

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

**Monday, August 29, 2022 at 8:00 AM  
Minutes**

**Present:** Craig Mueller, Ed Fischer, Stephen O'Connor, Ray Frankenberg, Bill Straatmann, Mayor Hagedorn, Joe Holtmeier, Bill Miller, Tim Brinker, Jeff Niemeyer, John Nilges

**Absent:** L.B. Eckelkamp, Chad Briggs

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

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

**1. Amtrak- Craig Mueller-**We had a MORPAC meeting August 10<sup>th</sup>. I included in your packet most of the materials that came from that. If you look through those, great, if not, I'll just talk a little bit about what they had to talk about. There was discussion about budget preparation for fiscal year 2024 and they run June to June I believe and primarily what they're looking for inflationary adjustments. They got a budget approved that they think they like this last time and they feel like there's not other than, you know, minor adjustments that they should be able to continue. They're looking at just positive trends and ridership and getting the two trains back and kind of post Covid stuff, so they were pretty confident that a simple budget adjustment for inflation should be good and they think they should be able to get that passed. So there's some real positivity and just a lot of thankfulness for what had gone through what they had gone through in recent years with losing some of that budget and getting it back. They're continuing a revenue study just to see long term viability for passenger rail in Missouri there in the middle of that, there was some presentation from some college students about improving ridership for college students and for their parents and things like that, but also just a larger presentation about what they're doing with that revenue study, which is just to see, you know, how they can get more people on the trains and what that price point needs to be for people to do it and continuing discussion on reliability of those trains and in order for people to want to ride them, they have to be in their neighborhood and they have to be semi reliable. So that led into a little bit of a Union Pacific report. Obviously we run on their highway. They acknowledge a lot of construction delays and things like that that really affected on time performance of those two trains and they were below their 80% goals. It's funny to me to watch that and they say we have 80% on time performance goal and you don't think that would work in most industries, but when they can get that things seem to go a lot better for Amtrak but they were below that

significantly um toward the beginning, but you can see trending in the reports that I sent out that they are getting better. They had a number of construction projects that got in the way of that maintenance mainly. They do have upcoming rail siding projects that are investment projects for them along the River Runner line to help them pull aside to allow Amtrak trains to get through. So they identified heck, probably 10 of them in their presentation, They might do three of them, but they are looking to spend like \$70 million I think trying to get real sighting projects working and trying to help with that on time performance. So it was positive I guess to see them working together, which is good. My takeaways from that MORPAC packet that I sent along, ridership seems to be going up in trends that they like given the couple of trains. The economics of Amtrak seem to be doing better and they'll kind of match that with the revenue study and their continued to address like a lot of it. A lot of industries staffing issues. So Amtrak's come up with an apprenticeship program for maintenance and for other workers, things like that, which is good for them and they seem to be trying to address some of those issues as well. I think that's most of what they had to talk about at that meeting. I did reach out to our Union Pacific person that was there again, I still haven't heard back trying to get some information on just general things that Ray has asked a number of times about with regard to frieghts and trains and how many were seeing and what they seem a little reluctant to share that but I got a new contact so again it's just going to be I keep pushing it but I just haven't gotten it.

**Ray Frankenberg**-And just so you know my reasoning is for good. I mean there's more transportation going on, we're a transportation group and it's a huge amount of commerce gets transported through our community on that rail. And I think when people are sitting there waiting for it and they wanted to get out because they spent too much time at the river. I did that the other day at yoga and it's nice to know that that keeps the country running and keeps us going. And so those numbers are something I'm going to use positively. Thank you.

**John Nilges**-Bill real quick. Give an update on the actual train depot itself. Wayne, Parks Director and myself had a meeting with Amtrak a couple weeks ago, 2024 is the target date to do new loading and unloading improvements at the depot. ADA compliant improvements, they're going to redo the pavers, add a larger loading area between the caboose and the tracks, which will make it easier to people on and off the trains and then upgrade some of the parking around the depot as well. So it's a it's a pretty big investment. The city is coordinating with them because it actually matches up pretty good with our Front Street ADA improvement project that we have STP funding for. So we're trying to mirror those, marry those projects up so they're all done at one time rather than have some big long drawn out construction on Front Street.

