

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

**Monday, February 27<sup>th</sup>, 2023 at 8:00 AM  
Minutes**

**Present:** Craig Mueller, Stephen O'Connor, Ray Frankenberg, Bob Engemann, Bill Straatmann, Mayor Hagedorn, Sandy Lucy, L.B. Eckelkamp, Bill Miller, Jeff Niemeyer, John Nilges

**Absent:** Ed Fischer, Joe Holtmeier, Tim Brinker, Chad Briggs

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

Approval of the minutes from November 28, 2022, Motion made, seconded and passed without dissent.

1. **Amtrak- Craig Mueller-**Thank you. We did have a MORPac meeting January 18th. So before our last meeting and the same way, I feel like it's been a long time ago since we had that, but some positive outcome notes just to bring to this board from that meeting. I guess negative stuff first, they have, they did experience some decline in ridership on Amtrak locally and across the state. Mainly due to what we had reduction in service during that time and some on time performance issues as they were having some maintenance on those tracks. That being said, we're kind of back up and running and we're seeing those numbers get better, but they always trail a little behind that meeting. So it looks like again, as we know if they have on time performance going well and both trains are in service, we're getting the ridership that we expect and want to see. So those are like I say, a little bit down this time around but generally trending upward. Good news out of the meeting was mainly budgetary discussions talking about Missouri's upcoming budget year. There's budget money for from MoDOT for \$50 million to do rail grade crossing improvements. We had a derailment issue last year as you'll recall. So I think some of that is obviously in response to that. So they're looking to improve some of those at grade rail crossings around the state. They have in the state budget going forward the budget appears to be in the budget right now for the two trains and some inflationary adjustments to make sure that those two trains are funded going through this next fiscal year. Something that they do every year, but that's good signs. Last time there was a little bit of a fight to make sure that we got the funding that we needed. Let's see, there was a, some discussion of a new federal board about this on time performance, passenger rail becoming on the federal side, an important issue or something that they want to push. And so there's a body that is helping Union Pacific and Amtrak in our area and passenger rail and freight around the country to work on trying to hold accountable uh passenger rail on time performance and a place to go to have those discussions. So that was a positive. There is a Federal Rail Authority passenger rail quarter ID program that's come out. And more practice working and Amtrak is working to identify possible expansion for that service. Federal program it's in early stages but they've asked our local authority and again, around the country to identify places where passenger rail could be enhanced. Some of the things that they are looking to bring forward as part of that identification program from Missouri side are improvements to our existing corridor on the Missouri River Runner with the possible edition of a round trip train and new stops. Now, it's something they want, not necessarily something they'll get. Extending an existing train that goes from Chicago to Quincy, Illinois to include Hannibal, Missouri, which would get the train to stop elsewhere in our state. Creation of a new corridor from Kansas City to the Springfield Branson, Missouri area, going south from Kansas City and also a similar proposal to bring a new corridor from Kansas City to St. Joseph. So those are all things that are on their list as they try to identify possible projects for federal funding to expand passenger rail in the state. Let's see, other than those kind of

preliminary stuff that they're working on, they had a lot of positive feedback from Santa being on the train again, it seems like it's a long time since we discussed. But they experienced quite a bit of positive feedback around the River Runner of that Santa stop that made we had a bunch of people here in Washington, but obviously across the state, it was very well received. We got additional local improvement funds that we get every year from the, from MoDOT and the MORPac group. So we'll have a little less than \$2,000 to spend on local improvements. And that's in addition to what we're doing for ADA improvements down there at the, at our local station. Our local station like the city hall I believe is 100 years old this year. So the tourism board is working on, you know, some events and things like that to celebrate our local station 100 year anniversary. The only other things they had to mention were Kansas City having World Cup stuff coming up and having a tourism opportunity there to, for people to ride the train, maybe perhaps to get down and visit that. And then they were also having some headaches in Kansas City about an NFL request. They're going to have the draft I guess at Union Station in Kansas City up this upcoming year or very soon actually, if I'm not mistaken, And the NFL has asked them to maybe close that station for a period during that time, which seems at least from the rail side, but like I said wait a minute, people want to go there why would you close the station? So there was some discussion around that, but that was most of what happened at their meeting on January 18.

