

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

**Tuesday, May 31, 2022 at 8:00 AM
Minutes**

Present: Stephen O'Connor, Ray Frankenberg, Bill Straatmann, Bill Miller, L.B. Eckelkamp, Tim Brinker, Chad Briggs, Jeff Niemeyer, John Nilges

Absent: Craig Mueller, Ed Fischer, Bob Engemann, Joe Holtmeier, Danny Cassette, Mayor Doug Hagedorn

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

Approval of the minutes from April 25, 2022, Motion made, seconded and passed without dissent.

1. **Amtrak- Craig Mueller**-Not present, no report.
2. **Highway 47/Missouri River Bridge- Bill Straatmann**-Are the lights done?
John Nilges-I think they're still waiting on getting them working. I've not heard that they've not been working but I think they're still waiting on to get into the warranty period. So it's they're working. But they've not been transferred to MoDOT which means they've not been transferred to the city.
Ray Frankenberg II-You say we are in the warranty or not?
John Nilges-We are not.
3. **Highway 47 Corridor Committee-Tim Brinker**- Well, thank you. This group surely knows by now that we have been included in the STP for MoDOT funding and planning \$85.74,million or \$86 million if you round off. It's been included in that. I've been in contact with the Commission in regards to making certain that we get a four lane, not just a bandage with some turn lanes put in here, but that kind of dollars suggests that there's going to be some substantial impact to 47 hopefully objective four lanes from here to St. Clair will be realized much much sooner as a result than later. So it's exciting. The other thing I'm trying to determine is if and Stephen perhaps, you know, I've looked into it by now, but I think there's 86 million, they may have included the center section as well because the four lanes from each direction with the right of way existing already for most of them. It's pretty exorbitant number unless they're just planning on inflation rates etcetera to go into effect by the time they start turning dirt in a couple of years. But it's interesting. It's very exciting because we were 2042 on this thing now, here we are 2020 something. So that's really the great

work of this committee and the people involved everywhere relative to putting forth the need and then recognizing putting resources toward it. It's exciting. So that's where we are. But we're going to keep churning. I'm going to go down to the Commission meeting.

Stephen O'Connor-Thursday is the commission meeting.

Tim Brinker-Thank you. I am going to present there as well explain that, you know, the four lanes is imperative, but that will have the crossroads of the county if you will 47 and 50 and etc and go from there,

Bill Straatmann-Will they be voting on anything to like to approve this or not?

Tim Brinker-I think there's still a public comment period and I've also relative to that, I have also reached out to the chambers of each municipality that would be connected. Please urging their membership to give comments to the positive relative to this project so that we get nothing but great input from our citizenry and I will be emailing those links to this committee as well in hopes that participate in pushing this forward and making in bold italicized, underlying letters to make sure it's four lanes.

Bill Straatmann-Tim, when is that the meeting?

Tim Brinker-Thursday in Jefferson County because they're doing a big port launch announcement thing there too. So it's exciting stuff.

Bill Straatmann-So that's their monthly meeting?

Stephen O'Connor-Yes, it's monthly.

Bill Straatmann-If you can give me specific at the office there, I will go.

Tim Brinker-She puts the agenda out. I will forward that email to you.

L.B. Eckelkamp- How do you find out what is included in the \$86 million?

Stephen O'Connor- We've not done any kind of study at all. And I think we still need to get this approved by the commission before we even.

Ray Frankenberg II-So I think the step one is the commission approval. Step two becomes the study as to what's needed and what's not.

Tim Brinker-And I think that's where we need to have some input on the estimated numbers which came from that initial Lochmueller study that from what it's about. Group study that we performed and paid for. And they kind of probably use that as a baseline from which to work on the numbers. And that's why I'm kind of curious as to whether they include this intersection or not.

Stephen O'Connor-Within the draft STP. It says improved capacity and improve safety.

Tim Brinker-So that's pretty broad terminology.

Ray Frankenberg II-I think one thing I would be recommending that we bring up as often as we can. One thing the pandemic taught us is that we're growing, not that the pandemic didn't hurt us and hurt a lot of people in our community but people are wanting to come out here where it's less populated and we're going to we're going to see a growth spurt.

Tim Brinker-I've got the last three months of building permits issued and things like that.

Ray Frankenberg II-And that's going to be huge.

Tim Brinker-It literally doubled over last year and we're continuing that trend. So you're right on the head Ray And in that, look, it's happening now, we need to make sure our infrastructure is in place to support it. And this is part of a major part of it.