**Bill Straatmann**-So there's an effort to rehab the what they call the freight depot, they had a tough beginning support in there. And I go back 30 years or 25 years ago when the chamber was looking at it to help them out and I took the time to crawl underneath that thing. You wouldn't want to see what was underneath there because it was all this dirt floor and it was pieces of wood that kept getting higher and higher as they put them underneath the floor boards to keep the floors from sagging. And I remember at the time my comment was to do with it is to donate it to the fire department and let them do a test burn. And then we'd all be ahead. That's just my opinion. So there was a lot of work to be done on that building and I think it's going to be reflected, but it's still going to be, it's going to be nice.

**2. Highway 47/Missouri River Bridge- John Nilges-** The only update we have is the city is acquiring that remnant parcel on the west side of the bridge. We have all the survey work done. We've coordinated that with MoDOT's right of way people. The city has passed their ordinance to get that acquired. We did see the signature from MoDOT's side so I think all this takes now is the recording and then that transfer of that parcel, which is good that becomes city maintenance then in the future, which is a positive I think for MoDOT and the city and then we have the ability to do whatever we deem is best with the property, which I don't know what deems best means right now. But there are some concepts out there some more to come.

**Ray Frankenberg-**It's the City's with no strings attached?

**John Nilges-**There's some easements and things on it. But yes, correct. No strings attached. We paid for the easement, which I believe was around \$2400. Just the right of the right of way work.

**Joe Holtmeier-**What about the lights? We straighten them out yet?

**Ray Frankenberg-**Are we under warranty yet?

**John Nilges-**We are not.

**Stephen O'Connor-**I texted the RE this morning but did not get a reply. Just looking for an update.

**John Nilges-**The city does not own them yet. Maybe we should talk about owning them ever.

**Ray Frankenberg-**We should charge the contractor rent for our lights.

**Stephen O'Connor-**There is excuses with the water going up and down in the river and it's taken a while and they're trying to get barges. They're trying to get Covid and there's a lot of excuses. I'm trying to get an update. I sent it at 6:30 AM.

**Bill Miller-**I agree with Tim. It's ridiculous to go on and on like this.

**Stephen O'Connor-**I'll let you know if I get a text.

**3. Highway 47 Corridor Committee-John Nilges-**No report.

**4. Franklin County Transportation Committee- John Nilges-**We have not met since our last meeting either. The next action item at the next meeting would be to vote for the 5% grants. That's probably the biggest item at that next meeting. The city did put in an application for that to offset some of our construction costs that we're seeing increasing construction costs due to inflation, those things.

**Bill Straatmann-**So I keep bringing this up. But is there any more information on the new gas taxes that are going to be coming in? The new ones?

**John Nilges-**No, we did check. I did after the meeting. I was unsure if we were actually receiving some of that revenue. I forget what the word was that Joe used. It was a good word. It was our block money. I forget what you called. It. It was a good, so it's coming in but it doesn't come in as like a separate line item. It gets blocked in with all the rest. So it's very difficult for me to figure out how much of that percentage is coming in and the best way I can describe this is, is we used to have a funding source that went away in 2019 called non attributable 80/20 money. It went away in 2019. That brought in approximately \$150k to \$170k of 80/20 money that the city would not have to compete with other entities for that went away. And it was similar from what I could see as far as that. So I would anticipate somewhere in that \$150k

numbers what the city would see an additional revenue as part of that block money that comes in any way. Does that makes sense. That's just my best estimate. But it does not get line items out for us.

**Bill Straatmann-** Counties are going to get 15%, just like the cities are going to get 15%. You know those numbers when they were, it hasn't kicked in yet. You know those are some huge numbers when they were trying to get the taxes. You passed one before the one that actually got voted on or whatever. Those are big numbers in the hundreds of thousands of dollars, particularly the counties and stuff. It was big numbers. As it gets into the system a little deeper. Okay. But I'm surprised they don't identify separately. My only reason for bringing it up is that was unallocated funds coming in. They were not figured on spending them. It's new monies for new projects possibly and it was substantial. I thought what was going to have, what was going to come in as a result of those?

