

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

**Monday July 26, 2021 at 8:00 AM
Minutes**

Present: Craig Mueller, Ed Fischer, Stephen O'Connor, Ray Frankenberg II, Bill Straatmann, Sandy Lucy, Joe Holtmeier, Danny Cassette, L.B. Eckelkamp, John Nilges

Absent: Bob Engemann, Bill Miller, Tim Brinker, Steve Sullentrup

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

Approval of the minutes from June 28, 2021, Motion made, seconded and passed without dissent.

Bill Straatmann-Sandy, you have something to report regarding Senators Blunts office.

Sandy Lucy-Yes, Jennifer Haskins was to be here this morning but something came up and she was not able to make it this morning. So we don't get that report. Hopefully, I will be talking to her. She is going to try and make it this week one day.

Bill Straatmann-She is very familiar with Washington?

Sandy Lucy-Very familiar. I should be talking to her.

1. **Amtrak- Craig Mueller**- Not a lot to report on my end. I didn't include them here, May and June ridership numbers. May was lower than usual. Then June was really kind of ugly one but we had a lot of flooding going on with the tracks so that led to ridership just being low. That being said, July 19th was back to two trains which is wonderful news. So hopefully we'll see some uptick in ridership. They're offering a 21% discount for the Missouri Centennial, 21% discount for 21 days, August 4th to 25th. Trying to kind of boost some of that ridership and get that step going. Those trains were back on July 19th so we have two trains a day. The only real difference we will see is that the first train comes in at 9:21 it's a little earlier than it had been in the past. I think it was 10:15 or something like that.

Sandy Lucy-So there was a huge crowd that came in from Kirkwood that morning.

Craig Mueller-I saw it in the paper but I was not present there.

Sandy Lucy-There was a big crowd.

Craig Mueller-Looked like a good event.

Sandy Lucy-They were here until noon or 1:00 whenever it comes back. So I don't know if they spent the entire day. There was a big group and they were visiting the stores downtown. Erin met them at the train.

Craig Mueller-Time will tell if having those trains and making it a more convenient travel option, we'll get that ridership back up to where we need it. It's obviously a big boost for downtown if we can get those folks coming back this way. Thank you.

John Nilges-Bill, I have a couple items on the track, railroad items. We are, the city's still working with Amtrak on doing some ADA improvements at the depot itself. Amtrak is funding that. So they're just coordinating with us, some lighting, ramps and those type of things. I don't have a schedule yet but that is coming. We've been in contact with them and then also August 30th I believe that the Union Pacific Big Boy, world's largest operational steam engine will be coming through Washington somewhere around noon. You have to keep an eye on that schedule. But just as a heads up, that's kind of a big deal.

2. **Highway 47/Missouri River Bridge-Stephen O'Connor**-There's not a lot to report. And I did talk to the resident engineer this morning. He said the lights are all operational, but there's still some

programming issues are still trying to work through and they're working with the subcontractor trying to get it figured out.

Bill Straatmann-By the way, I want to commend MoDOT on the weed cutting. I mean, you guys do a great job and generally you get it done before the fair. That doesn't just happen. There's some forethought when you guys do it and we appreciate it very much.

Stephen O'Connor- When we know something's coming we'll try to get things done before an event if we know about it. I'll pass it on.

Sandy Lucy-Everything looks really good.

3. **Highway 47 Corridor Committee- John Nilges**- I have no report. I don't know if Commissioner Grutch maybe has anything, but I'm not aware that anything has changed since then. I think they have a consultant on board and they're just working through the initial design.

Bill Straatmann-Well, it's interesting to meet the new county person, Jim Grutch. Highway Administrator. Thank you for coming. I think you're an important part of what we do in Franklin County. So any time you've got input or something you want to relate to us please let us know.

Jim Grutch-For the Hwy 47 with the city of Union and Franklin County joint venture with the roundabout in the expressway that is ongoing. We have environmental approval now for that development. So that's an ongoing project and I think it's a 2024 build. I believe that's what it is. Could be late 2023, but it is going through the process.

Bill Straatmann-Jim just out of curiosity, the Highway 47, that's a portion of a study that was done. Of course, the bridge and Union was the key to even going forward with any of it.

Is Franklin County doing anything about the rest of the highway? Like coming towards Washington?

Jim Grutch-Franklin County is not at this time. No.

Bill Straatmann-Do you think those discussions should start shortly?

