

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

**Monday April 25th, 2022 at 8:00 AM
Minutes**

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

Absent: Danny Cassette

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

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

1. **Amtrak- Craig Mueller**-Not much of a report. They do have a bill going through the Senate I think now to get our two trains back. They did up the budget amount. So this would be for the fiscal year, starting July 1st. They're hopeful that the bill will give it enough funding to run two trains for the full next year which is obviously good for us. Amtrak has approved a through train that's going to go from Chicago through to Kansas City which kind of eliminates transfers in St. Louis that they're kind of excited about, I'm not sure when that's going to start up if they've nicknamed it the Lincoln River Runner and I think my anticipation for that and understanding of that is that it will be one of our back and forth trains that it will, you know when we see it downtown Washington, one of those trains will be that through train that goes Kansas City to Chicago. New cars are on some sort of safety delay now. They were refurbished cars that were supposed to be ready to rock. Apparently they started them up in some places and have seen some issues so we don't know when we're going to see new cars, they're excited about those locally because they carry more bicycles and we get a lot of bicycle traffic here along our route so we will keep an update as to when those might be arriving.

Bill Straatmann-Okay, any comments, questions?

Bill Miller-How has ridership been?

Craig Mueller-Actually at our MorPac meeting that we just had did not have the ons and offs and I just got an email over the weekend. I can share that with you, I can send an email but the ridership has been promising. It's been up now with the two trains being the major issue that ridership is still compressed. There are signs that if they get both trains going, that that ridership will reach its 2019 levels, which is what they're hopeful for.

John Nilges-And we the city met with Amtrak MoDOT via zoom three weeks ago now. They're doing depot upgrades to the actual passenger depot. They're going to relocate the actual on off location I think to the west to make everything ADA compliant. There'll be new sidewalks, some of the pavers will be removed. An additional ADA parking stall. We do not have a schedule yet, but we did see a topographic survey and we did talk to some of their

consultant engineers on it. So that is coming. But once we have a schedule we will let you know.

Bill Straatmann-Great. That's great. I had no idea that we're going to make improvements down there. That's good.

Ray Frankenberg II-I have one question, did you say that second train would not be added until next year?

Craig Mueller-It's next fiscal year. So they're hopeful for July one.

Mayor Doug Hagedorn-So yes Craig, have they announced the time yet when it will arrive and depart?

Craig Mueller-That I don't know. I haven't heard. The schedule, well it changed this last time we lost it and then we got two, so no, I'm not sure on the schedule.

Mayor Doug Hagedorn-Is there any consideration in that process of timing to where folks from Washington could go west spend the day in Herman and ride it back or the other way and folks coming into us also spend the day here and then ride it back.

Craig Mueller-That's exactly the point of the two trains. To make that possible right now. They just can't do it with a one train kind of scenario especially being in the middle of the route makes it too early, too late or whatever. So yes, the intention is one early one late to make those day trips more available. That's where a bulk of our ridership comes from.

2. **Highway 47/Missouri River Bridge- Stephen O'Connor**-I have nothing new to report. I called Tim and I haven't gotten in touch with him. As of last month there still waiting to get a barge on the river so they can tweak those lights.

Bill Straatmann- Yes, that's our last item on the punch list.

3. **Highway 47 Corridor Committee-John Nilges**-Nothing new.

Tim Brinker-Should be having a meeting in May. I have a meeting this morning at 9:30 with our engineer of record, Cochran, to discuss some options that may be forth coming. So with that being said we will continue to communicate to everybody as to the progress.

Tim Brinker-Now the State Highway Transportation Board I think is meeting in May and what they told us that our last meeting Tom Blair and said it's important for us to make sure we pay attention to their agenda and be vocal on what they're considering as far as long range plan etc. to for Hwy 47 funding. That's one option in the project. The other option is obviously the infrastructure grants that are available too that we're pursuing too. So we're going on both ends of the candle and hopefully we can get to the middle.

Bill Straatmann-Is that review, were they're going to show the locations of everything at the Union intersection?

