

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

**Monday, September 26, 2022 at 8:00 AM  
Minutes**

**Present:** Craig Mueller, Stephen O'Connor, Bill Straatmann, Mayor Hagedorn, Bill Miller, Sandy Lucy, John Nilges

**Absent:** Ed Fischer, Ray Frankenberg, Bob Engemann, Joe Holtmeier, 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 August 29, 2022, Motion made, seconded and passed without dissent.

**1. Amtrak- Craig Mueller-**Well, I was not going to have a report. I did however get an email middle last week from Brian Ross who's the railroad operations manager at MoDOT saying that Amtrak has been experiencing a bunch of staffing issues like the rest of the world. It's finally going to affect us here in Missouri. They're doing a reduction in service. They're having staffing shortages impacting their ability to perform necessary preventative maintenance on passenger coaches without those coaches, they have to schedule temporary reductions in our area. So the Missouri River Runner will have temporary reductions from October 24th to November 16th. Which brings us back down to two trains a day. So I guess short lived for a couple of weeks, but if I'm in Hermann, Missouri and it's October it's probably a bad timing for them, I would imagine. So that's all I have today.

**John Nilges-**Just a quick update. The improvements to the depot. They're on schedule 2024 ADA improvements, new loading ramp, those type of things. We are in coordination with um Amtrak's consultant because we have our Front Street ADA project happening at the same time. So, it's exciting. I think with those two projects, you'll have a brand new depot, new access, new sidewalks, those types of things right in front of it. So, you know, a lot of, lot of good things happening down on Front Street.

**Bill Straatmann-**Yes, great for tourism. John, just a comment about, we were down eating lunch on Front Street and there's lots of lots of foot traffic or whatever. I got a three year old grandson. He sees the caboose. He runs across the street. I couldn't get to him fast enough. Is there any way to put some signage down there because there's a lot of young children. Just to remind people that the younger kids are drawn to the caboose and they don't pay attention to the

road and I'm just giving it to you because it scared the hell out of me. He just walked away from where we were sitting.

**John Nilges**-We did in 2017 put up the speed limit signs, flashing lights which are the ones we have in town to try to combat some of that. I mean Stephen is aware to nobody reads signs anymore so it's kind of hard. Yeah, we could definitely look at that.

**2. Highway 47/Missouri River Bridge- Stephen O'Connor**-I know they were on site last week, the contractor, supplier and MoDOT. They're going to be on site this week. They're checking each light and once they figure out what needs to be done, they're going to figure out how to get access to those lights and everything fixed. So that's what I get from the resident engineer this morning.

**Bill Miller**-The subcontractor on that lighting apparently didn't study the thing very much to go on this long two years is ridiculous. I don't know what it is. Has the contractor been paid?

**Stephen O'Connor**-Not fully no, we're still holding money.

**Bill Miller**-Sandy's got some excellent pictures showing the hit and miss type of what we have out down there right now. Part of the bridge is lighted, part of it isn't sometimes it's there's no lighting at all.

**Stephen O'Connor**-That's what they're trying to determine.

**Sandy Lucy**-And even some of the peers aren't lit right. Some are fully lit and then partially and then nothing. So it's all over.

**3. Highway 47 Corridor Committee-John Nilges**-They have not met since the last meeting you.

**Bill Straatmann**-Is anything happening on the Highway 47 you know, they approved the monies to be spent. Is there anything going on or what's the process from here on I guess.

**Stephen O'Connor**-But I think we're going to have a conceptual study done on the corridor. We've not picked a consultant to do that yet. We're still working on getting consultant lined up and that's scheduled by the end of the year.

**John Nilges**-And in the city will be part of that discussion. Obviously I've already let Stephen know that our big concerns would be East West Parkway intersection. Making sure that gets part of that project. There's also some utility work that we want to put in some sleeves and things underneath the roadway for future utilities, that type of stuff. So I've already sent that email to MoDOT. We're all aware, but those are probably the biggest concerns that we have. \

**Bill Straatmann**-Yes. And to get the planning done any planning for the future that Washington has now is the time to get it so that any connection to Highway 47, they're going to look at the whole thing evidently and make recommendations.

**John Nilges**-I think another part of that would be the Bieker Steutermann Road intersection if there's any opportunity to have the right turn lane off of Bieker on the north end 47 that type of stuff. So those are just a couple of things that we've identified internally that we would want part of that project and do what we need to get those things done.

