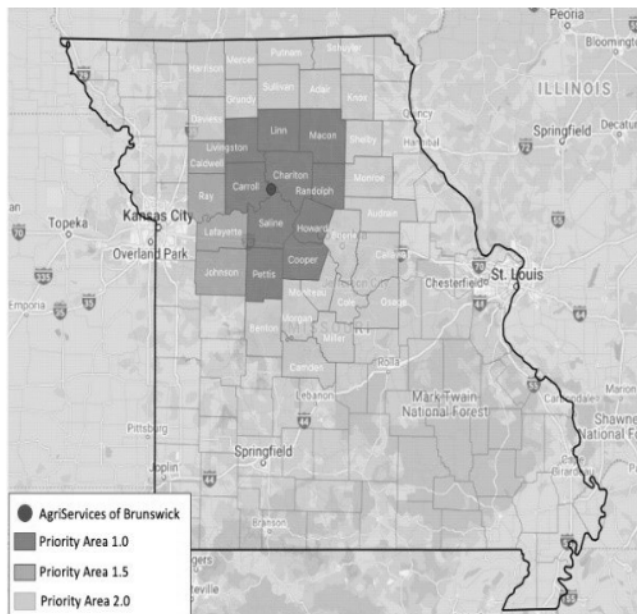
1. * Type of Federal Action: <input type="checkbox"/> a. contract <input checked="" type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance	2. * Status of Federal Action: <input checked="" type="checkbox"/> a. bid/offer/application <input type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award	3. * Report Type: <input checked="" type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change
4. Name and Address of Reporting Entity: <input checked="" type="checkbox"/> Prime <input type="checkbox"/> SubAwardee * Name: <input type="text" value="Green Hills Regional Planning Commission"/> * Street 1: <input type="text" value="1104 Main St"/> Street 2: <input type="text"/> * City: <input type="text" value="Trenton"/> State: <input type="text"/> Zip: <input type="text" value="64683"/> Congressional District, if known: <input type="text" value="06"/>		
5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime: 		
6. * Federal Department/Agency: <input type="text" value="Department of Transportation"/>		7. * Federal Program Name/Description: <input type="text" value="Port Infrastructure Development Program"/> CFDA Number, if applicable: <input type="text" value="20.823"/>
8. Federal Action Number, if known: <input type="text"/>		9. Award Amount, if known: \$ <input type="text"/>
10. a. Name and Address of Lobbying Registrant: Prefix: <input type="text"/> * First Name: <input type="text" value="Sarah"/> Middle Name: <input type="text"/> * Last Name: <input type="text" value="Topp"/> Suffix: <input type="text"/> * Street 1: <input type="text" value="213 E. Capitol Ave"/> Street 2: <input type="text"/> * City: <input type="text" value="Jefferson city"/> State: <input type="text" value="MO: Missouri"/> Zip: <input type="text" value="65101"/>		
b. Individual Performing Services (including address if different from No. 10a) Prefix: <input type="text"/> * First Name: <input type="text" value="Sarah"/> Middle Name: <input type="text"/> * Last Name: <input type="text" value="Topp"/> Suffix: <input type="text"/> * Street 1: <input type="text" value="213 E Capitol Ave"/> Street 2: <input type="text"/> * City: <input type="text" value="jefferson city"/> State: <input type="text" value="MO: Missouri"/> Zip: <input type="text" value="65101"/>		
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure. * Signature: <input type="text" value="Debbie S Pergande"/> * Name: Prefix: <input type="text"/> * First Name: <input type="text" value="Corinne"/> Middle Name: <input type="text"/> * Last Name: <input type="text" value="Watts"/> Suffix: <input type="text"/> Title: <input type="text" value="Executive Director"/> Telephone No.: <input type="text" value="6608516770"/> Date: <input type="text" value="05/13/2022"/>		
Federal Use Only:		Authorized for Local Reproduction Standard Form - LLL (Rev. 7-97)

ASB Port Improvement and Expansion Project: Areas Affected by Project:

To facilitate the assessment of the market potential in the service area around ASB, three priority areas were identified. This framework was used for estimating foreign imports and exports by commodity and industry for each priority area as a share of the state totals. The project location and the definition of the study area depicting the three priority areas, which overall encompass 35 counties, are detailed in the next bullets and illustrated in Figure 2.

- **Priority Area 1.0**—includes *10 counties* in the trade area in closer proximity to ASB: Carroll, Chariton, Cooper, Howard, Linn, Livingston, Macon, Pettis, Randolph and Saline. This is the draw area within a 50-mile radius of Brunswick, which would most likely take advantage of transportation services at ASB.
- **Priority Area 1.5**—includes *4 counties* in the trade area between ASB and Kansas City: Caldwell, Johnson, Lafayette, and Ray. These counties were segregated from Area 1 because, although close to ASB, they are close to and well-served by the existing transportation networks at Kansas City, so Kansas City might provide a more attractive routing alternative.
- **Priority Area 2.0**—includes *21 counties* in the outer trade area: Adair, Audrain, Benton, Boone, Callaway, Camden, Cole, Daviess, Grundy, Harrison, Knox, Mercer, Miller, Moniteau, Monroe, Morgan, Osage, Putnam, Schuyler, Shelby, and Sullivan. These counties are within about 50-100 miles of Brunswick and could possibly be well served through ASB.

The balance of Missouri's 114 counties (i.e. 79) are more than about 75 miles from Brunswick, and typically closer to Kansas City or St. Louis. These areas are therefore less likely to benefit from a new ASB operation, and so are classified as a Non-Priority Area and excluded from the analysis.



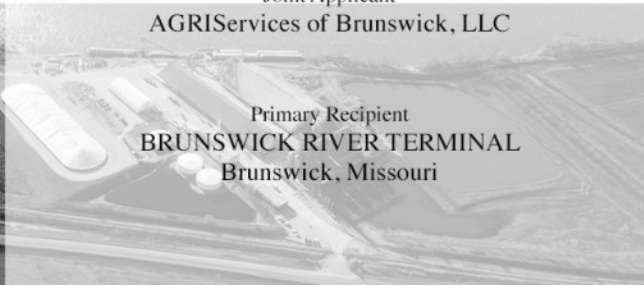


**PIDP Grant Application
2022**

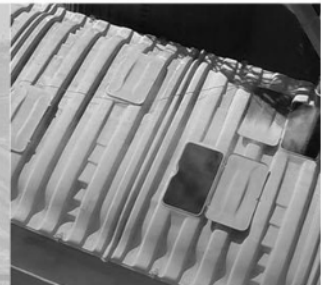
Eligible Lead Entity
**GREEN HILLS REGIONAL
PLANNING COMMISSION**



Joint Applicant
AGRIServices of Brunswick, LLC

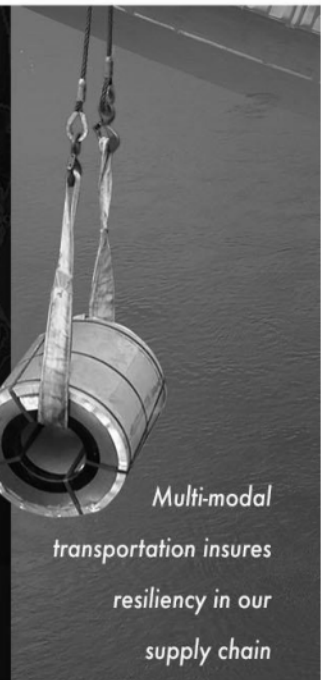


Primary Recipient
BRUNSWICK RIVER TERMINAL
Brunswick, Missouri



GREEN HILLS

Regional Planning Commission



Multi-modal
transportation insures
resiliency in our
supply chain



MISSOURI RIVER

ASB Port Improvement and Expansion Project

Applicant	Joint Application Green Hills Regional Planning Commission- Eligible Lead Entity AGRIServices of Brunswick-Primary Recipient
Project Name	ASB Port Improvement and Expansion Project
Project Description	Project seeks to upgrade existing port terminal with new container dock, add rail spur with loading pit, and new bulk agricultural supply building with conveyors from rail and barge dock.
Planning Project	No
Application Type	Inland River Port
GIS Coordinates	N 39°24'25" W 93°11'59"
Project Area	Rural
Project Zip Code	65236
Is project location in Community Development Zone, Opportunity Zone, Empowerment Zone or Promise Zone	Project location priority area 1.5, Caldwell County and priority area 2.0, Sullivan County, have opportunity zones.
Previous submission for PIDP	No
Other discretionary Grants applied for	America Marine Highway
Previous Recipient of TIGER, BUILD, RAISE, FASTLANE, INFRA, or PIDP	No
PIDP Grant Amount Request	\$8,768,800
Total Future Eligible Project Cost	TBD
Total Project Cost	\$10,746,000
Total Federal Funding	\$8,768,800
Total Non-Federal Funding	\$2,192,200
Will RRIF or TIFIA Funds be used for financing	No

Contact information for Green Hills Regional Planning Commission
Corinne Watts, Executive Director
(660) 359-5636 ext. 11
corinne@ghprc.org
www.ghrpc.org

Contact Information for AGRIServices of Brunswick
Lucy Fletcher, Business Development Manager
660-549-3351
lucy@agriservices.com
www.agriservices.com

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Executive Summary

Green Hills Regional Planning Commission is pleased to submit this Small Project as Small Ports application in partnership with AGRIServices of Brunswick (ASB). This project will have significant impact in the Green Hills Region and many other counties in the state of Missouri.

The Green Hills Regional Planning Commission was formed in 1967 by Executive Order of Governor Warren E. Hearnes. This followed the passage by the Missouri General Assembly of the “State/ Community Regional Development Act of 1966”. Governor Hearnes came to Trenton, MO in March 1967 and signed the Executive Order creating the Green Hills Regional Planning Commission. The Regional Planning Commission was a nine-county organization from 1967 until 1992, when Chariton and Carroll Counties, MO, were added by Executive Order. The Green Hills Regional Planning Commission is formed pursuant to Revised Statutes of Missouri Chapter 251. The Regional Planning Commission is a special purpose political subdivision and has limited powers to engage in planning and comprehensive economic development for the Region.

The Green Hills Regional Planning Commission is federally designated by the U.S. Department of Commerce as an Economic Development District (EDD). The District is charged with the responsiveness to the region’s economic needs and this designation allows GHRPC to develop and commit resources to activities and challenges throughout the region with an Economic Development focus.

AGRIServices of Brunswick (ASB), located in De Witt, MO, traces its roots to as far back as 1870 in Mendon, MO. In the mid 1970's, Walker C. Fletcher and William P. Jackson discovered a mutual interest in developing a barge facility in central Missouri to move agricultural inputs, especially fertilizer, into the region and take advantage of the backhaul to move grain to the New Orleans export gateway.

The location of ASB was chosen because of its access to all modes of transportation. Using the Norfolk Southern rail, US-24 highway, and its inland waterway system, ASB provides wholesale and retail customers a logistical advantage that translates into the ability to purchase agricultural inputs and sell grain not only at more competitive prices but using a more environmentally friendly transportation mode.

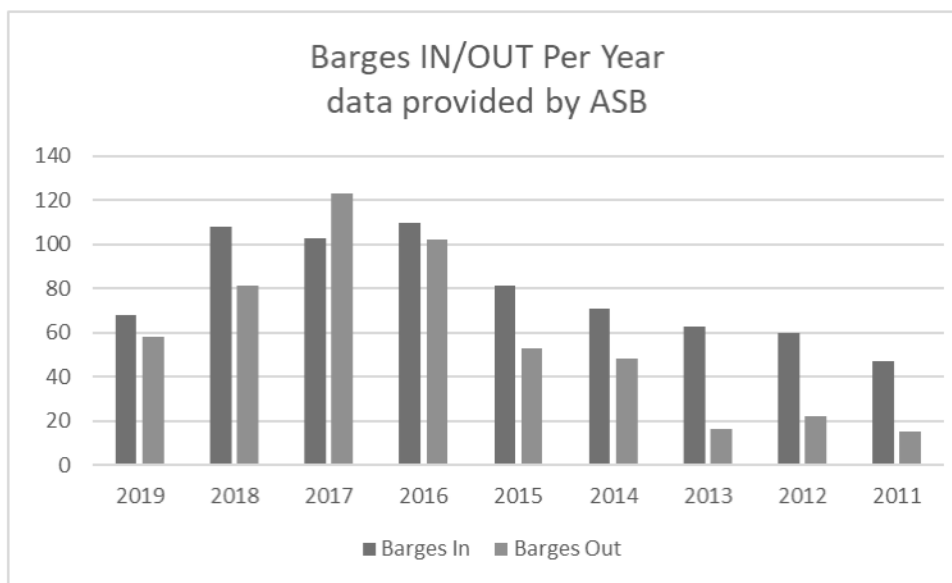
Figure 1: Summary of Proposed Projects

Improvement	Reason for Improvement	Future Impact
Waterside Improvements	To provide more efficient loading and transfer options; offer container service; enhance worker safety.	Improved system capacity and redundancy, growth of customer base and regional economy, offer container service, capacity for oversized loads and heavy lift.
Storage Building	To replace the current facility, which is deteriorated, and capacity is limited.	Increased storage capacity for critical crop inputs and increased product shipment and availability for ag producers.
Rail Expansion	To expand with 4000 feet of additional track for 36 more rail cars	Provides greater flexibility and throughput for dry bulk agricultural products. Increased resiliency during flood events.

