

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

**Monday, June 27, 2022 at 8:00 AM
Minutes**

Present: Craig Mueller, Ed Fischer, Stephen O'Connor, Ray Frankenberg, Bill Straatmann, Mayor Hagedorn, Joe Holtmeier, Bill Miller, L.B. Eckelkamp, Tim Brinker, Chad Briggs, Jeff Niemeyer, 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 May 31, 2022, Motion made, seconded and passed without dissent.

1. **Amtrak- Craig Mueller- Craig Mueller-**I don't have much of a report other than we got two trains running. We got some new cars. Things seem to be going okay. I have a Missouri Rail meeting first part of August so hopefully we'll find out some more information about anything new at that time.

Bill Straatmann-So looks like the ridership is about the same or is there any changes? Anybody making comments about it?

Craig Mueller-No, it looks pretty good.

2. **Highway 47/Missouri River Bridge- Stephen O'Connor-**I've not heard anything. I left a voicemail for a resident engineer this morning, but I haven't had a returned call but he would let me know if there's something pending.

John Nilges-No, I mean the only thing I have to add is the remnant parcel that's just south of the bridge on the west side when you come over the bridge, we've been working with MoDOT on getting the city is actually going to acquire that parcel for maintenance in the future. The survey has been completed on that and I think MoDOT is putting together the transfer documents to get that done. So, like I said that remnant parcel, I think there was a house there in the past where the old job trailers were, that's going to be city property once the documents can get transferred. So we're moving forward that I'm not sure what the use is going to be, but the city will be maintaining that lot.

Bill Straatmann-That was controversial because people kept saying why is the bridge doing that twist that curve and whatever and they visualize that parcel.

John Nilges-I've not heard, I've not had any complaints for probably two years now honestly, once everybody's kind of gotten used to it.

Bill Miller-That's a good idea to acquire it.

John Nilges-Thanks to MoDOT, I mean it was, it took a little time, but it was pretty straight forward to getting it done.

Bill Straatmann-And as I remember as the bridge was being, when that bridge was being decided where it was going to be built and how it was going to be built. There was a time element where we could have gone to two, what is it to annex not annex but condemn it and there really wasn't enough time to do it in fact we were going to get it and so it was put on the back burner to get at some future time and see the city and I'm glad that they did do it. It's great.

3. Highway 47 Corridor Committee- John Nilges-I have nothing to report unless the County does.

Stephen O'Connor-Highway 47s in our draft STIP, which is going to be reviewed by our commission and maybe within a week we'll know if it gets approved or not. And I mean, there's a lot of money in the draft STIP for the Highway 47 project, but it's five years out. Remember the number 85 million, I think lot of money.

Joe Holtmeier-With the Union express way or is that going to affect that some how since now we're going to do four lanes instead of just two lanes?

Stephen O'Connor-Well, in our draft STIP it's for capacity improvements and safety improvements. So we don't know if it's going to be additional lanes or exactly what it's going to be, we'll have to study the whole corridor, review the study and see what needs to be done.

Joe Holtmeier-I just didn't want Union to go ahead and build expressway with just two lanes when if we get money for four lanes in five years that would be kind of counterproductive.

Stephen O'Connor-I'm not sure.

Tim Brinker-Joe, yes, it's this is all going to be under review from MoDOT with this draft STIP. So we have a feeling of sneaky suspicion the \$85/\$86 million is all encompassing from St. Clair to Washington regardless of what's in the middle. The road, the expressway really isn't that big of a deal to expand to that greater width. The bridge would be a little bit more involved but not a whole lot because it's not a real lengthy bridge but we want to make sure it's wide enough. Um So that's going to be all relative to calculations of traffic flow as traffic will only really stop one time and that's a quick trip at the 47-50 intersection, the light. That you can time up pretty good but you won't stop until you get there one way or the other, the way it's designed currently. So back to your original question, Union won't be able to move forward or the county won't be able to move forward until we do get this all through the MoDOT aspect of it.

Bill Straatmann-So when is the study going to start? Any idea Stephen.

Stephen O'Connor-Yeah, it usually takes a while. Yeah.

Tim Brinker-Do you guys have acknowledgments to how many comments were received?

Stephen O'Connor-No, we don't get that information, but I mean, we can probably figure it out once it's all completed. I know the date was June 19 I think.

Ray Frankenberg II-What happened at the Transportation Commission meeting on June 2nd? We were hoping that that would get it to the next step and did that happen or?