**Bill Straatmann**-And even looking into the future, let's say, try to look 10 years, 20 years to the future where additional entrances could go streets or whatever. Even if it's conceptual, if you

get it on to where somebody's got it on paper, sometimes it's good to have something to refer to that this was thought about 20 years ago.

**4. Franklin County Transportation Committee- John Nilges-**We have not met since our last meeting either. However, the upcoming meeting, we will discuss the grants, the 5% grants that each entity has the ability to apply for. So I think that gets voted on at the next meeting. So some exciting things. Washington, we did put in an application. Forget the dollar number was might have been 100,000 for it to offset some of our just local street paving projects that we've seen an increase in costs on. So nothing spectacular just offsets inflation.

**5. MoDOT 50/50 Grants- John Nilges-**We added this before the draft STIP came out with Highway 47. If you recall, the City was looking at maybe doing a 50/50 grant to the south to kick off the Highway 47 we could apply for a 50/50 grant to do that. Now that the STIP shows Hwy 47 that's kind of, you know, not necessarily the hottest item going. However, the Oldenburg Industrial Park, we're still working on that. There's a lot of different funding opportunity that's kind of came available in the last three months. So we're looking at all those, see which one makes the most sense. Lochmueller Group was hired by the City to do basically a corridor study from 100 from 47 to the west City limits, with the phase one being that turn lane at Oldenburg, that's what this project is really about is the 50/50. Now there are some opportunities that becomes more than 50/50, it's just some things have to fall in place for that. But that's kind of our priority right now on 100 going westbound and we believe there may have a update on that.

**Darren Lamb-**The only thing I was going to add to that, John's correct and everything, but it was, the governor has put up a separate pot of funding that's available and it's for some projects that will cover 100%. And so we are applying for that just so this board knows. We are going to be making that application for the left turn lane, as John said in Oldenburg industrial Park, it's tied to a industry that, that we've been working with. And so we're hopeful that that's, we get some good news here in the short, not too, not too distant future, but anyway, we think that we're going to be able to go ahead and get those, but this is a great opportunity for us to take advantage of those funds and go ahead and get the left turn lane built in and possibly even the street itself going down to the industry within the park. So it's a great opportunity. So we're hoping that keep your fingers crossed.

**Craig Mueller-**Are there different stipulations on that separate pot of money?

**Darren Lamb-**It's very similar to 50/50 cost share funding. I think that MoDOT's program, just to make sure everybody understood, there are 100% funding for that if you if it's tied to an industry or it's tied to some economic generator. In the past, the City has just used it on the 50/50 cost share for most projects, obviously the most obviously in the Highway 100 widening, but this one would allow us, this is just a separate pot of money that that we're going to be asking all lot of entities are applying for it, of course, asking MoDOT for letters of support when they submit those applications.

**John Nilges-**So what they've done is the traditional 50/50 they've pushed that back now to January on the application to give this one time. So essentially, if we were unsuccessful which

Stephen is going to help us be successful. If we were unsuccessful, we have January opportunity as well.

**Bill Straatmann**-Lochmueller Group is the one that did the Highway 47 study that get to keep it going initially. And as I remember, Jim and you were on that committee too, they did an excellent job. So it's a company that is known for the area, they know us.

**John Nilges**-They are also part of their sub consultants. Part of the Comprehensive Plan. So the group that's doing our City Comprehensive Plan was part of that group as well. So there's cohesiveness between the engineering entities which is good.

**Bill Straatmann**-I'm just curious that they might even become that consultants.

**John Nilges**-They did the primary one on 47. So when you look at qualification based that would see they have an opportunity.

**Darren Lamb**-I just want to let you know that we have got that application in this week. It's going to be going in.

**Mayor Hagedorn**-Bill, all those things that we've been talking about in the last few minutes and your question about looking long term, 20 years or so down the road, that's all going to be part of the Comprehensive Plan.

**Bill Straatmann**-Good. Good. So well and again MoDOT asked for request for input for their for what they envision the highway system look like in 2050. So but that's what you have to do. I mean it's amazing you have to get out in front of this thing to get anything on a plan to be considered.