Tim Brinker-The expressway in the interchange of Hwy 50 and Hwy 47? Yeah, the environmental has passed and now its right of way acquisition time.

Bill Straatmann-Okay. So the public involvement where people could come and make comments about it. The comment period I guess is what I was talking about.

Tim Brinker-On that expressway thing. Well, because it's, mainly local. I'm not sure that that is going to be a major issue. Stephen, do you know anything?

Stephen O'Connor-I read in the paper they had a meeting last week I think.

Tim Brinker-Right and Union had some consideration for it too with their residents. I'm not sure that's the practice that is typically followed on these more private balanced acquisitions/developments.

Ray Frankenberg II-I was there. There was only a few people there, but it was just to look at the plans and then there was a 10 day comment period that was a week ago, last Thursday, so we'd be hitting the 10th day on Sunday.

Tim Brinker-But anyway, that trains rolling and we're gone to the next step. So that's the beauty of that.

John Nilges-Real quick. Just everyone's aware that Hwy 47 is on the, they call it the tier one unfunded needs, which is a good place to be really, it's unfunded, but funding at the federal level is obviously ramped up, so it's up there.

Stephen O'Connor-And it could be in our draft STIP. Which comes out like Tim said in May and that's when there's a public comment period on that.

4. **Franklin County Transportation Committee- John Nilges**-We did not have a quorum at the last meeting, so we did not meet.
5. **MoDOT 50/50 Grants- John Nilges**-Yes, we had this to the agenda kind of as an ongoing thing just to discuss funding opportunity that we have through the department, I think of Economic Development along with MoDOT. If you recall the Half Cent Transportation Sales Tax to extend Hwy 100 from Washington to Interstate 44 was paid for the 50/50 grant. That was kind of the entire concept of that. And talking with Darren and Sal looking at some other projects that we could have available or could apply for a right turn lane or a lane to turn into the New Oldenburg Industrial Park to the west. At a minimum, that could be a turn lane at a maximum. It could be a potential four lanes working from west to east. So some things that we were kind of looking at. I think the next opportunity to put a grant in would be July and so we're working with MoDOT on that. I know Stephen has been very helpful in trying to get that going. So we're working to get that taken care of. Out on the west end of town, which again, that's an investment in your future, get a turn lane in there that would assist Sal and economic development with getting some stuff moving out that way. There is opportunity with those grants that if you have a partner, an economic partner such as a business that wanted to relocate here, that that 50/50 could go higher, 75, 85 or 100% sometimes. So that's a big tool essentially in our toolbox that we don't need to forget about. Those grants are available, like I said a couple of times a year, it's doesn't fluctuate as much with what happens at the federal level MoDOT kind of funds that ongoing. Also, in the paper you may have seen the city was looking at potentially widening Hwy 47 to the south, potentially to the to the East West Parkway intersection. Again, the concept there would be, is it would play into this whole entire Hwy 47 corridor would be a piece of that puzzle. And then it would actually get us to that causeway which would open some things up as well, so get a little movement going. So we did put a draft application together, we've done some exhibits in house and then we'll be working with MoDOT again maybe looking at applying for that and where we have somewhere around four million I think is what we got pegged for that first little section. So, I just want to add that to the agenda. These things can, they're available to any really any location that would have economic development. So just keep in mind just another tool in our toolbox.

Bill Straatmann-Are there any limitations to the Half Cent Transportation Tax monies to be used for other than Hwy 100?

Darren Lamb-Absolutely, it's transportation. So we're going be taking a look just to see where since our sales tax has been up. I've asked the Finance Department to go ahead and put together a report so that we can sit down with our new Mayor Doug so he can go ahead

and look at those numbers and we can prioritize and start taking a look at it. We're going to need some of it obviously to go ahead and the Hwy 47 50/50 would be a little bit pricey. But our first number one priority is going to be the Oldenburg Industrial Park to go ahead and get a turn lane in there and we do have funds set aside in the Capital Improvement Sales Tax to help match for that.