Stephen O'Connor-It happened and it happened in Hillsborough, they came to Jefferson County at the three hour meeting, then they were presented the draft STIP and now they're going to review the comments and given either an approval or disapproval at the next Commission meeting, which is July 6th, I believe.

Bob Engemann-Are there any concerns with that gas tax? I know people have different thoughts on that continuing or challenging it or anything.

Bill Straatmann-I have heard the same comments, some of the politicians are out there making noise about we'll challenge it and whatever. If they if they read the bill, if they read the bill that actually put it in the process, if they take away that bill, it's got provisions for, you know, there's going to be less gasoline used just because of all these electric cars and stuff that are coming. And there are things in that bill that offset the use of gasoline, the electric, if in fact you start using electric, there is a tax that's going to be on the electric that goes into the cars so that you're not losing all the revenue from the tax. That's what build the roads. Federal level they're talking about taking the 18.4 cents, giving it back to the people and that's fine. But they can't raid that trust, that trust fund because that's what gives us the 80% in many cases matching. I would say just read the bill that the Senate bill that actually was passed on the tax issue where the 2.5 cents was added, What four times 5 times whatever it is. And if you're going to negate that bill, you better have something else in mind of how you're going to fund transportation because there really is no other way to do it. It's nice to say, well, I'm against taxes and I'm against it without the gasoline tax per gallon or whatever. And if it goes to electric and it's going to have, it's going to electric, they're pushing it like more money is being thrown at the electric automobile markets than anybody can even imagine. There is provision in that bill, the gas bill to offset if electric is used for automobiles and it's based on a whatever the valuation is or output of energy for a gallon of gasoline to the electricity output, it's a formula. And so the tax is going to happen on the electric that goes into the car just like the gasoline is. So I've heard the same things, you know, is it all political or just saying, well we're against taxes and we're going to do away with this tax that was passed and we're not, we're against the people that presented it. That's just hogwash, in my opinion. I don't, what are they going to do for what they want funding? So that's my opinion. Anybody else has got an opinion on it, but I don't know what you're going to do to fund it. Good idea, whatever anything. Mr Mayor?

Mayor Hagedorn-I agree.

4. **Franklin County Transportation Committee-John Nilges**-We have not met since our last meeting. However, the grant, the local grants that we all are aware of, the city's putting together an application for approximately \$100,000 towards that to offset the cost of everything right now, we went out to bid for a project on our local streets. Those bids came in about 20-25% higher than even what we anticipated. So we're putting together a package to offset some of those costs. If I recall, we usually know about that sometime first of August/September. If we are awarded that those dollars. So again, \$100,000 with

the city's putting into and I have it ready to go. Just got to hand deliver to Franklin County.

- 5. MoDOT 50/50 Grants- John Nilges-**Really there's no report. We added this to the agenda to look at a couple of projects. One, 47 south from Steutermann Road to the East West Parkway as a potential kind of jump start to maybe the 47 project. But once since the STIP got updated, that's kind of gone to the wayside a little bit and then adding the turn lane solution into the Oldenburg industrial Park as one. That's still on our radar. The city did at the last council meeting decided to go into a contract with Lochmueller Group to study the Highway 100 corridor from High Street to the west city limits. We're working through those, we have a scoping meeting I think next week to talk about those things. But we're kind of excited about that. I think that's important to get that first step kind of ready to go that way as this federal infrastructure money, which is different than all the other money that we're talking about. Once that kind of, you know, starts kind of hitting the streets a little bit, we'll be prepared for that to apply for future projects, so, and the way I understand it is that money is going to be allocated every year for the next five years. So I mean there's big chunks of money available. So it's hoping that we're ready for those things.

Bill Straatmann-Those 50/50 grants or what built most of the intersections and where we matched it a dollar. And without it, the major intersections wouldn't be in Washington.

John Nilges-Well, I think it's important to note that they're 50/50 is one funding source. The infrastructure bill is a different funding source, but we got to have all this background information before we apply for any of these things. So council did understand that it did allow us to move forward with that Lochmueller contract, which we felt really important at least be ahead of the game as we are made aware of these dollars are available.

Bill Straatmann-Very good. Any comments? What about to the east, John?