Project Description

This project is a joint application made between Green Hills Regional Planning Commission (GHRPC) and AGRIServices of Brunswick (ASB). GHRPC is the lead applicant and will be responsible for the financial administration of the project. The memorandum of understand (MOU) is included as a supplement to this application. If funded, ASB will facilitate the operational management including the technical and engineering aspects of the site.

In 2008, ASB began a concerted effort to increase efficiencies within its transportation system by promoting the use of barge shipments to its clients. In 2008, ASB handled just 8 barges at its dock. Ten years later, ASB handled 224 barges, equivalent to 16,600 truck trips.



In the fall of 2021, ASB completed a site assessment that identified the following needs to increase barge handling and to expand the capacity at the facility. Its needs included:

1. A new heavy-lift sheet pile dock,
2. Replacement of four 40-year-old captive dock barges with tripod dolphins to increase boat crew and employee safety.
3. Replacement of a 40-year-old storage facility to increase capacity, product availability to assure crop production and safety.
4. A new rail spur to increase supply chain resiliency during low water or flooding events at the port.

This series of projects is estimated at \$11M and will be completed as funding is obtained. The projects will also help the Port to become a more sustainable, multi-modal facility with redundancy and resiliency for both people and goods. As part of the Port's stewardship of the land, the projects will encourage greater utilization of low-impact transportation options of barge and rail. The projects will also increase the number of employees at the port, many of whom

come from lower income areas throughout the region with limited opportunities for jobs in this rural agricultural area.

This project supports the COB (container on barge) service on the M-70 that ASB is implementing. ASB has received previous funding through MoDOT for improvements and was the first private company to be awarded a Freight Enhancement Grant from MoDOT, which reflects the importance of the proposed improvement and partnership that exist between MoDOT and ASB.

Details about the components of the infrastructure improvements are below:

Waterside Improvements – A proposed new sheet pile barge dock with a 200-ft of frontage will be constructed. The new dock will facilitate the movement of containers and bulk products such as steel coils, rebar and super-sacks of food grade starch and animal feed ingredients in addition to fertilizer. This new dock will provide more efficient loading and transfer operations, while allowing the benefit of being able to offload oversized equipment for the region.

In 2017, 224 barges were transloaded at the existing fertilizer dock and grain dock, which are both at capacity during the fertilizing season (March through July) and then again during harvest and fall fertilizing (October through December). Without the additional capacity, both existing and prospective customers would have to resort to less efficient and over-utilized modes of transportation.

The current lack of capacity also adds to delays and demurrage charges. For barges at the end of the queue when both docks are full, demurrage charges mount up, adding as much as \$6-\$12 per ton to the shipping cost.

In 2012, lack of rail car availability at local grain elevators during harvest caused all elevators within a 100-mile radius of the ASB Port to stop receiving grain. ASB was able to continue to load barges and service customers due to its unimpeded and high-volume access to the inland waterways.

Eight dolphins with winch systems will replace four stationary deck barges that are considered substandard for safety and have reached the end of their useable life.

The example shown below is a barge dock completed in 2018 by Massman Construction for the Port of Little Rock on the Arkansas River.



Figures 2a: Proposed Barge Dock.



Figures 2b: Proposed Barge Dock with hopper barges moored.

Storage – ASB will construct a 360' x 140' storage building to satisfy the demand of bulk agricultural products that are moved most efficiently via barge. ASB is the largest terminal on the Missouri River in terms of tonnage, acreage and employees. ASB moves more long-haul tons than all other Missouri River Terminals combined. Its current warehouse storage holds 40,000 tons of dry bulk products which is turned over five times a year, handling 250,000 tons overall.

The storage building is 40 years old and needs replacement. The proposed warehouse will create resiliency within the product storage capacity and backup within this rural area. A failure of the existing storage structure would be detrimental to the surrounding agriculture community and to the farmers, retail suppliers and industries that it serves. The example shown below is 240' x 700' building, twice the size as proposed and shown for structure type classification.



Figure 3: Proposed Storage Warehouse

In addition to the storage structure, this grant if awarded would fund the conveyor system to transport products between the river, railroad, and highway.

4000 feet of additional track will be provided allowing the port to work 36 cars on this spur. Diagram showing this stretch of track labeled phase 1. Phase 2 will be completed at a later date.

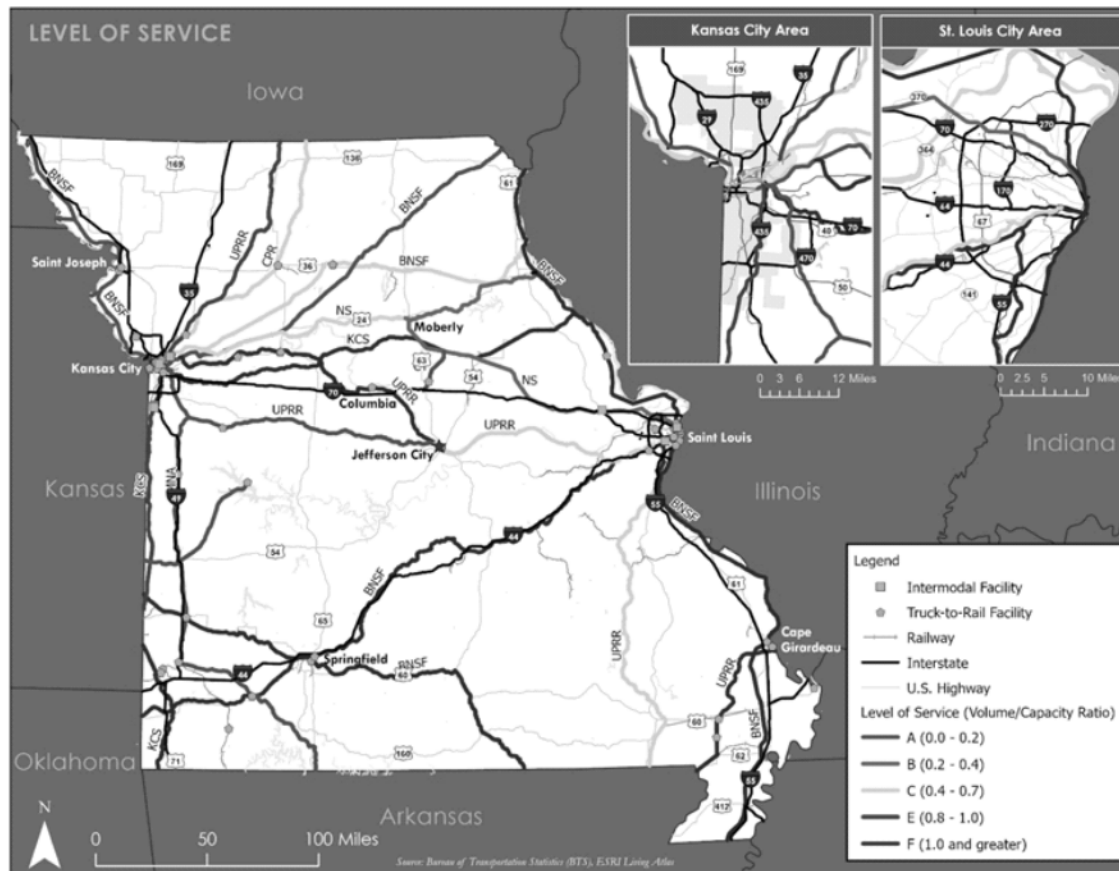


Figure 6: Railroad Existing Level of Service, Source: STB Carload Waybill Data 2012-2018, AAR

In addition to handling agricultural inputs and commodities, this track will be used to increase resiliency redundancy for the new container-on-barge service and all throughput, by offering port access during periods of no flow support from the USACE Bank Stabilization and Navigation Program, low water, high water or excessive ice on the M-70 Marine Highway when barge movement is not a viable option.

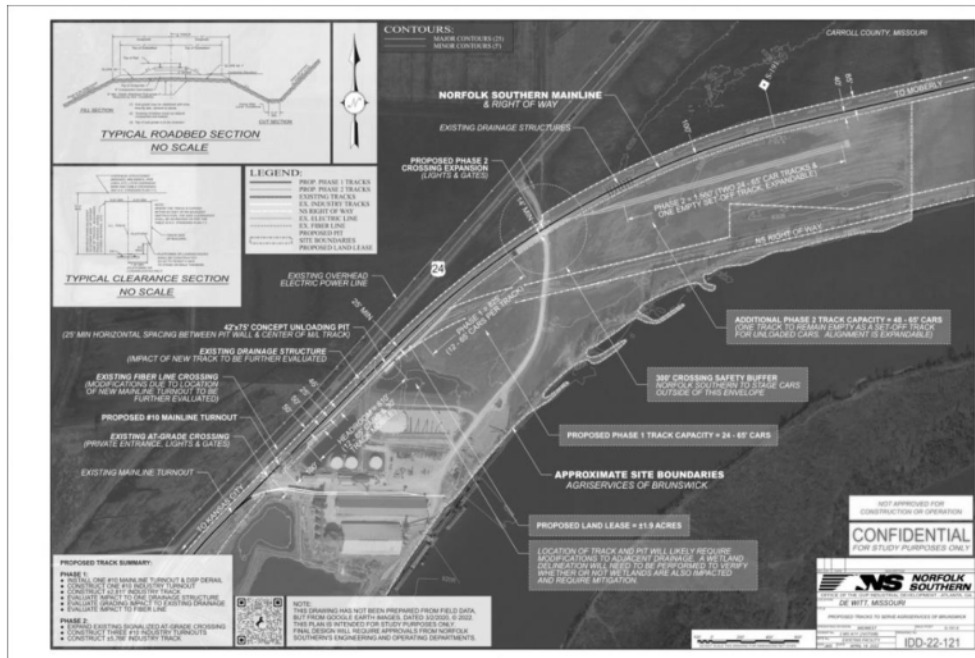


Figure 7: Rail Expansions proposal

II. Project Location

- A) The Project IS located in a rural area
- B) The Project is not a Great Lakes port project.
- C) The Project is not a Coastal seaport project.
- D) The Project IS a small project at a small port.

This project meets the designation of small project at a small port. Funding request as outlined totals \$10,961,000, less than \$11.25 million in funding allowable to small port projects under 46 U.S.C. 54301(b). The engineering report, attached to this application, outlines the components required to implement this comprehensive port improvement and rail expansion and verifies the accuracy of the cost estimate.

The U.S. Army Corps of Engineers Institute for Water Resources – 2017-2020 Transportation Facts & Information Data verifies ASB’s designation as a small inland river port. This data documents the average annual tonnage of cargo is less than 8,000,000 short tons for domestic traffic from the Missouri River Mouth to Sioux City, Iowa. 2021 data from this source has not been released at the time of this application. Data listed below.

2017 – 5.0 million tons
2018 – 4.5 million tons
2019 – 4.3 million tons
2020 – 5.7 million tons

Source: Domestic Traffic for Selected U.S. Inland Waterways in 2020. U.S. Army Corps of Engineers Institute for Water Resources Transportation Facts and Information, Domestic Traffic for Selected U.S. Inland Waterways in 2020, 2019, 2018, 2017.