**Ray Frankenberg-**Is there any idea how that compares to the money you lost in 2019?

**John Nilges-**It's pretty similar from what we could tell. I mean again around that \$120k. But the issue that we have right now and everyone has, I don't want to speak for the county, but just the cost of doing business is substantially higher that you can't, it's a drop in the bucket. I mean, you're losing ground on buying power anyway, so it helps. But it's not that we can do additional projects per se. That's what I was getting at. Which everybody's experiencing that for the obvious.

**5. MoDOT 50/50 Grants- John Nilges-** Yes, we left this on there if you recall it was put on before announced the potential STIP going down 47 that the city would look into extending four lanes to the south to our East West Parkway. In addition, doing roadway work by the new Oldenburg Industrial Park. That's where those dollars came from. So, that's where the agenda item came from. So when MoDOT announced that we also had a request from a developer along Highway 100 that wanted to do a traffic study along 100. The city looked into teaming up with that developer to study 100 westbound all the way to the western city limits. We have done that the Lochmueller group is the entity. The beauty of using them, they did the 47 studies so there's some cohesiveness there between entities. They did a good job I believe for the county. And then also Lochmueller is part of the group that's doing our Comprehensive Plan. So the city is also going through a Comprehensive Plan right now. So there's cohesiveness in between the entities doing the study. That was the concept. They are probably, I know they did their traffic counts, they've expanded the scope a little bit to look at 100 and 47 that was not part of this, this was High Street to the west, but they've expanded that. They had their traffic counts there 50% through the study. We are working diligently with them to get that study done so we can then utilize that to apply for a 50/50 grant through MoDOT's D.D.'s Section for Oldenburg Industrial Park and see what else we can get. So that's the general concept of what we're working on right now. MoDOT is aware of that Stephen is we've been working pretty close with his group and I know Lochmueller has been working close with Stephen's traffic group.

**Bill Straatmann-**Did a lot of the money for Vossbrink Drive come in as a as a shared project with MoDOT?

**John Nilges**-The participation was shared with correct. It's 50/50 unless you have a signing business or entity industrial entity involved and it could go up to 100% paid for. So, there's a lot of different facets that are working at the same time to try to leverage those calls.

**Bill Straatmann**-Most of the intersections through Washington were done this way correct?

**John Nilges**-A lot of them a lot of them. Pottery Road I believe was 100 to 44 was and that's the biggest one. So we're just trying to get the studies in place. So when these dollars become available that we're ready to go as fast as we can.

**Bill Straatmann**-Not to put a put a finer point on the studies if you can get them to look at the intersections on Highway 100 on the new 100. Going East T and V.

**Stephen O'Connor**-We've had a consultant do a traffic study on that stretch. So now we've got the results. Now we're next step we'll have public meetings to talk about. We've studied that entire stretch from I-44 to Washington.

**Ray Frankenberg**-That's not public yet until you go out to the public meetings? Okay.

**6. MoDOT Northeast District-Warren County- Jeff Niemeyer- Jeff Niemeyer**-So, it's been a little bit since I've been to one of these meetings, but as far as the causeway, there wasn't any project that made it into the STIP, there is a study to look at 47. It's not necessarily, I know there was some stuff floating around about a causeway getting built between 47 and 94. This is mainly looking at 47 itself on how to reduce flooding along 47. So that's kind of what's actually made it into the STIP. Just a study at this point.

**John Nilges**-Who's doing that?

**Jeff Niemeyer**-We haven't let it yet. So I'm still working on the scope. That's why I don't know.

**John Nilges**-When you get that could you just share that with us who's doing the actual stuff because there's some concepts and some ideas that maybe could assist that.

**Jeff Niemeyer**-So, just let me know if you got any questions on that and I'll work with you. So, like I said I think it's 2026. So, it's a ways out yet.

far as other things going on one county. Other things you guys might care about. We are overlaying route TT, that's supposed to be done in August, well, it's pushed back to late September now. So just kind of giving you an update on that. That's all I got.

**Joe Gildehaus**-As far as 47. I mean it's really, really rough. They're complaining about everything. Next, next year, next year how about now? Because that's really, I mean 47 from Washington at least the Warrenton at least that the flat spots are horrible. So I just want to bring that up.

