

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

**Monday, July 25, 2022 at 8:00 AM
Minutes**

Present: Craig Mueller, Ed Fischer, Stephen O'Connor, Ray Frankenberg, Bob Engemann, Bill Straatmann, Mayor Hagedorn, Joe Holtmeier, Bill Miller, John Nilges

Absent: L.B. Eckelkamp, Tim Brinker, Chad Briggs, Jeff Niemeyer

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

Approval of the minutes from June 27, 2022, Motion made, seconded and passed without dissent.

1. **Amtrak- Craig Mueller**-I don't have much of a report today. We did have a nice Whistle Stop Tour last Monday. I was unable to attend but Amtrak kind of put together a group of Amtrak representatives stopping at stops along the River Runner route to I guess celebrate their second train. That went pretty well. It was pretty well attended here in Washington, which is nice. I think it's put that train a little bit behind schedule as they stopped and said hello, but not too much. I think by the time it got to Kansas City it was back on time. I think they had a big, pretty big event for them in Kirkwood. I don't have much to report. Ridership looks okay. We'll get a better view of that. I have a meeting August 10th with Morpac group which is MoDOT and the freight and the passenger side and that will kind of get together to discuss things. So August 10th, I'll get maybe some more information and some update and maybe get a trend line of how that's affecting what our ridership stuff looks like. I was going to ask them when I was there, we had a little Amtrak, a little big Amtrak snafu, right? We had a derailment in the state and I was just going to ask them, talk to them a little bit about that. I know they have some like lower, I forget the term they use for that, but some of those crossings that are a little whether they don't have bars or they don't have whistle stops or things like that. So just to maybe see if we have any of those along our line. That's a different line that was running elsewhere in the state, but that's the only thing I had. Anything you guys might have that you want me to ask or present to them?

Ray Frankenberg-I would be curious about that and you say it was not on our line?

Craig Mueller-It was not on the River Runner Line. It's one called the Southwest Chief, which heads a different direction through the state. Do you know anything about that from the MoDOT side?

Stephen O'Connor-No.

Ray Frankenberg-How much traffic do we have going through Washington?

Craig Mueller-When I get a chance, I haven't had a whole lot response from the Union Pacific but they usually have a representative there. If we can, if I can corner one, I will make that introduction and try to get some more of that information.

Ray Frankenberg-I would imagine it's up. But years ago I used to say 50 a day is what I was told once that we have coming through town which is quite a few trains when you think about it.

2. **Highway 47/Missouri River Bridge- John Nilges**-The only thing I have is the City has been working with trying to get the remnant parcel on the west side of the Washington bridge transferred from MoDOT to the City. The survey has been completed. I know MoDOT, they're surveyors are done with their work. We've done our work. So I'm just waiting on MoDOT to send us the transfer documents. Once that gets done then that parcel then become basically City property as a remnant parcel and we can do with it as we please.

Bill Straatmann-Any ideas floating around as to what to do with it?

Darren Lamb-We have talked with both the Chamber and Downtown Washington about the possibility of a community sign so that it can go ahead and show the different community events that we have in town etcetera. So that's been a discussion that we've had and the use of possible A.R.P.A. Funds to go ahead and do the sign. But other than that that's it. Something low maintenance is what I am key on.

Ray Frankenberg-I would recommend that you don't have too many words on it. We don't want them slowing down to read very much.

Darren Lamb-Well I like I said whatever it would be would be, well they're supposed to be slowing down anyway. But like I said it would be a just a message sign that you would typically see or whatever that would have various events. The goal is not to have any more signs in Krog Park.

3. **Highway 47 Corridor Committee- John Nilges**-We've not met for quite some time. I know with the STP coming out, I think that's kind of changed the timeline a little bit with the Highway 47 but it's all positive news so I think MoDOT has allocated those dollars. I think they're still working out what the scope of what that's going to be. I know Stephen said at the last Franklin County meeting, I don't want to speak for you Stephen, but they're working through a MoDOT study that would essentially piggyback off the Lochmueller one that we paid for to get that moving as fast as it can. So that's okay.

Bill Straatmann-This is a good time to bring this up. It's been one of my pet things to get done across the river. We got to do something about the causeway. Alright, so I went back and I did some digging, which I always do. I got the records from 30 years ago. This thing was approved. This study that did the Highway 47 in 2002 indicated that they were going to put off doing the study on this portion in Warren County at this time. Not to say that they weren't going to do it. They just put it off because the location of the new bridge wasn't identified. Highway 47 wasn't done. Highway 100 wasn't done. And it's in their reports that they were going to study it. And records indicating that the 47 corridor was