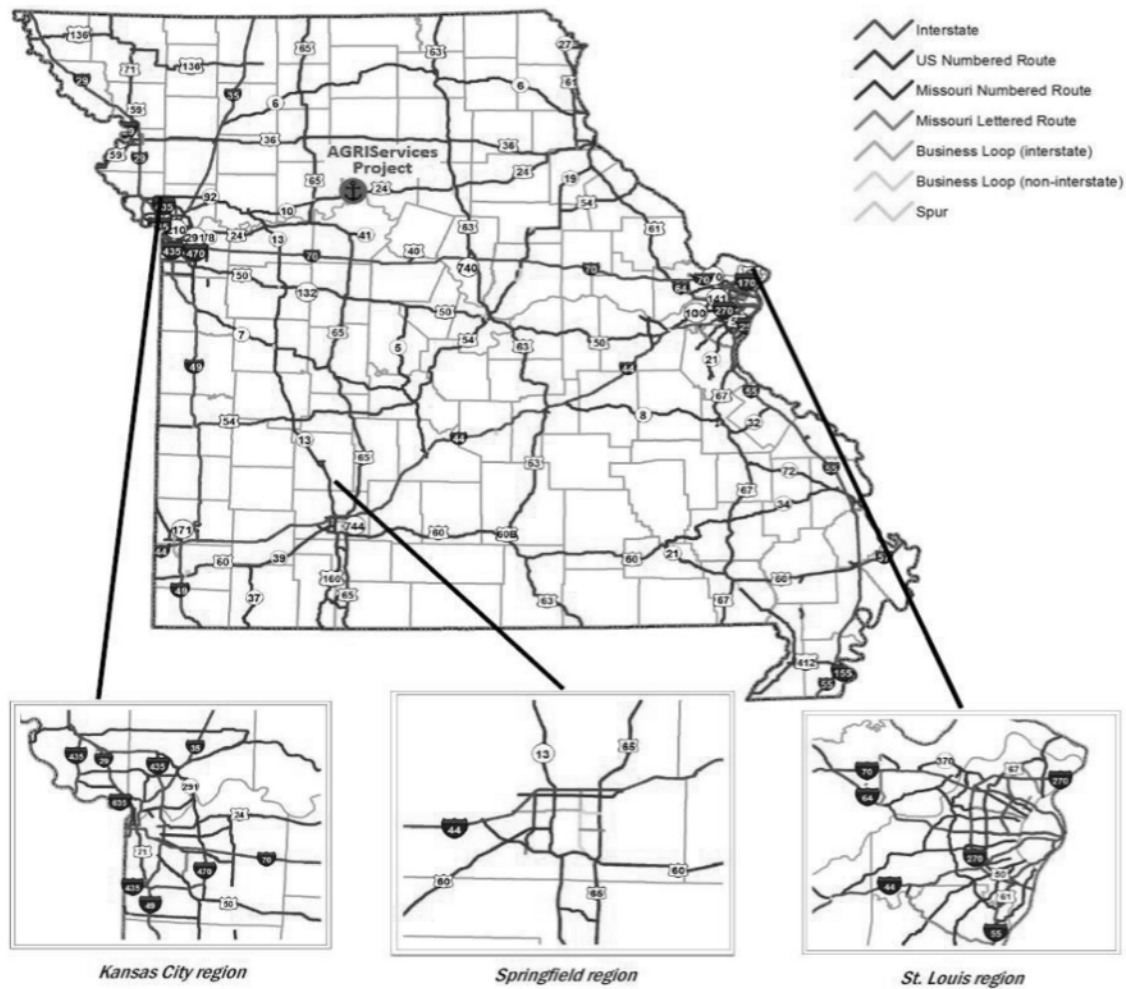


Figure 8(a): Main Freight Corridor in Missouri

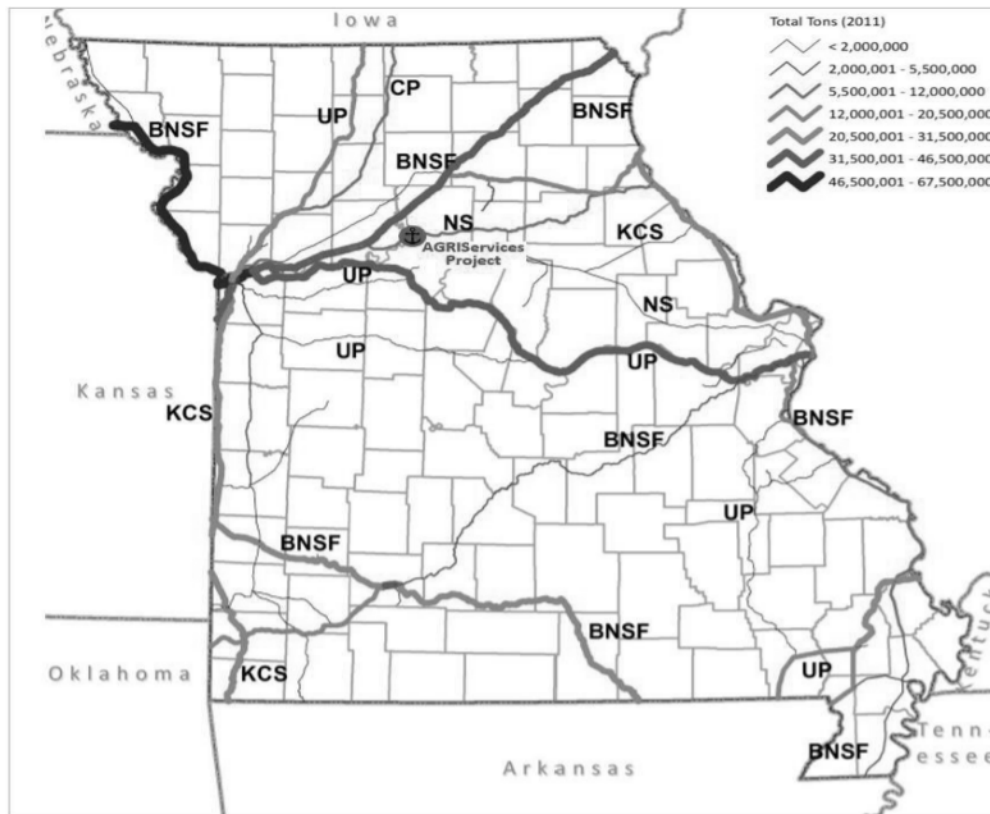


Figure 8(b): Major Rail Corridors in Missouri

The Brunswick River Terminal - ASB is a 236-acre facility, with 1.5 miles of Missouri River frontage. The Port currently utilizes 30 acres, leaving 206 available for expansion and development. Located at the 256-mile marker of the Missouri River. Due to its geographic location, ASB enjoys prime multimodal connectivity and accessibility: by barge on the Missouri River, by rail via Norfolk Southern (NS), with connections to Kansas City, Chicago, and St. Louis, and by truck via U.S. Route 24, which provides fast access to I-70 over a four-lane divided highway.

The ASB terminal location is a well-established facility that handles 500,000 tons of agricultural inputs, including Potash, Nitrogen, Phosphate that regional farmers and retail agricultural distribution centers depend on, in addition to corn, soybeans, wheat, DDG's (dry distillers grain), and non-GMO commodities. The ASB plant maintains certification for organic commodity distribution as well.

Historically, harvest happens in the fall, yet with the increase in on-farm storage in the last 10 ten years, through-put is now a year around activity. In addition, agricultural retailers have built large storage for agricultural inputs that require being maintained at full capacity. The addition rail capacity will service year-round product movement. The resource of the Missouri River will always be the first choice of movement from this location.

To facilitate the assessment of the market potential in the service area around ASB, three priority areas were identified. This framework was used for estimating foreign imports and exports by commodity and industry for each priority area as a share of the state totals. The project location

and the definition of the study area depicting the three priority areas, which overall encompass 35 counties, are detailed in the next bullets and illustrated in Figure 2.

- * **Priority Area 1.0**—includes *10 counties* in the trade area in closer proximity to ASB: Carroll, Chariton, Cooper, Howard, Linn, Livingston, Macon, Pettis, Randolph and Saline. This is the draw area within a 50-mile radius of Brunswick, which would most likely take advantage of transportation services at ASB.
- * **Priority Area 1.5**—includes *4 counties* in the trade area between ASB and Kansas City: Caldwell, Johnson, Lafayette, and Ray. These counties were segregated from Area 1 because, although close to ASB, they are close to and well-served by the existing transportation networks at Kansas City, so Kansas City might provide a more attractive routing alternative.
- * **Priority Area 2.0**—includes *21 counties* in the outer trade area: Adair, Audrain, Benton, Boone, Callaway, Camden, Cole, Daviess, Grundy, Harrison, Knox, Mercer, Miller, Moniteau, Monroe, Morgan, Osage, Putnam, Schuyler, Shelby, and Sullivan. These counties are within about 50-100 miles of Brunswick and could possibly be well served through ASB.

The balance of Missouri's 114 counties (i.e. 79) are more than about 75 miles from Brunswick, and typically closer to Kansas City or St. Louis. These areas are therefore less likely to benefit from a new ASB operation, and so are classified as a Non-Priority Area and excluded from the analysis.

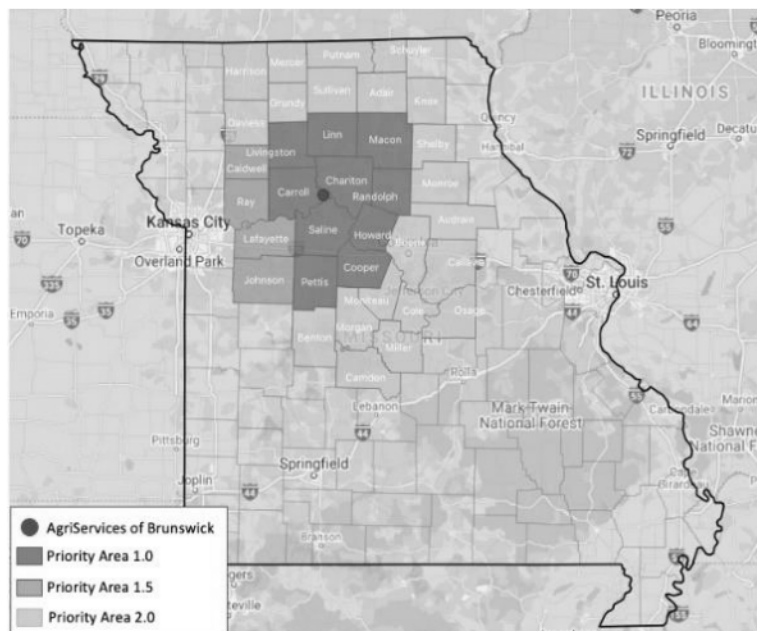


Figure 9: Project Location Source: Mercator International.

III. Grants Funds, Sources and uses of Project Funds

A.) Project Costs

Port Infrastructure Development Project Cost Estimate:

AGRI-SERVICES OF BRUNSWICK TERMINAL EXPANSION PROJECT PROJECT COST ESTIMATE ESTIMATE CLASS 5 - CONCEPT LEVEL			
Item	Description	Estimated Cost	Subtotal
1) Preconstruction Tasks			
Survey	to include riverbed	\$ 25,000	
Geotechnical Investigation	typical cost	\$ 20,000	
Flood Study	USACE requirement	\$ 15,000	
Permitting	Federal and state permits, incl NEPA.	\$ 40,000	
Engineering - railroad spur	Typically 6% of construction	\$ 100,000	
Engineering - barge docks	Typically 4% of construction	\$ 150,000	
			\$ 350,000
2) Construction Costs			
Removal of old barges	Four barges to tow away & scrap	\$ 60,000	
Bank Stabilization	Mainly debris removal	\$ 20,000	
New Deck Barge	Two 120'x30'	\$ 400,000	
New Container Dock	With 200-ft long front	\$ 2,500,000	
New Dolphins	Assume 8 - 3-pile dolphins	\$ 400,000	
New Bulk Ag Products Warehouse	360'x140'	\$ 2,400,000	
Unloading Pit	Concrete, 75'x45'x10'	\$ 150,000	
Equipment (Conveyors)	Barge to Bldg; Rail to Bldg, & Interior Bldg.	\$ 1,266,000	
Electrical Service	For new conveyors & building	\$ 250,000	
Earthwork for Railroad	Assumes 20,000 cy of fill, etc.	\$ 300,000	
Railroad Turnout - Phase 1	Assume 2,800 LF of track; 3 switches	\$ 1,500,000	
			\$ 9,246,000
3) Project Management			
GHRP Administration	Typically 2% of construction	\$ 215,000	
Project Manager	Assume two year duration	\$ 150,000	
			\$ 365,000
4) Miscellaneous			
Contingency	Typically 10% of subtotal	\$ 1,000,000	
			\$ 1,000,000
PROJECT TOTAL:			\$ 10,961,000
PROJECT FUNDING			
PIDP Grant Request	80% of project cost	\$ 8,768,800	
Agri-Services of Brunswick	20% of project cost	\$ 2,192,200	
PROJECT TOTAL:			\$ 10,961,000

The total project is expected to take 24 to 36 months, depending on environmental reviews and USACE approvals, so that funding can be reasonably obligated, and construction completed by March 2025.