Jim Grutch-We have submitted some information to MoDOT. That is an integral part of reducing congestion. So that's where we are with that.

Bill Straatmann-Sometimes what happens with these studies when you get a key part like the Union Bridge that has to be rectified first before you can even consider the other parts. But the study that was done indicated some of the things that could start like individual projects on Hwy 47 from Washington to Union.

Jim Grutch-Exactly. The one in Union and Hwy 50 we're getting rid of the bottleneck right there. And as soon as that's done then the state would recognize additional work on Hwy 47 between Washington and Union.

Bill Straatmann-That's my whole point. Should we be doing something now? This takes a long time.

Jim Grutch-It's in the planning and development stage.

Bill Straatmann-That is Eastwest Gateway.

Jim Grutch-Yes.

4. **John Nilges**-Real quick on that. When the project was identified in 2016/2017 and they did hire Lochmiller Group. The county did actually, they were contracting with the various entities Union and Washington. We did provide some funding to assist with getting that off and running. The environmental study did include the entire corridor Washington to St. Clair. The idea there is if you're going to do an environmental study, do the whole thing so we can kind of proceed out of that study. Obviously the primary concern was Hwy 50 and Hwy 47. I mean that's kind of an obvious to everyone, but there were various other small projects that came out of that one. I could think it's Clearview there was an area, the quarry entrance, those type of things. And there was a lot of back and forth to ensure that if MoDOT applied and did some improvements on Hwy 47 that those improvements would not have to be torn out in the future. So it was kind of worked out. That's a MoDOT corridor, that's kind of Franklin County project. It's a MoDOT thing. But there was some, a lot of talk about that and I'm confident that those have all been identified on there. It's just getting it essentially applied for through the Eastwest Gateway in the step and those types of things. So it's a we're aware of it, MoDOT is aware of it. The county is aware of it, the city's, we're all aware of it.

Bill Straatmann-If there's anything we can do to get that back on the hot burner or whatever those sections between the Union and Washington and Hwy 47 widening to four lanes is kind of important. From Union to Int. 44 maybe isn't as important as the one from Washington to Union and Hwy 47.

Ray Frankenberg II-I do have one question on it. The bypass, the roundabout in the bypass one over the intersection, that's a county and city of Union project combined right, or is that just Union?

Jim Grutch-That is correct. Although Franklin County is funding the roundabout entirely. And the city of Union is funding the bypass.

Ray Frankenberg II- And I think Tim had talked about that in the past but the funding source right now is not really identified yet, is it, are have we applied or where is that? You have any idea?

Jim Grutch-Franklin County has dedicated those funds and the city of Union has applied for state funds on those. Yes, I am confident that the funding for both of those projects is set.

Stephen O'Connor-It's in place.

John Nilges-When that project, I think in 2019 I think Union and Franklin County asked the municipalities and other districts in the county to not apply for state funding that year because all the money could go to this project and we all did agree to do that. So we did not apply for state funding that year. So that's kind of what all the other communities did within the county.

Bill Straatmann-And the same thing happened when we needed money for the new bridge, Everybody, all the communities around decided to make one project. We knew we'd get funding for one project each year. And so we did it for the bridge. And so this is another time. That's great. That's how we get the big projects. Very good thank you.

5. **Franklin County Transportation Committee-Jim Grutch**-One thing for the Franklin County Transportation Committee. We have received all the applications for the sharing of the sales tax where we fund individual projects for Washington Special Road District and the City of Washington. We have seven applications. Those are all in review at this time. The only thing we're awaiting is the final audit of the Franklin County tax receipts that will happen within the next two weeks. At that time the percentage will be distributed or earmarked and announced at the next transportation meeting later in August.

Bill Straatmann-Good, very good. Ed, anything to add to that from your side of the Special Road District?

Ed Fischer- No, nothing particular.

Jim Grutch-It's the yearly funding that we provide.

Bill Straatmann-Very good. We got it.

Jim Grutch-Okay, well, thank you very much.

6. **MoDOT Northeast District-Warren County**-No report.

7. **Washington Special Road District-Ed Fischer**-Nothing exciting. We kind of got a verbal agreement with the City to work on South Point Road and as of our last meeting, it hasn't been signed off on.

John Nilges-We're working through it. I think I've briefed everyone on this the last meeting, but I think the Special Road District had a project to do some improvements on South Point and I kind of heard about it. The city limits meanders in and out and all the way through South Point Road, so we thought it was a great opportunity for the city to tag on to that project just to make sure the whole corridor was improved rather than just piecemeal it. So it's a good, it's a really good project for us to work together to get something done for the benefit of everyone. So we're working through those things.