going to go at least through Washington. In fact it was originally said it was going to go to highways all the way up to Highway 70. That was in 1995 when the study was initially approved. But what's happened now, there is some money and I talked to talk to Joe about it in the new MoDOT listing of projects and it's a scoping project. Everybody says, what the hell is a scoping project? Well, a scoping project is where they know that there's a need at some point. The public has to get involved in this. If we are serious about getting this causeway and getting this connection across to get out of the floodplain, if we can't tie this to the Highway 47 complete study this may be our last chance to do that. I think it should be a good chance because you've got engineers that are actually going to be hired to do this study for the rest of 47. Why couldn't they, why couldn't this be added on as another item and extended just another half a mile across the bridge to get something done to get it out of the floodplain. That's my thought. So I went to the MoDOT website and it gives us ideas of what is scoping. The purpose identifies potential future highway and bridge projects. There's a process, they develop a team and Steve you know all this, this is the stuff you guys do every day. It's just written in a form. But one of the biggest things that to get this stuff done is you got to have public involvement. The reason we got \$3 million is because everybody wrote letters. If we want this thing, this causeway thing built, this is our opportunity. I think if we don't do it now, when are we going to do it? We got to study a group being formed to study Highway 47. This should be added on to it. It was added on to it in 1995 and they put it off and they put it off and they put it off. They can't put it off anymore. And if we don't do something and I say, public involvement, write the letters, do our homework from our end it'll never happen. That's just what happened. Right Steve? Do you know how many letters went to MoDOT on the Highway 47 improvements. Everybody in here wrote a letter.

Stephen O'Connor-I'm not sure.

Bill Straatmann-Was there 20 was there 40 50? I don't know. I'd say \$3 million earmark for the airport. How'd that happen?

Darren Lamb-We had a discussion for some improvements across the river. And as a matter of fact, we were talking about transportation improvement and the whole idea of the causeway and the fact that you might be able to and nobody's told us that it's crazy idea yet was to go ahead and consider a levee system, which would be half the cost of a causeway. So that's probably the reason why causeway doesn't get a lot of talk is because of the cost associated with it. We looked at the option and John came up with an initial plan for how it could be done was to go ahead and do some type of levee system. If it could be done, that would save the highway and also provide shelter. I don't want to say shelter but some for our airport. And so the idea was you really need to look at some airport improvements over there at your airport and extending your runway. So this was a meeting that we had with both Luetkemeyers office as well as Senator Blunt's office. So that's how that ball got started. And so we mentioned that we went ahead and had a cost estimate done of what it would take to go ahead and get it completed. Unfortunately, we do not have the funds and since we're talking about the airport already. So, but we had approximately 6.8 million, I think the cost estimate from CMT. But as said, we've got three million that went into our discussion and our recommendation of what we discussed

with the Council last Monday night on how we move forward with our hangers because city only has a finite amount of money that we can go ahead and contribute. And we thought, what's the best approach? What's the best use of those resources? And so the idea was, and I think the Council agreed last Monday was to go ahead and wait and see if we need to use part of the funds that we've kept for the capital improvement sales tax and utilize it to go ahead and match should we need to help with this airport or the runway expansion if you will. So, we're waiting for that. We're waiting to see what the Senate finally approves because like we mentioned, \$3 million is earmarked now. But that could change. We could be increased, could be decreased, could remain about the same. So that's a challenge that will have down the road. But I think right now the thoughts that we got from the Council, they agreed with our assessment, we would do eight hangars at this time, save our match money for the possibility of that runway expansion because that is a higher priority. And that's how that discussion happened.

Bill Miller-Warren County on board?

Darren Lamb-Not really having anyone involved, we did have a meeting with Joe probably about what two or three months ago. We discussed some of those improvements at that time. We weren't really talking a lot about a runway expansion or whatever, but we threw the concept out there of a levee system.

John Nilges-What started all this was, is Chad Eggen with Warren County, they're planning organization reached out to the State Emergency Management Agency, SEMA, to look at what would a causeway do to basically the river flood levels. That's what started the entire conversation. And when I called up to SEMA and just kind of started discussing where are you guys at with your flood maps? Because Warren County right now is going through and a flood map modification basically that brings them up to essentially what Franklin County and other counties are, are required to adhere to. FEMA does their mapping based upon counties. They used to, they do it a little bit now on, on watersheds. They're trying to change how they're doing things. So that was happening at the exact same time. I knew that. So when I reached out to SEMA, I was hoping and this is still the hope, is that if they are going through their mapping procedures right now, flood reasons, it wouldn't take much for either the City or Warren County whoever to contract with that entity, that contractor that FEMA contractor, to essentially do a quick hydraulic model to put a levy in just to see what it does. I don't have those models. They can't give those to me yet because they're not effective. Like they're not in place yet. So I can't do that until I know what was going to be effective. Now that's probably still a year, two years out, probably in the Warren County side. So the idea is, is that if we're going to build a \$70 million dollar causeway, does it make more sense to look at us at a levee that actually is less costly or the same? Which would get the roadway protected in place, which would increase the potential for development, which would protect farmland, which would protect the federal, an airport that gets federal funding, which would maybe provide an access for the Katy Trail connection. You start adding all these things up. Why would you build a \$70 million dollar causeway that just keeps cars moving back and forth when you can do all those things, that keeps cars moving back and forth. That's the big macro concept. So when you look at it from an aerial photo and you look at what