B.) Eligible Costs, Sources and amount of funds

All project cost are eligible future costs, twenty per cent of which will be paid for by ASB.

Green Hills Regional Planning Commission acting in the role of Grant Administrator and Lead Applicant. Source of Non-Federal Match

C.) Documentation of Funding Commitments

ASB is committing matching funds in the amount of \$2,192,200, 20% of project cost. Letter of commitment attached as Appendix C.

D) Amount and Nature of Federal Funds

All federal funds requested and non-federal funds committed will be applied to project costs outlined in the project cost estimate above.

E) Use of Funds by Source

Line items include:

1. **Preconstruction** – Fees associated with Engineering Services necessary to create design plans, bid specifications and contract documents. An environmental assessment will be performed during this phase.
2. **Construction Costs** – based on preliminary engineering design estimates, these items will use federal and non-federal funds to complete the port improvement and railway expansion.
3. **Project Management and Program Administration** – Cost associated with engineering inspection and management of project construction. GHRPC as lead applicant will ensure each phase of the project is in compliance with applicable state and federal policies in regard to proper procurement, labor wage compliance, financial oversight and coordination of all phases of the project with the sub-applicant, engineer and contractors. GHRPC will continue to monitor and provide reporting documents 3 years after date of completion.
4. **Miscellaneous** – documents a project contingency to ensure funding is available due to cost overruns, or unforeseen items that may arise during the scope of the project.
 - * ASB's commitment to the 20% cost share is attached along with the memorandum of understanding between Green Hills Regional Planning Commission and AGRIServices of Brunswick, LLC. All funds will pass through Green Hills Regional Planning Commission as the Grant Administrator.
 - * Source of Funds Budget – Budget was compiled with the assistance of PND Engineers, the Norfolk Southern Railroad in additions to potential vendors and suppliers.

IV. Merit Criteria

Meets Criteria	Description
1. Achieving Safety, Efficiency or Reliability Improvements	
Safety	This project improves the safety of all waterside barge movement as outlined in section IV by realigning the areas in contact with barges and creating stable transit areas to reduce the risk of towboat crew or ASB staff whether by trapping, drowning or impact.
Reliability	New investments are crucial to the agricultural supply chain by allowing expanded fertilizer production.
Efficiency	Project will allow more barges to be worked on simultaneously with additional points of product distribution.
2. Supporting Economic Vitality	
Economic Vitality	This project will support expanded employment opportunities in water transportation, construction products and services and transportation and logistics.
3. Leveraging Federal Funding to Attract Non-Federal Sources of Infrastructure Investment	
Leveraging/non-federal sources	Non-federal funds are being contributed by private entities/ASB.
4. Addressing Climate Change and Environmental Justice Impacts	
Climate Change and Environmental Justice	Shift to a more environmentally-friendly river transport, with well-documented energy efficiency and air quality benefits.
5. Advancing Equity and Opportunity for All	
Equity and Opportunity	ASB will commit to expand access to opportunities for minority-owned, business-owned businesses by committing to an open, fair, and efficient procurement process.

	AGRIServices of Brunswick is an Equal Employment Opportunity Business.
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A. Achieving Safety, Efficiency or Reliability Improvements

Safety

The existing fleeting infrastructure consist of four retired stationary barges that have been used for over 20 years as a mooring face to maneuver barges downstream between the bulk commodity receiving dock and the grain loading spout. Winches are currently attached to concrete footings on top of the riverbank. These dock barges are at the end of their useful life, deteriorating to the point that they are no longer watertight and require bilge pumps to stay afloat. They raise and lower with the river elevations, which works well for fleeting, but also erode the bank and adversely affect levee flood protection in that area.



Figure 10: Existing Stationary Dock Barge – Bank Erosion

Also, the current winching arrangement is outdated and risks safety hazards to operational personnel.

Another safety concern involves the crews handling the steel cables while maneuvering barges against an irregular mooring alignment.

In addition, boat crew changes take place at the Port. The flat face of the new dock would allow boat crews to load provisions and equipment safely. They currently must traverse down the edge of the coaming of a barge and climb on a barge lid while carrying supplies to reboard towing vessels.

Efficiency

Providing an additional dock along with enlarged mooring capacity along the Port's riverbank will significantly increase efficiency of operations. The proposed new dock will allow three barges to be worked simultaneously. The time reduction will prevent delays and will result in increased throughput and increased the product diversity being handled. Barging is the most energy efficient mode of transportation for high bulk, low value products which is the cornerstone of this location products and services.

The new dock will allow for large unloading equipment to accommodate the request for container-on-barge movement, breakbulk, and oversized equipment.

The Missouri River operates within a compressed season of flow support from the upper basin for navigation, typically April 1st – December 1st requiring ports and terminals on the Missouri River to operate at peak efficiency. The additional dock would also be used to increase the speed at which product can be unloaded to support the current agricultural demand and reducing demurrage.

Additional storage also would be fed simultaneously from both the new dock and the existing dock. The proposed new warehouse would also allow additional points of product distribution within the region and reduce truck wait times, allowing truck drivers additional turns within the same timeframe.

Rail expansion, also requested in this application would increase the rail capacity at the port and terminal by 180% and create a spur to service not only container movement and breakbulk movement but would also supply product to the proposed new warehouse via the proposed new "below rail pit" and conveyor system.

Reliability

Agricultural Secretary Tom Vilsack stated "Recent supply chain disruptions from the global pandemic to Putin's unprovoked war against Ukraine have shown just how important it is to invest in the crucial link in the agricultural supply chain here at home".

The new dock, the rail expansion and new warehouse space are all strategic investments in infrastructure that are crucial to the agricultural supply chain. The new infrastructure would increase ASB's capacity to support expanding domestic fertilizer production utilizing both barge and rail transportation.

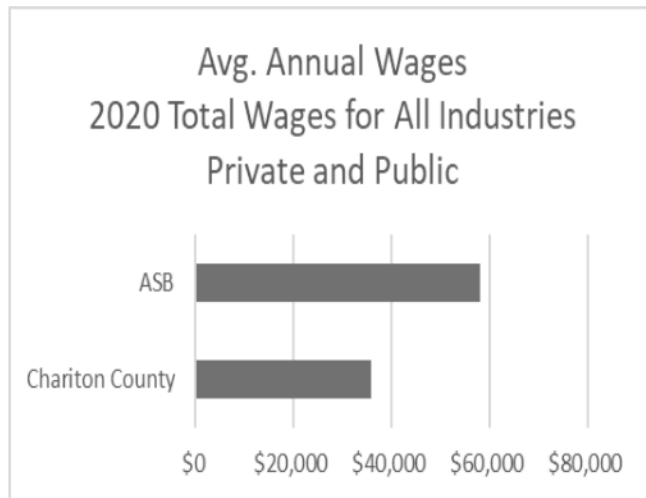
In order to assure port and terminal customers continuous service year-round and during periods of low water conditions or flooding, they need to know that there is a year round road and rail option at the Port/Terminal in addition to the more efficient barge transportation. The fragility of our supply chains became abundantly clear in 2020-2022. While the river has excess capacity and the port's adjacent freeway system lacks congestion, the Norfolk Southern Railroad in our region is at 10% over capacity.

Increased on-site rail storage is vital to increased reliability. During the first quarter of 2022, barge quantities of fertilizer were offloaded at the Port in Palmyra and truck across the state. Had

increased rail handling been available at the port, that would have been preferred in terms of cost, reduced CO₂ emissions, road wear and tear, and truck and driver availability.

Supporting Economic Vitality at the National and Regional Level – Small Port Project

ASB currently supports 58 employees with a starting salary of twice the minimum wage adjacent to a town with a population of 837.



The Average salary at ASB is \$58,000, which is 38% higher than Chariton County's Average Annual Wages of \$35,700.

In addition to salaries, ASB contributes an additional benefits package above salaries that includes 7.65% - Social Security/Medicare, 12% contribution retirement plan, 18.25% Health Insurance, 4.5% Workman's comp, and .06% Federal unemployment.

Source: MERIC –2020 Quarterly Census of Employment and Wages between the US Dept. Of Labor Bureau and the MO Dept of Higher Education and Workforce

ASB estimates that the port improvement and rail-line expansion **will create approximately 10 new jobs**, which will continue to benefit Chariton County's regional economy.

The construction phase is estimated to have a positive impact on regional and national vitality due to the increase of tax revenue. An estimated \$667,407 in total tax revenue is expected to be generated from the construction of the container-on-barge service at ASB. \$217,131 and \$450,276 would be estimated at the state/county and federal levels respectively.

Impact Type	State/County	Federal	Total
Direct	\$67,007	\$217,684	\$284,872
Indirect	\$65,510	\$123,298	\$188,808
Induced	\$84,614	\$109,114	\$193,728
Total	\$217,131	\$450,276	\$667,407

Source: Manley Brothers, Mercator; Comprehensive market study 2020 for a container-on-barge port facility in Brunswick, MO

Once the COB improvements and rail expansion have been implemented, a 2020 comprehensive market study forecasts an estimated \$157,865 in total tax revenue is expected due to annual operations. \$73,621 state/county and \$84,245 federally. *Same source as above.*

The facility and rail expansion will create additional new customers by increasing storage and rail. The following businesses have expressed interest in using a container-on-barge service and would benefit from the expansion of the services at AGRIServices of Brunswick:

- 1) Tyson - Sedalia, MO
- 2) America Building Products - Jefferson City, MO
- 3) Gavilon, LLC - Kansas City, MO
- 4) Otscon - Columbia, MO
- 5) Orscheln Industries - Moberly, MO
- 6) Premium AG Products Co-op - Clarence, MO
- 7) Moore Fan LLC - Marceline, MO
- 8) POET Biorefining - Macon, MO
- 9) Show Me Ethanol - Carrollton, MO
- 10) Kraft Heinz Company - Columbia, MO
- 11) Mid-Missouri Energy - Malta Bend, MO
- 12) Central Missouri AGRIService - Marshall, MO
- 13) XPO Logistics, LTL - Columbia, MO
- 14) Gates Rubber - Columbia, MO
- 15) Inland Truck Parts & Service - Columbia, MO
- 16) Sunrise Foods International Inc. - Fullarton, ON Canada
- 17) MFA Incorporated - Columbia, MO
- 18) Duke Manufacturing- Sedalia, MO

Contribution to Freight Transportation

This project will improve the physical process of transporting goods and commodities in several ways:

- The proposed new dock will increase the diversity of products that can be handle at this port by creating a heavy lift area to accommodate containers and or other types of project or break-bulk cargo that are above the capacity of the existing docks.
- As fuel prices increase and the country's awareness of the effects of greenhouse gasses take center stage, the availability of increased barge transportation offered by the additional dock to load and offload products will provide the most fuel efficient, lowest carbon emitting mode of transportation to the region. One hundred percent of the agricultural products moved at this port are international imports or exports through the gulf in Louisiana.
- Between ASB and the gulf, there is only one lock and dam transit required at lock 27, making the aging infrastructure of locks and dams in the United States less of a risk component for those operating on the MO River.
- The rail expansion will increase the number of rail cars that can be handled at this port by 50% and also provide a direct connection to rail and highway during periods of high and low water when the river is not a viable option, thus creating resiliency and reducing disruption and create the assurance of year around availability of transportation and reducing points of failure within the regional supply chain.

Competitive Disadvantage

The Missouri River receives seasonal flow support from Gavin Point Dam and is managed by the Master Manual of the USACE's Bank Stabilization and Navigation Project (BSNP). Over the last 10 years, river control structures have been modified by the Missouri River Recovery Program (MRRP), causing failures in the performance of the self-scouring design of the system. This combined with a lack of operations and maintenance budget have hinder the channel reliability on the Missouri River.

Fortunately, the Northwest Division of the USACE in 2021 and 2022 has been appropriated \$313 million for repairs to structural damage caused by the MRRP and the flood of 2019. The USACE also received a 2 of the 6 project new starts in the country. One being the Missouri River Navigation Study and the Missouri River Flood Study. Improvements in these areas will increase the reliability of the system and assist in the expansion of services on the Missouri River. <https://www.nwk.usace.army.mil/Media/News-Releases/Article/2972146/missouri-river-navigation-support-actions-by-the-kansas-city-district/>

C. Leveraging Federal Funding

In 2010-2014, ASB participated in a MO River Revitalization Work Group with the MO Department of Natural Resources, MO Department of Agriculture, MO Department of Transportation, USACE, Inland Rivers Ports and Terminals and PortKC. At that time ASB was the only active terminal on the MO River. Since that time, the USACE has made a commitment through an increased O & M budget and the Lower MO River Navigation Study that is current underway. ASB has gone from being the only active port to the current 12 active docks.