Bill Straatmann-A lot of new homes back in there.

Ed Fischer-South Point Road is a little unique.

John Nilges-Real quick update on Pottery Road. The Water Department of the City did extend water to service the Meadowlake Farm Subdivision. That was part of our annexation agreement. We did tap into that last Wednesday I believe. So part of that was we worked with the Special Road District and the city actually took over maintenance from Hwy 100 to Meadowlake Drive. That historically has been in the Special Road Districts maintenance umbrella. So now the City actually does that work through that

corridor in an agreement that was signed three months ago maybe. So we got up there and we did patch that in. We will be striping that, get everything back. In an ideal world, we would have had all that done before it got paved, but unfortunately we just didn't make that happen. So we're happy. I think that everything was patched back in. It's all back the way it should be and the city does now maintain that section of roadway to get out to Meadowlake Farm. So just as a heads up, that's how that happened.

8. Old Hwy 100 Bridge- Stephen O'Connor- -It's basically scheduled for 2026. It's out there.

John Nilges- We're looking for opportunities to speed it up. But I haven't had time to really sit down to brainstorm the idea.

Bill Straatmann-Going back to the old Highway 100. If the school district is going to use Old Highway 100 they ought to look at some of those drop offs along Old Hwy 100 from Saint John's Road to Washington. There's some, I mean literally it's all covered with brush now and weeds, but there's drop offs of 100 ft. to get down to the bridge with what warning signs? Nothing, no barrier, nothing.

John Nilges-From what I gathered from First Student and the school district. They were not going to utilize Old Hwy 100 for their bus traffic from the last meeting. That's what I gathered.

Ray Frankenberg II-The last meeting, he said that they would, but they have to phase the traffic so they didn't have more than one bus on the bridge

Bill Straatmann-Because that's county maintenance, I think. Would it not be Jim? Just have somebody drive it and look at those drop offs. You can't pull off really. There's no area to pull off if you had to pull the bus over. It's really weeds and whatever growing but literally somebody needs to stand there, look at those holes, if nothing else. And some barriers along that stretch.

Jim Grutch-Actually, Franklin County has entered into a contract with Pace Construction of St. Louis to mill and resurface Old Hwy 100 from the City of Washington city limits to the east. So that will be done. And so will St. John's Road. We're going to resurface St. John's Road. I don't have an exact date that we're going to start that. We're going to coordinate that with the school so we don't interrupt their operations, but that is all scheduled in the very near future.

Bill Straatmann-So basically, that's an overlay, but it's a ground out.

Jim Grutch-That is a resurface. That is correct.

Bill Straatmann-Will they widen it?

Jim Grutch-And we will not widen it, no but we will completely restripe everything on the edge lines, shoulders.

Bill Straatmann-I guess what I'm really concerned about are the shoulders.

Jim Grutch-I'll look at the shoulders and see possibly if we could take some of the millings that are coming off of the road and place those there to reinforce the shoulder and give them more of a stable surface.

Bill Straatmann-And just to comment, cut all the weeds if you can, I don't know who is going to be responsible for the weeds. But when I'm sitting there at that intersection and I have to look to the right and to the left, I've got to do it three times because there will be a car coming this way and you miss it because of the weeds or you will miss it because there's a curve this way. So anything you can do to get rid of the foliage or whatever you're going to do there I would suggest you might look at that too while they're doing it.

Jim Grutch-I will certainly do that. But as Modot certainly knows the weeds are ongoing problem and we've had so much rain. We will take care of that.

Bill Straatmann-Both directions, anybody turning there. Thank you.

Ray Frankenberg II-John I would just like to clarify, he did say that was the second choice but that Old Highway 100 was not as safe a route.

John Nilges-I thought there's kind of a hybrid of both but I don't know if they knew at the time to be honest.

9. Airport- John Nilges-Quick update. Hangars, we are still actually, it's a priority item here in August to get back with CMT, a consultant to look at the situation with the hangers and steel prices if they

stabilized. We've been we've been watching from a high level but I've not circled back around with them to see when will be the best time to bid these things. Again, like I said, the job is ready to bid, the money is there. October 1st we actually get about \$17,000 more. I do still feel like it's better to bid this in the fall going into the wintertime rather than everybody being so busy right now, I'm kind of a little worried that the bids would come in a little higher. The idea is that if we could find a sweet spot to bid these things we may be able to squeeze out two additional hangers rather from 8 to 10, 10 to 12. Trying to get the most bang for our buck.