**Bill Straatmann**-Did they do anything about some Katy Trail connection painting on the shoulders for bicyclists coming off of Washington Bridge? I mean we had talked about this a long time ago.

**John Nilges**-No, we have not. We've met with Booneslick, Sal and I did two years ago probably now during Covid just look at the different ideas and concepts about how to make a connection happen. I know, I think Ray put some sketches together as well and the city, we're willing to work with whatever with our property to get it done. But since the announcement of the Rock Island Trail and I think that it was in that, that Washington would be the connection location. That's the most obvious connection location. There's not been much conversation about it since. When you look ahead to what makes sense. You know a connection on a levee

maybe make some sense, things like that. So we haven't done any other work with that though.

**Bill Straatmann**-I was just talking about the bicycle path indicating where the people should go.

**John Nilges**-We haven't done anything with that.

**Joe Gildehaus**-Not at this time, there's a lot of traffic over there. I mean, for as you know, the Katy trail itself, it's quite busy. You know, speaking of Booneslick you know that Chad Eggen did resign. Actually have left two more interviews this afternoon. So hopefully by the end of the week we'll have somebody so on that.

**7. Washington Special Road District- Ed Fischer- Ed Fischer**-We're working on South Point Road with the City and KJU got the bid and he has started.

**John Nilges**-There were putting a 12 inch water line in off to the side to loop the water system in the Stone Crest provide a secondary source of water into the Stone Crest, Fairfield subdivision. That's a 12 inch water line, it's welded pipe. So, reduces the number of joints, those types of things. So we're trying to alleviate those future issues with water lines, those type of things 12" waterline is pretty big, I mean 12 inch water line is a pretty big waterline force. So KJU is doing the work. It is shut down. Traffic is being somewhat routed through the Stone Crest subdivision. We did get the radar trailers are up in Stone Crest to try to alleviate some of the traffic concerns maybe speeding. The biggest user of South Point is Riegel Dairy, we've coordinated with them, they're going to use Bieker Road out to 47 so we're trying to get everybody spread around the closure. The idea I think there was to get closed to get it built as fast as it possibly could, get it back open back up. So all signs point of a good project.

**Ray Frankenberg**-I don't know where else to ask this, but now there's been a road or an entryway, it looks like it's being constructed past the church on highway 100 right there. Is that going to be go right around the South Point Road or no is that going to be a new entrance first question.

**John Nilges**-What we understand is that the property owner has a residential access break. That it is not a commercial access break, that is not in the city limits. So, I don't know how that came to be, but that's what we understand, just a residential access break. We did meet with the individual because we would be interested obviously in working with them if it to be a future entrance. But I did not get any testing results from the concrete. We didn't do any inspection those type of things. So at this time we would not accept that in the future.

**Bill Straatmann**-You probably can answer the question better than anybody. How did that occur?

**Stephen O'Connor**-Well they got a permit to do the work so our permit inspector approved it so.

**Ray Frankenberg**-I'm amazed that it's not limited access highway through there.

**Stephen O'Connor**-He went through the proper steps.

Craig Mueller-It's just connected to that property not intended to go back through to I guess what the Bieker side.

**John Nilges**-I would not know that but that's what I have been led to believe. And again I think it's they have a residential access. I think that it's a very heavy duty residential access is what I understand. It's over built for a driveway. How's that? But no the city, it's in the county we have

no jurisdiction. And again we've worked with the developer or the owner I guess to see if there was any options for future connection but at the time were not interested in talking.

**Ray Frankenberg**-I was just surprised that that wasn't condemned when Hwy 100 went through. Most properties lost their ability to access but this one must not have.

**John Nilges**-I don't know how it came to be right and I apologize

**Ray Frankenberg**-But it's not a city street.

**John Nilges**-It is not a city street.

**8. Old Hwy 100 Bridge- John Nilges**-It's still on MoDOT's schedule and they're aware as far as maintenance. We're always kind of coordinating if we get a call from anyone and I think if the county does we forward those to MoDOT Gray Summit and so just live with it until 2026.

