

**Washington Area Highway Transportation Committee Meeting
Council Chambers of City Hall
405 Jefferson Street
Washington, Missouri 63090**

**Tuesday, June 1st, 2021 at 8:00 AM
Minutes**

Present: Ed Fischer, Stephen O'Connor, Ray Frankenberg II, Bill Straatmann, Sandy Lucy, Bill Miller, Tim Brinker, John Nilges

Absent: Craig Mueller, Bob Engemann, Joe Holtmeier, Danny Cassette, L.B. Eckelkamp, Steve Sullentrup

Chairman Bill Straatmann opened the meeting with a roll call and the Pledge of Allegiance.

Approval of the minutes from April 26, 2021, Motion made, seconded and passed without dissent.

- 1. Amtrak- John Nilges-**The City has been notified that Amtrak is going to be doing some ADA upgrades and some lighting upgrades to the depot. I do believe that Amtrak has reached out to some contractors on getting that done. I don't have a schedule yet or the scope. I would anticipate if it is ADA upgrades that you would see perhaps some new sidewalks also.

Ray Frankenberg II-Has anyone heard if it has passed? Last month when Representative Griesheimer was here he said we should hear something in a couple of weeks.

Sandy Lucy-They did pass an additional million dollars towards it. I got an email that said they had bumped it up another million and it passed in the budget. I think they were looking at two million. They were very encouraged by that. I don't think two is going to start yet but at least they got more than they originally anticipated.

Ray Frankenberg II-It would be nice to get the second run in each direction. When you drive around town and especially on weekends, even week evenings as busy as we are with people coming out of the metro area, I think it would be heavily used.

Sandy Lucy-With one it is not as advantageous to come out and go back. Aaron Griesheimer really worked hard on that.

- 2. Highway 47/Missouri River Bridge-Stephen O'Connor-**I did just talk to Tim Hellebusch and he said that he is trying to confirm this week that they are going to get the barge on the 15th. So once the barge is scheduled for sure then they will roll it down the river and start working on the lights.

John Nilges-We are aware of that. Alberici did walk in a man lift to do some conduit repair approximately two weeks ago. The trail remained opened. They used flaggers.

Bill Miller-Has MoDOT ever accepted the bridge?

Stephen O'Connor-No, we have to get everything completed before we do the acceptance. We have to get the lighting issue resolved.

Bill Straatmann-So once they come in on the barge...?

John Nilges-From what I understand the barge has to be floated down. The individuals on that man lift will be on the barge. So it will be Alberici and Gershner and the supplier of the light fixtures so they can all trouble shoot each one and why it is having issues. And then whoever's responsibility it is to repair that will come out of that discussion. Right now they are trying to determine if it is the control boxes or the light fixtures themselves.

Bill Straatmann-Has the town had any discussion on when the lights will go on and off?

John Nilges-Once the lights are working correctly I think it is 15 days that the lights are working then MoDOT accepts the lighting. Per contract with MoDOT they then are transferred to the City. There is a warranty period; I think it may be a year period. We have already agreed upon what the programming is.

There are various events and I want to say they turn on before dusk and they turn off I think at midnight. And during the month of December I think it is programmed to turn on/off with the holidays. The Fourth of July they will be on with a fireworks effect that will run that entire night and then go off that morning. New Years Eve has an effect. These lighting effects have already been pre-programmed into the system that should run automatically. If there is an issue with them it reverts back to the standard static lighting that you see. I believe there are four different days that there are dynamic style component to it. If there was a change we would have to hire our own contractor to make those changes because it is all computerized and it would have to be coded in the system. We have contacts that do that kind of stuff. Another thing is we are going to be budgeting some monies out of our transportation sales tax just to make sure we can maintain this lighting system because it is a pretty robust thing.

3. **Highway 47 Corridor Committee-Tim Brinker**-We really didn't have a meeting because everything's in the works as far as the interchange in Union. We are still awaiting what's going to happen on the infrastructure bill that's trying to get proposed for the potential windfall so that we can apply for the balance of the structure. That is the South Section of Hwy 47.

Bill Straatmann-Is this a good time to inquire about what the new federal bill entails or what's going to happen with that? Isn't it going to give more to the states, any ideas?

Tim Brinker-We don't know. Basically everybody knows as much as everybody else.

Bill Straatmann-That's right. I'm just curious if there's anything, it's really changed to that kind of money and nobody knows what's going to happen. How is it going to work? Who's going to get the monies? How's it going?

Tim Brinker-We know for sure is less than 10%. True infrastructure.

Bill Straatmann-That's the sad part.

Ray Frankenberg II-So is that the funding we're waiting on? Is that infrastructure bill to pass or is it something else?

Tim Brinker-It would be that actually windfall comes out.

Ray Frankenberg II-That's the windfall you referred to?

Tim Brinker-Because it would be, I mean, otherwise we go the more conventional traditional methods with which to try to secure the balance. The first step is the Hwy 50-Hwy 47 interchange expressway.

Ray Frankenberg II-That interchange there at Union right now? We're waiting on money for that as well?

Tim Brinker-No.

Ray Frankenberg II-Okay.

Sandy Lucy-It will be nice to get the other stuff, but that's anybody's guess at this point. That's just a big number.