L.B. Eckelkamp-Can you imagine the problems we'd be having if highway 100 hadn't been improved and we're there on 47 already.

Tim Brinker-Exactly.

Ray Frankenberg II-This project can either facilitate it if it's done properly or it can stifle it if we end up losing. I mean, we're not going to grow if people can't get around on that corridor.

L.B. Eckelkamp-I didn't understand your discussion last time about what's going on with Union and what they're doing on the center section. Is it compatible with the four lane all the way?

Tim Brinker-It will be. That the expressway interchange, the mayor of Union had some concern about making that bridge wide enough and that really lends itself to finding out what's in the sausage of this \$86 million because if that is all included in terms of just putting a number to it and attaching some numbers to that, that leaves us a lot of additional opportunities perhaps even make that a wider bridge because a two lane, two twelves and two eights on the shoulders or something like that on the expressway. But David Christianson with Cochran made sure to point out that that is the traffic That is going south on 47 and north that wishes to go west or east via the expressway. So if you're wanting to go east as you're going 47 south, you're going to take the expressway if you're still wanting to go west in the Union, which would be rare because typically going to turn off on the Main Street or Independence. Right. So you split some of that percentage and said, well, interesting, But you'd still have perhaps a stacking potential issue at the intersection of 50 and 47 at the Quiktrip.

L.B. Eckelkamp-So right now it's planned just to be two lanes?

Tim Brinker-That expressway bridge, yes. We got 2-12 ft. lanes and 2-8 ft. shoulders. But yes, but it wouldn't take much as I relate to it. It wouldn't take much to make a fire for potential of four. You know, we got a lot of grief about our Missouri River bridge about that too. Why not make it four lanes because decades down the road...

Ray Frankenberg II-Well, that's the thing, decades down the road arrived now. It didn't wait decades to come. So, and I think that we need to hit that home as much as we can.

Bill Straatmann-Usually the public comment period isn't that where you can actually see exactly what's going to happen on a visual board.

Stephen O'Connor-Yeah, I mean it's out there now, the draft STP is available when you go to [www.modot.org/draft STP](http://www.modot.org/draft%20STP) and review what's out there. So go to the St. Louis District and you can see just what's in the St. Louis area. Then there's 33 projects in Franklin County. That's for fiscal years. 23- 27 at \$225 million. We will be busy.

Tim Brinker-Yeah. And every construction relative to that industry is going to be swamped too. They're getting poured on with the consultant right now, getting orders contracts and...

Ray Frankenberg II- But the details on this \$86 million dollar project won't arrive until they get developed right? We don't we don't have a study on that full and we have several studies that will should be used to create this study.

Tim Brinker-Right, we need to get locked down. So that's what this process is locking down.

Stephen O'Connor-Again in the draft STP. We had I-55 expansion from \$100 million last year, but in this draft STP it's \$206 million. So I mean that number is not dead said \$86 million, it could change for sure.

Bill Straatmann-And they based a lot on what federal money is coming.

Stephen O'Connor-We know what we're going to do. Just kind of threw a number out there. Once you get a good study going, then you have an idea where it's really going to go. So \$86 million isn't dead set number. It could definitely change.

L.B. Eckelkamp-Excuse me. Is it believed that there is a enough federal money available to make all this STP possible?

Stephen O'Connor-The money is out there. Right now there's about \$9.9 billion state wide five year in the future And \$7.7 billion is just road and bridge over the next five years statewide. That's about \$1.5 billion dollars per year across the entire state. But again Franklin County's at \$225 million over those five years. So there's a lot of money out there.

Ray Frankenberg II-But I would caution that five years is a long time. So I wouldn't wait in getting started. Anything we can do to show up and be there and get this thing kicked off and running.

Stephen O'Connor-We are asking for comments. If Tim sends that link with the comments, there's you go online, you can do an email or you can even phone in a comment. So there's plenty of ways to review what's out there then put your comments and the commission will see all those comments and they either approve or disapprove of that in July. If it happens, then we'll know exactly what we have.

Bill Straatmann-This is the comment period?

Stephen O'Connor-Until June 17th. The entire package.

Tim Brinker-But the more we stress the importance of this particular portion, our portion of it, the greater the odds of making sure it's secure.