John Nilges-As far as what the study to the east or just, I'm sorry, what? Oh, Rabbit Trail. So Rabbit Trail. So there's been some discussion at council level. I think two meetings ago was brought. MoDOT has a project next year to resurface 100 I think from 47 somewhere through there to, I'm not sure where your end point is, but they're going to be resurfacing 100 through there. There are no improvements to the intersection as part of MoDOT's project. The city has a traffic study at Rabbit Trail/Phoenix Center Drive and 100. We did that in 2020 it essentially mirrored the traffic study that was done in 2006. Kind of the outcome was essentially the same. In 2006 when Phoenix Center II was being designed, the traffic study, one by C. B. B and then a CMT traffic study that the city put together and the city had done said the exact same things at some point in the future, some solution, whether that be restricting left at the intersection or relocating Phoenix Center Drive to the south would be necessary. The question becomes, is it necessary now. So the 2020 traffic study alluded to, it's kind of hard when you have near misses, it's hard to identify what those are, but kind of alluded to that obviously traffics getting worse at the intersection. There's development houses being built to the south. We do foresee that

continuing to the south. So there were some concepts at the council meeting that we discussed. One was again limiting left, which is the most cost effective way, but it also has an adverse effect to the businesses which the city does not want to do. The other would be, is potentially relocating Phoenix Center Drive to the south, but that requires us getting some participation from the neighboring property owners to the east. So the cost is substantially higher. I mean upwards of maybe \$1.5 million. So it looks okay. Does the city want to fund that? There are some funding sources for it. One is congestion mitigation, air quality, it's called CMAC. That's an 80/20 grant, just like your STP's last year. Out of the dollars that were allocated for STP every single CMAC project got funded. So we feel that if our project warrants a CMAC application, which I'm still looking into that, but if it warrants it we do believe that we would be able to get that application or get that that grant to do that. Again that's 80/20 money. So you know, those are all things that have to be discussed with the council, get how we want to proceed. Right now I mean I'm just still gathering information on what that application looks like and moving forward. But as far as any immediate solution, there are no plans for an immediate change to the intersection right now. And I do not believe that the current traffic study really warrants that at the second.

Bill Straatmann-Do you think another study is needed?

John Nilges-No, I don't think another one is needed. The intersection has accidents in it. I think there's I'm going to get this wrong, but I think there's been 17 in the last maybe 10 years, but they're all fender bender, low speed type situation. So as development occurs to the south, obviously more cars equals more risk. Right? So it's kind of a, how proactive do we want to be? And I think that's a discussion at the council and staff need to still have. So right now we're just presenting them with different options.

Bill Straatmann-So that wouldn't apply. The 50/50 grants would not apply to that intersection.

John Nilges-I think it could. But I don't know. I think when you have a different funding source that's 80/20, I think that's a better use of the money. I think you can leverage more money. And in addition to that on the, on the city's comprehensive plan, there's a right turn lane off of international on the westbound 100. That's part of the city's comprehensive plan as well. So potentially packaging that project up with the Phoenix Center Drive/Rabbit Trail also makes some sense, you know, to the city to the citizens and for a CMAC application.

Bill Straatmann-You guys are on top of that. It's probably the one that gets the most attention right now. I think listening to other people talk about it.

6. **MoDOT Northeast District-Warren County-Stephen O'Connor**-There's a couple tents under the bridge on the Warren County, I don't know if they're homeless or just camping out on the weekend or would we don't want them under our bridges? They start fires and not a big thing this time of year, but in the winter it's a pretty big deal.

Bill Straatmann-Nothing else on the other side there?

Joe Gildehaus-I mean the causeways area, that's on the back burner, working on Highway T and different things.

7. **Washington Special Road District-Ed Fischer-** We're working on South Point Road, we're planning on going out for bids soon and hopefully we'll get enough bidders that we get a decent, you know, there's just not a lot of bidding it, but anyway, our plan is to have it done by October so we'll find out.

Bill Straatmann-How big a project is it?

John Nilges-I don't know what the total length is. I'm trying to I don't I don't recall, but it's essentially from Jim Peters Signs to the north entrance in the Stone Crest is a general concept of where it's at. I actually just got an email. There's a waterline extension as part of that project as well, so I think the Road District and the city's engineer because we're working together using the same individual for coordination purposes are same firm for coordination purposes. I think they're butting up some loose ends to get this thing out to bid, so that's kind of where we're at. I was going to meet with him this week about that. I just got that email.

Ray Frankenberg II-And John, did you say that was going to end at the north entrance to Stone Crest?