4. **Franklin County Transportation Committee-John Nilges**-Yes. Our last meeting was held May 20, fairly short meeting. We discussed every year we have basically competitive grants amongst the cities and road districts. Those grants are due here in June. The City of Washington has been historically, we've applied for grants that essentially pay for our portion of STP money, so you have 80/20, is typically 80% on the Fed's 20% local. We offset that 20% local with a grant that we get from the county which seems to be a good, good mechanism on how we leverage those dollars. We're looking at a different strategy this year with the city. If you drive along Eighth Street, by Dairy Delight, Jefferson Street, you'll see the creek is right there with the Jefferson Street, I'm sorry, the Bush Creek Greenway, coming to fruition here, hopefully soon this summer. Looking at maybe doing some fencing on the Jefferson Street bridge and maybe doing some guardrail work along 8th Street right there. We have had a couple cars actually drive off into the end of the creek in the past couple of years. So I know we just kind of felt that might be a good opportunity to use some of that money for that. I've not necessarily weighed that out yet with my staff, but that's one thing we're going to kind of talk about.

Bill Straatmann-So yeah, in the past couple of last year, I think all the communities got together to identify one project. Was that not last year?

John Nilges-I think what we've done in the past. It was the lighting on the bridge. There was \$250,000, that was 2015.

Bill Straatmann-I mean it's been a while correct?

John Nilges-Well, no, I think that was that we agreed to not apply for STP projects.

Bill Straatmann-Okay. That's what it was.

John Nilges-Yes, that all the community, so there wasn't a project, that's the difference. We did however, jointly ADA transition plans, put some money out towards that because again, that's just a giant tool that communities can use.

Tim Brinker-And the commission last week did approve Darren Lambs ok to attend meetings.

John Nilges-Oh, thank you for that.

Tim Brinker-Membership to the committee in lieu of attendance being made by one. So we have to change the bylaws to allow for others too. Replacement vote.

5. **MoDOT Northeast District-Warren County-Erik Maninga**-Good morning. The only thing I mentioned up in Warren County is Highway O. We've got an active quarry out there and it's causing some issues on the roadway. We've got signs for rough payment ahead. Our maintenance crews have been out there all spring digging out bad areas, replacing it with rock this week. They're coming in, placing hot mix over those gravel patches and looking at doing that for this week and next week. And then we're going to come back in and start digging out some more bad areas. So that continues to be something we're going have to monitor throughout the year. That's all I've got.

Bill Straatmann-Anything with Augusta? Augusta is in St. Charles County, but is there anything that touches Warren County that you guys are working on with as far as the Hoffmans?

Erik Maninga-They have not reached out to MoDOT, but I know our St. Louis district engineer and others are trying to get in contact with them so we can sit down and visit with them and see what their plans are. So that's what we're trying to do right now.

Bill Straatmann-That's good, you guys should be brought into the equation somehow with roads and whatever because of what they're doing over there.

Erik Maninga-Yes they've got some big plans over there. So, it's going be a challenge on Hwy 94. But it is what it is. I mean, a few years ago we added shoulders or ST Louis did and rumble strips through there. There's not a lot of right away through there, so any type of improvements, you're probably looking at some sort of partnership or something like that. But the first step is we just need to get together. So trying to do that.

Bill Straatmann-Thank you.

Bill Miller-With the increase expected from industries in traffic, is there any federal grant or a state grant that might be obtained for the Augusta Bottom Road?

Erik Maninga-Well that would be up to, maybe up to the county. I mean as far as a cost share or something, since it's not a state road, we can't put any state funds with that. So it would be a county issue. So I'm not sure what type of grants are out there for this.

Joe Gildehaus-We're not going to pursue that right now, there's a lot of hurdles to go with that if you want to call it the road, it's on the levy, of a lot of hurdles and to deter all our traffic away from our county, that isn't something we're probably going to look into right now. I mean there's really nobody who lives on that road, so it's hard to when we have 240 other miles of real roads that people live on to fix a road up that we don't live on, that's a challenge.

Bill Miller-Well, officially it's not even a road.

Joe Gildehaus-That is correct.

Sandy Lucy-It's a lobby.

Joe Gildehaus-There's a levee, there's a lot of issues, a lot of history on that, a lot of reading. Never say never though.

Bill Miller-Some areas of the state where they have a lot of tourism, the state has stepped in and made highway improvements and so on.

Joe Gildehaus-I think Hwy 94, I think that's where the traffic is going to come through there and you know we're talking about Mr. Hoffman who bought another piece of property in Marthasville with the Emmaus Home properties and you know we don't know what he's going to do totally on that. I don't know exactly what his plans are on that. We just had a brief discussion. There was a trolley in Marthasville yesterday morning and yesterday afternoon, so I don't know which way he's going to go and there's traffic without a doubt. I mean yesterday at Lake Creek Winery, Bush Wax was there and that place was packed. So there is a lot of traffic over there. But as far as the bottom road at this time, I mean we do maintain it like you do other rock roads, try to get by grading it and they have added gravel to it. But as far as getting involved in paving, that's not on the agenda right now. Sorry.

Bill Straatmann- Joe just to go through it again, is the potential causeway at the end of our bridge? So what does that involve?

Erik Maninga-Basically, what that allows us to do is spend some initial dollars to look at that. Trying to get an estimate. It's not a commitment but it allows us to spend some time and money on that. See if that comes forward.

Bill Straatmann- You got to do that before you do anything. You have to have an idea where you're going with it?

Joe Gildehaus-But that's been brought up several years ago. That would be the ideal situation to eliminate the whole bottom road.