6. MoDOT Northeast District-Warren County- Bill Straatmann-Looks like Warren County is not represented today.

- a. **Causeway-John Nilges-**We've discussed the concept of the causeway, some back and forth. There's some alternatives that we're looking into as well. Can't go into too many details right now, but the causeway, it keeps traffic moving during flood events and I think the approaches on the north side have a frequency of flooding of basically one in 10. So we will see that happen in the future, hopefully later. So the causeway is what keeps traffic moving. So there's some alternatives we're looking at some more cost effective measures, those type of things that maybe add to the airport, maybe a trail opportunity, connection to Katy trail, Rock Island Trail, I think was funded, I think at the state level. So I think they were looking at Washington's 47 bridge being the connection. So we got to be cognizant of all those things and trying to bring a project together, but it's on our radar. I know Warren County is going through a FEMA Flood Study right now. So FEMA and SEMA partnered up with some consultants to update their flood maps. They are behind. They're aware of this causeway concept. I've talked to the state a little bit to kind of maybe do some preliminary engineering at the state level. So we're trying to kind of get some thing's moving to see what the best solution is to keep traffic moving on 47.

Bill Straatmann-Well, as long as we keep attention on that site, just as you said, it's a one in ten chance that's going to happen sooner maybe than later. Who knows? But it's going to happen. The bridge is going to be closed because of flooding. It just does, it will. Basically just keep it in front of people, keep it going. Stephen, any ideas. I know it's on Booneslick Regionals list of priorities that they are trying to do is a causeway.

Stephen O'Connor-I mean, it's Warren County jurisdiction.

Bill Straatmann-Generally, they will report when they're here.

John Nilges-We have been in contact with him on this and Warren County, Joe Gildehaus. He knows and he said we just kind of get everybody together and let them know what the overall concept is that you built a \$67 million dollar bridge that floods once every 10 years. So the need is there.

Bill Miller-In the discussion about the causeway, how far into Warren County would it go, would it go to the Dutzow turn off?

John Nilges-I think Ray actually may have put together an exhibit for that.

Ray Frankenberg II-The only sketches that we have on it right now Bill are that it takes off there at the bottom road, right on the other side of the bridge, heads straight across the bottom there and comes out near the St. Charles, Warren County line onto Highway 94. So it actually would be a shortcut to Augusta and everything across the river. And that would be the shortest causeway we could have that would completely open you up to Highway 94 to the other side. And I'd make the recommendation that, that we make either the causeway or Warren County agenda item.

Bill Straatmann-You're right.

Ray Frankenberg II-Like we talked about it all the time and it seems like some of those people, but we don't really have them on the roll call. I think it's important.

Bill Straatmann-Yes and I agree with you. I agree, but they do have it on Boonselick Regional and there is money set aside, unfunded monies for doing hydrology work.

John Nilges-Which the state, it's important that the state at SEMA level, they're going through their flood study right now today. So when I was talking with Karen McKee at SEMA, I talked to her a couple of weeks ago she was aware of this concept and I believe Booneslick reached out to SEMA to kind of get that going. So I was like, well, if you guys are already looking at the flood maps and so in front of your computer, your screen basically, it wouldn't take much to add a causeway into that to do just a quick little due diligence, H and H study real quick. From what I was told there is some money available at SEMA/FEMA level that they can look at these alternatives while they're basically running the models at somebody's desk. So we're trying to get them to do that work to at least have a feel so when we talk at these meetings, you know can it actually be done or what's it going to take to get it done. We would know that and I think that they can do a little bit of that work basically at no cost to us. So we reached out to them ask them if they could kind of push that along. So we'll see but that's kind of again it's free engineering work that's really high level but it at least show what a causeway or some other alternative would do to flood levels which is obviously a primary concern.

Bill Straatmann-If I'm not mistaken that that line item is like \$300,000.

John Nilges-I wouldn't know that. All that I know is that they're talking about it at Jefferson City in the SEMA office.