**John Nilges**-I can give a quick update to in the local station. We got an update last week that Amtrak was hoping to maybe be out to bid this summer on the local station upgrades, the ADA upgrades and if everything goes well, started before winter time this year, on those construction. It's a, I think it was somewhere approaching \$2 million upgrades, ADA upgrades. So a new passenger loading area kind of envisioned right behind the caboose that widen that by about 10ft. to have a longer passenger loading area and then new upgrades into the actual station itself. That actually works out really well with the City's project. We have a project on Front Street to do ADA in the next couple of years. So those things should all mesh together pretty well. They will be ahead of us though.

**Bill Straatmann**-Very good. So I was curious what was going to happen down there with improvements? What they were going to do?

**John Nilges**-They were hoping to be out to bid this summer. They're working through historic preservation stuff right now. So who knows how long that takes. But that's the update. I could probably share some plans with you next time. They just haven't released those.

**Mayor Hagedorn**-Craig, Do we have access to whether or not our ridership picks up when it gets warm and our festivals start?

**Craig Mueller**-Well, that ridership does. I did not get those. I always seem to be a little late to get some of those on/off reports and I can share those with the group afterwards, but that being said they are usually trailing quarter by quarter that I see them at these meetings. So you can kind of see trend lines but as to what's happening sometimes last month, I don't necessarily see but yes, around our festivals, that's usually our peak time stopping here and in Herman and most of our on/off's, which is what they call them people that get on and off the train. The lion's share of those are kind of Kirkwood, St. Louis area out this way and then back again with a lot of reasonable amount heading towards Kansas City as well. But most of that is St. Louis out to this area for day trips, things like that. So yes, obviously that peaks during our festival times.

2. **Highway 47/Missouri River Bridge- Stephen O'Connor**-I can talk about the lights a little bit again, nothing's happened in the winter, but I did get an email from our resident engineer this morning and said the programmers were out earlier this month and installed some additional hardware to allow remote communication as well as electrical surge protection. The contractor scheduled a snooper truck to come back out to the bridge again as early as this week or next. And this time they replace a couple more lights as well as a power chord. And the last thing he says that they are currently going through a programming with a fine tooth comb. So I think they're closing in on us finally getting it done.

**John Nilges**-I would also add in a conversation we had a couple of months ago with Tim. They indicated that MoDOT added an additional feature which is a dusk to dawn feature that if with any LED lights, there is data and power that goes to them that if one of the, the data, for example, wasn't working

at that line of communication wasn't working, it would then revert to a dusk to dawn situation which was not part of the original design. But MoDOT did add that on the project just to make sure that there was some feature as a backup, a fail over. So that's a positive.

**Bill Straatmann**-Anything else on the bridge?

**Bill Miller**-Has the state ever accepted the bridge?

**Stephen O'Connor**-No, not until we get the lights fully accepted.

3. **Highway 47 Corridor Committee- John Nilges**-I can somewhat report on it. We have not met since then. I don't know what's happening in the Union area. I will say here locally, Washington, we have some development that's happening just to the south and we're making sure that we're coordinating directly with MoDOT to make sure that development doesn't affect the for the potential 47 widening as a water line placement, those type of things. So just we're aware of those things and once that scoping is taking care of we will work with MoDOT.

**Bill Straatmann**-Well, I think Jim can probably bring us up to date as to what's going on with on his end of the roadway.

**Jim Grutsch**-Good morning. Highway 47 at the expressway, at Highway 50. The proposed expressway and the roundabout, giving an update on that. Franklin County commissioners have increased funding in the amount of \$2 million for that. The City of Unions Board of Aldermen has approved going forward with real estate purchases and the plans going forward that project was on pause for a short while a couple of months. Franklin County, for their part, we put ours on pause because of Union putting theirs on pause, with Union starting there's back up 10 days ago Franklin county has now started theirs backup. MoDOT has given us the go ahead that they are also putting the plans back in the system. So everything's starting back up. So there was a bit of a delay but it is all back on track now.

**Bill Straatmann**-That's good. It's good to see that it's moving and not just become a state issue.

**Jim Grutsch**-And we are in the midst right now of doing right of way acquisitions for the right of way and for the roundabout and the expressway.