ASB is committing to pay 20% of the cost of this project. Funding obtained through this application will increase barge movement on the MO River which not only directly affects MO River Towing with whom ASB contracts all barge movement, but within a small system such as the MO River, barges are exchanged as needed between other ports and terminals. In recent years when fertilizer was delivered to PortKC and PortKC did not have a backhaul, barges were repositioned to ASB for an agricultural backhaul, a cost savings for both terminals and an increased movement for the towboat operator. The same has been done with the Port of St. Joseph and Central Missouri AGRIService in Waverly. Unlike other systems that rely on locks and dams, the Missouri River was designed to have a self-scouring channel. Increased barge movement across the mobile river bed assist with maintaining the channel.

D. Addressing Climate Change and Environmental Justice.

This project supports a modal shift from highway truck to the more environmentally-friendly river transport, with well-documented energy efficiency and air quality benefits. And with respect to the potential for spills of hazardous materials, an inland tow by barge is demonstratively safer per ton mile (2.12 gallons per million haz-mat ton mile).

One gallon of fuel can move one ton of cargo 647 miles on the waterways compared to 477 miles on rail or 145 miles on the road. Because of this, waterway transportation provides significant environmental benefits and a reduction of fatalities. Source: *Report Card for Missouri Infrastructure. American Society of Civil Engineers (ASCE) 2018.*

ASB is the largest port on the Missouri River and the only one to be certified to handle organic commodities. This allows regional producers the option to implement alternate production methods and know they have a way to transport their product. Because ASB is a small Port, it does not have the freight volume necessary to do a thorough study of environmental impacts. Nevertheless, the Port is trying to incorporate environmentally friendly measures into planning and implementation.

E. Advancing Racial Equity and Reducing Barriers to Opportunity

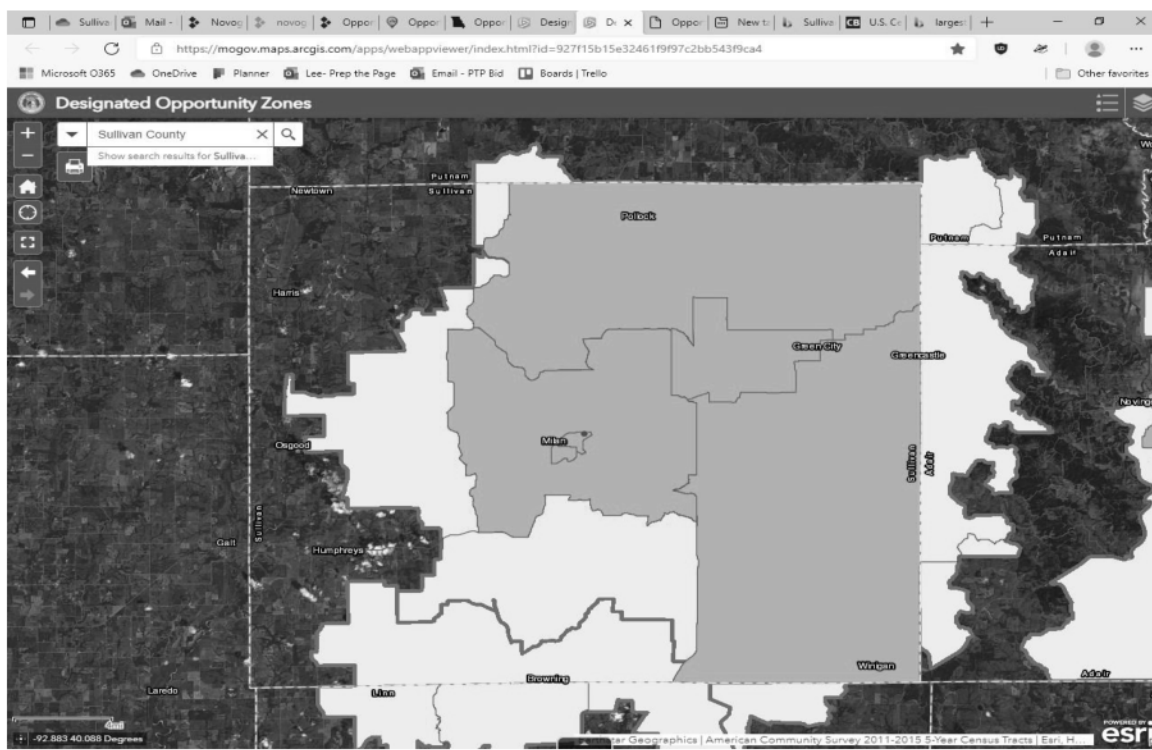
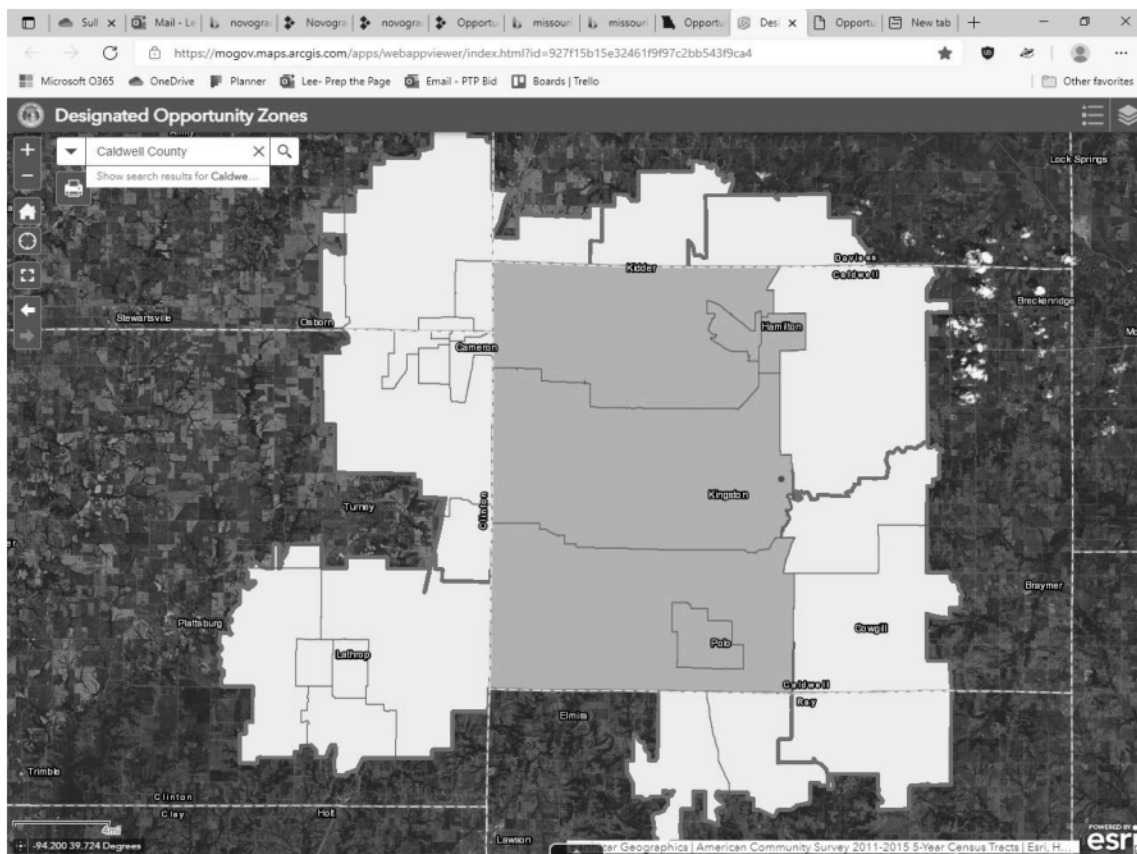
If awarded, AGRIServices of Brunswick (ASB) will expand access to opportunities for minority-owned, business-owned businesses by committing to an open, fair and efficient procurement process. Any procurement processes will have clear communication and dialogue with the marketplace about what services are needed. Information sharing is critical for boosting the number of MWBE bids submitted. Vendors will know that opportunities exist and ASB will widen our reach in the solicitation and submission process. ASB will digitize, link and publish¹ open procurement information and data to known MWBE publications and databases such as well as reaching out through social media, community platforms that are used by these businesses and making sure the language used in the procurement process is approachable. We will advertise procurements where the MWBEs already are, e.g., chambers of commerce, trade newsletters, business improvement districts, etc.

AGRIServices of Brunswick is an Equal Employment Opportunity Business. ASB recruits, hires and promotes employees without regard to race, color, religion, sex, age, national origin, physical or mental disability of veteran status. All employment decisions regarding compensation, benefits, transfers, layoffs, returns from layoff, company-sponsored training, educational assistance, and social and recreational programs will continue to be administered without regard to race, color, religion, sex, age, national origin, physical or mental disability, or veteran status.

Within the trade area and outer trade areas identified as priorities, there are two opportunity zones:

- The Sullivan County Opportunity Zone, census tracts 4801 and 4803. Approx. 1,724 households within the zones.
- The Caldwell County Opportunity Zone, census tract 9502. Zone covers 217.5 square miles.

These two opportunity zones are economically distressed areas, that qualify as low-income. Opportunity zones are designed to spur economic development and have qualified as opportunity zones because they have been nominated and certified by the secretary of the U.S. Treasury via his delegation of authority to the Internal Revenue Service.



V. Project Readiness

The ASB Port and Expansion Project is prepared to begin upon the receipt of the PIDP award. The project is dependent on the PIDP award. If awarded, we estimate completion within 12 months of all approvals and final design.

The Project Schedule below outlines the anticipated timeline:

	2023				2024				2025	
Tasks:	1 st	2 nd	3 rd	4 th	1 st	2 nd	3 rd	4 th	1 st	2 nd
Grant Award										
Grant Agreement Signed										
Surveys and Geotechnical										
Preliminary Design										
Environmental Permitting/ USACE Approvals										
Final Design										
Advertise/Award Construction Contract										
Construction										

A. Technical Capacity

AGRI Services of Brunswick Technical Capacity and Experience

ASB has experience with implementing capital projects. ASB has 55 employees with a combined experience at the location of 628 years. ASB has received two Freight Enhancement Grants from MoDOT over the last six years. The MoDOT grant in 2016 for \$500,000 was used as seed money for an ASB investment of \$3.5M to upgrade its riverward grain cell, increasing grain movement on the Missouri River.

ASB employees included in developing the project strategy will provide the technical expertise to implement the proposed port improvements. Key technical advisors include:

- Roseanne Meyer – Grain Merchandiser / Office Manager – 42 years at ASB in this position. Roseanne has had years of experience shipping and receiving grain by barge, rail, & truck.
- Pat Lock – Retail Dispatch / Retail Sales & Service – 36 years at ASB. Pat started as a retail applicator and after a then transitioned into his current role. Pat has a wealth of knowledge in the retail ag business, making fertilizer, chemical, & seed recommendations.
- Kevin Holcer – General Manager – 36 years at ASB – Kevin managed the Wholesale fertilizer business before transitioning into the General Manager position in Jan 2019.

- Valerie Gladbach – Controller – 24 years at ASB – Valerie started at the company’s Mendon location working in the retail side of the business, moving to home office as controller in 2009.
- Doug Bonderer – Operations Manager – 19 years at ASB. Doug started as Wholesale Sales & Distribution, then after a few years transitioned into Operations Manager position.
- Tyler Breshears – Wholesale Fertilizer Manager – 9 years at ASB. Tyler started in Wholesale Sales & Distribution and spent 6 years there before transitioning into the Wholesale Fertilizer Manager in 2019.

Green Hills Regional Planning Commission Technical Capacity and Experience

Green Hills Regional Planning Commission has been a dynamic regional leader that enhances economic success in rural Missouri for over 50 years. GHRPC has built and promoted regional efforts that span an eleven-county area, so that all citizens are achieving economic success for the benefit of the region. GHRPC is a hub for gathering and disseminating information about the region’s activities. The organization is engaged in a myriad of activities which include:

- Economic and Community Development
- Transportation Planning
- Workforce Development
- Hazard Mitigation Planning
- Coordination of the North Missouri Solid Waste Management District Grants and Collections
- Grant Administration of Community Development Block Grant Infrastructure Activities
- Environmental Assessments and Environmental Reviews

These activities create jobs for Missourians, stimulate private investment and attract financing to support public projects. GHRPC has been formed by our local government with the primary role of providing technical staff capable to provide sound advice to its membership and to work for coordination of various planning and infrastructural needs among the eleven counties and 74 towns, as appropriate. GHRPC staff is a small group of carefully chosen employees committed to fostering improved quality of life for our region. GHRPC is committed to living and working in these communities and building programs that benefit the communities we live and work in.

