

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

**Monday March 28th, 2022 at 8:00 AM
Minutes**

Present: Craig Mueller, Ed Fischer, Stephen O'Connor, Ray Frankenberg, Bob Engemann, Bill Straatmann, Mayor Lucy, Joe Holtmeier, Danny Cassette, Bill Miller, L.B. Eckelkamp, Tim Brinker, Steve Sullentrup, John Nilges

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

Approval of the minutes from February 28, 2022, Motion made, seconded and passed without dissent.

1. **Amtrak- Craig Mueller**-I don't have much of a report today. I heard some rumbling. So apparently they looking at funding this year, which was equivalent funding they had last year. Their fiscal year starts in June, they're hoping to get that same budget approved and rumor has it, they're going to try to do those two trains when they get that budget approved. So we should see those back sometime soon. No word on new cars and , no word back yet from Union Pacific on questions about freight that we had. So that's what I have for today.

Bill Straatmann-They've been slow to put out any information about Amtrak once they went down to one train.

Craig Mueller-Agreed.

Bill Straatmann-Anybody else have any comments about that?

Ray Frankenberg-Just one comment. I saw for about four or five days in a row. There was a train parked down there. There was appeared to be well over a mile long. Just sitting there. It blocked a couple of the places on Front Street. I was wondering if anybody heard any complaints about that?

John Nilges-We did not.

Ray Frankenberg-Good, good.

Bob Engemann-That one full of granite?

Ray Frankenberg-No, the ones full of granite are still there, I'm assuming that's for the project they've got coming up but they've got a stage there waiting but they're pretty short. The other one was just tall and I thought well it's odd after the third day of driving by and I thought maybe somebody would have complained.

John Nilges-The only complaint that we had about cars parked down over the past couple of years when they had the ties, they were doing the big type project of replacing all that in the creosote in the summertime, They could smell it. That was really about the only thing that we've ever had that I've ever received. I would just add Bill their interest is looking to do some ADA upgrades around the actual depot itself. Wayne is kind of heading that up the Parks Director, so we're working together, I'm trying to get that coordinated but we have a conference call coming up here in April to kind of discuss what that looks like. It looks like some new sidewalks between the depot and the fencing, maybe some new sidewalks, new parking stalls potentially to ensure ADA compliance, those type of things. So that actually plays out pretty well with our

STP project of Front Street, which is in 2025. We can kind of coordinate those things. So you're going to see some pretty big upgrades on Front Street and especially around that train depot.

Bill Straatmann-That's great. That's great that they're staying on top of it.

2. **Highway 47/Missouri River Bridge- Stephen O'Connor**-I talked to the area engineer this morning and he said they're looking at the river levels trying to get a barge into tweak that light system and he said he hopes to have it done within a month or two. So that's the current, he said for the most part they work, but they're just a couple that need to be adjusted.

Bill Miller-That's about a two year project. Lighting.

Stephen O'Connor-It's been a long time and he's frustrated. I mean, we want to get it fixed. We're working on it.

3. **Highway 47 Corridor Committee--Jim Grutch**-Good morning. Highway 47 Corridor Committee was reorganized called back to a meeting a couple of weeks ago. A lot of different items were discussed as far as possibility for funding and different avenues for that. It was suggested that before we proceed in any certain direction, we wait until MoDOT is there meeting in May? First week in May. And at that time they'll be making determinations how they want to spend going forward and let that information out. So with that we have scheduled another meeting for the Corridor Committee May 12th at 1:00 and that's the status of it right now.

Bill Straatmann-We're just kind of waiting. Anybody else have any comments?

Ray Frankenberg-The Union bypass. Is that considered part of the corridor? Is that a separate issue?

Jim Grutch-It is a separate issue in the discussion and that's one of the next things I was going to talk about. The expressway and the roundabout. It's gone along now to where it's in right away negotiations. Plans have been approved. April 13th, City of the Union and Franklin County are having a public meeting at Union City Hall, 5:30 to 7:00. That's part of the process where the public is informed exactly what is going on.

John Nilges-Jim real quick on that and Ray just to clarify, even though it's a separate issue, it is, it plays right into the overall plan. So it's a piece of the larger plan that was agreed upon with the alignment correct Jim?