Bill Straatmann-That is a 90/10 program, is that correct, 90/10?

John Nilges-Well, any project that you utilize MoDOT funding with, which is called entitlement funding is 90/10, MoDOT pays 90% of it, the City pays 10%. This is unique though, because we did receive additional funding from the closure of the St. Clair airport. We're actually getting more money to do this. Our portion comes out of capitol improvement sales tax. So again, we're trying to get as much as we can done while they're on site and then that will kind of be the first phase. These things are modular, they can be added on to in the future. It's just trying to find the phase where we can get as many built as we can with the dollars we have right now.

Bill Straatmann- I'm just thinking out loud here. But what are you really talking about in real dollars? The difference between the it was going to cost and what you think the future would cost?

John Nilges-Steel Prices jumped 20% to 40%. I don't know where they're at today, but we were \$1.1 million I think. And the idea was that we would bid an eight hanger base bid with two additional to make it ten and then a secondary base two additional to make it twelve. So how hungry are the contractors kind of becomes a thing and how much steel can you purchase for the dollars you've allocated. In 2000 when Hangar C was built which I don't know the date but it was I think \$900,000 and I think that was a 10 bay hangar there. So you know it's pretty volatile. It's hard for me to actually say, but when you're talking 20% on the conservative side, if you can get a good bid you can get two additional hangers built for the same amount of money.

Bill Straatmann-I'm just saying since it's a 90/10 or whatever it is, you're really not talking about maybe that much money to go ahead and get it done.

John Nilges-Well you're 90/10 but you're 90 is capped So it's not to exceed. So for example, which is hypothetically say \$1 million, MoDOT is going to put in \$900,000 and if the bids come in at \$1.4 million, you've got to come up with 500,000 to make the project go.

Ray Frankenberg II-And the difference isn't just money here, it's also two more hangers. Because the money is capped as John said the money that isn't the City's money is capped. So if you say, let's just go ahead and bid it and put in two less hangars, you've got two less hangars going forward into the future, which means you're not going to be serving that many planes and pilots. So if we can wait a few months and we are in a bubble and prices come back down, which I don't know if I agree with that or not, but if that happens, then we get two more hangars.

John Nilges-I don't know if I agree with it, but it's worth it to wait four months.

Bill Straatmann- You guys have done the numbers. L.B., just out of curiosity, how would you look at this? How would you look at it given what you know about what he just said?

L.B. Eckelkamp-I think the prices are going to come down a little bit.

John Nilges-We also look at your typically on a contracting operation year estimators are the same guys that are running projects and they are crazy busy right now. So to send a bid package out right now for them to work on for four weeks basically, I'm concerned that you're going to get an elevated bid item rather than wait a little bit longer in the wintertime when things would kind of slow down, people have time to sharpen a pencil a little bit. There's a little strategy goes into it.

Bill Straatmann-I would think so. I'm just looking at their talking about this infrastructure bill coming through the federal government and they're talking about it like it could be tomorrow, it could be six months from now. It could be whatever.

John Nilges-The beauty of it is, it's on the shelf ready to go. So if one does come through this additional funding we can submit a bigger item. That's what we are doing actually on all transportation project is

we basically have a book of projects on a shelf that we're designing every single day that we literally will pull off when money let's lose.

Bill Straatmann-That answers my questions.

John Nilges-There's some talk about getting in the budget, which has not been approved yet by City council, but a fueling truck at the airport. Fueling truck is from 1983. It's vitally important we have that available. So we are pushing to get that in the budget to get a new fueling truck.

10. Team Track- John Nilges-No report.

11. East-West Parkway-John Nilges- The only thing if you drive to the dead end of High Street like I said, it's been extended beyond the first creek crossing. Riverbend Phase II is going up. I haven't been back there in a while but it's a three story structure which adds additional residential housing. So things are kind of moving to the south. That's about all I have. I know there's some movement maybe on the Kampschroeder development which would extend Don Avenue, which I know the City is working pretty diligently with the developer to make sure that the South Point Road connection is done right the first time. Maybe an alignment change of Old South Point Road which would be beneficial to everyone.