Ray Frankenberg II-From an engineering standpoint, I mean there's no doubt it can be done. It's just how much of it's going to be causeway and how much it's going to be built on a berm. You have to leave enough opening for the Missouri River water to pass is all you have to do. So it's not an issue of can it be done, it's is there enough support for it and what's the expense, how much is it going to cost to do it?

Bill Straatmann-Because the economic impact in 1985, and the thing went out before it was \$10 million dollars and it was down for seven weeks. Can you imagine what that number would be today? The economic impact if it was \$10 million then it would be \$100 million. You can justify that building it for what you're going to pay it out to economic loss. That's how we have to always remember that the flood is going to come. It's just a question of what's it going to do to the economic impact of the community.

Ray Frankenberg II-And then the other thing I want to say about the location is the airport was considered when we did that sketch and the airport can still be expanded. I think it was to 8,000 ft. It's a 5,000 ft. runway right now and so the causeway wouldn't impact that.

L.B. Eckelkamp-Ray would it go around the south end of the airport? Is that the way?

Ray Frankenberg II-If you take a straight shot from the bottom road and then shoot straight across the bottom. That leaves you enough to add another 3,000 ft. onto the end of the runway before there becomes any issues with the easements needed to get in and out of the airport.

L.B. Eckelkamp-And how about how long or what is the distance of the part of the causeway?

Ray Frankenberg II-Well the length of actual causeway which is raised is going to depend on you know the flood water so that you can pass all the water. So that would be a calculation the length across the bottom there. And then you'd want to pull that down to the southeast a little further John is where it came through. Okay. 8,000 ft. So it's a little over a mile across the bottom.

Ray Frankenberg II-I mean yeah I would say you would turn it clockwise a little further down the Katy Trail. And if you had 94 on there I could tell you a little bit.

John Nilges-Yes, it might have been here. That's what it was. Yes, I remember.

Ray Frankenberg II- So you can see where the airport stops on the upper end of it so there's plenty of room to extend it. And that puts you into Highway 94 between Augusta and Dutzow there. There's a lot of room for development on that side of the river

7. **Washington Special Road District- Ed Fischer**-Okay. Well, we're still talking about South Point Road of course. And Cameron sent me a email that he met with John and Darren the other day and they are not interested in our desire to widen south point road to a 40 ft. back of curb to back of curb. Some places it's 30 ft. some places 40 ft. So that's from Peter's property South to Stone Crest. And the city did not desire to participate in changing the vertical alignment of South Point Road at Peter's property. It's no big deal, I guess. But it's a little if you drive it, I don't drive it much, anyhow. In summary. The design for South Point Road will proceed for waterline extension along the curb and gutter being 30 ft. back of curb to back of curb. Also, the vertical alignment at some point will remain nearly the same.

John Nilges-That's what we discussed. It's similar. I mean, visually similar to Pottery Road is what it would be. And the reasons for those decisions not to widen are the reasons, cost number one, but number two would be the setbacks on those properties are significant. I mean, you're talking houses that are set back 60 to 70 ft. maybe from the roadways, so usually when you have setbacks of 25 ft. you use the street for parking. That situation really doesn't happen on those homes along the way. So that kind of played into it a little bit. We're excited, I mean, the city is excited to work with the road district on getting a completed corridor really. Get a water line in and try to make sure we work together to get this thing done. So we're excited about that. Again, curb and gutter both sides, structural overlay and that would also then include the entrance into Stone Crust would be overlaid as well because that is in city limits. So the entire corridor would be repaved down the North Goodes Mill, essentially.

Tim Brinker-What is the on South Point Road, what's the right of way that exist currently?

John Nilges-It varies a little bit, I think, minimum, it's 40 ft.

Tim Brinker-Pretty generous there available if you will. I think it's a need well worth pursuing and if there's any questions as to needs for funding on it, there's that's a perfect little project for that grant that's out there everywhere.