Bill Straatmann-You know when the Highway 47 was studied with the legitimate study, it tied in with Hwy 94 not Marthasville.

Joe Gildehaus-Correct and that's the short of what I understood. You know what I have learned that's the shortest point from the bridge to the bluff. A little bit to the east.

Bill Straatmann-And I just remind you that MoDOT has a study that had been done. Steve, that is a comprehensive study of all of Hwy 47. It was a major transportation investment analysis done now. The basic stuff in there hasn't changed basically. The north side of the river hasn't changed basically much at all as far as the roads and whatever, if any. But it is an extensive study and if you know, if you need a copy, I'm sure you guys have got a copy.

Stephen O'Connor- I have a copy.

Bill Straatmann-Look at it because it does involve the north side area with some idea of where it would tie into Hwy 94. Believe it or not, Hwy 47 and going up, it was Hwy 94 and it had plans of what to do there with traffic.

Joe Gildehaus-We have a lot more truck traffic now than we had before with the new bridge. It's a cut off point. Now there's no height, no weight, so they do come this way.

Bill Straatmann-So have you noticed a difference?

Joe Gildehaus-There's definitely truck traffic. There's a lot more traffic and I think when we get back camera numbers, there's 14,000 cars vehicles back and forth roughly a day and about half go up to Dutzow and the other half roughly go through to the Warrenton side. So that's the area that we have to work with MoDOT on. Those roads and the feet of roads to them.

Bill Straatmann-So, well I just know that there is a study that had been done that studied that area specifically for the possibility of extending it, doing something with it. So sometimes it's good to go back and look at those old studies because they would have spent a lot of time trying to determine where was the best place to come across from the end of our bridge into Warren County.

Joe Gildehaus-Exactly.

Bill Straatmann-So anyway, thank you.

Bill Miller-After the floods in the eighties there was a lot of talk about building a causeway on Hwy 47 to keep it open during flooding and you don't hear anything about that.

Bill Straatmann-How close did it come to going over Augusta bottom road, do you know?

Joe Gildehaus-I'm not the flood expert, but there's actually pipes that open and close all that water in and out. A lot of time that's what happens. But it wasn't real close this past time, it was close but it was still open. But it's probably more than that this time it was a little bit more than that. It was still two or three ft. over.

Ray Frankenberg II-And what happens, we didn't get any significant rain and it wasn't high enough to make the seep water fill up the bottom.

Bill Straatmann-So that's the situation that happens

Joe Gildehaus- Well, I think the more important part, not only that road and eventually, I mean it's something..

Bill Straatmann-That's not important at all.

Joe Gildehaus-The important part I think is going to be coming through Dutzow eventually where they raised up Hwy 94 to the trail and then there's a little spot from the trail to Dutzow where that goes under first. I would like to raise that. If we could raise that like 2.5 ft, they'll be the same height. That would save us a couple more feet of height in water overall. Does that make sense?

Sandy Lucy-Because that's where it goes under first. So hopefully cut off because of that.

Bill Straatmann-So I'd say look at this study.

Joe Gildehaus-We just talked about that. We have a committee we put together with some of our funding that we received. So that is something that we are looking at.

Bill Straatmann-Well, you never know how you can get funding sometimes from the strangest places and if there's something happening with this new transportation bill or whatever they're going to call it. It's just we've got to be aware that the study, the government, as you know, likes to have studies done before this was studied. It's already been studied. Right now is the time to pull it out, dust it off, look at it, see if we could see, if we can make it apply to, see if we can put it into a project number or something.

Joe Gildehaus-I don't want people to think that we don't want to be good neighbors on the bottom road situation. It's just hard to justify our money.

Bill Straatmann-I understand everything everybody understands. So that's just one of those situations where we are at the mercy of a federal grant of some type too.

Joe Gildehaus-Exactly.

Ray Frankenberg II-Let me make sure I understand. But Warren County is not in the position of wanting to stop anything from happening with somebody else's money on the bottom road are you?

Joe Gildehaus-No. There's just so many. I mean the reading that I have done over the last several years, I mean even from the accidents that happened over there, there's it's number one, it's not really a road, it was built from the farmers and it was built up. Now it's on the levee, then you've got to go through the core, we have to go through MoDOT, as far as the traffic, if they're going to, there's a lot more hoops to go through than just say hey, let's pave it, it's a number of things. So, I mean, I'm not saying we would never listen and talk to people, but there's a lot more than just us being in the game.

Bill Straatmann-We're just trying to do everything we can to expedite it and if we can clean one thing out of that old report that helps us.

Tim Brinker- And briefly to that point, Commissioner Gildehaus and I were involved in the zoom call with Mr. Hoffman and brought up the fact of considering a public private partnership opportunity on the bottom road because infrastructure is going to be key to your development and the population in the region as we grow and exist. And he spoke openly about it and didn't poo poo it. I think there might be some opportunities so let's keep the discussions open. We'll see where it can go.

Bill Straatmann-We know it's a problem.

Joe Gildehaus-It has been.

Bill Straatmann-Even before the Hoffman thing, it was always a problem but now if we've got a player in the Hoffmans.

Joe Gildehaus-I think it's intimidating. I'm hoping he would come to us instead of us have to go to him.

Bill Straatmann-Well, that's why I said, that's what I'm assuming. I'm hoping I would say I have that study, that portion of that study in my hand when I said this is what MoDOT figured 25 years ago. This is what needs to be done.