12. Public Transportation-John Nilges-No report.

13. Other Business-Dan Engemann-Senator Schatz District Director-Good morning Bill. Good morning everyone. So, you'll remember me, it has been a few months since I've been here, but Dan Engemann, I'm a summertime District Director for Senator Schatz, just help them in the interim. So when we're not in session I also work for another senator. Senator Carla Esslinger from southern Missouri. So, I was just sitting here thinking it's really good to be back with you all. Love Washington you all know. Probably most of you know I'm living in Herman so Washington is my adopted hometown. I just love it every time I'm here. But I just want to commend you all for this group. Sitting here thinking your dedication Bill, you're keeping everybody on track and putting them in their places and I appreciate your dedication. Just the forward thinking of this community and its dedication to your transportation network. Having MoDOT here, I think more communities need boards and commissions like this. I would just say, I think probably all of you know Senator Schatz is very thankful and grateful that we got the fuel tax passed. That has been a priority of his ever since he joined the legislature. So it was a tough thing to get done. Probably still not enough. Still people who think that MoDOT can probably save its way into prosperity but I think it was pretty obvious we can't do that. It was the right thing to do. Timing is probably a little bit off as fuel taxes or fuel prices have gone up. But you know, I think it's pretty clever the way we ended up doing it. Everyone knows there is a carve out there if you're really opposed to paying the extra tax, there's a mechanism for you to get a refund. South Carolina did that. They came up with that model and it has been pretty successful out there. I would just ask you all what questions you have? Anything I can take back to the Senator? Anything I can report back to him or things you'll need from our office?

Bill Straatmann-We're grateful Senator Schatz showed up for the vocational school event. I think that was important as was the governor and that did a showcase of our town and what's going on in the educational system which is a big key to our workforce. Four Rivers Vocational School.

Dan Engemann-I was involved with a piece of legislation too this year. They actually requires DESE to come up with a statewide plan, a minimum plan, there's federal requirements, but also a statewide minimum plan to make sure that those programs are actually meeting today's workforce needs. I have no doubt that not happening. I'm sure that's the case here in Washington that they're attuned with what's going on but making sure statewide that those programs are doing what they need to do.

Craig Mueller-Senator Schatz is supporter of commuter rail. It's obviously important in our communities, both of our communities, Herman and here. And just reiterating to him and through your office, our support of that as things come from a federal level, it seems to be an environment where

Amtrak and commuter rail is getting some more support and steam behind it and any opportunities that maybe Missouri has to jump on board, those would be nice.

Dan Engemann-Sure, he's pleased to see Amtrak going back to two trains a day. So that's absolutely very helpful. I'm thinking I need to get my kiddos on. I've only been on Amtrak one time myself. It was wonderful taking it to Chicago a few years ago and you get to work the whole way and see the beautiful cornfields and whatever.

Craig Mueller-Amtrak is working on a Kansas City to Chicago direct as you may or may not know, just expanding some of those things. I know that's where Amtrak is working and I think there is some federal support for that. Sometimes in the state, outside of any rail stops, there are a lot of senators and representatives who say it's not in my district so I don't know if I'm interested in funding that.

Dan Engemann-I think that's the challenge. There's a challenge a lot for legislators to be able to look at things on a statewide basis. We're supposed to be there to look for what's best for the entire state. So it's kind of hard to do that sometimes. Look at all the priorities on your plate. Great comment.

Bill Straatmann-And I commend Senator Schatz for his vote

Dan Engemann-It's been a long road. So some folks out there trying to undo it as we speak. I think that that is the challenge, to look at this term limited environment to look beyond your term. And speaking of term limits, next year we'll be Senator Schatz last year in the legislature and last year as Pro-Tem. I tell everybody take advantage of it. We have great ability to impact the agenda going forward. One more legislative session for him. So please come to us with your ideas now is the time to be doing that as you all know. So as we're crafting ideas for next session. So come see me afterwards or whatever that looks like or get a hold of me and everybody here at City Hall knows how to get a hold of me. So let us know what your ideas are. Any other comments or questions? Thanks for the opportunity.

Bill Straatmann-Before we adjourn we have the sales tax, Transportation Sales Tax indicates that we are up 8.26%. Fantastic. That will probably be an all-time record.

Sandy Lucy-Sometimes it's a weird reporting, but it's been strong this year, so that's good.

Bill Straatmann-Yes, it's amazing that tax has already taken over \$30 million. Not having it would be different landscape if we hadn't had that. So, Always an important piece here that we can follow for the next 10 years. And we have the Jet Fuel Summary.