**Bill Straatmann**-Give us an idea exactly those who are not familiar with where exactly the roundabout would be.

**Jim Grutsch**-The roundabout will be about 1000 ft north of Highway 50. It's right on your map there. It's between the train tracks, the trestle and it's right there at the old Smelter Road right there. That will be the roundabout and then the expressway will take off there, go across the Bourbeuse on a new bridge and then turn towards 47 southbound and there will be a lighted intersection there, there will be a four way intersection.

**Bill Straatmann**-Well, that is a key part of the whole 47 improvements. They have to start somewhere and have defined what's going to happen in that area before they can do with the rest on either end of it. So, that's great that that is moving.

**Jim Grutsch**-The county's portion of the project were responsible for the acquisition for the right of way for the roundabout and construction of the roundabout. The City of Union with MoDOT are funding and developing the expressway. that we just correct. The City Union and MoDOT are funding the bridge and the roadway and getting it up out of the floodplain.

**Mayor Hagedorn**-Any estimated time of completion on that?

**Jim Grutsch**-It was sometime in late 2024 and now I think it's probably fallen back into mid 25.

**Bill Miller**-How many properties have to be acquired for the Union portion?

**Jim Grutsch**-For the county portion there are seven properties. For the City of Union expressway portion there are 17 properties but only three property owners. So that's where they are.

**Bill Miller**-Going to take time.

**Jim Grutsch**-It's pretty well on track. All the negotiations have already started and all we're doing now is we're making offers.

**Sandy Lucy**-Is the expressway, two lanes or four lanes?

**Jim Grutsch**-The expressway will be to two lanes too wide lanes with wide shoulders. And 47 will remain two lanes going through the roundabout. It will be a higher speed roundabout than one you see

on Highway A at Independence. It's a 45 mile an hour design speed through the roundabout. They do work. That's the way it's designed.

**Bill Miller**-I assume that MoDOT is in agreement with all this?

**Jim Grutsch**-Yes, they are.

**Bill Straatmann**-Anything to do with the railroad trestle, is that a height issue?

**Jim Grutsch**-It's not a height issue. It's a width issue. That's why 47 at this point it's going to remain two lanes.

**Stephen O'Connor**-MoDOT is doing a 47 study to improve it all the way from St. Clair to Washington. So we have a consultant on board to do the study, but they've not got into it yet.

**Bill Straatmann**-So it's a width issue, not a height. I was always like, it was a height issue.

**Jim Grutsch**-The heights really isn't an issue at that trust.

**Ray Frankenberg**-Question on that study. If we're moving on, what is there a schedule on that out there? I, I don't remember. I know there's a schedule was in the paper.

**Stephen O'Connor**-HNTB is the consultant and they've got four major studies are looking at and this is the fourth one of the four. So they said they're going to do the other ones first. So since this one is last in the schedule to be funded for construction, it's just a little further behind. So it could be up to a year away from even getting into the study.

**Bill Straatmann**-And pretty much the funding is in place with the city and the county?

**Stephen O'Connor**-For our study?

**Bill Straatmann**-For everything?

**Jim Grutsch**-For the expressway and around about the funding is all dedicated that was all approved by East West Gateway. Part of the reason the county added \$2 million dollars recently was because the cost of construction from the initial estimates has gone substantially up as MoDOT and I can attest to, the city Washington can attest to.

**Ray Frankenberg**-And I have a question back on the study. I thought there was \$85 million earmarked for that?

**Stephen O'Connor**-For the improvement, construction wise.

**Ray Frankenberg**-The study and the improvement? Okay.

**Stephen O'Connor**-And that even says partial. So there could be more money coming to it, I think it's 27.

**L.B. Eckelkamp**-What do they study? What are they actually trying to determine what it will be a divided highway or where are it's going to go or what everything?

**Stephen O'Connor**-I mean, the study is for safety and capacity improvements. So we don't know if it'll be more lanes or some different alignments. It depends on what the consultant comes up with. And, you know, they look at an old study that was done by Lochmueller. I don't know how long ago that was, but it was 10 years ago. They also include what they think needs to be done to make that 12 mile stretch work better get more traffic to it.

**L.B. Eckelkamp**-I always thought it was a foregone conclusion that we have a divided highway like we do 44 to Washington.