John Nilges-I think with the we decided to 30 ft. back to back, I mean, again that parking plays into that. Again Pottery Road is I think Pottery is 26 back to back. So it's four ft. wider. City streets for example they're 35 back to back to back of curb. But there's parking on both sides so you lose 7.5 to 8 ft. if the cars are parked side by side those type of things. Where this section would be limited parking or restricted parking essentially. So you get a 30 ft. corridor. I think Highway 100 for example those are probably 11.5 ft. lanes right? Twenty three with shoulders. So Highway 100 is about 30-32 ft. wide. So just give you some feeling on what 30 ft. really is. It's fairly wide.

Bob Engemann- John talking about that that stretch between Old Highway 100 on East Fifth Street. Old 100 up to 100. What would that width be? East Fifth Street starting down their Old 100 by Patriot Towing.

John Nilges-I believe that's like 42. It's pretty substantial.

Ray Frankenberg II-With parking allowed on both sides.

John Nilges-And parking is allowed on both sides. There are streets in the east end of town that are 42 to 45 ft. in some cases which that's a lot of pavement that you have to maintain in the future. So that kind of plays into it as well. But just to give you some feeling, I mean, I think Pottery is 26 ft. back to back. I could be incorrect on that differ to Ed, but city code states that our local access minimums are 35 but again parking is on both sides where this would be 30, which with restricted parking is the concept. So it gives you to basically 15 ft. lanes, which is more than what you have on 60 ft. roadways. You're right two twelves because you get your curb section. So, and that would not, and I think we could get that constructed without having to obtain right of way for many of the property owners because again you need room to work as well even outside of the 30 ft. road at five ft. on both sides for easements that proposed to be done.

Bill Straatmann-What's the timetable?

John Nilges-I do think the road district wanted to be ready to go by now anyway, but remember they were just going to put curb and gutter on one side and pave the roadway. So there's a little coordination between us which kind of slowed things down. But I think ideally we'd like to be going by late summer would be great.

Bill Straatmann-That's great. So it's going to happen.

John Nilges-Yes, this is going to happen. Yeah, yeah. So we have a water tank going in at North Goodes Mill on South Point Road actually we're extending water line, the city's extend water on them right now to get out ahead of this paving project, but we would actually loop that waterline from Stone Crest to Peter's sign in front of there, so we would actually have that redundancy in the water system. Right now Stone Crest is fed by one line, one water line from the Vernaci development. There is a well out there, so it's not like it's out on an island, but it does cause issues with our water system. We actually had some issues last week with it that since we don't have redundancy into the city's water system, even though it's in the city, this would provide that secondary access if there was a major water main break out there. So we're looking at that as well and that would be looped in front of those homes along South Point. They are not going to be required to hook in because they're not city residents, but it would give some options. It should they have a well go out or should something happen in the future that would go down the right the west side of South Point Road and again provide water redundancy in the system. So everything starts to kind of fall into place here, working together with the Road District.

Bill Straatmann-Sounds like you guys are on top of it. Any other questions, comments?

Bill Miller-Ed, how many miles of road does the Special Road District have?

Ed Fischer-Twenty something, twenty five. I'm not sure about the number but that area they're all black top. We used to have gravel roads.

Bill Straatmann-Anything else?

Bob Engemann-John, going back to the water district. That tower that we're putting in. Is that a city or water district project?

John Nilges-That's out in the water district. That is a city water system water tank. So it was identified as a need in the 2015 hydraulic study that the city completed. In addition we had an I.S.O. in 2018 which is your insurance rating as we need more stored water on the southeast part of town. No surprises. A lot of development happening over there. But by adding that one million gallons of stored water, you actually can ensure that you have your class three I.S.O. rating which is top 10% in the country which keeps everybody's insurance rates the best they can really possibly be. Those types of things. So it's important that we invest in that water tower. That is a city owned water tower. It's under design right now.

8. **Old Hwy 100 Bridge- John Nilges**-I have nothing to add. I think there was some discussion about trying to speed the project up a little bit, 2026 if I remember is the MoDOT schedule to get it done. That conversation hasn't progressed at all, so, I think it just kind of sits there.