Jim Grutch-Correct. It's kind of the centerpiece and the two legs going north and south are very integral to the complete overall.

Bill Straatmann-That's the beginning of the finals.

Jim Grutch-Yes.

Bill Straatmann-Both ends. Any other questions?

Ray Frankenberg-I Do. Yes. Sorry about that. But this should pretty much catch me up um, in the paper or two weeks ago. I believe there was something about roundabouts at the next two intersections north on Highway 47.

Jim Grutch-There was discussion regarding that an engineer that was present brought that up, that he felt that perhaps we should consider a roundabout at Independence and another one at Highway B and that was just thrown out there for consideration in the design phase. There was no real feedback or comments about that.

Ray Frankenberg- And that was not a MoDOT engineer?

Jim Grutch-No, it was not, it was a private engineer.

Joe Holtmeier-Will that east leg have four lanes or just two lanes.

Jim Grutch-The design as it is ow it would be a four lane in each direction. Actually, five lanes most of the distance. It would be five.

Bob Engemann-Do they have an idea yet where they might put that bridge, the new bridge or will it require a new bridge?

Jim Grutch-The expressway will have a new bridge. Uh, that's all in the plans. It's been decided. That's why they're going through land acquisition now for the right away for that. It crosses the Bourbeouse as about 400 or 500 ft. east of the existing Highway 50 bridge.

Steve Sullentrup-What's the plan for the train trestles going across there?

Jim Grutch-That is the one roadblock right in the middle of the project. That's still under consideration. Exactly the best way to approach that. That's an expensive problem right in the middle. That's still in discussion.

Stephen O'Connor-I just got a comment on 47 at I- 44, we're going to replace the bridge deck, that's an upcoming project that we're going to start in about a week. So 47 will be two lanes across that bridge. We're doing half of the bridge at the time, so they'll be detours to send you over to 30, so it's pretty close detour and I think we got it all worked out where it was will be as done as quickly as possible, but it's something we need to do with that bridge deck and after we get the 47 bridge deck completed in those two phases and well lose 30 and do the bridge deck On 30 over the interstate this year.

Bill Straatmann-So we get so wrapped up in our own area that we don't realize that Franklin County includes those areas out by the interstate. This is always a lot of money, it looks like we're going to be spent on the interstate system between whatever in the future.

Stephen O'Connor-A lot of work to do down there, we're going to try to fast track it, get those two bridges completed this year.

Bill Straatmann-Big projects.

John Nilges-I have one more thing to add. In the paper a couple of weeks ago, on the front page it had that the city was applying for a 50/50 Economic Development Grant that MoDOT has available basically any given year. What that project essentially was is we recognized that four, I mean four lanes or five lanes to the south, it's all part of that project. Again, it's a it's a piece of the overall picture. We recognize that the East West Parkway is also part of this picture, right? So, city staff put together a grant application and we're working with MoDOT on getting the required documents together to try to get that grant put up, we were trying to fast track that through April, we were unable to do that. So I think the next application time would be October. Again, that's a 50/50. If you don't have someone I believe tied to it from an economic development standpoint. So, for example, if there was an industry that would go in, that number could go up, but we are looking at the opportunity to apply for a 50/50 grant to kind of jump start here from Washington moving south as well. City council did pass a resolution in support of that at the last council meeting. So again, it all plays into us trying to do our part to work our way to the south and looking at every funding opportunity that we possibly can. In addition, it just provides another care if some of these transportation funds start to break loose. We would say, hey, we have these applications in as well to try to make this thing look a little more shovel ready. So that's kind of the strategy that we're working on. And again, we are not going to make the April deadline, but we're told October would be the next one and we will definitely be working with Stephen's area team to get that done. So just, I know that was in the paper and that's kind of the overall thing is, I was working with the county, working with everybody trying to jump start these things.

Bill Straatmann-Great. That's super John. Keep that in motion. Anything else regarding the corridor committee?

4. **Franklin County Transportation Committee- John Nilges**-No report. Did not have quorum for the last meeting so we did not meet.

Bill Straatmann-Did that group did meet with MoDOT in the county about that meeting, John, were you there?