Ray Frankenberg II-So when we comment, we can comment specifically on the Highway 47 in Franklin County. And I guess Warren County wouldn't mind if we said we need it there too. Right, good. You bring it all the way through. If we're both in this race, I think we pull a lot of that metro area and our grandchildren can start staying home instead of moving to another state

Joe Gildehaus-From 2019 I did a traffic study just coming through Dutzow. So, and then in 19 there was about 5,100 cars came back and forth in front of ? To say that about 2,100 went up towards the church and I just got it back same week, three years later, just got back last week and there's 1,170 more vehicles go up and back and forth

on Highway T and about 310 up and back and forth on 94 3 years. That's a big difference. Now I got this time around, I got I got the breakdown, I got to understand it as far as I can tell how many tractor trailers, how many double axles they did a better survey. So, I will get that information for us, but I'm trying to do that for us as well, relate that to Jeff. So that's important to a lot of people coming from over here, you know, that's where they're coming.

L.B. Eckelkamp-How about on Highway 47 between Dutzow and the Washington bridge?

Joe Gildehaus-Well, there's about and I didn't do that number there, but it's 1,100 more this year than it was. When I did it 2019 there was about 15,000 cars coming across the bridge back and forth on 47. Okay. It has to be at least 470 more just going through Dutzow so how many more going through Marthasville? I didn't do that one yet, but it's a lot more truck traffic now with the bridge with no height, no weight. That makes a big difference.

L.B. Eckelkamp-Just driving out there. There's way more traffic on Highway 47 than there used to be.

Joe Gildehaus-So that's the information we're going back. We're trying to, you know, keep that route open winter time, mainly all the time. But that when they shut that down, it makes a big, big problem, you know, for a lot of people over here, which, you know, they go both ways. That's a major problem. That's what we're working on.

Bill Straatmann-So what about the bridge itself? How much increase in traffic on the new bridge. Is there anything out there yet? Steve maybe on that?

Stephen O'Connor-I don't know off the top of my head.

Joe Gildehaus-Well then it's probably if it's over 1100 more coming, probably just going through going towards Marthasville so it's a track, truck traffic is the, is a bunch truck traffic is a bunch for sure. You know, like this study, we have the capability of saying how many, if it was a single vehicle or if it was a tandem axle trailer and I'm trying, I'm going to I'll have that breakdown for us. I didn't go to my office this morning. I just stayed out.

Bill Straatmann-There appears to be more traffic big over the road type stuff coming through Washington watching.

Joe Gildehaus-And what's interesting is we have more traffic tractor trailers but there's still a shortage of drivers. Can you imagine if there wasn't a shortage drivers? How much more than, you know, I mean that's interesting numbers.

Bill Straatmann-Is the causeway on your list?

Joe Gildehaus-We're talking with John a little bit. I don't know. I haven't.

John Nilges-I mean there's discussion about it but it's it's not necessarily going..

Bill Straatmann-I don't mean to beat a dead horse but it's going to, we're going to get flooded out, it's ust a matter of time. So if we don't and there is money in the new bill like \$300,000 but it's unfunded and as far down the road as you can see it. But it's on the list.

John Nilges-We've spoken with our federal representatives there I guess their offices in Washington D. C. about some options in some things. We've done that probably a

couple of months ago now. I think right now there and I don't know the process but they're in appropriations, I think review right now, which this is not part of that discussion. I think they're focused on that. So there was, I mean we had a couple of conference calls about causeway, some other opportunities, those type of things. The state also has some economic development money, I think that Sal's pursuing. I don't think that that mechanism of how that funding comes from the state down to the locals has been identified yet. I think that comes out sometime in July. So we've put a project out there as a causeway as a general number. I forget it was like \$60 or \$70 million was the general concept to throw out there. This is what we would do if the money was available to us. But until the state economic development inside the state actually identifies how that process works. We really don't even have anything.

Bill Straatmann-You're talking about the new money from the new tax.

John Nilges-Yes, that money.

Bill Straatmann-Have you received any of that yet?

John Nilges-You're talking about the AARP a money?

Bill Straatmann-The 2.5 cents?

John Nilges-Oh no, no, we've not, no, we have not received any of those dollars yet. It's actually probably a pretty good segue into the next agenda item.