Chesterfield has done compared to Washington. If we're doing this runway extension, we're going to have an airport the same size essentially Spirit running. You know, airport length basically that essentially what you're looking at doing is building a mini monarch levy. What does that do for Washington? That's the question because it really comes down to how much water can pass underneath that bridge. How much can you move it through so you can move that levy further to the bluff to open up the river during a flood situation and build a smaller causeway and still have thousands of acres protected and your runway in your airport protecting all these other benefits. But until SEMA can tell me what was happening over in Warren County, we can't even estimate what those things are.

Bill Straatmann-The reason I'm bringing it up is because the Highway 47 study and this was as part of it years ago, 30 years ago they were talking about this and they didn't do anything with it. They never, they left and said, well we'll do it later, we'll do it later.

John Nilges-Well, I mean roads move goods and move people. Right, that's good. But if you can move goods and people and protect airport, protect farmland and a bunch of birds with one stone. And that's the general concept and with Warren County going through the map modification now is the time to work with SEMA to get those things done. So I've been reaching out to them, we had a conference call with SEMA and their contractor, oh, I don't know maybe three months ago now and then they focused on some other things. So I just haven't been able to get ahold of them or at least kind of pushed this. There is a conference at the beginning of fall basically we'll be able to see them in person. But I think it has some possibility. We then pitched that exact same concept what I just told you right there to our local federal representatives. I had a conference call with them. We actually had two meetings. The Commission, Franklin County and Warren County were involved in that a little bit just to say, hey, if you start hearing something about this causeway I think there's an alternative here that maybe we need to be considering as well. That is what essentially spurred this runway extension because they were like, well, we don't have \$40 million to put towards a levy, but you know, maybe there's \$3-\$6 million sitting out there for one runway extension. That could be the catalyst to start the other things and that's what's going on right now. So I don't want to downplay how fast these things, this is not going to go fast, right. But everyone knows that that roadway, 47 on the north side has got a one in ten chance of going under any given year. It's got a 10%. That was designed that way. So what I think will happen is, it just me, is when it goes under we're all going to be looking at each other saying, well wonder how did that happen? And then we're going to come and say, well we have a plan and see we're kind of getting ahead of that when it happens. And the unfortunate part is when you work with transportation you're very reactive and that's kind of what we said.

Bill Miller-Was it 1993 that the road was last underwater?

John Nilges- No it was 2018. It was closed 2015. It's just a matter of time. So, I mean, again that's the big macro kind of concept but it's actually it's probably bigger than just a causeway. It's a pretty big deal potentially. And that all get ran well, it all gets ran by the engineering of the river, the hydraulics of what's going to happen and until we can get SEMA that information. Is it a possibility? Yes. Is it for sure? Can it be done? We don't

know. But it would seem to me that it could be that we're not too far away from making this happen.

Bill Straatmann-And you've got the economic impact that was done. We did an Economic Impact Study after the last major flood. It was closed for seven weeks, 80 some days, the study that was done and it was a quick study done quickly with major companies, employers, businesses, whatever. And that kind of impact was like \$10 million in 1983. What would that be today? You know, they can pay that. If something happens over there and this thing, the economic impact is going to be paid by the federal government somehow.

John Nilges-Well, the Department of Economic Development in Missouri also a couple of months ago put out a kind of a I guess feelers to the municipalities about how they could spend their ARPA money. Sal, Darren and I put together basically a concept with this levy and threw it out there at them. Now what's the opportunity that happening is probably pretty slim. But at least that department at the state level knows what we're looking at. So we're trying to get this movement or this motivation to kind of get these things momentum. To try to get these things taken care of. But it's not unreasonable, that that could be the solution. It's not.

Craig Mueller-John if, if all those things just fall in place over the next however long, what are potential funding sources for building a levee?

John Nilges-Well, I mean, you think about your entities that you have involved in this. We could have the City of Washington, you could have Warren County because what that would do is on their side and protect their farm ground, but it would also boost their economic development side of things. Okay, you would have MoDOT, St. Charles County. You would have MoDOT because you're protecting their roadway, you would have FAA MoDOT from that side because you're protecting the airport. You would have the Missouri Department of Natural Resources because of the trail connection. Rock Island is their. Washington they've already said it is the connection. How do you do it? You do it on top of levy, just like Monarch. So, I mean there's five or six different federal and state agencies that all point to that this could be the solution. So, I mean, how much money is available? I wouldn't know that, but it would just seem that those concepts align. The Commission, Warren County and Franklin County, they understand that. I mean it seems that it makes some sense. The other thing that Joe has going for him is he's got his new meat packing facility up on 70 and a lot of this stuff is coming up 47. Interstate 44 to 47, once that thing gets up and running and he starts seeing that, hey, if that road is underwater and he starts seeing that happen, you get momentum on that side too.