Joe Gildehaus-Exactly.

Bill Straatmann-And now we've got an opportunity. He's got a reason to participate. Hoffman's got a reason to participate. We've got the new bridge done. That's what held up anything on the north side is

they wanted to tell us where the new bridge was going to go. That study was done exactly. And that's the last time it's been looked at when the Missouri River Bridge, the new one, was decided on and then we forgot that the study was done literally.

6. Washington Special Road District-Ed Fischer- Nothing new.

Bill Straatmann-I notice you guys do such a good job of cleaning up the roads and making them look nice over there in the rural area, they do a good job.

7. Old Hwy 100 Bridge- Stephen O'Connor-We still have it as a future project in fiscal year 2026. So that's the most update we have.

Bill Straatmann- Steve have you sat with the school district as a representative of MoDOT and talked about what's going to happen, how the traffic flow is going to happen when the new school opens up? Where did they intend to have him come out on the highway? New 100 Old 100. I mean, how is everything going to work? How are the people picking up their kids?

Stephen O'Connor-We haven't talked. I've sent them emails so they know what our schedule is with what we're doing on Hwy 100. But I haven't talk to them about how..

Bill Straatmann- I would think they would be talking to you and asking you for help as to what you can do as this traffic develops and the patterns develop what's going to happen there.

Stephen O'Connor-And I don't know that they know.

Bill Straatmann-I know nobody knows what we are we going to just wait until we've got a crisis situation where you get cars trying to get in, I don't know, it just seems like it's going to be an issue quickly as these kids are let out and people coming to their school, they're either going to drive them there themselves or going to be bussed because these kids don't drive yet.

Stephen O'Connor-We've not had a conversation other than they know our schedule. That's the extent.

Bill Straatmann- So is the schedule for anything, improvements on Old 100 and new Hwy 100 at the intersection of St. John's?

Stephen O'Connor-We're doing the study first. Study has to get completed.

Sandy Lucy-Is the study started yet?

Stephen O'Connor-The study has started, we basically had to sit on it for a year because we weren't doing any studies across the entire state. We have a consultant on board.

Bill Straatmann-How quickly do you think that's going to bring you some results as to what we're going to do?

Stephen O'Connor-I'm not sure. I'm not the project manager, I tried to get a hold of him but I haven't talked to him about it.

Bill Straatmann-Even if it's a temporary signal something just to get ahead of this. I'm concerned with all the traffic that is going to happen there.

Stephen O'Connor-I've stressed it to our project manager that there is a lot of concern. He understands and once we get the study, we will review what's in the study then we'll go from there.

Bill Straatmann-On the Old Highway 100 down by Seiko?

Sandy Lucy-It never was officially. It never was given. It never was transferred.

Ray Frankenberg II-When you were saying the future for 2026 that was for that that bridge or that was for?

Stephen O'Connor-That was the Old Hwy 100 bridge.

Ray Frankenberg II-Okay.

Tim Brinker- The subject, the subject matter of the discussion.

Stephen O'Connor-Our plan would be replace the bridge then transfer to Franklin County.

Bill Straatmann-Does that bridge, the Old Highway 100 bridge, does that meet the criteria for buses going across? As far as you know?

Stephen O'Connor-20+ tons.

Bill Straatmann-Okay. So it's not 26.

John Nilges-I think it is. I might be mistaken that might be the rating of the bridge as well. So I don't remember what year it was built.

Bill Miller-I'm just wondering if your study and so on and any act that is agreed upon, will it be done before school opens in August?

Stephen O'Connor-It will not.

Ray Frankenberg II-So no changes, no changes before school opens?

Tim Brinker-So until that time the only ingress egress that I'm aware of is on St. John's Road.

Bill Straatmann-Or they can go backwards to what is it?

Tim Brinker-I didn't see any in out on Old Hwy 100 and saw it all on St. John's Road.

Sandy Lucy-So are there plans for the county to do some improvements to St. John's Road?

Tim Brinker-That will be part of the project. We will do Old Hwy 100 overlay as well.

Sandy Lucy-And when is that scheduled?

Ray Frankenberg II-Are there any changes to St. John's Road or just the overlay as well? No additional lanes or anything like that?

Sandy Lucy-No widening or anything like that? It's just as it is.

Ray Frankenberg II- Traffic there should be pretty minimal from Old Hwy 100 to new Hwy 100.

John Nilges-I mean St. John's Road almost functions as the entrance anyway. There's only one driveway off of it and the property owner to the east, correct?

Bill Straatmann-So if in fact there is going to be additional personnel needed to man to direct people's parking and I'm making a given the worst case scenario where you need to, the traffic backs up, who's going to take care of the personnel that are going to have to be hired or whatever to direct traffic, literally until people get used to a certain way of doing it.

Tim Brinker-I don't know how you're going to assume there is a necessity to have a single person.

Bill Straatmann-Yeah, exactly. Not a single person. There's no signals. Even if you had a temporary signals. Is that an alternative? Is that what we're talking about? I don't know.

Ray Frankenberg II- You're talking about like a traffic cop.

Bill Straatmann-Traffic cop or something.

Tim Brinker-I don't think that the volume that is going to be there is to that degree.

Bill Straatmann-I mean, that's just I see what's happening coming from the south up and that's on a daily basis and they're stacked up to my driveway now just waiting to get safely across the intersection.

Tim Brinker-So take the school part of it alone right now, today, as it stands, if you're coming from the south, it's challenging.