Bill Straatmann-Are there plans in development?

Stephen O'Connor-There are no plans yet. We have an estimate, they have an estimate were kind of sharing estimates, trying to figure out where we really are going to fall.

John Nilges-You guys would probably start design somewhere at the end of 23, two to three years out in advance.

9. **Airport- John Nilges**-Yes, airport, some big happenings at the airport. Our fuel truck was delivered a couple weeks ago. I know Kevin and airport staff are working through that. They're excited to have that fuel truck. That's a major deal for our airport operations. I think we were actually down on jet fuel for about six weeks just because the other truck had some mechanical issues. So it was delivered and that was paid for out of ARPA funds. We were able to pull those monies and kind of get that going. So the ARPA federal money did pay for that fuel truck and like I said that's a big investment. That old truck I think was in 1983 and we were running short on parts and it was kind of on its last leg. So we're excited about that and I haven't heard any negative from the airport so no negative means everything is going well.

So hangers were scheduled to get bid middle of April here. It got delayed a little bit there to update some front end documents really. So they're looking about the first of May, second week of May to get those out the door. So we're excited about that. Again, that's eight bay hangar base bid with a plus two to make it a ten bay with a plus two to make it a twelve bay, no idea where those bids are going to come in at so we're going to send them out the door and see what the low bid is and then make some decisions on what the numbers are going to be. So that would be kind of a fun conversation but I would think we would have something by middle to the end of June so probably maybe that June meeting, we'll have an update on what bids look like. Then we also, I had an opportunity and thank you Mr. Brinker for bringing this up a little bit but had an opportunity to look into some additional funding at the airport. We met with some representatives from Luektemeyer and Blunt's office actually a couple weeks ago. Worked with CMT our consultant to get an exhibit put together and update the estimate for a potential runway extension. I know L.B. you brought that up at the last meeting and we were working on those things but I didn't want to get it out there too far. But really it would be, it would be a 500 ft. extension to make it a 5,500 ft. runway that would have a widening component to it as well. That is shown on the airport layout plan, which was delayed for years to get it done. But I think it's positive now because now it's a current plan. So we're excited about that. That would allow for a higher class of airplanes to kind of come in. We did canvass the community for letters of support. I think we received 11 letters of support from the community and business owners and things that they said that they would be excited about that. So that did get sent off last week to both offices. From what I understand that is like it goes to like an appropriations committee at the federal level as somewhat of an earmark. So it has a possibility here that this thing does get funded. So we're excited about that. More to come probably in the next couple of months would be my guess. I don't know what that process is at the fed level but we were able to meet their deadline to get their applications in and really kind of show that we want to invest in this

thing build it, they will come type of situation. So that's at \$6.8 million which they said this process, the sweet spot is somewhere for projects between four and seven million. So we're right in there and we had a lot of discussion for a couple of weeks there with their representatives. The hangers is funded out of our entitlement funding which is money that we get, \$150,000 a year out of that it gets funded out of that. We also received around \$500,000 from St. Clair airport closing that MoDOT transferred over to us to keep those hangers. We used it to save us some money and then we had this entitlement money. That came out to about \$1.1 million is what the initial estimates before everything kind of got crazy on the supply chain type situation. So I don't know where the bids are going to come out but that's a separate project from this one. And that is that is like I said 98% design, 99% design and that will be bid next week with dirt being moved most likely in the wintertime. A lot of things moving over there.

Bill Miller-How many are on the waiting list for hangers?

John Nilges-I don't know maybe there's 45. There's a bunch. What we also have is an opening in the climate control like the main terminal. Really there's an opening because our mechanic actually moved out. So we did go out for proposals to accept proposals from people about how would they like to operate or how would they like to be in there. I don't know if there's some other aircraft that could go in there. Those things were in the process of reviewing those proposals as well. So it's a little different process than what we've done in the past. But there is opening in that main terminal right now.

Mayor Doug Hagedorn-John, question, when we widen the runway, is there going to be any increase in the maximum allowable landing and takeoff weight of an airplane coming in there?