Bill Miller-Over the years there have been thoughts expressed that the city said nix the Augusta Bottom Road and the airport. Are any of those thoughts still around?

Darren Lamb-I think you have to be aware of the fact that Three Creeks Village exists. Three Creeks Village, it is incorporated. It's right in the way. And that's the problem.

John Nilges-It's a critical path item.

Darren Lamb-And I think that was basically formed at the time when the city talked about annexation in the past and then they found that, I don't want to call it a loophole,

but it was a law that the state legislature allowed so that these areas could go ahead and easily become incorporated. And that's what happened. Probably to be quite honest, I think it was based on a discussion that was made at one of these meetings back in the day.

Bill Straatmann-Again, it's going to take public involvement. MoDOT listens to the public believe it or not. People don't believe that. But when the public has ideas and comments they are accepted and read and kept and they don't just throw them away. Remember back when Kit Bond remember Kit Bond, remember that earmark. He got us what was it? Was it \$1 million? Yeah. When was that? What year was that was for the Washington bridge? It was identified as an item in a bill that that Kit Bond got passed for us. The old bridge I'm talking about. Just going back here just going back. I'm going back and tell you that earmarks when I saw this \$3 million earmarked as a front page thing. I thought earmarks where have I heard the that well there was a million dollars that Kit Bond got earmarked for the Washington bridge and it laid there and it laid there and it laid there for how long and when and how did we use it eventually? Was it for repairs or was it for? I forget but it was. Well it was identified to be used on the bridge.

John Nilges-There was a lighting project that happened at that time.

Bill Straatmann- It doesn't make any difference but that deck replacement to whatever it was, it sat there and sat there. In fact it accrued like a third more money because of the interest that was accrued on it over the time it sat there. So that's all I saw the earmark and I said I remember Kit Bond was involved in it. So anyway public involvement is going to be key to anything. Whatever ideas come up with the causeway, whatever Warren and Washington.

John Nilges-There was some discussion that MoDOT had some money and I know that Stephen it's not your district but MoDOT had some money that was to study 47 on the north side in the STP. It was a couple of years ago still ongoing. You know who that contact is? I mean that's what I'm saying there's some change there and it would be good, I think, that if we could get in that MoDOT study with this other concept of you'd be moving at least on the MoDOT side. So maybe Joe if you don't mind get me the name. Because that's actually in the STP that's already approved and I don't know if they're doing that work yet. It was traffic counts and a bunch of other stuff and I think it was, it's coming up like it was at the end of that period. Well we can talk about that. That might be an avenue at least from the transportation side to get this thing going. It was a scoping study on 47 And it had nothing to do with the causeway. I think it had something to do just with traffic counts in general. But again, if you can get the conversation going at the MoDOT building about this concept things move a little faster.

Bill Straatmann-But here's the description on the scoping. 2022-2026 scoping for roadway improvements due to flooding issues from Dutzow to Washington. You can't get more. I mean it's general but you know it's not a lot of money but it's a start, it's in the funnel, it got in the funnel now guys and now is the time to start making sure we get it. I know Joe you have been the one person but it has to be kept, this is how we keep it alive. Very good, very good. And you have taken it to the level before you

Bill Miller-Bill, you're suggesting that the timing is right, right now for the causeway?

Bill Straatmann-To be added onto the existing new study they're going to do on Highway 47.

Stephen O'Connor-Our 47 studies from 44 to 100. It's doesn't go up into Warren County.

Bill Straatmann-Why?

Stephen O'Connor-I mean this is the roadway that we're looking at.

Bill Straatmann-I understand. I'm just saying.

Stephen O'Connor-I hear what you're saying but.

Bill Straatmann-Is it the right time to add it on? I mean somebody at MoDOT can make that decision. They're going to do a multimillion dollar study and they can't add on a quarter of a mile so that the bridge will stay open when it floods.

Joe Gildehaus-I'm talking to the since Erik Maninga, we've been trying to get the Dutzow problem, so if we would just fix the thing for right now, we only be close two times two times, only time will be closed. Believe me every meeting, we have a meeting every month, you know, the same thing. We've been waiting on two one-way bridges since I've been there. I mean it's been, sometimes it's on deaf ears on the other end, you know, I mean it is frustrating and I'm not mad at MoDOT, I am mad at MoDOT but I'm not mad. It's just the situation. It ain't you. It's just how it works out, you know, So no, and John is doing great. It is very critical that T stays open, especially coming up for sure.