The Program Manager that would be lead the administration of this program is Angela Schultz. Angela has a bachelor’s degree in Earth Science/Biology. She worked for the Missouri Department of Transportation as a level III Civil Engineering Technician for over ten years. She worked for over ten years for the Missouri Department of Health and Senior Services. While employed there she completed the HazWopper Class through the DNR and worked on the nuclear response team through SEMA. She was certified as a Licensed Lead Risk Assessor and a Fire Inspector. Angela is now retired from the state and working for Green Hills Regional Planning Commission as the Transportation Planner, Hazard Mitigation Planner, and the Environmental Assessor. Debbie Pergande is the Fiscal Manager for GHRPC. Debbie has been with the agency since 2003 when she started as an intern. Her responsibilities include the overall management of the daily financial operations of the agency. She has earned an A.A.S. Degree in Accounting and an Office Systems Management Degree at North Central Missouri College.

B. Environmental Approvals

NEPA Status – The level of NEPA documentation is unknown at this time, but the more lengthy Environmental Impact Statement could be required rather than Categorical Exclusion or Environmental Assessment, which will add to the length of the project schedule.

Environmental Permits and Reviews – Evaluation of the project under Section 107 of the National Historic Preservation Act and Section 7 of the Endangered Species Act has not yet been undertaken for this particular project, but has been evaluated for the adjacent riverward grain cell and dock, with no problematic findings.

State and Local Approvals - ASB does not expect to undergo any additional environmental studies before the Port Improvement and Expansion Project begins construction other than those required by the NEPA process and any requirements controlled by Rivers and Harbors Act Section 10 and the Clean Water Act Section 404 regulations.

The Project is supported by the Board of Directors, which includes the eleven presiding county commissioners within the Green Hills Regional Planning Commissions area. There are letters in support of the Project from public officials, private sector businesses, State agencies, and agricultural trade associations which are included in the Appendix.

Approval by Other Agencies – Not Applicable

USACE – Early coordination towards the permitting on this project will be performed through on-site meeting with USACE staff to address the requirements of all applicable federal regulations including, but not limited Rivers and Harbors Act Section 10 and Clean Water Act Section 404.

VI. Domestic Preference

ASB will bid the equipment purchases consistent with domestic preferences, including as appropriate and to the extent consistent with law, the non-Federal entity should, to the greatest extent practicable under a Federal award, provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States (including but not limited to iron, aluminum, steel, cement, and other manufactured products). The requirements of this section must be included in all subawards including all contracts and purchase orders for work or products under this award.

VII. Determinations

Project Determination	Narrative Reference or Response
The Project improves the safety, efficiency or reliability of the movement of goods through a port or intermodal connection to the port.	Safety - This project improves the safety of all waterside barge movement as outlined in section IV by realigning the areas in contact with barges and creating stable transit areas to reduce the risk of towboat crew or ASB staff whether by trapping, drowning or impact.

	<p>Efficiency – New Dock increases the number of barges that can be worked simultaneously while also decreasing the frequency of need for a switch boat. The rail spur and conveyor system will work together to both unload and store fertilizer product.</p> <p>Reliability – New Rail spur will assure customers continuation of service during winter months when the river may not be available due to low water or icing condition.</p>
The project is cost effective.	Not applicable to a small project at a small port.
The eligible applicant has the authority to carry out the project.	ASB holds the lease on the property and is managed by a committee that also holds ownership to the property that the improvements will be made on.
The eligible applicant has sufficient funding available to meet matching requirements	ASB has committed to a 20% match with a letter of commitment. A memorandum of understanding has been executed between Greenhill's Regional Planning Commission and ASB outlining each parties' responsibilities. Both documents are included.
The project will be completed without reasonable delay.	With timely approval of USACE and NEPA requirements, project can be concluded in 24 to 36 months.
The project cannot be easily and efficiently completed without Federal funding or financial assistance available to the Project Sponsor.	Without federal funding, project starts would be staggered over many years, hampering the ability of the Port to increase movement during that time frame and driving up the overall cost.

VIII. Conclusion

This project is aimed at addressing supply chain constraints at rural American ports through renovation and expansion. This project supports the container on barge service that ASB is implementing and is a public private partnership that supports the goals of Green Hills Regional Planning Commission, MoDOT, Missouri Department of Natural Resources and the Missouri Department of Agricultural as reflected in the attached letters of support.

Appendices

Appendix A: Letters of Support

Appendix B: Memorandum of Understanding Between Green Hills Regional Planning Commission and AgriServices of Brunswick

Appendix C: Non-Federal Funding Commitments and Letter of Commitment

Appendix D: Army Civil Works Program Operation and Maintenance Work Plan

Appendix A- Letters of Support

- 1) Michael L. Parson, Governor Missouri
- 2) Steve Taylor, President, Missouri AgriBusiness Association
- 3) Representative Sam Graves, U.S. Congress
- 4) Presiding Commissioner Stan Falke, Carroll County, Missouri
- 5) Presiding Commissioner Evan Emmerich, Chariton County, Missouri
- 6) Chris Chinn, Director of Agriculture, Department of Agriculture, State of Missouri
- 7) Senator Roy Blunt, United States Senate,
- 8) Representative Randy Railsback, Missouri House of Representatives, District 08
- 9) Captain Jeffrey W. Monroe, International Association of Maritime and Port Executives
- 10) Joseph R. Torp, Industrial Development Manager, Norfolk Southern Corporation, Railroad
- 11) Dru Buntin, Director, Department of Natural Resources
- 12) Garrett Hawkins, President, Missouri Farm Bureau

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Michael L. Parson

GOVERNOR
STATE OF MISSOURI

May 12, 2022

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

RE: Port Infrastructure Development Program (PIDP) Grant for Missouri River Port

Dear Secretary Buttigieg:

I write to support the PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Greenhill's Regional Planning Commission as the public sponsor. The service levels outlined in ASB's grant application directly support the nation's largest exporter logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico.

Establishing redundancy and resilience within the port boundary of ASB, the largest port on the Missouri River, is the goal of this grant application. The scale of the salary base, acreage, and tonnage being moved through this port far exceeds all public ports combined on the Missouri River. The riverward improvements proposed would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are ideal examples of leveraging public-private partnerships.

Consolidation of class-1 railroads have eliminated critical infrastructure and created areas along the M-70 where service levels have not been able to adequately satisfy demand for movement of goods bound for export. Producers and consumers from across the Midwest are desperately seeking innovative supply chain solutions that are going to contribute meaningfully to maintaining their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting containerized shipments to barge will not only reduce cost, but help decongest highways and increase rail availability, which is currently strained.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Michael L. Parson", is written over a faint, larger version of the same signature.

Michael L. Parson
Governor of Missouri



April 18, 2022

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

RE: Port Infrastructure Development Program Grant for MO River Port

Dear Secretary Buttigieg,

The Missouri Agribusiness Association fully supports the consideration of PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Greenhill's Regional Planning Commission as the public sponsor. The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico.

Establishing redundancy and resilience within port boundary of ASB, the largest port on the MO River, is the goal of this grant application. The scale of the salary base, acreage and tonnage being moved through this port far exceeds all public ports combined on the MO River. The riverward improvements proposed would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public – private partnerships. This project demonstrates a strong business case which supports the ever-growing industrial and agricultural mix of products produced in our nation's heartland.

Consolidation of class-1 railroads have eliminated critical infrastructure and created areas along the M-70 where service levels have not been able to adequately satisfy demand for movement of goods bound for export. The "Missouri River container-on-barge" service in addition to and supported by increased rail and storage capacity within the port will reduce truck traffic on I-70.

Producers and consumers from across the Midwest are desperately seeking innovative supply chain solutions that are going to contribute meaningfully to maintaining their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting containerized shipments to barge will not only reduce cost but take trucks off our congested highways and increase rail availability, which is currently strained.

The Missouri's Inland Waterway are a proven economic driver, supporting 140,000 jobs and \$8.3 billion in personal income. The MO River provides a cost-effective and safe way to transport critical commodities like agricultural goods, energy products, building materials and industrial ingredients to and from deep water ports in the most environmentally-friendly, economical and fuel-efficient manner.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Steve Taylor", written over a light blue horizontal line.

Steve Taylor
President

Advocates for the Business of Agriculture

Missouri Agribusiness Association • P.O. Box 1728 • Jefferson City, MO 65102
Phone: 573-636-6130 • Fax: 573-636-3299 • Email: mo-ag@mo-ag.com

SAM GRAVES
6th DISTRICT, MISSOURI

1135 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-7041

Congress of the United States
House of Representatives
Washington, DC 20515-2506

April 28th, 2022

11724 NW PLAZA CIRCLE, SUITE 900
KANSAS CITY, MO 64153
(816) 792-3976

411 JULES STREET, ROOM 111
ST. JOSEPH, MO 64501
(816) 749-0800

906 BROADWAY, P.O. BOX 364
HANHIBAL, MO 63401
(573) 221-3400

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

Dear Mr. Secretary,

I am writing to express my interest in the application from AGRIServices of Brunswick (ASB) and Green Hills Regional Planning Commission for funding through the Port Infrastructure Development Program.

The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico. Establishing redundancy and resiliency within the port boundary of ASB, the largest port on the Missouri River, is the goal of this grant application. The scale of farm acreage served and the tonnage of grain being moved through this port far exceeds all public ports on the Missouri River combined. The river port improvements proposed would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public-private partnerships. This project demonstrates a strong business case which supports the ever-growing industrial and agricultural mix of products produced in our nation's heartland.

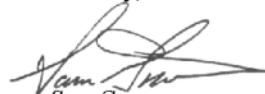
Producers and consumers from across the Midwest are seeking innovative supply chain solutions that are going to contribute meaningfully to maintaining their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting containerized shipments to barge would not only reduce cost, but also take trucks off our congested highways and increase rail availability.

The waterways of Missouri are proven economic drivers. They support 140,000 jobs and \$8.3 billion in personal income. The Missouri River provides a safe and cost-effective way to transport critical commodities such as agricultural goods, energy products, building materials, and industrial ingredients to and from deep water ports in the most environmentally friendly, economical, and fuel-efficient manner.

Based on information provided to me by AGRIServices of Brunswick and Green Hills Regional Planning Commission, I believe that they are well suited to pursue this project. I request your full and fair consideration for this application. In addition, I would ask that you keep my office informed of the progress of the proposal and notify me when a decision regarding the recipients is made.

If you have any questions, please feel free to contact Mitchell Rice in my office at (816) 792-3976 or Mitchell.rice@mail.house.gov.

Sincerely,



Sam Graves
Member of Congress



Stan Falke
Presiding Commissioner

8 S. Main, Suite 6
Carrollton, MO 64633

Everett Shields
District #1 Commissioner

Norma I. Sparks
County Clerk

(660) 542-0615
(660) 542-0621 Fax

David Martin
District #2 Commissioner

April 22, 2022

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

RE: Port Infrastructure Development Program Grant for MO River Port

Dear Secretary Buttigieg,

I write you today asking for full and fair consideration of the AGRIServices of Brunswick (ASB) application for the Port Infrastructure Development Program (PIDP).

The Carroll County Commission strongly supports the consideration of PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Greenhill's Regional Planning Commission as the public sponsor. The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico.

Establishing redundancy and resiliency within the port boundary of ASB, the largest port on the Missouri River, is the goal of this grant application. The scale of the salary base, acreage and tonnage being moved through this port far exceeds all public ports combined on the MO River. The riverward improvements proposed would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public – private partnerships. This project demonstrates a strong business case which supports the ever-growing industrial and agricultural mix of products produced in our nation's heartland.

Consolidation of class-1 railroads have eliminated critical infrastructure and created areas along the M-70 where service levels have not been able to adequately satisfy demand for movement of goods bound for export. The "Missouri River container-on-barge" service in addition to, and supported by, increased rail and storage capacity within the port will reduce truck traffic on I-70.

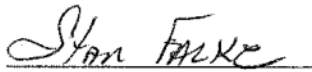
Producers and consumers from across the Midwest are desperately seeking innovative supply chain solutions that are going to contribute meaningfully to maintaining their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting containerized shipments to barge will not only reduce cost, but take trucks off our congested highways and increase rail availability, which is currently strained.

The Missouri's Inland Waterway are a proven economic driver, supporting 140,000 jobs and \$8.3 billion in personal income. The MO River provides a cost-effective and safe way to transport critical commodities like agricultural goods, energy products, building materials and industrial ingredients to and from deep water ports in the most environmentally-friendly, economical and fuel-efficient manner.