**Stephen O'Connor**-No, it's not a foregone conclusion. Whatever comes out of the study. Some of the divided highways just don't work that great with trying to get traffic crossing a divided highway. It's a difficult movement and no one wants to be stuck out in the middle. We're having that problem on 100 now.

**Ray Frankenberg**-So I think all we've got for sure in that direction would be that it does say safety and capacity improvements. So we've got the capacity issue in there and I think that's something we want to keep pushing that button whenever we get the opportunity

**Bill Straatmann**-Everything starts with the study. Very good. Thank you. Very good report

#### **4. Franklin County Transportation Committee- John Nilges-No report.**

5. **MoDOT 50/50 Grants- John Nilges**-I think the only thing I report on is the city, it's not necessarily a 50/50 MoDOT Grant, but the city has been working with MoDOT and our Department of Economic Development for the Oldenburg Industrial Park. We have some grant applications into them which we feel very, very confident about, but that would add basically a left turn lane and in a right turn lane into the new park. That would kind of be the first step on improvements with the four lane corridor through there. This would just be the first step in that just to get that park up in development.
- Bill Straatmann**-When do you see that starting?
- John Nilges**-Committee still has to meet. The company's been grading, they've been doing their internal work. The committee at EDA MoDOT and I believe still has to meet maybe next month. So hopefully it moves pretty quick. I mean, I think if we need a timeline, I mean, aggressively it would be this fall/winter, but I'm not sure that can happen.
- Bill Straatmann**-And the grants you said are in place?
- John Nilges**-They've been applied for and we've had very positive feedback on.
- Stephen O'Connor**-It has to go through the committee.
- Bill Straatmann**-Again, the processes have to be, you have to go through the processes and whatever they are for anything.
- Ray Frankenberg**-And when you say committee, you're not talking about the commission, you're talking about a local committee?
- Stephen O'Connor**-Cost share Committee in Jefferson City.
6. **MoDOT Northeast District-Warren County- Jeff Niemeyer**-Yeah, I know we have the Causeway it's been on here a little bit. I think last fall. I did say coming out of the unfunding meetings, we didn't move it up to tier two. But right now with MoDOT's STP and inflation, you know, we fund our first three years and then they were the last two years at 50%. But with inflation, what we're seeing is we're going to have to push some jobs, you know, when you got 100% funded for your STP and then everything goes up 20% at 20% obviously, that doesn't fit in your budget. So we're going to have to move out about a year. So that's going to make it very difficult to bring any new projects in. Sure there'll be a few, but it'll probably more of our tier one list not our tier two. So, you know, it's moving in the right direction, but just kind of going to take some time. The only other thing I wanted to mention, I know the governor came out is speech and said improvements for I-70 putting a third lane on that for \$859 million. So that would be good news. The section that would really affect the 47 this area would be the St. Louis suburb section. They're looking at a third lane there from Wentzville to Warrenton. So along with that, we're really waiting to see how the devil's in the detail on a lot of that stuff, you know, seeing how the funding comes. Is it general revenue that we can use or is it, you know, some kind of bonding or however it comes? So I know that's getting debated right now in Congress. So I'll be happy to see what actually comes out of that. But with that, we are looking at a review at SIU seven which is a stretch of Wentzville to New Florence. So that structure in stretch of I-70 we'll be looking at traffic data will be looking at environmental. So we actually got Jacob's already on board. They've already sent out letters to all the landowners. It's over 1000 landowners through their, giving them a heads up that, hey, we're doing this study will be doing what we're going to be calling public workshops. So we'll be stopping pretty much at every town on the corridor Wentzville, Foristell, just keep moving on. We're going to be very involved with public involvement because it's been a while since we've had a study on I-70 especially that section. So we really want to get public input of what they want the future I-70 to look like it's looking pretty promising, we might actually get some funding. So, we'll see, but I'm pretty optimistic about it. So we at least wanted to have that proactive approach of at least having everything cleared, ready, having a plan in place. It's just getting the funding.
- Bill Straatmann**-So how would that tie? How would the road coming south? How much of that that's in the county? Is the planning being done for that?
- Jeff Niemeyer**-47 South? I'm not aware of any planning to do anything with that right now. We do have an overlay coming. Talked to the contractor this last week had the pre con they're supposed to start in July and they are looking to do the southern portion from Warrenton here to Washington first because

there's also another portion to the north from Troy to Winfield. So that's kind of what we got, but I'm not aware of any plannings to look at that section. But you know, that's something that always be brought up through the RPC. Teresa's right back here. She's our new executive director. So you might put a bug in her ear.