Mayor Doug Hagedorn-Can I give you guys the new guy's perspective? First and foremost, thank you guys, all, every one of you in this room has been doing this professionally for a long time. I haven't, but what I've seen and heard so far, this is a test of our resolve and it would be nice if it would be a short term resolve. That would be really cool. I mean doing the things that John described, those are absolutely necessary, but it's going to take a long time. We have to have a little patience. I am not a very patient person if you guys know me. But this \$3 million earmark that was on the front page of the paper, to me that's a test of our resolve from Luetkemeyers and Blunt's office saying, okay, here's some seed money take it and let's see what the heck you're going to do with it. And so we are, through Darren and John's leadership, we're taking steps to increase our chance of funding something like that in home funding. So long term we absolutely, Bill and I totally agree with you, we need to say, okay, now is the time to look at this system of levees is going to protect our airport and to me you shoot for the moon. And so we need to one, to make this part of our strategic plan which we're in the process of doing right now and then all of us in this room say, okay, it's time to mobilize the citizens. And I can't wait for all of us to make that decision because I'll definitely try to lead the charge to get more people involved in making those signature's head up to Jeff City.

Bill Straatmann-I've been doing this for 30 years. I see the opportunities just like the Mayor sees it, like John sees it, but we can't do it without public involvement. We've got the ear of the legislators. Now, we're losing two legislators that are with Blaine Luetkemeyer, particularly. But many times it's relationships with these people, we know these people, these people are our friends. You know, the people, we've got an East West Gateway are our friends. Jim Wild came from nobody to run East West Gateway. The

people at the commission, Highway Commission, Those are our friends, we know them, they know us. If anybody's got a chance, it's just, what do we decide? I saw it with the public involvement when I went to MoDOT's thing and I said, how is this the way things are supposed to work? He said it's a page on public involvement. I was looking at the scoping thing, I didn't understand the scoping thing said, how do you get the scoping? How do we get a project started? We're doing all those things. We're doing them kind of haphazard. But now we got to zero in on him. And I think Hwy 47 transport, the investment analysis was done in 2002. Alright. and they did a complete a study for millions of dollars. And they got to the last page of the summary. What does it say? This area Highway 47 but it's an area that they said, we're going to do this later. We're going to do it later. We're going to study it later. That was later. I take that to any place in MoDOT and I can guarantee you somebody's going to have to look at it. Somebody's going to say yes, it's been done. It's been done. This is done. This is a legitimate study done by MoDOT and they've identified it as a need. I know I sat on the technical committee in 2002 to get this passed. Again, it's timing. It's time. Lots of opportunities. I like the vertical takeoff landing idea too. Anyway, enough of that.

4. **Franklin County Transportation Committee- John Nilges**-We met last Thursday, it was a short meeting. The grants that Franklin County receives if you recall 5% of the sales tax generated in Franklin County basically gets put in a fund. It's approximately and again, its approximate sales tax base, but approximately \$400,000 goes into basically a fund each year. The different municipalities and our road districts can apply for those funds for certain projects. Washington did put an application in. It was \$100,000 is what we requested to offset some of the overages that we're seeing in some of our local paving projects. We think there are four of them that were put in. I think the requested amount were approximately in that \$400,000 range. The county is still waiting on an audit on the actual dollar numbers available, so we'll vote on who gets those funds at the next meeting. Historically, everyone somewhat worked together to make sure that whatever is requested, everybody gets their piece of the pie if they put something in, so that's a positive. It's always been a pretty good process there. There was also some discussion again about how maybe we change how those funds get allocated to maybe some sort of a formula to where those dollars would just get allocated directly to the municipalities rather than have to put together these applications, decide collectively as a group on what could happen and the entities would get those dollars directly allocated to them. I know Jim and myself, being the chair, we did throw out some concepts that really, how could you do this? How could you objectively get those dollars back out? Washington is obviously the biggest sales tax generator in the county, but I think we also need to recognize that there are other entities where we generate the sales tax, those people are driving from those other communities to us to do that. So, you know, population, potentially road miles and sales tax, those are the three kind of items that we kind of threw out. There is maybe what could go into that formula, What does that form look like? I don't know. We're working on that to kind of throw something to the committee. Essentially what would happen then is we would just get a percentage of the dollars

allocated directly to us. Just like Union would New Haven, St. Clair, Sullivan all those. So again, that would be a change to the bylaws that the Commission would have to approve. But I know Commissioner Brinker has stated at a previous meeting that he would be open to changing how that process works, not talking huge dollars, but again, it's a change that collectively that we could all make. And I think it would be, it's worth looking into.

Bill Straatmann-Would you keep in place if the Committee chose to use one project, I think the bylaws or whether East West Gateway, whatever it is.

John Nilges-It's all different.

Bill Straatmann-Everybody worked together and chose one project. Nobody applied for a project in their community. Just one major one.

John Nilges-Right, and that's different. That's on the that's on the S.T.P CMAC side, correct. And we've done 47 that way. And that was 2019, everyone somewhat agreed to not apply for an STP project in order to take basically all the funds that are allocated to Franklin County that we're all kind of shuffling and competing against that for one project and that did work at that time. So that's always something we could do in the future for some other project. You're mixing the two up. Yeah, you're correct on the local 5% money that we're talking about all the communities got together and put that towards the bridge, which was a good thing as well. But again it's separate, separate procedure. That probably could not happen if we were to change this because it would be a direct allocation.