John Nilges-There was, there was the hope was that it would extend through the north entrance of Stone Crest and then even in between that north and south entrance to that whole corridor. But with the bidding world and the estimates that are coming in on quantities I don't think in this funding source that the Road District, they were going to look at doing that at a future date. So, and again, the city at that future date, we would definitely want to partner up with the Road District because city limits meanders through there. So again, it's a really good project because we're working together to try to get something done for everyone. So, again, originally, it was going to be the entire roadway from Jim Peters south to where they stopped at their last project. But with the bidding atmosphere right now, I think the Road District decided to kind of cut the project down a little bit.

Bill Straatmann-John anything new on the water tower to the east?

John Nilges- The water tower to the east. So the city has extended a waterline to where the tower is going to go. We're in the process of doing that. We've not cut the roadway yet to go underneath, but we will be working with them to do that soon, the road district being. The project is, I don't want to fast track is probably the wrong word, but it's, it could be out to bid here late summer. There are some other funding sources at the state level with the state's ARPA funding and potentially even the county's ARPA funding that that could offset some of those costs, some over ridges that the estimates are coming in really high. So we're looking at applying for those, the county's, I'm sorry, not the counties, the state's, deadline to apply for their funds is July 14. So, we have an application right now that we're packaging together, there will be a resolution at the city council July 5th in support of offsetting some of those funds. What we're looking at doing is right now, we're estimating it's about \$2 million. We're going to ask for a million. 50% of that. The other portion would come local from, from the city, to build that tower, how that meanders through the state level and how long that takes. I don't know. I would think we would be under construction this winter early winter, which is fine. There's no problem really with that. And, you know, have the thing built by this time next year.

That's the general new timeline and new concept and again, these things change every day when the state releases money.

8. Old Hwy 100 Bridge- John Nilges-The only thing I had is that we've been working with MoDOT to make sure maintenance is continued until we get to the time where it's rebuilt. And I know MoDOT Gray Summit was on top of that filling in some potholes, those things. So just kind of getting everybody aware and coordinated.

9. Airport- John Nilges-The hangers are out to bid. They went out to bid last week. We had a pre-bid meeting last Thursday. It looked like we had, I think there were probably two generals, there were some interest in it. We are the only airport hangar out to bid right now, so I don't know how that goes. We're kind of expectations are not very high as far as trying to get 12 hangars built, but we'll see where the numbers come in. I would anticipate, I think right now we got 1.1 million. I would anticipate those bids being coming in quite a bit higher than that. So council will have to make a decision on, you know, how we proceed, how we fund Probably the difference. I don't want to share what the engineers estimate is there in a bidding process, but I do know that the available funding from the state right now is 1.1 million.

Bill Straatmann-Anything from Warren County as far as that airport?

John Nilges-I mean I think everything's been going well operationally at the airport. I haven't heard too much negative. I know we really appreciate over there having Warren County Sheriff office. They use our building in the evenings basically every single evening. So we basically have security on the airstrip at night and we appreciate that.

Bill Miller-The number of people waiting for hangers still about the same?

John Nilges-The numbers always hovered around 30. Is that I don't know how real that number is, but there's a need, there's a want, I mean there's a need and I want to build them. So even if we build eight as the minimum, I would bet that that number doesn't leave 30. You're probably going to see eight it come off and go right back on.

10.Team Track-Darren Lamb-Other than the entertainment with the fair utilizes the team track for the fair. That's where they park their campers and whatnot.

11.East-West Parkway- John Nilges-As you're aware, the city does have a design contract or we are working with Wunderlich Surveying & Engineering. Who is also the engineer for the developer to extend High Street to the south to the formerly Marquart Farm, which would tie in the Autumn Leaf subdivision. That's the only concrete things we have going. There's a lot of things working, especially with this traffic study on 100. So, I could see that kind of picking up some steam as well. And with Highway 47 widening, we want to make sure that we get the intersection for East West Parkway as part of that project and any utility crossings with Highway 47. So we're aware of those items. We've identified them. So just to make sure we don't do it after the fact.

Bill Straatmann-That East West Parkway is going to become a key element of the transportation system in Washington in the future, I think has been.

John Nilges-It seems like it's getting some momentum. Yes.

12.Public Transportation- No report.