John Nilges-Yes. And I think was that the 47 Corridor meeting that we, yeah, that's the one that we just talked about. And that was, it was more discussion of once the Union Expressway gets done kind of what's the next strategy really. And that's kind of what spurred this 50/50 thing with Washington was, it's like, okay, what is the next strategy? How are we going to get this thing moving? Again we felt that getting four lanes or essentially five lines to the parkway makes sense. Because again, that parkway has been in our comprehensive plan forever and there'll be more things in this agenda to discuss on the parkway, but you know, trying to spur that and kind of look into the future when these monies maybe start to come in.

Bill Straatmann-And then we briefly talked about the parkway, you know what, two meetings ago.

John Nilges-I can hit on that.

Bill Straatmann-How many years is that on the drawing?

John Nilges-From what I understand it was talked about in the late '80s and I think there was a plan put together in '94, or something like that. Mid eighties.

5. **MoDOT Northeast District-Warren County**—Joe Gildehaus-We are meeting after this meeting to discuss the causeway. Jeff Niemeyer the new MoDOT rep is here.

John Nilges-What we're looking is a causeway is obviously concept number one. Are there other alternatives that maybe would be less costly or even more beneficial. Because the causeway we obviously get traffic moving. But is there other solutions maybe that have other benefits.

6. **Washington Special Road District- Ed Fischer**-We're working on South Point Road and it appears like there's a 40 ft. easement and then a 30 ft. easement than a 40 ft. easement. And what they're working on is trying to get a 40 ft. all the way and so see how the people agree with that. Kind of where it's at.

John Nilges-And we've been working pretty closely with the Special Road District, we're excited about that. We also have just, we have a water line that's getting extended to the new water tank at North Goodesmill. So I'll be working with them on cutting that pipe in at some point this spring and I'll make sure to coordinate that with Ed and these guys, but we want to get that work done before the paving gets done. That's the biggest thing is we want to make sure we're coordinated on a lot of different utilities.

7. **Old Hwy 100 Bridge- Jim Grutch**-Our engineer, we're putting together some prices for some of the different options, biplanes, wider pavement profile and what we have.

Bill Straatmann-I think that's about as far as we can go with it without, it's in process, it's going to happen and it's going to be done as fast as it can be I'm sure. So everybody's aware of it.

8. **Airport-John Nilges**-So the last airport board meeting uh we decided that we are going to go out to bid on these hangers. Our consultants saying the first week of April is when these things will be ready to go, it's going back and forth with MoDOT right now. So we're excited about that. I guess we're somewhat optimistic that they'll come in at a reasonable price but that's a

that's a decision in the future. If we decide to not accept the bids due to pricing we could reject the bids. There would be an additional cost around \$10,000 probably to rebid it in the future but the board decided that it's not unreasonable to send this thing out. The concern would be, is that with again, with the infrastructure bill that's coming out that the contracting world is just going to be so inundated with work that pricing we do not feel like is going to necessarily be going down, but again, if you recall the strategy there was to get it to be stabilized, at least we would know where things were at to try to limit some of those bidding risks and I think we have kind of met that. In addition, I know Commissioner Brinker brought up that there was some additional moneys potentially coming to airports. And we did hear that that could be the case, we get \$150,000 right now per year that we can bank up to 450,000. So you can only bank so much before it starts to fall off. It's called our entitlement funding. That's what we get fund for today. What we're being told is those monies will be doubled, they think over the next five years, so we get approximately 300,000 for the next five years. I have not been told that specifically, but that's what the rumor is. In addition there's some additional grant opportunities for terminals and those types of things and I'm working with our consultant to put together some applications to look at the feasibility of going after some of those grants as well. So they're putting together that application now. I hope to have something maybe at the next meeting on is that something that we can go after and get, does that make sense? What does that look like? Our airport layout plan does show an upgraded terminal so just how much money can we get. Is it something that we want to pursue? So there's a lot kind of moving over at the airport. As far as operations go they're getting ready to cut grass. Pretty standard run of the mill things. We got all the lighting updated. We're working with getting the north arrow monument at the AWOS system reestablished, a renter over there, hit it with a plow. So we just got to get that reestablished and some minor maintenance items. But other than that things are moving. The main terminal hangar, our renter that is over there, which is the mechanic, he actually informed us that he's not going to be renewing his lease. So we have a proposal put together for that hangar. It has an opportunity for three different spaces. It's HVAC, I mean it's all climate controlled those types of things, so we're going to propose, put a proposal out to see if we get anybody to come in, ideally it would be another mechanic. I don't know if that's going to happen, but there's going to be some space freed up over there that we're going to try to solicit to get the right use in that building. So, a lot of things moving really.