Bill Straatmann-I mean is that a positive change or a negative?

Darren Lamb-As a matter of fact, the only thing that would be better is if it was a higher percentage than 5% cause the communities, I mean that that contribute to the sales tax to the fund contribute quite a bit to it and then it all gets spent out in the county. We all realize though that without those roads, those people wouldn't come to the communities and spend the money anyway. But no, we look at as positive. I mean when the county tried to make steps to go ahead and give some of that sales tax back after they went back to the voters back in 2008 and changed the language on the ballot and what I think what they were able to do as they set aside this 5%. I would argue that that's not enough. They probably want all the money they can. I know Jim has got a lot of miles to go ahead and cover, but the idea was set aside 5% but they had an application process when they first put this out that was just as cumbersome as submitting something to East West Gateway for \$2000.

John Nilges-The issue is that communities such as Washington and maybe Union or whatever, we have the resources that we can put together a very good application. Communities such as pick another one, Gerald, I don't know, Berger or whatever. They may not have those resources. So doesn't it make sense for us just to directly allocate the money.

Bill Straatmann-Yes.

John Nilges- And that's what we're trying to do.

Bill Straatmann-I was equating the two.

Darren Lamb-East West Gateway is a completely different situation. That's a whole different situation. It's about 400,000 now that 5%. So there you go, that's what 5%.

John Nilges-Those are the big action items that were kind of working on and trying to figure out a way to maybe utilize that to get additional participation at the meetings is another one of the concepts because it would be good if we could get communities involved in these things.

Bill Straatmann-So what about the monies from the new gas tax?

John Nilges-So I know at the last meeting, I wasn't 100% certain how we were getting those dollars from the financial side. I don't necessarily see that, but we are getting that money right now. It is coming into our transportation sales tax from the state. I don't know what the number is or how much it is, I think it's probably somewhere around \$100,00 to \$150,000/year and then it would just come directly in the transportation fund, which is not the sales tax Transportation Fund, but those are coming in. I know the last meeting I stated that I didn't know if they were yet, but they are being taken in as revenue right now.

Bill Straatmann-Jim how does the county going to handle those funds coming in because they're going to get the similar amount 15%. So they haven't been earmarked, so to speak for a project or whatever. They just become additional revenues. But those are going to be some substantial numbers.

Joe Gildehaus-So they don't break it down. It doesn't tell you how much it is and basically it's based on how much people drive on your roads. So the less people drive, you're not going to get as much anyway. So then is as significant as everybody thinks it is.

Bill Straatmann-I will tell you they tried to pass the same similar gas tax.

Joe Gildehaus-I understand. But when the gas is \$5 a gallon, people aren't driving because people are driving less the last quarter than they did and when people drive less our cart money goes down.

John Nilges-And also understand, I mean, it's 2.5 cents and so on, but the direct allocation to the municipalities in the counties is a percentage of that. So it's not, don't think it's, my best figure is because I knew there was there was another funding source that went away in 2019. But basically it's about probably for Washington around \$120,000. It's money. But we also just saw a 25% increase in construction costs. So it's your buying power isn't there.

Bill Straatmann-Work together on this new funding somehow they needed projects or some project, They could pool their money because the cities are going to get a portion of it. The counties are going to get a portion of it and between the two of them, they're going to get 30% of whatever taxes collected this is how I understand the city's individual.

Bill Straatmann-Like I said, I just know what's coming in I got an estimate probably about what we're going to see per year. It's coming in, it's going to be more than what people think it is.

5. **MoDOT 50/50 Grants- John Nilges**-We're working with Lochmueller Group to study the entire corridor from essentially High Street to the Industrial Park to Vossbrink Drive.

It's in conjunction with the development that's occurring on High Street. The developers paying approximately 30% of that. Also, the ongoing development of the Oldenburg Industrial Park would potentially allow us to put in for these 50/50 MoDOT grants. If we had an entity that would sign on with us that could become 100% MoDOT grants for a turn lane or some four lanes maybe on the west end of town. So we're obviously actively pursuing those. I would just continue to leave it on here because keep in mind that's a totally different funding source than all these other things and that the City has done has historically utilized those opportunities to leverage things such as the signals, maybe Pottery and 100. Well even 100 to 44 was a 50/50. So just I want to leave it on there just as a way, just understand that that's a different funding source through the Department of Economic Development MoDOT side.