4. **Franklin County Transportation Committee- John Nilges**-We met on May 19. A couple items there, the grant period is now open local for local tax. But the other thing we talked about really heavily Stephen, myself and the county was we're seeing our bids come in on road projects 20-25% higher. Stephen actually indicated that MoDOT is not even getting bids on some of the projects across the state. So they put a project out and they won't even get any bids on them. So that's going to be, I think the next challenge is that there's so much money that's got to get spend such a small amount of time that you don't have enough skilled labor and you know, engineers consult those things to get the project delivered quickly. So how do we how do we manage that? I don't know if there is a solution. I know city council here is going to have to make a decision. We have a bid that came in 25% higher than what we estimated it last last year in September. So I'm asking to make a decision to move forward with the project and fund it. But those are some pretty big decisions that have to get made and that's not just local for the state. I mean the counties seeing it Stephen can't even get bids on some of his stuff. So it's going to be interesting. Real quick, my point was saying that was the two, the 2.5 cent that's coming in, those dollars have not even been allocated down to us yet. So what we're talking about is this glut of opportunity. Right? But you're not even getting those federal monies even hitting the ground quite yet. See that that is the part that really bothers me.

Bill Straatmann-If we don't keep it up and talking about it, I guarantee it'll never happen because it will be lost in the whatever until the next flood.

John Nilges-Well, we had two conference calls with Luecktemeyer's office and Blunt's office to talk about options and I know both commissioners, I think we sat down with both of you all to discuss this as well. So it's in that grant, not the Tiger Grant, the

Build A Grant. So it's on everybody's radar. I think MoDOT even had some monies allocated to a traffic study on 47 on that side of the road. That was in the STP two years ago. So I think they're probably gearing up to do that work pretty soon. So, I mean the conversations moving. It's just on a project that's a pretty large project as well. And you have a lot of federal agencies involved in one of those projects.

Tim Brinker-Relative to this frustration of a resources not being trickle down to our local levels. Last week, at the East West Gateway meeting, executive board meeting, I stressed the discomfort felt at our levels relative to this new federal bill trillion dollar bill, that the B. I. L. Infrastructure law. The fact is that they put a five year window of opportunity on these hundreds of millions of dollars for everybody. They, there is a minimal access point to this date as to where to go and get it. There are rules constantly changing as to how to acquisition these resources and they're meanwhile the clock's running, it started running January one in five years what we got 2027, so the clock's running on these resources, We haven't got a straight line to attain these resources. And yet they're saying, oh well we provided the solution. No, part of the solution is accessibility and how to attain these things. So I said there's got to be a better way. We need to be more vocal to that federal level. They're creating a hairball that has many knots right now and that's frustrating from a leadership perspective and from a taxpayer perspective, you know, these are our tax dollars if you're going to make them affordable, available to us again, do so in a way that we can attain them and utilize them. And of course there was crickets. So we'll keep pushing though.

Ray Frankenberg II-I'd like to be, as a member of this committee, be encouraging you and your team and anybody you can keep on it too. All we can do is keep learning, there's some money out there that's gonna go somewhere before it goes away to those who are diligent and I think you have been. So that's, that's awesome to see. But as much as the city and the county can I think we need to dedicate manpower and some budget toward making sure we keep saying, so how do we do this? How do we do this? And because I think we have the need, I think this whole corridor from 70 to 44 is going to boom and and that's from me growing up here and seeing kids move away and knowing what's happening on the coast. And I think I think we're going to see a lot of people coming back here to the Heartland because it's a good place to live and grow as a business as a business owner, I'm excited.

5. **MoDOT 50/50 Grants- John Nilges**- We put that on there actually, prior, it was two agendas ago prior to this 47 good news with the STP. But the city was looking to apply for 50/50 grant to extend 47 down to the East West Parkway to the south. Um The fastest way you could have done that at that time was a 50/50 economic development, we'll have to go back and there may not be a need to apply for one now with it being included in the STP. The other one that we were looking to plan for was the Oldenburg Industrial Park turn lane potential, maybe four lanes from the west coming east to kind of meet 47 on the east side of town. So those are just, just remember those 50/50 grants or economic development grants, they become 100% grants if you have a partner attached onto it. So if we've, if we were successful getting

a new business to come in in Oldenburg Industrial Park, it could be funded 100% by the economic development side of MoDOT. That is still a whole separate pot of money that's always been available essentially. Um then we're talking about this 2.5 cents. The other forms of dollars that are coming through, So just keep in mind that just another form of dollars that are available to us. So, those are quarterly, we can apply for those quarterly.

Bill Straatmann-Do you have any idea what this 2.5 cents going to?