John Nilges- John Nilges- So we tried, we've struggled a little bit on the best way to try to show everyone how the fuels sales have kind of compared over last year's historically table format, which is the raw numbers. We try to put it in a graph format. That's what we're really trying to do. Report those maybe more quarterly rather than monthly. I can do either way, but I think you can see there is, we're trying to get the last four years compared to this year. So you kind of see how the graph compares essentially. I looked at it briefly on Friday, I don't have it in front of me, but it looks like we're actually running pretty similar to what the highest it's been over the last four years on fuel sales. So hopefully that continues. I would have kind of anticipated that with last year being a pandemic area it was a lot lower. People want to get out and do more things. I think we would see that increase with the addition of hopefully next year with the hangers being built, I would think they would go up again. So there are some soft benefits to building hangars such as fuel sales, those type of things. We had a helicopter over there that was placing some heating, cooling air conditioners basically at the GM plant. So they were using some of our fuel. If there's a better way to report it, I'm all ears. Because I'm trying to get more of a visual.

Bill Straatmann-John, what's the formula money is that we get out of the fuel tax sales?

John Nilges-So we went in 2018/2019 when the City took over operations, we went to a pricing basically set pricing formula that is an or so historically we would make a dollar more than the gallons. What we paid basically. What we paid for it. Okay, what we're doing now is we get the airports within five airports essentially locally. So Spirit, Rolla and Sullivan, not really local, but the best we can do and we do an average of what the current fuel price is when it gets delivered, we take that average and then we essentially take 10% off of that too. So it's 10% below average to essentially make it a little bit more cost effective and that's how we set the fuel prices. So if that number is less than a dollar more than we

use it, our more, if the numbers higher than a dollar more, we follow with the market averages and that's how we set fuel prices. I don't remember how many gallons we get at a time, I think it's like 6,000 gallons maybe. But you could make 6000 gallons on one load or it could be, depending on what the market's doing, you could be making \$10,000 per load.

Ray Frankenberg II-They're going to average in the high sevens, eight thousands, like the biggest and it depends on the temperature of the fuel when it's in the tank. So it shrinks a little bit or swells a little bit. But um 7,800 and 7,700 gallons was pretty typical.

John Nilges-And how we set the actual costs and that's done when the load is delivered. We'll know how many gallons has been delivered. Basically the load ticket and then that number comes back to City Hall. We do the formula, we check out which one is the correct way to go about it. And then we set the fuel price based on that. The new truck will be used for jet fuel only. Hopefully make it easier for the jets to get fuel.

Ray Frankenberg II-The old fuel truck works, it just takes a lot of time and effort.

John Nilges-It's hard to find parts anymore. It's an '83.

Ray Frankenberg II-We brought it from Green Bay years and years ago. I don't know, it's been probably 15, 20 years. Well, as soon as we opened up the jet Fuel after the expansion of the runway, I believe that's when we got the truck in because like I said, you can't ask jets to taxi up there and you can't have 200 ft. of hose.

John Nilges-It's, a \$180,000 investment, but we do foresee the use of the airport going up with everything going on north of the river. Those type of things. There's some projections that it makes sense.

Bill Straatmann-And the jets that you're seeing land obviously are tailored to the runway length, correct?

John Nilges-Yes, Kevin would be better to answer those questions. We get quite a bit of traffic. Which the fuel sales I think identify that will help.

Ray Frankenberg II-It's runway length and approach. The better radios we can have out there, the better weather reporting. So the AWOS into that too.

John Nilges-Yeah, we upgraded or AWOS this year. That was CARES Act funding. Local airports were given \$30,000 separate from the CARES Act like the county got, it was a separate allocation that could be used for capital improvements and operations, \$15,000 or 50% of it went to upgrading our AWOS because it was a safety item. We thought that was a good use. The other \$15,000 will go to operations and we've not requested that back yet, but the AWOS has been updated. The lighting system that was damaged due to vandalism is still getting programed so that will be brand new. We also upgraded our security cameras since that damage was done.

Ray Frankenberg II-So I apologize for an acronym, but it's Airport Weather Observation System. The acronym is AWOS. Thanks.

Bill Straatmann-Thank you all very much for the input. Good meeting.

14. Adjournment-Motion to adjourn at 8:42 a.m., motion made and seconded, passed without dissent.