**6. MoDOT Northeast District-Warren County- Joe Gildehaus**-We do have a Tact meeting today at 11:00 We are going to introduce our new Booneslick lady. I mean it's exciting. I'll let you know that they're finishing paving TT this week, which is good. And I know they're going to be doing resurfacing 47 from the bridge to Hawk Point next year. So that's good. So that's what I have. So good news.

**Bill Straatmann**-While you were standing there, I've got on the list the causeway. I know there's nothing happening. I never give up on it only because I wanted it in a plan. So I basically made another copy of what should have been done. What I thought should have been done when this whole thing was studied. They took out that portion to the north and said, well we're not going to do it now because we're going to do the rest of it first. Well, part of the thing is they did study it and got people's approval. The local alternative what local people chose that should be done. And they did a strategy. They actually showed it, they showed the highway going right straight over to 94. I'm just saying if I'm going to propose something for 2050.

**John Nilges**-Correct. I mean there's a unique opportunity here because Warren County this causeway, levy said whatever the solution is to protect the roadway, whatever that is, that's all going to be ran off of flooding situations because you have to traverse through the flood plain. So Warren County is going through a FEMA flood map change right now. They're going through map modification right this second. That brings their flood maps up to new flow rates on the Missouri River. They've always lagged behind us by about 10 years just because that's how the funding works out. So at SEMA and the FEMA level, they do not have those approved yet, but that is going to drive the whole discussion, you cannot build a causeway, you cannot put in some other roadway levy raise it whatever you want to do, you can't do that without

having the engineering done first and FEMA and SEMA running that and they're right smack dab in the middle of that process. **Joe Gildehaus**-That is 100% correct. Plus we're trying to get if we can just fix a little bit in Dutzow because I have all the studies of all the floods and if two of the floods, no matter what the cause, we would have been gone, doesn't make a difference because the levees broke. So if you go back to '93 if we were just fixed Dutzow the bridge would have stayed open. Now Marthasville would've been underwater but the bridge would have stayed open so we're taking baby steps. If we would have raised it from the Dutzow Deli back to Dutzow, that's where it shuts down first. I mean I did the studies right there. I mean so the highway would have stayed open. So we're trying to take baby steps. They've only been closed three times since '93, two of them three times you can build a causeway would have been gone anyway because the levy would have broke. That's what caused that left the two big ones '93 and '95 but we're definitely working on it.

**John Nilges**-And I think Commissioner Gildehaus he's got new you know new people working at Booneslick which is important because once they get introduced then we'll be able to get in conversation with him and kind of get everybody up to speed again.

**Joe Gildehaus**-I'll mention it today. I mean she's going to be announced today. I'd much rather have announced over there so but she's very good. So I'll bring her next month. We'll meet before that. But she's really good for her. I like to have her come over introduce herself will be better. So anyway. All right thanks.

**Bill Miller**-Well the causeways never had a high priority.

**Bill Straatmann**-No not till it floods. Why didn't we do something.

**Bill Miller**-A lot of talk, you know after the floods, but nothing happened.

**Bill Straatmann**-I understand. Trust me, I know the frustration.

**7. Washington Special Road District- John Nilges**-Give a quick update. Ed's not here, but we if you recall the City participated in an improvement on South Point Road from essentially Jim Peters signs to the northern entrance of Stone Crest. Part of that, the City's interest in that was getting a water line put in. We got a 12 inch water line brought to Stone Crest, and Fairfield, which is important because that those two subdivisions were only served by one water service from the City, which as a risk obviously, if the line were to break that now has been mitigated. The City is paying for essentially the west side curb and gutter to get put in. Washington Special Road Districts, the initial plan was to only put curb and gutter on one side, but in the interest of both parties, we participated in some of that. That construction is ongoing. The waterline is in service now, they're doing some of the grading work. KJ Unnerstall out of Washington is doing the work, The curb and gutters should be completed and they'll be resurfacing it here in the next couple of weeks. So that little stretch from a essentially Jim Peters Signs to the northern entrance of Stone Crest will get resurfaced. I don't want to speak for Washing Special Road District on what their plans are going to the south from there. But when that happens, the City will also look at working with them to do the intersection into Stone Crest at the same time. So I think they wanted to get that done in this year's contract, but with pricing, they couldn't afford it. So a lot of good things happening there on South Point, but we

should have a, I call it a complete road but we should have a finalized complete road going into 2023.

**Bill Straatmann**-Have you guys done a traffic study on roadways as far as just how much traffic is happening? A lot of traffic going through there.