John Nilges-We don't know how that's going to come down yet. Okay. We've not been told that. I've been asking. Nobody really tells us. Don't think Stephen you guys don't know either how that's going to get to us. The best figure that it's pretty similar to what we had this, it was called non attributable funds in 2019 what it was, they were 80/20 cost share projects, So MoDot, the Feds would pay for 80% of the project, we would pay for some 20 just like any other project that we do. That went away in 2019. We would not have to compete with other communities for that money. So that was like \$250, is what would come to the city to apply for these 80/20. My best guess is it's going to be somewhere in that range around \$250 to \$300,000 that the city would see if it's, I don't know what mechanism but has a direct allocation to us or um, Or some sort of other 80/20 type deal. That's my best guess. I think it's reasonable.

Bill Straatmann-If the communities and the counties worked together if they really wanted something done. That's an opportunity with new money working together, sharing it. You can get big projects done big projects.

John Nilges-And what historically what Washington has done is we've obviously got to use your money to leverage bigger projects, so that's what we've done in the past and that's, but again, I don't know if that's the mechanism they've not told us that.

Bill Straatmann-You're supposed to get 15% And the counties are supposed to get 15%. So do you think the cities are getting their's?

John Nilges- I should have started getting in December one. I have to check on that how that money comes from. I don't know if that goes to the county and comes to the city or goes directly to the city. I don't know that. Well, I'll get an answer to that.

Bill Straatmann-It would be nice to know basically because it's new money. It really hasn't been looked at and allocated and could be used for a specific purpose.

Stephen O'Connor-It's 2.5 cents this year then it's 5.5 cents and so on.

Bill Straatmann-Might be the, where the thing starts the next year.

Four years from now we're going to getting another 12.5 cents. That's big money.

Tim Brinker-Well, we got a big needs.

Bill Straatmann-I understand.

Ray Frankenberg II-And it's tied to the gallons not to the dollars right? And the gallons are going down because all of our cars are getting better, which saves us money in the pocket but hurts that fund.

Bill Straatmann-But if you look at the actual bill itself where they talk about the 2.5 cents or whatever. There is a provision for different, different energy sources, much of the electric or whatever they're going to tax it similarly to a gallon of gasoline as we are, even if it's electric plugged in.

Stephen O'Connor-That is correct. They're paying extra.

Bill Straatmann-There'll be a tax on the electric that goes into the card, much like it is gasoline here. Well, they have to how is it going to pay for the highways? That's the funding source.

6. MoDOT Northeast District-Warren County-No Report.

a. Causeway discussed above.

7. Washington Special Road District- John Nilges- The City's just continuing to work with the Washington Special Road District on South Point Road as a joint project, which is what we just discussed working together on projects. It would repave South Point Road essentially from Jim Peters Signs all the way through the Stone Crest subdivision to North Goodesmill Road waterline curb and gutter. It's a good joint project with the City and Washington Special Road District. City limits does go in and out through there. So there's different jurisdictions, different stationing those type of things. So, still working with them to get that done. We hope to have that realized by the end of fall. I think it's in design right now.

8. Old Hwy 100 Bridge- Stephen O'Connor-It's basically set up and lined up to be done 2026. **John Nilges-**The only thing we had was we had some concern from traveling public regarding potholes, general maintenance. So Stephen and I discussed that and I think he forwarded on to his Gray Summit maintenance office just to make sure the deck it's somewhat maintained as we let this thing to 2026.

9. Airport- John Nilges- We have a board meeting tomorrow afternoon. I think the paper maybe ran an article. The city did put in a formal request on the appropriations at Washington D.C. We had a couple of conference calls with again some of the Representatives on a potential 500-foot expansion. They seem pretty excited about that. We did verify last week if it's gone anywhere yet. We don't have a response yet but we had some pretty positive input from our representatives in there and they're individuals that were working with us on that. So that could be a pretty huge thing, 500 ft. expansion to the east would be a good thing. No schedule, it's a \$6.8 million dollar project. They said that fit kind of right in the sweet spot of what they would apply for I guess so I don't have a schedule. I don't have any of those things. I just know that we're doing our part to get that in front of Luektemeyer and Blunts office.

Fuel truck is operational. It was delivered maybe three weeks now, had some training done on it. So we have a state of the art fueling system now over at the airport. Which is a great thing. We did have it noted for about two months we had a pump down on the old truck. The old truck will go down the road but we're pretty excited about that. That's a pretty big upgrade for the airport. So we're ready to go for additional traffic and that would be the Jet A. will be in that truck.