Joe Holtmeier-What's the update on the fuel truck.

John Nilges-The freight charges to get that thing brought in, it can only go 45 mph. So we have to freight that thing back. So there coordinating on that. We're hoping that, I mean, we've been saying this for a month now, but we're hoping to have that here soon. They told us middle of March, it's in the middle of March. So we're kind of already a little behind on that. But it's coming. It's just parts and everything else.

L.B. Eckelkamp-Have you looked at a need to extend the length of the runway?

John Nilges-Yes, so on the airport layout plan, there is a, an extension of 10% 500 ft. and we've not looked at the need as a priority right now. But it is on that airport layout plan into the future. So depending on what this grant kind of looks like with this transportation money. I mean, that could be a possibility. But again, there evaluating what is that money supposed to be used for?

L.B. Eckelkamp-There are planes that can't come in if you've got a 5000 ft. runway, it's just almost enough. But if there's if the runway is wet, a lot of the planes can't come in. They need 5300 ft. at least that I at least ones that I'm familiar with.

John Nilges- That would seem to be that would be a good project with this additional entitlement funding potentially that we could look into. Another thing we need to be thinking

about on the horizon is those pavement design lives are 20-25 years old. They're approaching what the design life is on that pavement. CMT has made us aware of that. That airport is not new anymore. You think it's new but it's not it's 2005. So I mean you're approaching 20 years here in the next three years, which is the pavement design life. So not saying that there's an issue with the payment because we're doing maintenance on it, but just we got to be kind of cognizant of that. That as we look into 2030, you know that we got to be aware of those sort of things. So just macro issues.

Bill Straatmann-Regarding aviation airports, whatever the Freightways organization down in St. Louis there's a lot of activity now at what they what they're calling the St. Louis City Airport. Watch the east side. No, over on the east side Parkinson and whatever but there's lots of activity happening, there are a lot of money being spent there to develop that into a major center. They're even calling it the St. Louis City Airport, Lambert is still going to be Lambert I guess. But there's going to be another, that airport is being expanded. Lots of money, lots of freight dollars being spent for railroad. Amazing how much money is being spent on the railroad system for the movement of goods and services. In fact, the barge traffic, the activity that's happening on the river. Lots of lots of people looking at that being another highway, major highway, they call it the first highway and big monies are being spent. There may be big monies. There's, the highway system is expanding from, on the north part of like 270 in that area. That's all being expanded to the west to four or five lanes. I think probably you guys know it from Warren County what's happening up there, But they're getting the money and they're getting the funding. I mean, that's what's so amazing. I mean, it's as though there's a no shortage of federal monies coming for the movement of goods and services, transport or whatever, rail. Just something to stay aware of freight ways. I think Mary Lammy is doing a great job. She is the lady who actually runs that organization and they got their finger on the pulse, they know what's going on and they're getting the monies and they've got to, I was reading in the paper about Union, having a freight. Something to do with freight. Jim maybe, you know, movement of freight with a light rail. Is there something with rail happening in Union?

Jim Grutch-No that I am aware of.

Bill Straatmann-Yes. Well that's what I'm talking about, but there was no accident construction. Well, I'm just, I'm just wondering if there if the Freightways is even aware of that, what's going on around Union for the movement of freight? I mean, Tim I don't know who to even talk to. You probably. Come in to see if there's anything that tie that in with Mary Lammy's freight ways thing and see what happens. It's a rail system, probably the only real system in Franklin County, correct. I'm just throwing it out there. Well, all I'm looking at is if people are looking for rail service to the west. I don't even, I don't know if anybody knows it's even there for opportunities.

John Nilges-That's what I thought it was only like 28. I mean, it's not a very big section 28 miles. I don't think it was that much but you know I'm reading what I'm seeing in the paper.