**Bill Straatmann**-And you guys continue to inspect it?

**John Nilges**-Every two years, I believe.

**9. Airport- John Nilges**- The hangar project is still slated to get going here pretty soon. We have 90 days to accept the low bid. That low bid was KJU in Washington here. Eight, ten and twelve with ten and twelve being the alternates. City Council has chosen to not take the alternates and build the minimum eight per the contract. The reasoning for that is we have some future funding opportunity that we see that we need to have some cash on hand to meet our minimum investment into those. So keeping that cash on hands very important I think for the city to make sure we can pivot if federal funding becomes available. The project has got a long lead time on the steel buildings as you can imagine and our consultant is meeting with the F.A.A actually should have met last week to discuss how much money that the city is going to have to put into this. It appears that some of the Covid money would be eligible for this through the F.A.A. and that we will be getting some of that. So the actual dollar numbers that the city is investing into this is going down. Our own money investment into it is going down. Hopefully that number could get down to approximately 175,000. So we could look at only putting in \$175k of our own money. Our own city generated tax money to that one point, what was at \$1.9 million airport project. So between our entitlement money that we get from the Feds, the St. Clair airport money and then some additional Covid money we could only be looking at spending \$175k of our own money. That is a huge deal. So I'll have more to give the City Council once I actually know that. They were meeting last week. But I have not got an update as of this morning.

**Joe Holtmeier**-So how's that \$3 million securing coming from?

**John Nilges**-It is through from the Feds. Yeah. So it's through what I understand Senate appropriation. So three million. We asked for 6.4 I think something like that. It's a 500 ft. extension. Senate approved three or and then goes to the house. They can either choose to go up or down or all around whatever it is. But we don't know when that's going to occur. Sal said his best guess was probably spring we would know. So if three is the number you got to come up with 3.4 million. Right? So that's why it's important that we hold on to as much cash as we can. Because if we have we have a million allocated in Capital Improvement Sales Tax. So a million 3.4, you're a third of the way there. So that's the overall airport kind of strategy and that would be a 500 ft. extension which would get a higher class, jet in which is important. As far as

operations go we hired an airport, assistant airport manager. He's, I don't know on the job for eight weeks now. He has fueling capability. He actually came from the Air Force so he knows how to fuel planes and Kevin just getting his feet wet and make sure that we can serve the customers over there to the best of our abilities.

**Bill Straatmann**-Sounds good. We got the money coming to us hopefully. And you got a plan and council is in favor of it.

**John Nilges**-Everything points in a positive direction here.

**10. Team Track- John Nilges**-No Report.

**11. East-West Parkway- John Nilges**-The High Street extension, which is part of the East West Parkway we are still awaiting the box culvert design if you recall the city is paying to complete about 600 linear foot of roadway to get to the formerly Marquart Farm. That would include a box culvert underneath the roadway. Part of that development agreement would require the developer to connect Autumn Leaf subdivision to High Street. So that's all being worked out right now. Preliminary plans are probably 70% completed, they're just waiting on that box culvert design and then final cost estimate. But it's budgeted, so as soon as we get that, I would think that you would see construction sometime this winter. They're being moved by being said that type of stuff.

**12. Public Transportation-** No report.

**13. Other Business- John Nilges**- Just real quick some other connections, roadway connections. The City is also looking at doing a connection from North crest drive, which is Vernaci Drive as it goes in the Phoenix Center and Rabbit Trail Drive. If you've been reading paper, the intersection, Rabbit Trail and Phoenix Center Drive and 100 has been, you know, had some concerns. It's near misses those type of things. So one of the solutions would be to add an east west connection to try to divert some of that traffic from your larger block residential which Lake Washington area to your larger block of commercial, which is Phoenix Center. That would include a bridge box culvert type situation. We had a meeting with the property owner, we believe that we have secured the right of way for that. And the alignment is essentially set. We have an engineering firm designing the bridge or the box culvert right this second. In addition, Rabbit Trail to Bieker is also under design right now as well. And I would think that that construction would start sometime late winter into spring next year as well. So in meeting with the Stone Crest subdivision, we believe we have their support as well. So it seems like this is all kind of falling into the place. We could be looking at the end of 2023 having those two connections made which is shown on the City's Comp Plan. So those are two really, really large connections that increased fire protection and then also make sure that there are alternate alternate ways to move in and out to get from the south to Highway 100. So a lot of positives.