We're still working through the final documents on bidding the hangers out. Hope to have that here in the next week or so. I know I've been saying that for 4-6 weeks but there were some changes on the front end documents. So they had to get all those things done to taking care of some meetings with Ameren and those type of things but we should have that out to bid here pretty quick.

And then another big topic item tomorrow is we may look at doing some the how we rent the hangers out with eight new hangars hopefully coming. Actually hopefully 12 new hangars coming. But how do we actually manage the waiting list at the airport? Waiting list has always been kind of a list. Just one through 30 basically. Front of the list, you get first opportunity but I don't know how that's been managed. I'm trying to look into that a little bit over the past couple years. So we're looking at maybe doing a different item where it could be kind of a soft bid process where he had a short bid period maybe to where if you wanted the hangar you bid on the hangar you know those type of things. So just some discussions there to give people opportunities to rent these things. And really to the current renters obviously nothing changed with them. This would be if there was an opening that came up in the future. So we're going to talk about that.

Other than that, we have an assistant airport manager job out right now. There has been a lot of traffic at the airport, a lot of hours been putting in. So we need some help out there. So that jobs being posted or is posted and we are receiving some applications on that. So that's a pretty good opportunity for someone. So hypothetically \$1.2 million dollar hangar and then you get your rental back. It's actually pretty tight because you get you get 90% of that from the Feds. Right? So it's a pretty it's a pretty tight thing. That project initially was \$1.1 million \$1.2 million somewhere in there. As the, I mean we're guessing it's going to come in somewhere around \$2 million. So there's going to be some decisions that have to get made because MoDOT will not participate in anything above the 90%, basically \$975,000. So the city will have to make a decision again. Do they want to bridge the gap to make the project go? That obviously changes that cost benefit analysis. Right? Because 10%, you know, \$100,000 at eight times \$200 a month is a lot shorter period. Your pay box 5, 6, 7 years where if you're putting in \$700 or \$800 million to bridge a gap, I mean \$800,000 to bridge the gap. It's a lot longer. Right? So to answer your question specifically, that's the analysis we're going to have to do when we get the bids. And again, that's going to be another tough decision that that council's going to have to make on what these costs and how they're

Ray Frankenberg II-And Tim let me answer that from a historic perspective having been heavily involved anytime we had the opportunity to add infrastructure over there, we did it because we knew that was going to be integral to the growth in other words, transportation is how communities grow and the airport was that means. So in the past, when I was involved with it, there was no analysis like that because the money the city was putting in was relatively small for the assets that we have and then we

could always turn them into a business asset and manage them as a business asset would be. But if you don't have the asset there, you don't have that option. So we jump into the pool every chance we got. So right now, I think another short answer would be yes, there's some, probably some very cheap rents over there for hangers and businesses would possibly pay a whole lot more which will then bring in more revenue to pay for the airport costs. But the I think the important thing is build as big as you can if you can do 15 instead of 12, let's do it rather than just dropping down to eight. You know, just to get the assets in here for the community and for the transportation.

John Nilges-And Capital Improvement Sales Tax does have dollars allocated for that. So we've identified that as well. So capital improvement sales. Sales tax was always talked about that not just as an air program but economic development. So that's that's what it is. I mean there's no denying that.

10. Team Track- No report.

11. East-West Parkway- John Nilges- We here currently on the High Street extension south is under design to get this thing extended 600 ft. south that would connect Autumn Leaf subdivision. I would anticipate dirt being moved probably by the end of summer. Building that thing this winter/fall time. So that's moving fairly quickly. Honestly, that's a good thing. And again with the 47 discussion, one thing that we're going to be looking at during the scoping conversation of that is to make sure that we get these either commercial entrances, not necessary commercial entrances, but East West Parkway intersection infrastructure put in with that project. Other items make sure that we have sewer line sleeves because there is that road does traverse through a couple of different watersheds. So waterline sleeves, those types of things. So get all that infrastructure underneath the roadway when the roadway gets built. So in the future when we expand, we're not fighting that. So just those type items.

12. Public Transportation- No report.

13. Other Business Ray Frankenberg II- I'm not sure which heading this comes under. But East West Parkway is the closest. I heard, which I would call a rumor right now rather than it wasn't even in the paper, or it wasn't that strong of a rumor but that we were talking about extending four lane highway 100 west past or to K.K.?