John Nilges-That is set by the current pavement standards. So the weight, no but the widening in the in the length I think you go from I think it's a B to a C class. But you go to a C class plane that could land there more comfortably I guess. So it's the weight, no because you're using existing pavement. So it would literally be a just think of a panel added to the north side is what the airport layout plan shows.

Mayor Hagedorn-Do you know what that weight is max weight is right now?

John Nilges-I do not know that off the top of my head. I apologize. I can definitely get that. It's also important to note that those are 20-year design lives on the on the pavement over there. Now we don't necessarily have any issues because we've been maintaining that pavement but you know that that airport is not new. I mean it was 2005. So you know looking into these 10 to 15 year plans you know we got to start looking at some more maintenance type stuff and those things so I know everyone thinks it's new. It's not new. So let's kind of keep that in the back of mind.

Ray Frankenberg II-And Mayor that runway was built with the intention of the 25 ft. added. So it was 75 ft. with the crown at 50 ft. and the thickness for 400 ft. wide. So I don't know what the numbers are but I think it was made for the higher class of jet and we've been squeezing them into there but the extra width and the extra length lets them meet their corporate rules for what they need for takeoff and landing.

Mayor Hagedorn-So no, 737's?

Joe Holtmeier-They can land, they just can't take off. Is our mechanics still over there?

John Nilges-He actually did not renew his lease this year so, so he is, I'm not sure where he's going, but we're looking for another one of those uses right now. So that was a pretty big positive for us. We had a lot of traffic came out of Spirit to come out and have that

work. Those equipment worked on it, get the equipment worked out there, they fuel up, they fly back out. **So it** was a it was a positive but we're we're looking for the next thing so.

Bill Straatmann-And Sal did contact us about putting a letter forward for recommendation and we have put a recommendation to approve the \$6.8 million grant application. There was a letter coming from the committee.

John Nilges-And like I said, we received, I think eleven letters of support from the industry.

Bill Straatmann-But that's going to be just the 6.8. I mean, I was thinking why wouldn't we asked for the additional money maybe for the pavement upgrade the because of the age of the concrete? Is that all, is that a separate money?

John Nilges-What that 6.8 million is the widening and then the 500 ft. extension is what that is. As far as the money is for update, I mean, I'm not saying there's a need for that right now. I'm just saying we need to be aware of it into the future. So, again, we were trying to hit this sweet spot of what they think they can afford and we could always ask for more, but I don't want to kind of one thing at a time maybe.

Bill Straatmann-Thank you. Any other comments regarding the airport? Anything else about the airport? Hearing none.

10. Team Track- No report.

11. East-West Parkway- John Nilges-The only thing we have there is the, the extension of High street, to the formerly known as Marquart Farm. That was approved. We're working through design right now. I would think that we could start moving dirt there maybe middle summer, late summer. Like I said, it would extend it the current dead end, which is just beyond the Riverbend Estates Property to the Marquart Farm and then it also then has a stub over to Sofia Drive which would give the people within Autumn Leaf a secondary access in and out that should have some positive impacts on Highway A, Steutermann Road, Highway A and 100. So we're excited about that. I'm very much excited about that project.

Craig Mueller-The design showed to what they're two different streets there?

John Nilges-Yes, when Autumn Leaf was put in, there were two stubs that went and the reason for that I believe was there were two different farm owners. One went to one, one went to the other. The idea was whichever one went first. So would that second one be needed? I don't know that yet but we'll look into that. This also, it's important that the fire code allows for up to 30 homes to be constructed before you are required to have a secondary access. That's somewhat new and that's not new. It's somewhat new. So this would bring that subdivision in the current fire code compliance with secondary access. So we're excited to get that final resolve as well. And it's also shown on the Comp Plan which again was thought of 10 years ago. So this is all positive stuff. City is participating in the cost of the High Street as well.

12. Public Transportation- No report.

13. Other Business

14. Adjournment-Motion made and seconded to adjourn, passed without dissent at 8:45 a.m.