**Joe Gildehaus**-This is Teresa Lee, supervisor for Regional for Booneslick and I'm going to let her have the floor and she's really good.

**Theresa Lee**- I'm the Executive Director for Booneslick Regional Planning, which is Warren, Lincoln and Montgomery Counties. I started in this role last fall. So I'm still getting my feet under me and learning all of the players. And so I'm excited to be involved in, in your committee here and learn about what's happening right across the river here in the Washington area. I live in northern Warren County. My background is all in agriculture. My family farms in northern Warren County. This is where I grew up. So, it's really important to me to see this area succeed and I'm very excited to work and have a great partnership with you all here in Franklin County and the Washington transportation.

**Bill Straatmann**-Very good. We welcome you and we know how important that uh the northern part of our area, the growth that's happening in Warren County and how that affects us here with jobs and whatever.

**Theresa Lee**-Absolutely. Yeah. So I worked closely with Jeff, with the Transportation Advisory Committee and MoDOT in Booneslick Regional Planning.

**Bill Straatmann**-Let me know when you have your meetings so I could maybe come to those.

**Theresa Lee**-Absolutely. I will get you on our list. We just had, we have them quarterly. we had our one for this quarter just last week or two weeks ago, week and a half ago.

**Bill Straatmann**-It would just be interesting to know what's going on when you guys have planned and what we would like to see. It would be helpful I think just to be part of it. One of the things that the Mayor and I attended was the Freightways Organization, which we are part of as being part of East West Gateway Coordinating Council on this side, East West Gateway. And so we attended that and we got information about highway 70 and what's going to happen and how important that section of Highway 70 is to the movement of freight and whatever for the state of Missouri and particularly for our area, for St. Louis area. And Mayor, you have anything to add to that?

**Joe Gildehaus**-We were also having Transportation Committee is going to be coming from the state spending three or four days with us actually staying in Warren County, October 4th, 5th and 6th. I'll let you know and that's going to be, that has never happened in many years. So they're actually going to spend three days with us up in Warren County. So I'll let you know that Bill.

**Theresa Lee**-When that gets confirmed, we'll absolutely make sure that you all know and are, are invited that the Highway Commission is meeting in Warren County. So we're excited to host them.

**Bill Straatmann**-Joe did you get the flood information updated now as we speak?

**Joe Gildehaus**-We're working that she just got on board and I'm working with Jim a little bit and I talked to last week. So that is in process. That is correct.

**Bill Straatmann**-Again, the mayor when I attended that meeting of the Freightways and there was a lot of discussion about that area, particularly that area of northern part of where the traffic and the freight and the movement of freight. I'll pass it off to you to see what your reaction was to that meeting.

**Mayor Hagedorn**-I learned a lot. That's for sure. I'd like to get on the list too please.

**Theresa Lee**-Absolutely. Thank you. Yeah, I-70 is very important. Obviously to, to the Booneslick Region, it's as it goes right through our region. That's one of the top concerns and top priorities for our Transportation Advisory Committee.

**Bill Miller**-What is your top concern?

**Theresa Lee**-At the top of the list is I-70. And it's going to get worse before it's going to get better.

**Ray Frankenberg**-It's going to keep growing. And I think Highway 47 is key to that for both Franklin and Warren County. I mean, it ties us together in a way that many other counties aren't tied together because we just have that one link and that ultimately becomes that link from 70 to 44, which can really open up the whole region over here for jobs and maybe all of our grandkids will get to move back to town.

**Joe Gildehaus**-The growth is come. I think we just had, I mean, last week, I think between Warrenton, Truesdale and Wright City, there's 3000 lots are 3000 building in the process. Wright city to build a new high school. We had a meeting last week with Warren County School District. They're going to build, I mean, they're just, they're all growing.

**Bill Straatmann**-So I had the occasion to drive all the way to Troy and just seeing what's happening in that area north of 70 is really amazing. That area too is growing businesses, huge businesses going in. There's lots of flat land to which is amazing.

**Joe Gildehaus**-With AFG that sort of put us on the map even more. I mean, there's several other ones are in the process. So in that project is coming quite well.