John Nilges-That was part of the 50/50 grant on Oldenburg, that was kind of a smaller project. It was initially started off as a right turn lane into the right turn, left turn lane into the industrial park. But if you're adding lane doesn't hurt to actually add four lanes essentially work in the west to east because you kind of kill two birds, one stone. But if you look at a bigger project, if there is dollars available for successful and maybe getting a couple of these grant projects, it would make some sense to extend four lanes. That has always kind of been the concept in 2030 when transportation sales tax sunsets as the next big project for Washington. But with all

these dollars available, it does seem to make some sense that that would be something that the city could apply for as our own project either through a 50/50 through a combination of some things. So I would say at this time, I think it's maybe, but we are doing some high level traffic studies to try to figure out what some cost, maybe in those type of things. It's just a discussion.

Bill Straatmann-I think some of the other major intersections in Washington were built with 50/50 grants.

John Nilges-Four lanes to 44. Um I even think the current Vossbrink Drive. Pretty sure it was Vossbrink and 100 west.

Bill Straatmann-And those were 50/50? and there was limited amounts of money for that at the state level as I recall.

John Nilges-It's always been kind of one of those funding sources that's been available even when there wasn't money in transportation at all that for some reason that had dollars in it. So I don't know how much is in there now, how much is being added to it. But we just put that on there just to make sure that we understand there is another pot of money other than all this other stuff we're talking about that we can get things done much quicker that way because we're not relying on so many other entities to deal with it. So is that a good strategy? I don't know. But we move quick on those things.

Bill Miller-Any thoughts or discussion about annexation to the south?

John Nilges-Annexation to the south. The Bieker Road area is already kind of underway from Rabbit Trail to Bieker Road. But you're talking about from the south on 47? There is, I mean the city always welcomes annexation. As far as there's some infrastructure concerns on that that area is actually a lot higher in elevation. So there's some water issues. We also don't have water rights beyond the Jim Trinary Motorsports to the south. The city doesn't own water rights to the south of those. So I mean those discussions kind of become a lot bigger than just the annexation. But there, I mean there's not been any formal process started to do those things no. If a property owner sees value and benefit to having city utilities, those things we welcome with open arms and we definitely have shown that we are willing to work with them on extending public utilities and even assistance in building new roads which we're doing that now, which if you look back historically, that's something we've never done. So infrastructure will drive annexation.

Bill Straatmann-And I think the city is to be commended for their efforts to add areas of development, particularly to the east with sewer and water. I think you guys have done everything that you possibly could do and made it available and you still got that whole generation of, some of those people don't like progress I guess. I don't know, I can't understand it. The city was looking at their bucks to extend a sewer lines and I know it's hard to imagine that you wouldn't want sewer if it was put in by somebody else. Why would you not want that? But that's the fact that you guys, the City, you guys deal with it all the time. I guess it makes no sense. They don't see benefits in being part of the city.

It's not for lack of effort.

John Nilges-Through the Air-P opportunities. The whole concept, their city council staff was to make sure that we spent those moneys to get a return on our investment. So when we invest the money, we want to get a return on that because it's against one time dollars. Let's get some into the future. So as Bill stated, we tried pretty diligently to get out to the east. We still, I think we talk about those things if they would come back to us. But you know, we still, even if it wasn't to the east, we looked to the south, we look to the west, we look wherever it is those dollars are still in the City's coffers and we would look to spend those monies if there was a project ahead that made some sense.

Bill Straatmann- Otherwise, I'll talk about the flowers in the in the in the middle of the highways.

Darren Lamb-We've got meetings this week.

Bill Straatmann-I mean that that was such an important item that we dwelled on that a lot. Bernie Hillerman,, he'd be spinning in his grave if he they thought about taking that out because there was a lot of thought getting the right plants and getting the right so that the plants wouldn't burn up from the heat from generated from the concrete. Every other community around us is trying to do the native plantings as a result of what Washington did. I just can't believe that there's people that are against that. I mean and I'm truly one of the few people I don't know about you people but I certainly am sold on the whole native plant idea. So I don't know I mean if it's cost that the city is looking at cutting the cost of maintaining it. Is that is that is that part of it? And it doesn't look pretty sometimes?