**John Nilges**-Trying to think if we've done one, we've been doing traffic studies once a month just trying to get data. I don't have that data right now. We have seen a, I would imagine there's a little bit of a decrease in traffic on South Point just with the entrance in from Stone Crest. So a lot of those Stone Crest residents aren't necessarily using South Point like they used to but we do see a lot of people coming in from the county, you know that direction. So again a complete road is really where we need to be and what we're getting, we're there. That water line has been in the works for basically 25 years. So finally got done. So public works is excited about that. I can tell you that.

**8. Old Hwy 100 Bridge- John Nilges**-No report.

**Bill Straatmann**-Is there a new engineering firm to do that job?

**Stephen O'Connor**-No, it's a 2026 job.

**Bill Straatmann**-So it's there was there was another major accident at T and V as I understand a t-bone or something. That intersection is going to be one that's going to be studied also, isn't it?

**Stephen O'Connor**-We're looking at the entire stretch of.

**John Nilges**-I thought that you guys are in the middle of that right now. Right?

**Stephen O'Connor**-We basically got the study done. Going to get the public involved. Look at some of the options. I've had some public people with the intersection of T and V. People live there their whole lives. And they've seen what's happened there and what needs, they'd be great just to get the information of what they saw, what they think needs to be done if for no other reason than to let them know that they are being listened to. I guess it's the best.

**Stephen O'Connor**-It's just a matter of getting the public involved and that.

**Bill Straatmann**-And that will all be presented publicly and notices and whatever whenever that's going to happen.

**Stephen O'Conner**-It should be the next couple of months.

**9. Airport- John Nilges**-There's a lot of activity at the airport. The hangars, eight hangars, City Council did choose to just go with the eight hangars which is the base bid. And the reason for that is because there's some opportunity for runway expansion in the future. So we wanted to ensure that we had cash to do that should we have to put up some matching funds. Job was bid about 90 days ago. There's been a holdup at the MoDOT F.F.A. level due to some additional funding being available through the infrastructure bill. So the good news is it seems like that that the feds are gonna kick in some more money so it's less money that we have to put out. The bad news is it's taking time to get, it seems like nobody wants to make a decision at that level to say it's available so I pushed them last week and let them know that we need to move I have a contract with KJ Unnerstall is the low bid that will go in front of City council next Monday that'll get the project kind of going. The reason for the push is uh they want to

move dirt in the wintertime. Obviously it's the cheapest time that's kind of how they bid it. So we need to make sure that we stay on top of it and get that going. It's possible that we may only have about \$175,000 to \$200,000 invested of our local money into these \$1.8 million hangers. That's a huge deal. So I don't have those numbers specific yet. So just for the paper everybody don't have that yet. But there is some possibility that there's some additional fed money getting kicked into it. So that's a great thing. Eight hangars built for \$200,000 or less it's a big deal. So there's that.

Operation wise we have an assistant airport manager that's been working under Kevin for about three months now. It's he's learning it's going well. I haven't heard any negatives per se of how that's going. So I think that that's going well as far as operations go. I guess the last thing is the City found that in the paper that there was some adjacent property that was sold. We have a meeting with the FAA and MoDOT this week. There was a lot of interesting I guess concepts you know in the paper about what was to be done on that property. Again we were not made aware of that. It was adjacent private property that was purchased not from the airport. So FA.A. MoDOT and the reason for that meeting is we just need to figure out what how their potential operation will affect our airport operations. So like I said that meeting is happening this week. Again I don't have a lot of details on it. We have reached out to the new property owner with no response at this time so you know it's hard to know there's just a lot of rumors floating around. We just don't know what's going on. So and we're working on

**10. Team Track- John Nilges-** Team tracks had some activity last there was apparently a traffic jam at the team track that Sal had to work through a little bit with some of the users but I think it's Union Pacific has got some of the equipment on the on Front Street, they've had some maintenance projects going on. So they're trying to shuffle that around but it's been pretty positive. Other than that just working through it so getting some use.