Bill Straatmann-It's challenging today. I, just as a personal experience, I come up to that intersection either going or coming at least three or four times a day and every day I have to make a decision is that car far enough a way that I can't beat it to get coming into Washington. I mean, you shouldn't have to be in a position where that we have to make those decisions because they're not. Maybe we have to slow down the speed.

Tim Brinker-That's the wonderful option having both arteries and which to choose from. Take a bus traveling east down on the new Highway 100, it's going to have to make that left turn right, so they're going get in that left turn area and go left. That's going to lock yourself on north bound traffic and wait for those people. Is it easier for that same bus you get on the Old Highway 100 to make that turn?

Stephen O'Connor-That's why we're studying. Unfortunately, we have those intersections all over the state. You know, they're not ideal, but this isn't our first.

Bill Straatmann-Do you have problems at other intersections of people doing u-turns and not a j-turn, a u-turn? They're coming down the road and they see that they want to go the other direction. They made a wrong turn. They literally they make u-turns all the time and then you don't know where that one came from.

Stephen O'Connor-Sometimes they are illegal u-turns too. I don't know sometimes they say no u-turns. I guess that one doesn't say that.

Ray Frankenberg II-Otherwise it would be legal.

Bill Straatmann-Well if you've ever seen people do it and usually they're going too fast when they enter it when they think well, I can't go that way because then I don't know where I'm going. So they literally make a u-turn.

John Nilges-It may be beneficial for, and I could do this is, reach out to the First Student to see what their plan is on entering. You know that we did, I just did a real quick little sketch or not a sketch, but a measurement on that left turn lane going eastbound on Hwy 100 to go northbound on St. John's, I think that only quees three school buses coming off the fast lane coming through traffic and I think that's the primary concern is that turning movement, that one right there where you're perpendicular in the westbound roadway of Hwy 100 coming down the hill with only three buses being queued in a fast lane. So, I have not reached out to First Student, I don't know what their plan is. I know you know, there could be some issues coming into town once you get to east Fifth from Old Hwy 100. That intersection is somewhat busy as well. So, I think it would be good maybe, and I talked to him on the daily basis with just paving projects, I can reach out to and just get a feel for maybe what they're going to be doing with the bus barn being on the west end of Washington. You know for a fact, they're going to have to utilize that to some level. East Fifth at Hwy 100 by the car wash. That's a busy intersection as well, that I know I'm going to be working with First Student. At the end of the day, First Student is the one that makes that decision from what I understand so I can reach out to them.

Sandy Lucy-Just a good idea.

Bill Straatmann-Yes, I think it's a good idea to alert them that we're concerned. They're the one stakeholder that really would have the knowledge, they are the bus drivers. So now, as far as your day to day parents driving there, you know, that's a different animal. I mean they're probably not used to that a little bit, so this is a heightened concern coming.

Bill Straatmann-So what do we do? Can we get ahead of this somewhat by directing traffic, telling the people that are bringing their students in where to go, where to do it? I don't come on new Hwy 100.

John Nilges-I will say, I mean this is outside the city's jurisdiction and not in our city limits.

Bill Straatmann- The school district needs to address it. I just hope that they are addressing it as a serious situation.

John Nilges-Every opportunity that I get to sit with the school district, I tell them about this being a concern and they seem to recognize it now. There's a transition of administration as well and that's happening, I believe first part of July, so, making sure that we get heard with the next administration is a priority as well. I mean, it's again, it's a school district located outside of city limits, outside our thing. But these are our citizens.

Tim Brinker-You know, technically this is the May meeting. Just for my own edification. This is the May meeting and we have a June meeting at the end of this month. So perhaps it would be in our best interest to get the new administration from school here.

Bill Straatmann-Sure. This is how we expect people to do.

Ray Frankenberg II-I think right now we're having a discussion among people who don't really do that and don't want to take any liability on it. And I do developments all over the country. And what happens is when a developer comes in and it's going to add a bunch of traffic or perceived bunch of traffic to a particular highway whoever is in charge of that highway typically tells us whether there's any improvements needed to handle your traffic. And so that would mean whether it's the county or the D.O.T. asked the high school if there's sufficient entrances for our children to go in and out safely. If the answer is yes we may ask, how do you know that? But at least we've got the right entity answering the question.

Bill Straatmann-That's a good idea because yes I think that's a good idea too.

Bill Miller- I think the question is when will that area be annexed by the city?

Bill Straatmann-Well, I think it's being reviewed and I think that's basically where that would be ideal. And then I don't know what happens to the intersection. It is still MoDOT's intersection?

John Nilges- Well, the thing about an intersection that would if, if it was annexed by the city, let's not get ahead of ourselves. But if there was a voluntary annexation of the area, that would allow the city to apply for grant funding, whether that be through the STP, you know the STP portion or potential 50/50.

I've seen those, that's how Hwy 100 was extended to Interstate 44. It was a 50/50 cost share between MoDOT and the City of Washington to make it four lanes. But until we essentially become part of that, we can't apply for that because we're not the jurisdiction that it lies in, it lies within the county. So it's hard. I don't know if that would speed things up or not, but I would say that it would allow for additional opportunity. It would be the way to say it. But again, if on a voluntary basis, I can't answer that question. You know, when is that going to happen? If it is going to happen? I don't think that's fair to make a statement about that here at this meeting.