Ray Frankenberg II-And I think the cost is, Well, that's the thing. I think it's hard to come to a consensus. When I read the paper, it sounded like we were spending \$100,000 maintaining those islands and I had to have read that wrong. So I read it twice and I'm like, this is not, and I spent a lot of time developing native habitats and shopping centers all over the country. If the long term cost isn't less, somehow, they're not doing the native habitat the way that we've been taught how to do it. So, I think it's great to, to have a committee formed. I think it's great to question the dollars are being spent when they come through and they're more so I believe we're on the, on the right path. And I think when we evaluate it somehow, we should be able to get those costs to be less than going out there in those medians and mowing every other week or pouring concrete in them.

John Nilges-It's, I mean, a someone you're trying to marry the pain of the world, but to save the world, that's what we're trying to do is pay the world people to save the world people and I laugh about that a little bit because it's just one of those deals.

Bill Straatmann-I go so far as to put it, I'll buy the signs to put up a natural prairie.

John Nilges-Well the thing is, if you recall that those were it was 2008 I think was when it was applied for, I think it was built in 2011, 2012. It was 80/20 federal money to do the work. Okay. So you have a grant component here that you were given federal grant money to pay for this to do what is in there today. Okay. So if you rip them out and replace them, that changes a little bit of the foundation of that grant.

Okay. There is a clawback on typical federal grants. There's a claw back. Okay. Now I'm working really hard with MoDOT to tell me what that procedure is, but they don't know are you going to get all of it? I don't know. Does taking 50% of the plants out and putting pervious pavers in the ground does that still meet the original intent. I don't know. I think it does. I think it would require a new agreement with MoDOT, which is not a hard thing to do. It's pouring them with concrete is not, is a callback. I will guarantee you that that will raise some red flags to where those federal dollars potentially could get paid back not to mention the cost to do it. So that probably is not an option just by the way the project was delivered. But there are some other ways maybe you put some pervious pavers in, you know, as a way to kind of bridge the gap which is like, you know, a brick pavers. You see here a brick style looked at where there isn't so much native looking. Maybe it's just a maintenance item to where they get thinned out. They kind of not necessarily start over but thin them out and when they go dormant in November, you cut them immediately. You know, it's maybe those type of things that we're going to be discussing at this meeting on Wednesday to try to come up with some consensus. But again the next day and said, I guarantee you we will not have 100% consensus on this thing, guarantee it. It was a transportation enhancement.

Bill Straatmann-And in fact, I think actually turned over the responsibility to the city. Is that not correct?

John Nilges-Yes, it was our project applied through MoDOT. It's a city project. It was federal dollars. But what we need to do here is it's an opportunity. I see it because I mean ST Louis County, Jefferson City, Columbia, Springfield, there are certain classifications of cities, populations where you're required to do environmental work. This was a, this lead into that concept. That overall idea that the environmental side is very, very, very important. It's just how do you think about them? How do you, how do you make sure that you're educated on what you're trying to do? And I think that may be where the solution may reside is a push to just let the people know what these things actually are.

Bill Straatmann-And then I think you can't have maintenance once a year.

John Nilges-No, I mean if you had grass in there, even if you had just turfgrass..

Bill Straatmann-Once a year you wait until the frost kills everything and you get the fire department out there and burn it off. Take an hour and it would come right back the next year. And you can't get the general public involved in doing it voluntarily because of the traffic and whatever.

John Nilges-There are I believe some meet in the middle to where everybody can come together and say, yeah, we don't love it, but we think it's a good solution.

Bill Straatmann-They just see the weeds once a year for two months or three months.

John Nilges-They're not weeds. So we all know that. Turfgrass would have to get mowed once a week. So you're going to have lane drops mowing turfgrass once a week. So if you don't like it twice a year, you're really going to hate it once a week.

Ray Frankenberg II-So I'm excited that the city is putting together a committee to evaluate it.

Bill Straatmann-Any other business that we need to talk about, anybody has any comments or questions? Let's look at the numbers real quick sales tax coming in. Looks like it was down a little bit year to date. We're still at 5.73 tremendous. They have sent transportation taxes by the way that that half of that highway system was paid for by this. Transportation texted, we put in, we we voters voted on this this tax. Alright. Was the was the highway system right there was that part of it. The highway system. So as far as I'm just saying, we got to take it out of this. That's a fact. Yeah. That the, the project, the median project was paid for out of the transportation sales tax, which was voted on in 2005

14. Adjournment-Motion made and seconded to adjourn, passed without dissent at 8:56 a.m.