**Sandy Lucy**-When will AFG be up and running?

**Joe Gildehaus**-The end of 24 started, it takes two years to get the full operation but there's about, I go out there every Thursday, there's probably 150-200 employees working out there right now. It's quite an operation. It's neat.

**Bill Miller**-Where does the causeway fit into your focus? What priority does it have?

**Joe Gildehaus**-You know, I mean, to be honest with, we need to keep Dutzow open first. I mean, that's a smaller project that we move that up, you know, I mean, the causeway, I'm not going to lie. It's going to be a little bit if we can keep Dutzow open from here to Dutzow to get up to Highway T&T and D and that's huge and we got those numbers as far as how many tractor trailers and trucks, etcetera. With the hospital being open that's, I think we need to fix that first because the causeway it's going to be expensive with, with the state's going with 70 and I would think 70 then 44 be next. I would assume that, I don't think it's so much on our list. I think it's on the state list too.

**Bill Miller**-What is the status of the Augusta bottom road?

**Joe Gildehaus**-We're going to grade it and rock it as needed.

**Ray Frankenberg**-And that's been unchanged for, for quite a few years now. Right.

**Joe Gildehaus**-That's not going to change, right. There's a lot more issues than just is it a road? Not a road? I mean, we can sit here and talk forever about that information but we will grade it and rock it as needed. There's 312 cars a day, go back and forth and that. Plus there's another way to get to there, which is pavement. I wouldn't drive it. I mean, I do drive it to check it. I mean, but there is another way to go.

**Bill Straatmann**-Joe, the Dutzow problem is that how much money is that? What are we talking about to fix that situation?

**Jeff Niemeyer**-Inaudible, did not speak into microphone.

**Joe Gildehaus**-The study to go from the, basically from the trail into Dutzow,

**Bill Straatmann**-That would be, and you said one time that, that covers about 50% of any flooding that could occur, absolute higher percentage?

**Joe Gildehaus**-Right there. It's right there right there past that truck. That's where it goes over. Thank you. If we would raise that right up there, that would, I think there's three other times since 95 it would have been under and then it doesn't make no difference. It would have gone under anyway.

**Bill Straatmann**-But that section that would help the mayor indicated we should be maybe more focused on that section?

**Joe Gildehaus**-And we just moved it up. We just, we're trying, we moved it up the ladder and we're pushing as much as we can.

**Mayor Hagedorn**-Anything we can do to help with that. We've got a lot of our residents who work over here and live over there and our school district is split too. I'm sure you know that.

**Joe Gildehaus**-An a good note on, on a different subject, we did get that whole area down there now with Gateway Fiber. Warren County was the and I know this isn't transportation but Warren County got \$26.4 million for two very large tracts for fiber. One being that whole area for part of the Washington School District and our two schools. Which is very good. So that's really good. That was actually the third largest in the state. So that's good. Baby steps. Thank you.