Bill Straatmann-That there was anything in the movement of freight happening, maybe it's not even freight, maybe it's junk or whatever. I don't know. Just an idea.

9. **Team Track- John Nilges**-So there's access to rail in Washington, you can use it however you see fit. It's a pretty nice piece of infrastructure. We like to utilize it as much as we can..

10. **East-West Parkway- John Nilges**-There's some things moving there, let me jump around here. So city staff have been working on this for well over a year now to extend High Street which is getting an extension of this East West Parkway to the Marquart Farm. Marquart Farm is if you

look at my cursor here. This is the Marquart Farm boundary right here. Okay this is city limits to the north, everything to the south is not in city limits, so part of the city's comprehensive plan which I'll jump around on you a little bit here if you go down to 13 right here. This is High Street, this is Autumn Leaf Subdivision. Okay, 13 Autumn Leaf Subdivision, High Street to the south. So one of the things on the city's comp plan was to get this connection made. Why is that important? Well it's important because Autumn Leaf doesn't have secondary access coming in. Probably two years ago now there was actually a fire at the very entrance in the Autumn Leaf Subdivision that stop people from getting in and out for a couple of hours. People could not get into the subdivision, could not get home, people cannot leave due to the fire department working that fire. In addition there's been some issues with some water service pressure and whatnot that we've had some issues with our I.S.O. score those types of things. So we've been looking at ways to get this extended for quite some time. There's a pretty large culvert that will have to go in right here. Right here at this intersection you can see these contours, these grades, things are pretty steep. So long story short, we worked with a developer who owns the property which is Big Elm LLC to come up with a development agreement to get this thing built to the Marquart Farm. It would essentially stub to the Marquart Farm. The developer then would be required as part of that development agreement to make that connection. The other thing that the city gets out of this is we get access control. So part of that development agreement is is that the developer anyone into the future can't put residential driveways onto High Street. Again we don't currently have that in our code requirements today. So we have to negotiate that into the deal. It's a it's a really good component to this to this agreement but this is slated to get constructed as fast as we can get it done. City Council will be reviewing a design contract with Wunderlich Surveying Engineering at the next city council meeting to design this. They're actually doing the development work as well. So coordination is vitally important on these grades because there's not a lot of tolerances when it comes to these grades. And we're excited about this project. Like I said it gets access to the next farm to the south and then it provides that secondary access out of the Autumn Leaf Subdivision which again would hopefully relieve some of the traffic at Steutermann and Highway A which then would also has the potential to alleviate some of the traffic at Highway A and Hwy 100. It just spreads that traffic out through those signalized intersections. So that's a pretty big development as far as East West Parkway goes. In addition we hit on that E.D.A. Grant with MoDOT with 47 to the parkway on the east side. Hit on that earlier this meeting. So again, we're recognizing those the importance of that parkway and doing what we can to kind of spur these things and get these things moving. So any questions?

Craig Mueller-Where's Parkway stub into 47?

John Nilges-Again it is around here. It's approximately three quarter to one mile south of Steutermann. Yes. Up the hill kind of on your way probably in between where the First Choice facilities is, where Trenary used to be. About halfway down from city limits would be the best. And those funds to be utilized transportation sales tax fund, that's what we're looking at utilizing. This is not a grant project will be funded locally to get this done and again, waterline construction, all these other supplementary things to get this kind of spurred and moving.

Bill Straatmann- John that potential tie in with Highway 47 also helps design what's going to happen between Washington and Union.

John Nilges-It does and that's where the coordination comes in with MoDOT and the county and everyone else is to make sure that that corridor is put in the way that the end result was going to be, which we've always envisioned it I believe that would be somewhat of a two lanes

potentially with I don't know if it would be a grass median through their per say, but those are the discussions that we have to get done or that would have to be completed.

Ray Frankenberg-So I was looking at that this morning. Can you zoom out on that where we can see the Highway and 47?

John Nilges-Out on the comp plan or on the USGS?

Ray Frankenberg-But there's like 100 and 25 houses down there in that subdivision where there's probably quite a few of them go to the industrial park. So I would anticipate a big increase in traffic at the intersection of High Street and Highway 100. In fact, if I were going to St. Louis and I lived down there in the valley, I would go out High Street and take a right rather than trying to take left onto Hwy A and then deal with the intersection of Hwy A and 47.