**Joe Gildehaus**-The Wall that Heals the Vietnam Veteran Wall that's coming. It's going in 33 states throughout this year were chosen. So anyway on September 7th we're going to meet at the



Elks parking lot in Washington. And they're going to have, it's not a parade. It's going to be an escort with motorcycles, come through Fifth Street and go up to Warrenton and actually going to be on the radio a little bit. But from the 8th to the 11th, if anybody has time to go see it, it's quite interesting. We did the virtual tour last week. You get a 53 ft. trailer, the walls 360 ft. long. It's quite impressive. So on September 8<sup>th</sup> thru 11<sup>th</sup>, if anybody has time please come see it. So it's going to be at our ball diamonds. It's on north 47 towards Hawk Point. It's going to be at our ball fields and it's 24 hours a day from that Wednesday through Sunday at two taps every night. It's pretty impressive. September 8<sup>th</sup> thru to the 11<sup>th</sup>. I think it's at 12:30 I think that Tuesday we're going to have an escort coming through town here. So anyway, and we've been coordinating with the group the police department has. So it's on 47 north of it's pretty impressive, anybody has time to see it. It's well worth your time for sure. So anyway.

**Bill Straatmann**-Just a point of there was an article in the newspaper public input requested for the 2050 proposal. East West Gateway is asking for ideas.

Tim any comments on what the county is doing on what they're, what we think for transportation from East West Gateway is asking for give us their projects. That's what I read into it. I remember the last time we had this idea of bring us projects was in 1982 and that's when most of the stuff that we got done was put into a plan. Now I don't know whether that's the same. Basically they are looking for projects. But you realize that the work we're getting done on Highway 47, guess when that was approved and studied 2002.. I got it. I got a whole bunch of stuff that I can hand out if you guys want to look at it. If we and I say we, the Chamber of Commerce, the City of Washington, we made a pitch, we were asked to bring our projects to St. Louis to add them with everybody else's projects and we took everything we could figure out. We wanted four lanes on highway went new 100 we wanted a brand new bridge and we wanted Highway 47 improved to four lanes all the way to, We were going to take it all the way to Highway 70. I mean we were shooting for the moon as the mayor would say. But I wonder what would have happened had we not done that and come to him and said these are the projects we want done. Is this the same situation that only you Tim can tell you asking East West Gateway, are you guys wanting us to propose to tell you what projects we think and that's why nobody saw it and nobody pays attention to it is what I'm saying and it's important. I think I understand that's all you can do but and this group wants to come together and make a list of I know I agree with.

**Ray Frankenberg**- I read the email when you send it out but I don't remember when what's the window that they're asking for these to be submitted in? It was like months or was it weeks or was it?

**Bill Straatmann**-March of next year. But with the final in June 2023.

**John Nilges**-Currently if you go to East West Gateway's website today, currently they actually have a questionnaire. It's a survey things that you can fill out those type of things. So it's it's very, it does not necessarily get into the specific projects at this time, but it does get into general macro things of what the region kind of wants to see. It's a little unique for us because a lot of the things that I saw that the statistics of what people are wanting or needing a lot of us do with pedestrian access, public transportation, those type of things which may or may not be a little different than what our needs are. But anyway, that's it's right there on the website. No, it wasn't

limited just looks like that's what the outcome of what the people are saying in East West Gateway, which again is a little unique I think for us.

**Bill Straatmann**-What would we put down if we were looking to 2050, what would the projects be that we think are important that we don't have already funded? Maybe we don't have any.

**John Nilges**-I think your East West Parkway would be one. I'm just saying they are dead line on this March 23, that's six months, whatever. Eight months and I agree. So is the County going to do that. Yes, yes. I'm just bringing it up because it's I think it's an imminent important process. It's the beginning of these processes that and quite honestly, that's how things get done. I go back to studies that were done 25 years ago, 30 years ago that I was involved in and I see that got done because we identified them. I then we didn't let go of them. We didn't just say, well sorry as us, we didn't get it. I can show it to you. I'll leave some information for anybody who wants to pick it up regarding my pet issue and it's a causeway.

**Ray Frankenberg**-So I'd recommend just so we keep it on the top of mind that we just put it on the agenda Bill. Not as another item, but put it in there for suggestions for East West Gateway's 2050 plan.