**Bill Straatmann**-Thank you, Theresa. Great report guys.

7. **Washington Special Road District- John Nilges**-The only thing I can report is we've, the City and Washington Special Road District or in conversation about the next phase of South Point. City limits meanders as it actually goes down South Point Road. That first portion was completed this last fall. There are some areas Stone Crest Subdivision, the northern entrance of Stone Crest is in city limits that we're working on estimating right now on what that could look like for an overlay and those types of projects. So that would most likely then extend in the Washington Special Road District all the way to Bieker Road for an overlay. The only thing to add is we are currently out to bid on the City's water tower, water tank there in North Goodesmill. so you'll see a water tower go up this fall most likely.  
**Bill Straatmann**-That's great. Well, Southpoint Road has been, that's a huge improvement what you guys did working together with the road district. That's a big improvement. You're probably the most, you've had the most input on that. I think a lot of it and great job you had some headwinds. Maybe they're not there anymore.  
**John Nilges**-I say that we're working together.
8. **Old Hwy 100 Bridge- John Nilges**-Ongoing maintenance.  
**Bill Straatmann**-Is that there's a study being done right now?  
**Stephen O'Connor**- We have to hire a consultant and design the new bridge and it's a 2026 project.  
**Bill Straatmann**-So is there's any way to expedite that?  
**Stephen O'Connor**-I don't think so with our current STP and the cost of project.  
**Bill Straatmann**-And I think even the city, we knowing the importance of that bridge and for the school district.  
**John Nilges**-We discussed that late last year about looking at ways to expedite the project. But as we kind of went down that path, little became more apparent to keep it on MoDOT's schedule. There really was no viable fast track. The City has their money wrapped up in other connections and those things that are just as vital.  
**Bill Straatmann**-So you guys have explored that?  
**John Nilges**-Correct. That's off the table.  
**Bill Miller**-Has there ever been a traffic count on the old bridge.  
**John Nilges**-Ever? Probably recently, we haven't done. One city is not done one.
9. **Airport- John Nilges**-A lot moving at the airport. Hangar construction has started. They've completed, the contractor has completed some grading work out there. The building colors essentially it's going to look the same as the hangar c which was the new, the newest 1, 2011, I believe. They ordered the building that's all going. I think the building at a 280 day lead time. So it's a pretty substantial lead time on that, but grading has started. We're excited about that. Would add eighth additional hangars with the ability to add additional into the future. We discussed at the last airport board meeting on raising hangar rates across the board. It's been some time since that's occurred, I think 2012, maybe. So, we discussed that will be coming to the council with the proposal on that. As we open these new hangars up, the latest waiting list was 30 people. I mean, take that for what it is, but there's a pretty seemingly large demand for the need. So, we're excited. The next project through the Omnibus Federal bill, the city was allocated three million for a widening and lengthening of the runway 500 ft lengthening of the runway which would allow higher class of planes or jets to come in. That leaves about a \$3.8 million gap to get that project done though. That will have to be funded most likely, locally. So we're exploring, what does that look like. How can we actually afford this. But the good news is, is we did get \$3 million out of the \$6.8 million necessary to do the project. We did get some good news last week, meeting with Ann Wagner's group that the allocation for the money's got to be done by 2028. So construction could occur after that. So we have some time here to come up with how we're going to bridge the gap, which is a positive if it was indicated that we had to have this figured out in a year, we would have some big decisions to make, but it does seem like we have some time to pivot and figure out how we're going to bridge the gap to get that \$3.8 million to get it widened.  
**Ray Frankenberg**-What was the date on that allocation?



**John Nilges**-It was 2028, we didn't have an exact number. They're supposed to be sending us a, just a memo of when that was, but they're thinking 2028, is when we have to have the project basically allocated, if we're doing it, wow are you finding it, that type of stuff. That's all positive in the future. I would think that if we had to fund this locally, I mean, this is 15 years out, you know, 20 years out basically. So this definitely speeds it up quite a bit by getting those dollars, getting that 40% down.

**Bill Straatmann**-And you never know, there's always a possibility of some other source of funding.

**John Nilges**-I mean, locally, transportation sales tax fits into it. We do get some money from the FAA or MoDOT each year. So, MoDOT has, it's called the STARS, but you can basically loan against it for future. So there's a way you can do it, private partner, public partnership, leasing area for private hangars. I mean, there's a lot of ways I think that we can come up with that.

**Ray Frankenberg**-I've got a question about the AWOS, is that up and running and going?

**John Nilges**-It was, it was upgraded last year. They did have some, I think some communication issues with the internet provider, but Kevin indicated that was taken care of at last week's meeting. So I think we're, I mean, it's, new technology. We should be up and running. They, like I said, they did have some technical issues, I think with it that they were working through,

**Ray Frankenberg**-I know it was out for a couple of months, at least on the weather sites that I go to and the AWOS, the Airport Weather Observation System for you guys may not know that. It tells the pilots coming in what the weather is on the ground at that exact time. And for some corporate organizations, if the AWOS isn't working, they're not allowed to come to this airport because you don't know the conditions. I know it was down for a couple of months around Christmas and it's been a while since we met. So I've had that on my list to bring up. I just wanted to say how important that is to the planes that come in and out and not that it's not being taken care of. But for those that don't know, that's the only reason I bring it up.

**John Nilges**-As far as operational goes, there's a, we had some, a pump inspection as well. Fuel pump inspection. We have to look at putting in new AV gas fuel pumps as well. So that's a \$30,000 upgrade. But I mean, it's needed, I think it's late 1970s equipment. So, we're talking about that and funding that. That is our, one of our biggest revenue sources is fuel. So obviously you need to invest in those things.