13.Other Business- John Nilges-And I would kind of ask Stephen is the bidding world right now is extremely competitive and the fact that we're seeing bids 20/25% and I know Jim we don't even know where numbers come in at right now. It's all over the place. So at our Franklin County meeting we discussed that last time as what do we do? So I would just ask be patient, understand that we've got to kind of maybe get a little creative with schedules sometimes because there is, you know, the laws of supply and demand are holding true right now that that demand is extremely high, supply is extremely low and prices skyrocketing. So just be aware of that when you see these numbers come in. And I think it's important to note that 2008 we all know what 2009 looked like. This is different because there is a the infrastructure bill that was set forth has those dollars required to be spent the next five years? So it's just we've never seen something like this before. So I just I would anticipate, I mean the city we're gone look at, I'm gone ask to a budget. You know if we want to keep paving the amount of streets that we're doing which you know, we'll have to look at that, but we're gone have to start budgeting 25 to 30% more and figure out where we come to fund that. Or we got to start doing 25 to 30% less. You know, and doing less seems counterintuitive hen you have a lot of money coming in. So I think budgeting that additional 20/25, 30% of what we're gone be asking the council to approve.

Bill Straatmann-Let's look at the numbers, sales tax numbers that came in for the transportation that continues to be a good figure up 5.5%. I guess that's for the year to date. It is good numbers. Thank God we got that to fall back on. I mean it's increasing every year and we're good for the long term, that's an ace in the hole.

Bill Miller-I have one question this is really for MoDOT. Has Hoffman with all of his plans in the Augusta area, has he been in contact with MoDOT about improvements to Highway 94 or anything in the immediate Augusta area?

Stephen O'Connor-I mean it's more St. Charles County. So I, don't deal with St. Charles County that much. I can ask the AE out there, but I know they've had conversations and they're talking about of additional volume that's going to occur.

Joe Gildehaus-When I just got a road study done coming through Dutzow and in 2020 till now there's about 1300 more vehicles that go through that area per day. I do know that just had that done and also I just went through Augusta couple weeks. They are paving 94. But as far as what's going on with coming through the Dutzow area. I don't know that answer, but about 1300 more day. I know that.

Bob Engemann-Joe is that coming off a TT?

Are actually a lot of traffic coming through here coming from over here I'm sure you know I think there's 312 cars, 319 cars going on the bottom road. I did that again. That stayed about the same for the last two years. There's more traffic going through TT and

94 since 2020 until now I just had it done the same week, same time frame. So more tractor trailers though. That's up like 16%. That's what that's what we're working on very hard. I mean we actually had a meeting with had a meeting not really a meeting that I spoke with and Ann Wagner she's going well could happen. T is very important to us. I mean a lot of our a lot of my calls when T shut down and some people over here from Franklin County and that that has to be stayed open. That has to stay open this year somehow some way. So we're fighting that a lot. So I think they're going to try to pave it. Is that right? Yeah. Try to pay me yet this year but there's there still needs to be some improvements. So we're working on that.

L.B. Eckelkamp-So when you say 1300 more vehicles per day back and forth, what percentage is that?

Joe Gildehaus-It was 7200 roughly vehicles back and forth through the Dutzow area in 2020 and about 5100 went up highway T and about 2100 and went up towards Saint Vincent Church at that time. So now it's like 85, little bit over 8500. So it's quite a few. And this time we have the capability of doing tractor trailers, how many wheels and stuff like that and the biggest increase was tractor trailers. There's a lot more. But I think part of that is with the new bridge there's no height, no weight. So there's a lot more people coming over that way. So that's what I think. So that's quite a few. That's a big increase.

Bill Miller-The weekend traffic on Highway 47 from the bridge to the Dutzo turn off is really heavy.

Joe Gildehaus-It is I think and I think originally it was like 15,000 cars back and forth over the bridge. Originally I thought that's what it was and I think that's went up to apparently had to so there's a lot of traffic.

Bill Straatmann-There's lots of development going on in the northern part of your county right?

Joe Gildehaus-In the northern part but we get a lot of traffic. The Katy trail brings in, I mean that's one of the busiest parks around. I mean there's something every weekend from Defiance past Treloar. I mean that's one of the busiest parks in the state actually I think it's one of the biggest busiest parks in the country for as that goes, you know, so I mean it's we don't get a lot of building, but there's a lot of traffic plus you get the trail, how many wineries up and down? You know, I mean there's more and more being built on a regular basis. So anyway, so yeah, I mean Hoffman just, you know, purchased deli, the property not the business, the property, it looks good. I mean he fixed it up. I will say that looks nice. So you know, on that. So traffic is we're working on it. Yeah, I will for sure.

14. Adjournment-Motion made and seconded to adjourn, passed without dissent at 8:38 a.m.