Bill Straatmann-Well, following up with what Ray just said, usually it's done by the jurisdiction involved in the case of this, of the new school, new school kicked the football and threw it to MoDOT. So, is that correct? They basically said, this is going to cost this amount of money and here MoDOT here's your money, fix it.

Stephen O'Connor-Well, they did offer money. So now we got to figure out what to do with the intersection.

Bill Straatmann-Exactly. So it's your problem now. So if there's a problem, people said, well, why didn't you guys get ahead of this and the School District is going to say, well, we gave it to MoDOT, it's their problem. We gave them money to take care of it. I hate to think that's going to come up. But if it's something, this thing needs to be done, it needs to be looked at by all the parties. They have got to get together and start talking about it if nothing else, School District, MoDOT, the county, everybody has to start talking about this folks.

Sandy Lucy-So Stephen, you have a person to study the, I mean nothing's going to happen until the studies done. You have someone secured to do the study. Have they started studying?

Stephen O'Connor-Yeah. Our consultants started this study.

Sandy Lucy-Okay.

Bill Straatmann-In house problem.

Stephen O'Connor-It's a consultant. An actual consultant doing this. Once we get that information we will review it. And I've said it several times, once we get studied, we want to improve that intersection first before we do any other work. And I agree with that.

Bill Straatmann- Am I correct that the study includes more than just that one intersection?

Stephen O'Connor- That's basically from Washington all the way to I-44.

Ray Frankenberg II-It's going to be a big study that's going to be a lengthy study. We lost a year due to the pandemic on the study.

John Nilges-Is it fair to say? I mean is it fair to say since it is a larger this is a small piece of the larger study. Is it fair to say though that coming out of that, that the most likely be multiple projects spurt out of the study? Project A, B and C. Is it fair to say that hopefully coming out of the study that this intersection would be A, that it would be the priority project? And I know we've talked about that, but I just want to be clear that when you have a large macro study, there's micro projects that come out of that. You want to make sure that you're on the front end of that to make sure that something may be closer to Gray Summit wouldn't supercede this and then it gets kicked even further. You see that's the concern.

Bill Straatmann-Because there have been accidents at the intersection.

John Nilges-The issue with a macro study, traffic study is they're going to look at data, crash data. They're going to look at things that they know. They're going to look at where have the fatalities, where the modern injuries occurred. And I would bet at this location, it probably hasn't been that many because it's mostly a reactive mechanism, the study will be. We're trying to be proactive in a situation anticipating a problem. Not just this conversation is proactive, but transportation is always working like that. So it's where do you find that happy medium to make sure that these things get taken care of and I don't want to speak for MoDOT but we deal with that with the city all the time as well.

Ray Frankenberg II-So I think we could say what may happen is as you're worried that it will be determined that it's unsafe. And in order to get safety back, a pretty simple solution that's not going to cost anybody a lot of money is going to be to make the north side of St. John's Road right in right out only, that way you have no conflicts. And secondly saying that somebody punted it to MoDOT when

there's no MoDOT access to that property means they couldn't punt it to MoDOT, they just punted it. We're trying to catch it. So it's, I would say that if the school is going to open, there's a bus that is going to go there. I like the fact that John is going to ask them what they think of it. I like the fact that your county highway administrator can come and talk to us about it. But ultimately, rather than see dead children out there, we close St. John's Road and they go drive around to get there.

Bill Straatmann-Detective. I mean, there's lots of alternatives. But for safety reasons, that could be the alternatives take them away and make them come in and where we want them.

Stephen O'Connor-It would be good to have the school district come in.

Bill Straatmann-It would be, I think I'm surprised because they're changing administration.

Stephen O'Connor- I didn't know what.

Ray Frankenberg II-I appreciate John and Tim offering to get to make that connection that will help us.

Bill Straatmann-In picking up where John left off, the number of incidents, accidents and deaths and whatever. If you did just look at that in which this company that's going to be reviewing this, we'll be looking at B&M. That's where the accidents and deaths have occurred. And so you've got a more precedent, if in fact, they use that as a criteria.

John Nilges-That's the issue. That's the concern. Is that MoDOT reviews most things and it's just the way the nature of the beast. They review most things reactively. So when they're looking at this on paper, because these consultants don't live here, when they look at this on paper, they're going to see, oh, there's no issues at that intersection. This becomes the priority. But they don't necessarily project out accidents.

Bill Straatmann-That's exactly right.

Sandy Lucy-Okay. Well, let's get those folks at our next meeting. Who do we want from the school district?

John Nilges-I'll reach out to them today and I'll reach out to First Student as well, the director, just to figure out who they want to send out about this.

Bill Straatmann-School has thought about how they're going to direct people to come in there.

Stephen O'Connor-When I emailed the school, I always make sure they know that you know we're doing a study and when we get the study we're going to figure out what to do with the intersection. They're well aware that nothing will happen before school opens.

Bill Straatmann- Yeah, hopefully they've got a plan.