6. **MoDOT Northeast District-Warren County**-Nothing new that hasn't been discussed.
7. **Washington Special Road District- Ed Fischer**-We're working on South Point Road as you know, and we put it out for bids. So hopefully we'll get some competitive bids, but the time hasn't run out yet. So I don't know.
John Nilges-This is in conjunction with Washington and Special Road District and it's a good collaboration on a good project. So we as Washington appreciate that working together.
8. **Old Hwy 100 Bridge- John Nilges**-2026 still, MoDOT, I think are a little more aware on the maintenance side of just kind of limping it through there. There was a little bit of a gap. So I think we got that sorted out. End of 23 probably when they get up and running on it most likely.
Bill Straatmann-There was some discussion about the fire trucks and whatever being able to cross that.
John Nilges-There's nothing that you're going to do in the short term to change those things. So I think we just got to know that it's coming. I think at this point the risk has been accepted and 2026 is the fastest they can get it replaced.
9. **Airport- John Nilges**-A lot happening at the airport. We kind of hit on it a little bit. The City did go out for bids for the hangars over at the airport. We were the only entity to send hangars out to bid in the last two years. So it gives you kind of a feeling what the market is. We have about \$1.6 million in federal funding available. A large portion of that was due to the St. Clair Airport closing, which I know you know recently the city has been working on that, that's been going on since St. Clair closed. So thank you for everyone for voicing those concerns. But the bids were high, which we expected. Eight hangars came in approximately \$1.9 million and keep in mind the hangars, hangar C that's over there now, the newest hangars, those were 12 hangars, we built those for about a million/million one. So just gives you some feeling what's happened in the last 10 to 12 years. So \$1.9 million for 8, \$2.2 million for 10 and \$2.5 million for 12. So \$1.6 million is available federal funding. So that leaves about \$470,000 would have to be paid for the

local funds with 8, \$784,000 with 10 and then one million for 12 of our local money. So how do you pay for that? The capital improvement sales tax had \$1.5 million over the eight years to do airport improvements. So we can afford all 12. Quite frankly, we could do that. But as we discussed with this situation at the federal level with the earmarks, the allocations that has been passed by the House still has to go to the Senate. We requested \$6.8 million for a 500 ft. extension and then a 50 ft. widening to get that higher class of jets in. We are being told right now it got through the house with \$3 million. So there's \$3.8 million shortage. So I don't know what is available because there's money available overall all the time. But the concept there is why do you drain your bank account to build 12 hangars when you could build eight, still have money available of your own to leverage some future funding to maybe look at this runway extension. So \$6.8 million minus \$3 million equals \$3.8 you would have still one million available. Now you only need to come up with \$2.8 million. So the idea is to build the eight, hold on to as much cash as we can to potentially look at this runway extension. I don't know when that gets constructed because it hasn't been even approved at the federal level yet. So you could, I guess fast look at a 2024/2025 runway extension. Just guessing. If that could be the case, we want to make sure that we have local money available to pay for that. How do you bridge the gap? Transportation sales tax and other ways to maybe bridge the gap a little bit could be there. So, right now, with the Council briefing at the meeting, they've essentially authorized us to put a contract in front of them \$1.9 million to build eight hangars at the airport starting this winter. And KJ Unnerstall is the low bid. There were four bids. So long answer, but hopefully that made some sense.

Darren Lamb-So we think, like I said, we'll wait to see if we need to come up with, you know, we'll wait to see what the Senate does.

John Nilges-It's in between, there's a lot of jostling probably, I don't know.

Darren Lamb-I think we'll know at the end of the year. So we had some time to figure that out. But in the meantime we felt we still take care of our hangar situation by going ahead and building eight. Keep that because quite frankly, you know, revenue generation for the airport is based on fuel sales. And so that would be more of than hangar rent.

Bill Straatmann-Well if you're going to use some of the money for lengthening the airport runway, widening it and improving it for a different class of aircraft certainly that is a key part.

John Nilges-Yes, for sure. That needs to be the City's primary goal, which has been talked about forever. That's the city's primary goal. And I think with the feds knowing that that's the City's primary goal in getting those dollars, I think we're positioned very well here. The other things we're doing, we're looking at just operation wise, you will see a new, hopefully to be familiar face over there. We hired an assistant manager to help offset some of the hours at the airport. So you may, if you're over there, you may see somebody new, which is great. We're excited about that. And then we're also looking into, is there better ways to handle the waiting list and the hangar rents. Currently there's a waiting list. If you're at the top of the list, you get offered the first dibs to that. Which is one way to do it. But we also looked at maybe let the market drive the discussion to maybe send these things out to like a condensed bid way of doing. You know where the

waiting list is basically a bid list. And if you are at the bottom of the waiting list, you could have an opportunity to get a hangar. But provided that your bid comes in the highest, so it gives everyone equal opportunity to do it. What that does is that increases revenue. I'll give you an example if it's \$200 right now and Darren and I are side by side and he's paying \$200 but he moves out then each one of you would have an opportunity to bid on that. And if that number comes in at \$1000 well so be it you win and then that's what you're paying for a month. And what that does is it maximizes revenue and you let it go out to the free market and let it drive how much those hangars are worth. That is a concept that we're looking into. It's just the difference would be, is he maybe during an example he'd be paying \$200 and maybe paying \$1000.