**11. East-West Parkway- John Nilges-**East West Parkway connection to Autumn Leaf. We have Army Corps of Engineer approval to put the box culvert in. What we're seeing is construction is probably going to happen this winter which is a great thing that'll get East West Parkway or High Street extended another 600 ft. to the south. The City is participating in the construction of that. Part of that development agreement was that the developer of the property owner was required to connect into Autumn Leaf. So the two connections into the Autumn Leaf Subdivision, waterline improvements for fire protection, those type of things. What we really think is going to happen there is the Autumn leaf individuals, the people who live there probably will utilize this new intersection more than the one that use up at Steutermann, which should alleviate some traffic there on highway as well. So a lot of positives there.

I think Lochmueller Group, the study that I was talking about a Highway 100 that they're doing for the City. The developer is also participating in that traffic study as well. And East West Parkway is part of that discussion. But they, we've utilized that old alignment basically and sent that to Lochmueller Group so they're utilizing that as kind of their within their traffic study. So that's all positive stuff. So we are utilizing that old study to get those things done. And East West Gateway 2050 plans, I think that all plays into that a little bit as well.

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

**13. Other Business- Bill Straatmann-**John on the 2050 is there any other projects that the City is considering?

**John Nilges-**To be honest with you, it's the end of construction season and we're just trying to get through. So that's probably something we'll be looking at here this winter. I would also add when you go to that 2050, it's not a spot where you can necessarily from what I've seen is, you can't necessarily put in like project specifically. It basically just gives you think there's like a short survey. It's like a five question survey and it's very general, like it's, what do you want to see in the St. Louis region more pedestrian facilities. Okay. You know, it's, it's very, very, very high level general stuff.

**Darren Lamb-**It's not, it's not getting down into the weeds to specific projects, etcetera.

**Bill Straatmann-**It could tie in with the trails.

**John Nilges-**Exactly trails.

**Bill Straatmann-**That's the one thing I think, particularly Washington trails.

**Darren Lamb-**As the Mayor said earlier though, we do have our Comprehensive Plan that we're working out right now. So there's a lot of long range projects, obviously what we do with in the future with these transportation sales tax, what big projects do you want to fund with that? We just discussed with Lochmueller doing the Highway 100 corridor from basically with four lanes turns to two lanes going west all the way out to the industrial park, making that four lanes. You've got other projects that we're going to have long range, but those are all going to be things that are going to talk about during the Comprehensive Plan.

**John Nilges-**I do know the initial discussions at the Comp Plan did have a lot of questions regarding comprehensive or public transportation. So again, I think that that might come out of that Comprehensive Plan discussion on is there a need for the City to do something regarding that.

**Bill Straatmann-**I handed out a copy of a letter and I see Mark Skornia back there. Mark, you should be familiar with this if you're not, it references Mary Lamy and what they're doing with the support system and the Herculaneum. Anyway, it's an interesting article. Mark and I attended different meetings regarding public safety and whatever. And of course Mary Lamy is the, is the gal who is really promoting the port system and this is kind of general information, interesting information with the 3rd largest inland port St. Louis is in the country. The amount of tonnage that had was 150 million tons moved through it annually. Two hundred plus private terminals operating within our region support system. 150 barges that the port system can handle daily. I mean, it's, big business. It's centered in within 500 with a radius of 500 miles, 50% of all crops and livestock grown and raised in the United States are produced inside that circle, 500 mile circle, interesting that you're getting a meat packing place in central, You know, why did they choose this area? I'm also saying again, logistics again, this was based on, this is a gal who has been show it was just hired to be the logistics person. Yes, it's surprising. Anyway, take a copy of this. I had some extra ones made. And I think it's interesting information about what's going on. We see the ports and we see these barges go up and down the river. But they're talking about this to the new concept is putting containers on vessels and they got Herculaneum



is where this Governor just gave \$25 million to Herculaneum to get that port, the inland port developed. But they're not going to start there, that they're going to go into the Missouri River. This is where, as we understood. And I'm looking back at Mark, at the meetings, we went to the idea was to get it up the river to take it right up the river and keep going. I think there's another Brunswick Missouri, is that where it is, where there's a port. I think it's Brunswick and that's basically the northernmost part of the Missouri River to Kansas City. I mean the river goes up and goes back down that Brunswick has a port and it's just a little town of five to six thousand people and they've got an inland ports. We have talked about ports some years ago and it was on and off, whatever. Could Washington be considered as a port area. We never really considered it. Never really, it takes a special way where the river is availability and you've got the right depths and whatever. But inland ports, we're going to see more of them again with these container ships that they're building specifically for using in the river. These units can hold 1800 to 2000 containers, big containers. And by contrast, the real normal train can only handle 2-3-400. So these vessels could would be holding and like you see coming through the gulf and Savannah. I think in the future, how big, how many, whatever could be coming up the Missouri River, Missouri River could become another major. It's headed for that based on this article.