Not only is AgriServices of Brunswick a major employer and driver of economic development in our county, they also support our region's food chain as one of the biggest full-service agricultural retailers on the Missouri River. For this reason, I urge full consideration of the project.

Thank you for your consideration.

Sincerely,

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

Stan Falke
Presiding Commissioner
Carroll County Commission

CHARITON COUNTY COMMISSION

306 S. Cherry St.
Keytesville, MO 65261
Phone 660-288-3200 Fax 660-288-3403

Evan Emmerich
Presiding Commissioner
Susan Littleton
Clerk of the County Commission
660-288-3273

Jared Meyer
Eastern District Commissioner
Terry Milford
Western District Commissioner

May 2, 2022

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

RE: Port Infrastructure Development Program Grant for AGRIServices of Brunswick

Dear Secretary Buttigieg,

The Chariton County Commission strongly supports the consideration of the PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Green Hills Regional Planning Commission as public sponsor. The service levels outlined in ASB's grant application directly support our nation's logistics chain by providing a container movement alternative from central Missouri to the Gulf of Mexico.

The goal of this application is to establish redundancy and resilience within the port boundary of ASB, the largest port on the Missouri River. The scale of the salary base, acreage, and tonnage being moved through this port far exceeds all public ports combined on the Missouri River. The riverward improvements proposed would create expanded capacity of waterborne commerce, while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public-private partnerships. This project demonstrates a strong business case which supports the ever-growing industrial and agricultural mix of products produced across the heartland of the United States.

Consolidation of class-1 railroads has eliminated critical infrastructure in our region. This has created areas along I-70 where service levels have not been able to satisfy the demand for movement of goods bound for export. The Missouri River container-on-barge service, in addition to and supported by increased rail and storage capacity within the port, will reduce truck traffic on I-70.

The Midwest is in desperate need of innovative supply chain solutions. Producers and consumers seek solutions that meaningfully maintain their individual and collective competitiveness in an aggressive and changing global market. Redirecting containerized shipments to barge will reduce costs, take trucks off our congested highways, and increase the availability of our currently strained rail system.

COMMISSION MEETS EVERY MONDAY

Missouri's inland waterways are a proven economic driver, supporting 140,000 jobs and \$8.3 billion in personal income. The Missouri River provides a cost-effective and safe way to transport critical commodities like agricultural goods, energy products, building materials and industrial ingredients. Moving these commodities by barge is one of the most environmentally friendly, economical, and fuel-efficient methods of transport.

Not only is AgriServices of Brunswick a major employer and driver of economic development in Chariton County, they also support our region's food chain as one of the largest full-service agricultural retailers on the Missouri River.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Evan Emmerich".

Evan Emmerich
Presiding Commissioner

COMMISSION MEETS EVERY MONDAY



DEPARTMENT of AGRICULTURE
STATE OF MISSOURI
JEFFERSON CITY

*Serving, promoting and protecting the agricultural producers, processors
and consumers of Missouri's food, fuel and fiber products.*

MICHAEL L. PARSON
GOVERNOR

CHRIS CHINN
DIRECTOR

May 6, 2022

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

RE: Port Infrastructure Development Program Grant for Missouri River Port

Dear Secretary Buttigieg:

The Missouri Department of Agriculture fully supports the consideration of the PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Greenhill's Regional Planning Commission as the public sponsor. The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico.

Establishing redundancy and resilience within port boundary of ASB, the largest port on the Missouri River is the goal of this grant application. The scale of the salary base, acreage and tonnage being moved through this port far exceeds all public ports combined on the Missouri River. The riverward improvements proposed would create expanded capacity of waterborne commerce, while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public/private partnerships. This project demonstrates a strong business case which supports the ever-growing industrial and agricultural mix of products generated in our nation's heartland.

Consolidation of class-1 railroads has eliminated critical infrastructure and created areas along the M-70 where service levels have not been able to adequately satisfy demand for movement of goods bound for export. The "Missouri River container-on-barge" service in addition to and supported by increased rail and storage capacity within the port will reduce truck traffic on Interstate 70.

Producers and consumers across the Midwest are desperately seeking innovative supply chain solutions that will meaningfully contribute to maintaining their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting containerized shipments to barge will not only reduce cost, but take trucks off our congested highways and increase rail availability, which is currently strained.

The Missouri's inland waterway is a proven economic driver, supporting 140,000 jobs and \$8.3 billion in personal income. The Missouri River provides a cost-effective and safe way to transport critical commodities like agricultural goods, energy products, building materials and industrial ingredients to and from deep water ports in the most environmentally friendly, economical and fuel-efficient manner.

AGRIServices of Brunswick has been a tremendous supporter of river transportation efforts that have benefited farmers in Missouri and other states. It is my pleasure to support ASB's application, which would allow them to continue those efforts.

Thank you in advance for your consideration.

Sincerely,

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

Chris Chinn
Director of Agriculture

GEORGE WASHINGTON CARVER STATE OFFICE BUILDING
Ph. (573) 751-4211 • 1616 Missouri Boulevard • P.O. Box 630 • Jefferson City, MO 65102-0630 • FAX (573) 751-1784 •
agriculture.mo.gov

ROY BLUNT
MISSOURI

CHAIRMAN, REPUBLICAN POLICY COMMITTEE

260 RUSSELL SENATE OFFICE BUILDING
WASHINGTON, DC 20510-2508
202-224-5721

United States Senate
WASHINGTON, DC 20510

COMMITTEES:
APPROPRIATIONS
COMMERCE, SCIENCE
AND TRANSPORTATION
RULES AND
ADMINISTRATION,
RANKING MEMBER
SELECT COMMITTEE
ON INTELLIGENCE

May 3, 2022

The Honorable Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C., 20590

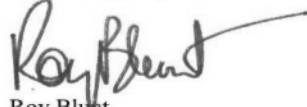
Dear Secretary Buttigieg,

It has come to my attention AgriServices of Brunswick (ASB) and Green Hills Regional Planning Commission has submitted an application for the Port Infrastructure Development Program (PIDP).

The ability to move goods and equipment is imperative to the economic vitality of the region and the country. If awarded, ASB will develop the largest port on the Missouri River, with scale of salary base and acreage and tonnage being moved through the port exceeding all public ports combined on the Missouri River. The improvements to the existing port will expand capacity of waterborne commerce and improve safety of handling barges. Additional storage and rail expansions will also be constructed to support the ever-growing industrial and agricultural mix of products produced in the region.

The efforts of AgriServices of Brunswick and Green Hills Regional Planning Commission to provide expanded access for the global economy and enhance local economic development are to be commended. It is my hope you will give the application submitted full and fair consideration.

Sincere regards,



Roy Blunt
United States Senator

www.facebook.com/senatorblunt www.blunt.senate.gov www.twitter.com/royblunt

CAPITOL OFFICE

State Capitol
201 West Capitol Avenue
Room 201-A
Jefferson City, MO 65101-6806
Tele: (573) 751-0246

E-Mail:
randy.railsback@house.mo.gov



COMMITTEES

Consent and House Procedures
Downsizing State Government
Financial Institutions
Local Government
Workforce Development

MISSOURI HOUSE OF REPRESENTATIVES
RANDY RAILSBACK
State Representative
District 08

May 6, 2022

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

RE: Port Infrastructure Development Program Grant for MO River Port

Dear Secretary Buttigieg,

I am writing to express interest and support the consideration of PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Greenhills Regional Planning Commission as the public sponsor. The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico.

Establishing redundancy and resilience within port boundary of ASB, the largest port on the Missouri River is the goal of this grant application. The scale of the salary base, acreage and tonnage being moved through this port far exceeds all public ports combined on the Missouri River. The riverward improvements proposed would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public – private partnerships.

The Missouri's Inland Waterway are a proven economic driver, supporting 140,000 jobs and \$8.3 billion in personal income. The Missouri River provides a cost-effective and safe way to transport critical commodities like agricultural goods, energy products, building materials and industrial ingredients to and from deep water ports in the most environmentally-friendly, economical and fuel-efficient manner.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Randy Railsback", written in dark ink.

Representative Randy Railsback
Missouri House District 08



The International Association of Maritime and Port Executives

P.O. Box 2729, South Portland, Maine, USA

www.iampe.org

(207)741-7000

May 9, 2022

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

RE: Port Infrastructure Development Program Grant for MO River Port

Dear Secretary Buttigieg,

The IAMPE is a not-for-profit industry association that provides professional development for coastal and inland port and terminal managers and executives. Programs are reviewed and approved for certification by the Association's Board of Advisors, comprised of over 20 industry professionals. Academic partners include the Graduate Schools of 5 international colleges and partnerships with 7 industry associations throughout the United States. The Association offers professional and accredited programs in Coastal and Inland Port Management and Executive Management, as well as certification programs for Marine Terminal Operator and IMDG/Hazardous Awareness and has over 2,500 alumni worldwide. We also offer management advisory services to our members including AGRIServices of Brunswick.

We strongly support the consideration of PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Greenhill's Regional Planning Commission as the public sponsor. The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico.

Establishing redundancy and resilience within port boundary of ASB, the largest port on the MO River is the goal of this grant application. The scale of the salary base, acreage and tonnage being moved through this port far exceeds all public ports combined on the MO River. The riverward improvements proposed would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public – private partnerships. This project demonstrates a strong business case which supports the ever-growing industrial and agricultural mix of products produced in our nation's heartland.

Consolidation of class-1 railroads have eliminated critical infrastructure and created areas along the M-70 where service levels have not been able to adequately satisfy demand for movement of goods bound

for export. The “Missouri River container-on-barge” service in addition to and supported by increased rail and storage capacity within the port will reduce truck traffic on I-70.

Producers and consumers from across the Midwest are desperately seeking innovative supply chain solutions that are going to contribute meaningfully to maintaining their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting containerized shipments to barge will not only reduce cost, but take trucks off our congested highways and increase rail availability, which is currently strained.

The Missouri’s Inland Waterway are a proven economic driver, supporting 140,000 jobs and \$8.3 billion in personal income. The MO River provides a cost-effective and safe way to transport critical commodities like agricultural goods, energy products, building materials and industrial ingredients to and from deep water ports in the most environmentally-friendly, economical and fuel-efficient manner.

Thank you in advance for your consideration.

Sincerely,

Capt. Jeffrey W. Monroe

Capt. Jeffrey W. Monroe, MM, AMPE
Chairman of the Board of Directors
Chairman, Committee on Education and Standards
Jeffrey.monroe@iampe.org
(207)615-7989



Norfolk Southern Corporation
Industrial Development Department
7021 Hall Street
St. Louis, MO 63147
Email: J.Torp@nscorp.com

Joseph R. Torp
Industrial Development Manager

May 9th, 2022

To Whom it May Concern:

This letter should serve as notification of Norfolk Southern Corporation's support for AGRIServices of Brunswick's (ASB's) planned expansion of their bulk storage and distribution capabilities at their location in Brunswick, MO. Please note the attached Norfolk Southern Conceptual Plan (IDD-22-121), which details a suggested rail alignment.

Norfolk Southern operates an FRA Class I mainline adjacent to ASB's facility in Brunswick, MO. This mainline supports direct rail movements to and from the St. Louis, Kansas City, and Decatur markets, as well as destinations and interchange points along the greater Norfolk Southern system which serves 22 states and the District of Columbia.

In support of future development at this location, Norfolk Southern can provide further conceptual rail design plans. This assistance is provided by Norfolk Southern personnel completely free of charge and is intended to evaluate the scope of rail infrastructure required for further expansion at this location.

Any proposed tracks that Norfolk Southern may operate over will need to meet the requirements outlined in the latest version of Norfolk Southern's *Guidelines for the Design and Construction of Privately Owned Industry Tracks*. Final design (in the form of fully engineered plans) will need to be reviewed and approved by Norfolk Southern's Engineering and Operating Departments prior to construction. This review and approval would also extend to any proposed non-rail improvements (including, but not limited to, proposed retaining walls) in the vicinity of Norfolk Southern operations.

For full railway operating approval, Norfolk Southern requires that all projects are evaluated on their specific characteristics. Some of these characteristics include, but are not limited to:

- A detailed design of the rail-served facility
- The type and number of cars to be shipped
- Origin and destination locations for the rail traffic
- The commodity(ies) that would be handled

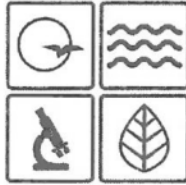
Norfolk Southern has been, and will continue to be, engaged with ASB to develop a customized solution for bulk material distribution rail service at the Brunswick, MO facility. Norfolk Southern looks forward to working with all parties involved.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph R. Torp", written over a horizontal line.