John Nilges-That's what we're anticipating.

Ray Frankenberg-There will be 120 houses that will have an option that didn't before. And then, as he said, it's no longer a one way in and out subdivision. So that's a good thing.

John Nilges-If you recall as well, another way to get access control when the Casey's development went in, at that intersection is full access off of High Street, but we did not want to happen what happened in Phoenix Center Drive and Rabbit Trail that kind of mess at times, so the city was able to strike a deal with them that they essentially put in escrow dollars to put and make that right in right out. So that's a way again that as the traffic increases on High Street at the Casey's development, we can limit access then to right in right out on the High Street. So if you were the full access would be Don Avenue. So just some, some things that we're trying to do to be ahead of these things rather than play from behind.

Craig Mueller-The developer have significant issues with no stubs coming off that Parkway.

John Nilges-No, I mean it's all part of the, it's all part of the agreement. So no, it's all, I mean you're getting a 40-foot road built on with Transportation Sales Tax so I don't believe they would have an issue. This culvert has the potential to be 150-foot long. I mean that's not a small, that's not a small.

Ray Frankenberg-And typically when that happens what you're doing is you can break access, but the city would typically only break access for another city street, so it's not a private driveway where somebody's backing out onto the street to go, it ends up being an intersection of a public street and that's good for the development as well because then you can use that as a reliever type corridor which is designed to be.

John Nilges-We would also consider like if there was a commercial access or some large there's been some talk about this is still zone senior development. So you know if there's a specific driveway access that would serve a larger parking lot, I mean that would be a consideration. It's the driveways that you see like you see here on Aniston that are just stacked up as the concern that we have.

Bill Straatmann-Okay. Any other comments, questions hearing, move onto public transportation. I didn't miss anything here. Any other business? Yes please.

11. Public Transportation- No report.

12. Other Business- Mayor Sandy Lucy-I apologize for being late and I think I missed the last meeting. My mom's been in and out of the hospital. So she's with us. It is hard to get out of the house when there's another person in there. I've learned. I have a new respect for mother's. Anyway, first of all I want to thank you all for your dedication and your efforts here on the transportation. This is my last one and it's been a great ride for me. I'm just sorry. It's been a wonderful ride for me and I have loved every day of it. Even on an off day. I loved it. I would

wake up the next morning. I think I was the luckiest person in the world to be able to be the Mayor of City of Washington. So beyond that I sit here and listen to all of our discussion this morning about future transportation and you know Washington has always been very, very interested in transportation and when I think about how we had the opportunity with MoDOT to increase Highway 100 to 4 lanes and Mayor Stratmann came forward and did the half cent capital or the half cent transportation tax. And of course our voters approved that and started the process on that and today that transportation tax is still there are obviously our sales have increased. So we have money now to help developers develop some of these roads and things like that. I mean it's a, we can locally fund some things and it's just thank you to you all for, for being part of the team and for being part of the, the vision and I think if there's anything that I'm incredibly proud of in Washington is the vision that this community has always had to look forward to see what we need. We do it in industrial development, we do it in transportation, we do it talking about the airport, there's just so many areas where we have great vision in this community and you all are part of that vision. So thank you for your service and I know you sit on numerous boards and you are what makes Washington what it is and my heart will always be here and the and our team here at City Hall is, is still here and I think you recognize that they often think outside the box and try to figure out ways to accomplish things and get things done. So, um, I just wanted to say my final comments to you or whatever and, and thank you once again for, for your dedication to our community. It's the people in this community who make it what it is and you are all part of that. So anyway, thank you.

Bill Straatmann-Thank you Sandy. The only thing that I've got is there's a list of the money that we've received so far this year And the half cent transportation sales tax is up 9% for the year. That's great. That's and it's growing. Not only is it tax important to us, but it's also increasing as we go. It was a 25 year tax. That's correct and it can be renewed. I will entertain a motion to adjourn second motion to adjourn in favor. I thank you all.

13. Adjournment-Motion made and seconded to adjourn, passed without dissent at 8:40 a.m.