**Bill Straatmann**-I mean what do we want? What else do we want for the town of Washington? But we got to tell him if we don't tell him, I guarantee it'll never happen.

**Ray Frankenberg**-Let's think about what we would like to have as a result of you bringing it up. It sounds like you want somebody to start writing things down. And I think we got it.

**Bill Straatmann**-I think when they gave us a deadline of March of 23 to have these ideas of these projects forward, I can, I can show you the stuff that was submitted 25 years ago, Bob Durkis wrote me a letter saying, hey, your chamber, your chamber president, we need to get this and MoDOT has invited us to a meeting to present stuff to them. We did, Dan Maschman was still alive. He was then chairman of the Transportation Committee. And we made a point by point, we asked for a new bridge, we asked for four lanes on Hwy 100, we asked for four lanes on Highway 47 and over the course of the years, those projects got, they got into a plan 1992. To give you a little background on transportation. As you all know, transportation is determined by how much money they've got to spend. All right, guess where the funding has come from in the last tax issue is so important and it being passed the 2.5 before 1983, which is when the six cent past tax issue was voted on by the legislature. Before that 1987 was the last time there was ever, there was the only time people voted on a tax increase and it passed in 1987 and it was four cents. Before that the funding for MoDOT came from half of the sales tax generated from automobile sales. And there was a question, it was too much coming in and actually the state was taking pieces of it. And finally they decided to give it all back to or half of it back to MoDOT. In 1982, they passed the legislature passed the six cent thing that gave them money out of that came this report of all these projects. Next time there was money added, do you know, when the next time there was that people approved a tax increase for MoDOT was this one that was just passed by the Legislature. Two different times it was put up for voting and it went down in flames two times before 1987 When it actually did get four cents. It went down in flames in 1987. They decided give us a list of projects. They gave them a list, they gave the people a list of projects they were going to do, called it Proposition A and those projects they the people voted on it and passed four cent gas tax. That's the first time people voted on any

kind of gas tax. And that's the last time it happened too. So we just got another bunch of money. We've got money now. This was the last time we got money, 1982-15 year plan edit in 20 17. We got money again, all these projects that we can dream of. We're going to get funded. How did this last 12.5 cents. It's so obvious if we don't have if we don't put in and tell them what we want and shoot for the moon as the mayor says, I can guarantee we won't get any, we won't get it. We won't get what we need. Fortunately, we got lucky with Highway 100. We, the voters approved half of the cost of the cost of building the new road, but we had it on a plan. And without the plan, I don't know that we have gotten it. I don't know, I'm just saying this is the proof of the pudding. This is the plan. This was 1982 and that's the last time any new money came into MoDOT. That's the key. And now we've got money again and they've got money to allocate. So anyway, I've got information about the causeway. Whatever.

**Mayor Doug Hagedorn**-Can I say something. You guys Bill, I get it. Every project that you're talking about, or that we've done in the past needs an advocate, a ramrod. If you would, okay, you are a huge part of the ramrod being the ramrod for Highway 100. Bob Zick was the ramrod for doing our bridge without those individuals pushing that. I don't know if it gets done and to find an individual a leader, you guys know how big I am on leadership. Okay. It takes a while to, for somebody to step forward for us to groom somebody who is willing to do these jobs and, and I have to agree with Bill, we need to start now because we're doing our Comprehensive Plan and it gets done December or January or something like that. Okay. And if, if we haven't Washington can't move forward on this until we get that Comp Plan done. And if it gets done in January, March is pretty darn close to that as that deadline. So Ray, I have to agree. Let's put it on the agenda. Every meeting, let's put it out far and wide what you know, so a young go getter who works off this thing can maybe respond and say, oh, I'd like to head that up rather than in our lack of a better term older circles, which most of us in this room except for John maybe run in. So anyway, put it in the agenda every time and let's focus on it more.