Darren Lamb-I mean we were just talking about, we wanted to get past the bids, get that contract moving and that was the next step, go ahead and take a look at that process.

Bill Straatmann-Airport expansion. The land is already owned, correct?

John Nilges-There would have to be a some land acquisition, I don't know. Well, hold on, we take that back. I'm not sure that we need to purchase hard dollars of land. We need to purchase airspace easements. So vertical would have to be done.

Bill Straatmann-And those are out of the floodplain, is that correct or not?

John Nilges-No, no. The runway and I'm picking numbers here three ft. under and this is where getting the dollars from the feds is such a big deal because that's the catalyst I think to get the bigger price. And see that's the momentum that you're trying to generate. And when we pitched this concept of the levee and you know, all these things to them, they said, well, we can get you \$3 million to kind of get the process started. That's a beautiful thing. It's your first step.

Ray Frankenberg-But all the buildings over there, what's called wet flood. There's a flood plan. So if the levees are topped basically with the hangars, the doors are open so the water can flow thru.

John Nilges-And we have a plan, that's how we get around some of these things is we have a plan that we put together and formalize that that procedurally we put into effect when there's a flood happening. So plan goes in effect, doors go open. You know, the water flows through life goes on.

Bill Straatmann-So you really don't need it out of the floodplain?

John Nilges-So a lot happening over at the airport, a lot of exciting things. The only commitment we need now and is the contract approved by Council, which they've already indicated that it's the direction we're going to go with.

10. **Team Track- John Nilges**-No report other than Fair time. That's where the local entertainment people stay. So if you see people out there, they utilize that facility for the Fair.
11. **East-West Parkway- John Nilges**-The extension of High Street to the south to connect the Autumn Leaf Subdivision is finalizing design. I would think you'd start seeing some dirt moved through there. It's about 670 ft. to the Marquart Farm. It'll tie in Autumn Leaf from the back end, which is a great thing I think for everyone involved and it would get it

to the next farm to the south. So, that's a good thing as well. East West Parkway, the 47 widening of 47 to Union, that would be part of the City's major comment that is to make sure those intersections get set at grade and potentially constructed with that just so we're thinking ahead. But other than that, that's the situation.

Bill Straatmann-Very good. So it, is it in that suggested easement that was 20 years ago old.

John Nilges-It's in that same location. And that would be utilized again when the project starts to get designed and the city comment on it will utilize that as the basically the background to the mix of the discussion.

Ray Frankenberg- Is there any timing on the High Street connection to Autumn Leaf?

John Nilges-So it's in final design right now that I would think they start moving dirt maybe in the next month or two as a grading plan. My guess is it'll be wintertime construction. It could be connected by spring next year. So it's moving quickly.

Bill Straatmann-That's great. That's going to open up that whole area.

John there's some activity going on next to the old School District School building up on Highway 47 going south on the right.

John Nilges-No, no, it's, it's three quarters of a mile south, half mile south. And we've worked just so we know with that hillside, it has to come down they actually chip away or blast off the hillside to get the grades and I've worked with MoDOT on that to make sure whatever the future holds that we're not handcuffing 47. So we've been in coordination with that. It's really a MoDOT decision not necessarily cities but they've indicated that they're fine with what's going on before we even granted the permit.

Bill Straatmann-Very good. You guys are on top of it.

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

13. **Other Business- John Nilges**-The City is actively looking at making connections as shown in the Comp Plan. Rabbit Trail to the south from dead end to Bieker is one of them and then a connection from Rabbit Trail to North Crest drive by the Americare facility. That's getting surveyed right now and some alignments may be there. So two roadways get built on the south end of town as a way to somewhat alleviate some traffic at Rabbit Trail/Phoenix Center Drive/100. Council also at that intersection has basically gave us the thumbs up to put in CMAC, Congestion Mitigation Air Quality Grant at Rabbit Trail/100 & 47 that have a right turn lane potentially off of 100 onto northbound International, a right turn off of southbound International on the westbound 100 then realign Phoenix Center Drive to the south. So, pretty big project there. \$1.5 million maybe picking numbers. That application would be most likely due in February. So it's on the radar, but that's what the future holds maybe at that intersection. City doesn't own much ground north side. So those are easy ones I think. Right. And then I think MoDOT also is repaving that 100 corridor next year. So just keep in mind these timelines.

Bill Straatmann- That's good. That intersection needs some help and everybody's aware. Any other items to bring up?

I look at the numbers, just look at the numbers briefly. Sales tax revenues and whatever fuel. Looks like we're still almost 5% of for the year on sales tax. That's great. Another great year. Two more months to go in our fiscal year. So looks like we'll be we'll do very well. So I'll entertain a motion to adjourn second all in favor I suppose. Thank you very much.

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