8. **Airport- John Nilges**-Yes, there's three projects going on at the airport right now. We have the A-WOS which was an upgrade. We received its own individual Cares Act funding that could be utilized for operations, it could be utilized for capital improvements. We sat down internally and decided that we would kind of split it. We did a capital improvement upgrade to AWOS, \$15,000 and some change upgrade, but basically it's a weather system with weather observation system. It has been upgraded, it has been in operation now for about a month. It's pretty robust, it's actually it's very impressive. But that's been installed so that was 100% funded through the Cares Act. Again, the idea there was is that this money should be used for some safety upgrades and those type of things and we felt that that was a reasonable use of the dollars for safety at the airport. So that's been completed. We had about \$20,000 of damage done to our lighting system on the runway. A vandal, back and I believe in March decided to come off of Warco Road, drive across the field and run over all of our lights. We're working on getting those upgraded or not upgraded, put back into service. They have to be programmed. It's taking a little while to get that done. We do have \$10,000 deductible. So it did cost the city \$10,000. We have not found the individual that did it. So, if you know anyone with a late model white bumper missing on their truck, please forward them to me so we could figure out if they're the individual. I worked with the county. They were very helpful. Tried a couple of other solutions. We do have cameras at the airport. They basically light up the runway. They light up the runway, they video the parking lot, but they came in off the end of the runway. There was no way with these cameras that we are going to catch them. And

I do believe there was some private entities along Warco Road that's installed some cameras as well. So we have the tools, it's kind of a needle in a haystack on some of those things. We looked at some options, discussing some fencing and those types of things and none of those options are very good for us. Bad people are going do bad things.

Hangars, the design is 100% complete. We can go out to bid at any given moment. I spoke with MoDOT two weeks ago to see how, what they felt that the prices were going to come in at, if you recall, we paired down the project as an eight bay base bid with a two extra and a two extra alternate one alternate too. So it could get up to 12. The concern there is steel prices, you guys all are aware steals up three times what it was, probably six months ago at this time. So we've determined that we're going to sit on this for a little while. Watch steel prices. The idea is, there's not much risk, the funding is there we have the money, it's not in jeopardy. We felt that if we're going to build something, we need to build as much as we possibly can with the money we have. So, the need is there. But we know what the airport board and we kind of decided to, to sit on it. If we see prices go down or there's a projection that price is going to go down we can bid it pretty quickly. So it's sitting on a desk ready for the buttons to be clicked to go out to bid. But we're going sit on that project for a little while. Hopefully steel will stabilize. To my knowledge, that's was one of the first ones, that kind of weight on a project with these lumber and steel and everything else if, if it stays high or kind of volatile in the wintertime, we may be in the winter as such because again, the money is there, but we feel that bidding right now in May, we feel that the bids are going to come in high as well. This is not a good time to bid. This is not a good time to buy anything metal. So we are going to wait on that and I'll keep you updated every month. We are actively watching things. So it's unfortunate this is the schedule we've been on for basically two years now. It's just we're just running up in a perfect storm of high prices across the board.

Bill Straatmann-I think it's a good strategy.

John Nilges-I think that it's a low risk, potentially high reward if I can get to more hangers built with the same amount of money. This is a no brainer. So that's what we're going to do

Joe Gildehaus-John, I did tell our county, our sheriff.

John Nilges-Right. Yeah, I appreciate that. I think they do utilize our offices there at times, do paperwork and stuff. That was something I know Ray, we all discussed four or five years ago, which was a great thing. I see him sitting there, but like I said, bad people are going to do bad things. There's not a whole lot we can do down in that area.

Bill Straatmann-Does the airport have any different regulations about legal like the airports generally have airspace and whatever taken care of if you violate something on an airport are there laws that are different than normal laws?

John Nilges-As far as like trespassing on airport grounds, I would think that there would be. I've never run across that but I would think that if you are on an FDA regulated airport property, I think that you would have some additional trespassing laws. But I've never, I'm not aware we've ever necessarily had an issue where we could catch somebody to pursue them and prosecute them. So I wouldn't know that specifically.

Ray Frankenberg II-We did ask that several years ago and found out that your basic trespass laws, the easements and all that type of stuff are all still in effect. Whether it becomes federal depends on what the damages are. So, I mean technically they damaged some federal lighting out there. So, if you catch them, there's some ways you can pursue that if they only damaged property, getting up to it, then it's a city and then that's in these courts was the answer we got. We don't know until you catch the guy and you see how you're going to..

John Nilges-The court system will let you know. I would think that window of opportunity for those vandals is fairly small because of corn growing. But this happened before the fields were ripped.

9. Team Track- John Nilges-There's no report.

Bill Straatmann-Nobody looking at it.

John Nilges-No I mean it's being utilized. I will quote a bit with my STP grants that this facility is available in these types of things but there's nothing to report.

Bill Straatmann-No I understand.

10. East-West Parkway-John Nilges- So there is some developments there. I think the paper had an article that ELS Properties, I believe was looking at some other properties in the south end of town. We did sit down with the county to discuss that. I know Commissioner Grutch is requiring that the developer do a traffic study on Country Club and Highway A. If you see there's a home actually being built at the corner. There's a foundation in the ground that doesn't play into the East West Parkway whistle so don't be alarmed. We've checked into all that and it's tie in would be at a different location. There is some development occurring on that. The city is aware of it, the county is aware of it, developers are aware of it. So everybody is working together to make sure that that development doesn't encroach on what the future East West Parkway would be. That's a huge deal. As far as recognizing and not approving any development that doesn't encroach over that.

Bill Straatmann-That is something that's going to become more important as that develops and it's developing now. That's the situation.

John Nilges-And that developer, it's the same one that did the apartments by the ZX gas station by the Bluff Road area. I mean they move quick so I think that it has legs. It'll move fairly fast.

Ray Frankenberg II-and this is a study looking at the intersection on the west side of the intersection of Country Club and Hwy A?