**Bill Straatmann**-I'm in favor of anything to identify projects because if we don't identify him and ask for them, we won't get them. And it's as simple as that. It's MoDOT, for whatever faults they want to give them East West Gateway. They do pay attention to customers, their customers and what they want. I found that because I sat on the board and I had, I actually voted on this thing as an East West Gateway member. So the information that you can have, you can take it make, you know, shred it whatever you want to basically this is the study that was done. It was done like I said 2002, 2003 basically it's interesting you got to look at this because things in here that they were pretty close on their estimates. They estimated that highway 47 M.T.I. which included the new bridge all the way, you know to uh I don't know where it went to, where it went to 47 to Union I guess it was \$153 million. And that included the new bridge. The new bridge was what 64. And they were talking about 87. They were pretty damn close. This is 60 they figured \$153 in 2007 it was like \$160. They weren't very far off on their estimates. And the location, all these studies have to have locally preferred alternatives. Every major project that has come up has to have three options. When they did our new bridge there were three options. We're going to go east, you go west or you can put it right next to the one that we got now and they have to study it. They have to get the people have bought into the idea by letters by whatever it was an obvious that to put it next to the old one. But in this study that the public actually said don't tear down the old bridge. We want to save it okay until MoDOT says okay

it's yours now you maintain it, it went into the river, it literally got taken out. But the sentiment was to keep it and use it for whatever reason, bike paths or whatever. So again this is the study that was done for 47 and it's 30 years later, 20 years later whatever it is 30 years later and we're now getting it. That's why this is I think it's that's why they're using 2050 it's 25 years from now.

**Ray Frankenberg**-Let's put it on the agenda.

**Mayor Doug Hagedorn**-I agree.

**Bill Straatmann**-I think we all got to see what happens. This river is unpredictable. Okay the last thing you guys and we want is to spend \$6.7 million dollars and get this brand new you know airport all up and then we get and we get a flood year and we got eight ft. of water inside the inside the airport. Do you remember you probably remember it actually it tore up the flooring tore up the airport matt. You know when it came through the last thing we needed and it's in here. Here's the statistics I can show you want to see what the that the river does. I got the stuff we said well that's not going to happen. It's going to happen. It's going to happen. It's going to happen. It's a matter of time. But do you want Joe you're going to be on the line saying I'm voting for \$6.7 million dollars and oh by the way if it rains real hard for the next three months it'll be underwater and eight ft. of water. And the people that most of the politicians that come into this town come in by aircraft. The governor's, Sam Walton wouldn't have chose this town as its first super Walmart store without being able to fly his old airplane and landing in Washington. That was one of his criteria. As I understand. Bill, you probably remember that better than anybody. So the airport is very important, very important. It's vital. It's vital. And yet we're leaving it unsecured by not pushing getting this thing done. It's two different. You got East West Gateway over here and you've got Booneslick over there. It's in their jurisdiction. But if we don't do it, it's not going to get done. If we don't push it. The airport's not even in our general area. It's not an East West Gateway's area. It's in Booneslick. So East West Gateway doesn't care whether he gets any funding out of it.

**Bill Miller**-Too many studies and no action.

**Bill Straatmann**-But you've got to use the studies when it's appropriate. When you can do it. When you can say guys, you can do this. Not, not to hold it over their head, but they don't remember. I got a letter that I just handed out to everybody. This was one I had contacted Kit Bond, I think. I contacted his office back in 2002 when I was Chairman of the Transportation Committee for the county. They talked about a \$3 million dollar allocation uh Much like the \$3 million, Luetkemeyer and Roy Blunt gave to us, they didn't give us and I think you even mentioned they gave us that money of seed money to so we can figure out what we're going to do with it. So now we've got something to do with it. We got to stop this, get it out of the floodplain. What have we got to do? That's what we got to do. Then we will all look good. They'll still want to land their airplanes there whenever they come to Washington, they like coming to Washington.

Stephen O'Connor-I have an update on the lighting. They said we met last week with all parties involved, Alberici and Gerschner putting a plan together to analyze every single light fixture to identify any issues and bring the barge back in town. The plan is to be back on site in the next couple of weeks doing the troubleshooting.

**Ray Frankenberg**-Alright, I would make a motion to adjourn and we all think about this and what direction we want and do take this information.

**Bill Straatmann**-All in favor of adjournment.

**All**-Aye.

**14. Adjournment-Motion made and seconded to adjourn, passed without dissent at 9:04 a.m.**