**John Nilges**-A couple updates. Rabbit Trail connection to the south to Bieker Road is out to bid right now. It's about 1200 ft. of Rabbit Trail to Bieker completion date June of 2023. So that will be completed this winter going in the late spring. With Rabbit Trail, the City is contracted with CBB to do a CMAQ congestion mitigation, air quality application for Rabbit Trail, Phoenix Center Drive and Hwy 100. Part of that application will be trying to put a right turn lane on westbound 100 on the northbound International and then one on southbound International on the westbound 100 then realign Phoenix Center Drive to the south. Again, C.B.B. is under contract with the City to get that done when those applications become available. That typically doesn't happen until November or December. And then award won't happen until January or I'm sorry June of 2023 construction would be 2026 if we were awarded that.

The Greenway is not necessarily open to the public. I do know that the public is using it. Kind of the hold up there, there's some signage, we have to relocate some signage that was incorrectly placed and there is the light at the entrance of Jefferson is somewhat on back order, it's not coming in till November, so things like that, but we're not naive to know people aren't using it. We've had some good feedback on it. I think the biggest thing that from my perspective, I know people utilize it as the Greenway, but just the connection to the Washington School Districts campus is a huge deal for those kids that want to get down to downtown and you know you go to Dairy Delight and those type of things, they had to walk on the street before this, so it's a big deal. Some other feedback I've had is the City going to put any lighting on it? The answer, not with this grant. That's something we probably look into in the future. We also have a trailhead budgeted Locust Street which will be somewhat of a parking lot and we're figuring somewhere around 15 parking stalls that is budgeted for this coming year and then some stormwater improvements along the creek as well is budgeted this year. So a lot of development, it's going to be ongoing, but happy it's come to fruition since 2017. So it's been a process, but we're there.

**Bill Straatmann**-I'm not sure who I should ask with any investment that major investment that federal government state, whatever I know when we did the bridge, a certain amount of the money that had to be spent for trails and or whatever, like percentage does that still apply.

**John Nilges**-Are you saying like statewide, I think, yeah, I think what we see a lot of is when we apply for our STP projects. So like, for example, if you just want to pave Third Street, that's a good example from Jefferson over to High Street, if you just want to put in a federal application to pay that roadway. And if the only thing I put in that application is to pave the roadway, I seriously doubt I'll get that money to do it. So we have to incorporate pedestrian bike signage share owes, you know, things, things that you kind of see on the greenway, those type of things. And you get it's a it's a point system, so you get additional points to get those dollars to do the work. So it's an interesting way to kind of get some stuff done. But right, so for like our big deal here in the City is we have a an A.D.A transition plan that right there gets additional points for these grant applications as well. So, third street and use that as an example because we were unsuccessful last year, but we wanted to pave the road and we wanted to replace all the sidewalks and curb and gutter because they are not ADA compliant. So if we say we will remove the curb and gutter, remove the and replace with 88 compliant sidewalks that makes that grant application a lot more attractive to the people reviewing it. So I think that's how they put money towards ped stuff, bike way pedestrian stuff. And we're positioned very well. Right. So it's in that grant process is when that money those monies get allocated. So yeah, we're aware of that. I just remembered it from years ago. I mean that's part of everyday process right now. Is that is that type of stuff. So it's one of those things that it's not necessarily like a project in itself. It is unfortunate. I think at times that you have to add things that double the cost of a project in order just to pave a road. I think that's, that's frustrating. But I think when I could pave a road, for example, for, let's just say a million dollars, but I can't get a federal grant to do it unless I make it two million and replace the curb and gutters and things like sidewalks. That becomes a frustrating thing because that is basically a mandate on your local tax. But on the flip side of that, you do get new sidewalks, curb and gutter. It is nicer in the long run. So I think it is a little bit of, you weigh those things out.

**Bill Straatmann**-I noticed that we've got our sales tax, What has been generated looks like for the year? This is an annual now. We're up 6.57% over the previous year.

**14. Adjournment-Motion made and seconded to adjourn, passed without dissent at 8:44 a.m.**