John Nilges-I don't know what the count is, again, that's in the county's jurisdiction. So I don't know what their study concurs, but when we sat down in that meeting, we let them know, we showed the East West Gateway, we showed Hwy Administrator Grutch what the study shows and he's aware of it. And they are going to require a traffic study as part of that. They were going to do that anyway, even without the city kind of prodding at them a little bit, which is, I think encouraging that the county is looking at those, how those types of developments affect MoDOT roadways similar to the school district. It's nice that they're at least looking into those issues now.

Ray Frankenberg II-Are we talking about a residential development?

John Nilges-Yes. Fairly large.

Bill Straatmann- Special Road District, does that come into play Ed? Is that in the area that is covered by the Special Road District?

John Nilges-Do you guys take care of Country Club? It's in the Special Road District, but I think the county is the one that maintains Country Club, correct?

Ed Fischer-Yes.

11. Public Transportation-John Nilges-You know the only thing Mayor, we discussed these lime scooters. I know they're entertainment. And I know they get plenty of press, so I don't think we want to kind of hone in on that a little bit, but they are public transportation. I mean, that's kind of one of the, I guess one of the positives of them that doesn't get discussed as much. And I think it's important that this committee at least knows that each month at our traffic committee, the city's Traffic Committee, we review all the concerns and complaints that we officially get. So all your discussions that you may have around coffee don't get to city hall or get to the Police Department, we don't know that they're really happening. So I would just encourage anyone that would have any of those concerns maybe email me with what they see what their concerns are. I would bet you they're pretty similar to the concerns were already getting. But I think it's important everyone knows that we have a committee that's already looking at those things and we're adjusting those needs, those boundaries, those things on the fly as fast as we can. There's some concern but they gave us that ability to change things. One thing you'll see is you now have to actually flash an I.D. photo in order to unlock them. That's relatively new. They are working on adjusting that because some of the older users or the older accounts, you have to phase them

out in order to get the I.D. The idea there was, is that if you have an ID, you understand traffic law. What we see is some kids, younger kids, you know, eight years old, ten years old, going through stop signs and those type of things. So that was the way we circumvented it. Will that take care of everything? It will not, but we're hoping that it reduces that risk a little bit. I leave that as those things are somewhat of a public transportation component.

Sandy Lucy-And Lime has been very responsive to their concerns. Lime has been extremely responsive to our concerns.

John Nilges-Right.

Sandy Lucy-So they have ways of, let's try this or let's try that. It's been a good relationship.

Bill Straatmann-How about bicycles that are electric? Now, most of the newer bicycles are electric.

John Nilges-One of the challenges that we have with these E scooters is a definition of what they are in the legal world. So I'm cautious to say much about bicycles. I've really not had to deal with that but we get a lot of questions. Can you get drink an alcohol beverage while riding an E scooter? I don't know if I can answer that sitting here today because that's a real question because their mobility devices and kind of the way it's describing, they're really no different than a wheelchair, electric wheelchair type thing. It's a mobility device. So I think that the definitions and the laws and the rules are catching up to what these things are. We're just not quite there yet.

Bill Straatmann-Well, bypass is a term that's used a lot by bicycle path, walking path whatever, but now that you have electric bicycles, I mean Katy trail allows them. I think electrified. In fact, I looked at that.

John Nilges-I wouldn't know.

Bill Straatmann-Well, I mean when you talk about that's not a public transportation issue but we got bike paths includes electric devices. But I'm just thinking.

John Nilges- Technology is moving fast. Are the rules and ordinances and the laws moving as quick? I think the answer is no, we need to work on getting caught up to them. But since this is a six month trial with these things, I mean other communities have them and they have ordinances that are broke out ready to go. It's just we felt that it wasn't, we didn't want to create this whole block of rules where it may not stick around that long anyway. So it truly is a trial period that I think the city is working through. I know New Haven for example, I think they're getting ready to launch theirs as well. So it's an interesting kind of world.

Bill Straatmann-Well you get motorcycles and you get bicycles now, you've got electric bicycles that go 20 to 30 miles an hour.

John Nilges-You have hover boards. They're all technologies moving quick.

Bill Straatmann-Anything else we've got any other things to look at? It looks like our money's keep coming in, sales tax half cents ahead for the year, it's over 6%. I mean that's fantastic. This funding just keeps coming in. Take the information about the airport gallons used or whatever. That's basically a quarterly report?

12. Other Business- John Nilges-Yes. Real quick, I have two things. The city did apply for two STP projects. We were preliminary awarded both of them. One is a reconstruction of High Street from Fifth Street to Front Street, sidewalks, curb and gutter, new roadway. That's a 2025 project and then Front Street as well. I know we applied for a tap and we did not get it, but both of those projects will see a million dollars. So, that's the most money I think we've gotten from an STP project that wasn't a bridge. And again, I harp on this, but ADA transition plans are a big, big item. If you look at any project that we put forth and it says ADA compliance, I think that really helps get those federal dollars for whatever reason because it's federal law.

13. Adjournment- Bill Straatmann-So great job. Great job on getting those other funds other than using city funds and or whatever. Good job. Anything else anybody can think of transportation wise. If not, I will entertain a motion to adjourn.

Sandy Lucy-So moved.

Ray Frankenberg II-Second.
Bill Straatmann-Thank you.

Motion to adjourn at 9:15 a.m., motion made and seconded, passed without dissent.