Joseph R. Torp

Operating Subsidiary: Norfolk Southern Railway Company



Missouri Department of dnr.mo.gov

NATURAL RESOURCES

Michael L. Parson, Governor

Dru Buntin, Director

May 10, 2022

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

RE: Port Infrastructure Development Program (PIDP) Grant for MO River Port

Dear Secretary Buttigieg,

The Missouri Department of Natural Resources (Department) fully supports the consideration of the PIDP Grant Application made by AGRIServices of Brunswick (ASB) with the Greenhills Regional Planning Commission as the public sponsor. The service levels outlined in ASB's grant application directly support the nation's largest exporter's logistics chain by providing a container movement alternative from our nation's heartland to ports in the Gulf of Mexico.

The Missouri Department of Natural Resources represents and protects the interests of the State of Missouri in matters pertaining to water quantity. As such, the Department understands the value of the Missouri River as a vital corridor for the navigation industry and has been an advocate for fully utilizing the river as a transportation resource. As the state's environmental agency, the Department is also supportive of increased waterborne transport as it has proven itself as an environmentally-friendly, cost-effective method of transport.

The riverward improvements proposed in this application would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are the ideal example of leveraging public – private partnerships. The "Missouri River container-on-barge" service supported by the increased rail and storage capacity within the port will reduce truck traffic on I-70 resulting in emissions and safety benefits.

Producers and consumers from across the Midwest are seeking innovative supply chain solutions that are going to contribute meaningfully to maintaining individual and collective competitiveness in a dynamic and ever-changing global marketplace. This project demonstrates a strong business case to support the ever-growing industrial and agricultural mix of products produced in our nation's heartland. Redirecting containerized shipments to barge will reduce cost, take trucks off Missouri's highways and increase rail availability, which is currently strained.

Thank you in advance for your consideration.

Sincerely,

Dru Buntin
Director





May 9, 2022

The Honorable Pete Buttigieg
Secretary, United States Department of Transportation
1200 New Jersey Avenue, S. E.
Washington, D.C. 20590

RE: Port Infrastructure Development Program (PIDP) Grant for Missouri River Port

Dear Secretary Buttigieg:

Missouri Farm Bureau (MOFB) strongly encourages your consideration of the PIDP grant application made by AGRIServices of Brunswick (ASB) with the assistance of the Green Hills Regional Planning Commission as its public sponsor. ASB's grant application directly support the nation's logistics chain by providing a container shipping alternative from the heartland to ports in the Gulf of Mexico that will directly benefit our farm and ranch members.

ASB is the largest port on the Missouri River, and increasing resilience within its port boundary is the goal of this grant application. Proposed riverward improvements would create expanded capacity of waterborne commerce while simultaneously improving the safety of handling barges. Additional storage and rail expansion proposed at this location are an ideal example of leveraging public-private partnerships. This project demonstrates a strong case to support the ever-growing list of agricultural and industrial products from our nation's heartland.

Consolidation of Class-1 railroads have reduced critical infrastructure and created areas along the M-70 where service levels have not been able to adequately satisfy demand for movement of goods bound for export. Producers and consumers from across the Midwest are desperately seeking innovative supply chain solutions to meaningfully contribute to their individual and collective competitiveness in a fiercely aggressive and ever-changing global marketplace. Redirecting containerized shipments to barge will not only reduce costs, but will also take trucks off our congested highways and increase rail availability, which is currently strained.

Missouri's inland waterways are a proven economic driver, supporting 140,000 jobs and \$8.3 billion in personal income. The Missouri River provides a cost-effective, safe method to transport critical commodities like agricultural goods, energy products, building and industrial materials to and from deep water ports in an environmentally-friendly, economical and fuel-efficient manner.

On behalf of Missouri Farm Bureau and our over 143,000 members, we urge your strong consideration of ASB's grant proposal. Should you have any questions, please don't hesitate to contact Dan Engemann, Director of Regulatory Affairs at dan.engemann@mofb.org

Sincerely,

Garrett Hawkins
President

**MEMORANDUM OF UNDERSTANDING
BETWEEN THE
Green Hills Regional Planning Commission
AND
AGRIServices of Brunswick LLC**

This Memorandum of Understanding (MOU) is entered into by and between **Green Hills Regional Planning Commission**, a special purpose political subdivision with principal offices located in Trenton, Missouri, (*hereinafter referred to as "GHRPC"*) and **AGRIServices of Brunswick**, a limited liability company located in DeWitt, Missouri, (*hereinafter referred to as "ASB"*).

- A. **THE PURPOSE** of this MOU is to establish a collaborative relationship benefitting both GHRPC and ASB to fulfill the terms and conditions for submission and administration of the United States Department of Transportation Maritime Administration Port Infrastructure Development Grant program, (*hereinafter referred to as PIPD*).
1. Whereas, GHRPC is an eligible lead entity to apply for PIPD funding competition and will act as the primary point of contact, primary recipient and responsible for financial administration of the project.
 2. Whereas, ASB is the owner of a container-on-barge port facility that is proposing dockside improvement, additional storage capacity and rail engineering to be funded with the PIPD program.
 3. Therefore, the project proposed by ASB will enhance multimodal connectivity, improve port resilience, increase transportation efficiencies, and enhance the economic viability of the GHRPC region.
- B. **ROLES AND RESPONSIBILITIES** are outlined to clearly describe the agreed upon roles and responsibilities for GHRPC and ASB to ensure compliance with PIPD objectives, prevent duplication of services, and ensure timely performance of proposed activities.
1. GHRPC's Roles and Responsibilities:
 - a. GHRPC as the eligible lead entity will submit a grant application to PIPD on or before 11:59 P.M. E.D.T. May 16, 2022.
 - b. Financial Management – accounting, file maintenance, cost documentation, conformance with all applicable Federal requirements pursuant to the Uniform

Administrative Requirements, Cost Principles and Audit Requirements for federal Awards found in 2 CFR part 200, as adopted by DOT at 2 CFR part 1201.

- c. Environmental Review – GHRPC will be the designated Environmental Review Officer and will complete the Environmental Review in a timely manner in accordance with 49 CFR Part 24. Actions include publication and related costs, Assessment, Compliance with the National Historic Preservation Act, Compliance with Section 7 of the Endangered Species Act, and completion of the Environmental Review Record.
 - d. Labor, Civil Rights and Procurement Standards Compliance – GHRPC will coordinate with ASB and Engineering firm to ensure all applicable labor and procurement standards are applied to allow for fair and open bidding competitions to encompass minority, women-owned and disadvantaged businesses are able to participate in the bidding process. Federal prevailing wage requirements will apply to all project funds whether they are grant funds or funds provided by ASB; including review of weekly payroll.
 - e. General Administration – Ensure performance reporting continues for three years after project construction is completed.
2. ASB's Roles and Responsibilities:
- a. Assist GHRPC by placing at their disposal all available information pertinent to the project, including previous reports or data relative to the project.
 - b. Give prompt notice to GHRPC whenever owner observes or otherwise becomes aware of any development that affects the scope of timing of GHRPC's services.
 - c. Financial Management - ASB will ensure their accounting system is in accordance with the Federal requirements and coordinate with GHRPC and engineering firm/inspector when utilizing grant or matching funds related to the PIPD project.

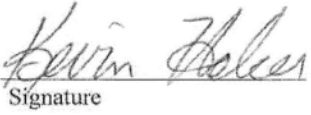
- C. **TIMEFRAME.** This MOU will commence on May 16, 2022 and dissolve 3 years after project construction is completed.
- D. **REPORTING REQUIREMENTS.** GHRPC will be responsible for collecting, collating and submitting data a per the project target outputs and outcomes.

This Memorandum of Agreement is the complete agreement between GHRPC and ASB and may be amended only by written agreement signed by each of the parties involved.

Green Hills Regional Planning Commission

Authorized Official:  Corinne Watts, Executive Director
Signature Printed Name & Title
Address: 1104 Main St Trenton, MO 64681
Telephone: (660) 851-6770 Email Address: corinne@ghrpc.org

AGRI Services of Brunswick LLC

Authorized Official:  Kevin Holzer / General Manager
Signature Printed Name & Title
Address: P.O. Box 38, Brunswick, MO. 65236
Telephone: 660-549-3351 Email Address: kevin@agri-services.com

Appendix C ASB Port Improvement and Expansion Project

Non-Federal Funding Commitments

Organization	Signatory	Title	Amount
AgriServices of Brunswick	Kevin Holcer	Director	\$2,192,200



May 12, 2022

To Whom It May Concern,

This letter acts as a commitment from AGRIServices of Brunswick, LLC to match the Maritime Administration's Port Infrastructure Development Program (PIDP) funds if received with an injection of \$2,192,200.

Kevin Holcer

General Manager

Brunswick West - 660-549-3351 - 800-279-4229 - FAX 660-549-3442
Brunswick East - 660-548-3177 - 888-548-3177 - FAX 660-548-3541
Mendon - 660-272-3213 - 800-272-7501 - FAX 660-272-4116
Agland - 660-258-7493 - FAX 660-258-2594

**ARMY CIVIL WORKS PROGRAM
INFRASTRUCTURE INVESTMENT AND JOBS ACT, 2022
OPERATION AND MAINTENANCE WORK PLAN**

STATE	DIVISION	BUSINESS PROGRAM 1/	PROJECT	FY 2022 ALLOCATION	SUMMARY OF WORK TO BE ACCOMPLISHED WITH ALLOCATION
GA	SAD	FD RR/REC/ENS	BUFORD DAM AND LAKE SIDNEY LANIER, GA	490,000	Shoreline Stabilization in Savnee Campground (Damage Repair), Install additional Toe Drain Manholes for Saddle Dike 3, and Real Estate Management for Environmental Stewardship.
GA	SAD	FD RR/REC	CARTERS DAM AND LAKE, GA	7,050,000	Replace/Repair trunnion shoe rods reregulation dam spillway gates, Fabricate Rereg Dam Adjustable Spillway Gates and Bulkheads, Perform 2nd sawcut on existing reregulation dam, and Construct a new septic treatment system.
GA	SAD	FD RR/REC/ENS	HARTWELL LAKE, GA & SC	1,475,000	Restroom Repair Singing Pines and Broyles Recreation Areas, Camp Site Repair Springfield Campground, Procure and install new catenary / bar screen trash racks with automatic mechanical trash rake system, and Replace Failed Clemson Pump Station Diesel Pumps and Right Angle Drives.
GA	SAD	FD RR/REC	J STROM THURMOND LAKE, GA & SC	1,551,000	Replace Spillway Gate Controls and Road Paving at West Dam Visitor Center Observation Area.
GA	SAD	FD RR/HYD	RICHARD B RUSSELL DAM AND LAKE, GA & SC	4,502,000	Replace Oxygen Line Diffusers and Replace South Carolina Bank Fish Deterrent System Lighting.
GA	SAD	NHD	SAVANNAH HARBOR, GA	4,150,000	Purchase and install two additional O2 generator system, Bathrooms and Breakrooms, and O2 Generator shelters.
GU	POD	NHS	AGANA SMALL BOAT HARBOR, GUAM	810,000	Vegetation removal and minor repairs to protect structures.
HI	POD	NHS	HALEIWA SMALL BOAT HBR, OHAU, HI	1,583,000	Dredging and Surveys
HI	POD	NHD	KAHULUI HARBOR, HI	3,270,000	Damage Repair - Dredging and Surveys
HI	POD	NHD	KAUNAKAKAI HARBOR, MOLOKAI, HI	3,365,000	Damage Repair - Dredging and Surveys
IA	MVD	FD RR/REC	CORALVILLE LAKE, IA	2,593,000	Repair shoreline erosion (Damage Repair), damaged roads (Damage Repair), boat ramps (Damage Repair), and Sugar Bottom and West Overlook Campground's damaged restroom & shower buildings, Replace control tower damaged glass blocks, and Sandblast & paint Sugar Bottom Water Tower.
IA	NWD	NIL	MISSOURI RIVER - SIOUX CITY TO THE MOUTH, IA, KS, MO & NE	315,942,000	Damage Repair - Repair damages to Navigation structures resulting from 2019 flood and Replace Glasgow Shop Roof.
IA	NWD	FD RR/REC/ENS	RATHBUN LAKE, IA	820,000	Replace sewer line, lift station and pump house at Island View Park, surveys and re-establish boundary markers, pest and invasive species removal/treatment, prepare historic properties management plan, towage easement survey and delineation.