**Bill Miller**-What about the number of people that rent hangars over there? How many of the hangars would be for business aircraft plus in comparison with the recreational?

**John Nilges**-I'd have to get you that number. I don't know that. Do not know that top of my head. One of the struggles that we've been working with on these rental fees, right now we work off of it's kind of a first come first serve. Picking and choosing business versus recreational is pretty hard on a public airport that's taxpayer funded. So, we're looking at ways to how do we, is there a mechanism to quantify that? Can we put a quality component on who gets first dibs on an open hangar? So those are things that were in discussion. Is there a mechanism to do that? I'm not sure we have a solution yet, but right now it's kind of a first come first serve. So, for example, if you own a successful business and I just had a single engine plane and wanted to fly around, but I was first on the list, I would get first dibs over you to get that hanger is that really what we're doing? Is that really what we're after? Is that a goal of the airport? Most likely everyone would say no, but picking and choosing becomes very difficult when you're using taxpayer money. So we're working through that. I don't know if I have a solution sitting here.

**Craig Mueller**-Are there future needs for technology or equipment upgrades if we expand the airport? Lengthen width wise you get larger planes in there? Are there other ancillary costs that we'd be looking at that you can think of?

**John Nilges**-I'd have to defer, I wouldn't know that.

**Craig Mueller**-I didn't know if we need to upgrade technology stuff.

**John Nilges**-I mean, it's just that \$6.8 million to lengthen the 500 ft. that would be all encompassing in that whatever that technology is. But as far as the specifics of what that is, I'm ignorant to that.

**Ray Frankenberg**-I would, I would tell you from when I was flying in and out of that are regularly and L.B. he could probably tell you from what his pilots would tell him. But the technology there is really state of the art. Once we know what the weather is like on the ground, then it determines if you have a longer runway and I have a bigger aircraft, then I can land there. If you have a wider runway it's kind of

the same thing, those bigger aircraft need more room to maneuver. So the technology is there, they know where the runways at. They can make the approach into it and they know the weather on it and they can talk to St. Louis Flight Service from on the ground there. So pretty much everything is there and anytime you can't afford to add length you're going to get larger aircraft coming in.

**L.B. Eckelkamp**-How wide is the runway now?

**Ray Frankenberg**-I'm going to tell you at 75 ft. Do you remember John?

**John Nilges**-That sounds right because it's a 50-foot widening. Seventy five seems reasonable. I could get you the number probably. It's a 25 foot widening, that is correct.

**Mayor Hagedorn**-And that's not so much a classification, everybody, but it's an insurance thing. Right now, an airplane could land here but the weather has to be just right and if it's not, their insurance won't let them land. I mean, they can, but the pilot would be in trouble if anything went wrong.

**John Nilges**-75 is the number.

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

**Bill Straatmann**-Get in touch with Mary Laime sometime if you would in the near future and just reiterate what we've got down there, that team track and they're looking for places like that on the lines where companies are looking for a side track to put their businesses nearby. I don't know that she, if we don't bring it up to her and let her know that we've got something like that, how else would they know? How would they find it? I guess it's on our website, whatever. But she's in the circles of people that are freight movers and by train a lot, she's the executive director. She's actually with Freightways. Freightways Organization.

**Mayor Hagedorn**-One of the things I learned you guys is that East West Gateway is very, very interested in Franklin County and we should take advantage of that.

**Bob Engemann**-Does Franklin County still have representation on that board? Wasn't Tim Brinker, the Commissioner on it at one time.

**Sandy Lucy**-He still is. And then there's another seat that rotates, there's a second seat that rotates one year or like one term. So Franklin County representative and then the next term it's Jefferson County, we share that seat with. So it's an at large position, but we share it with Jefferson County. So it's, you get appointed maybe for two years or something like that. And then the next two years it's from the other county. Then you would have two representatives.

**Ray Frankenberg**-Who is that other? That one that switches back and forth. Who is that person? Do we know?

**Darren Lamb**-So, when it comes up then they'll go ahead and make an appointment. I think Bill sat on it one time.

**Ray Frankenberg**-Is it in Jefferson County right now, or?

**Darren Lamb**-I'd have to check that. I don't know.

**Bill Straatmann**-Tim should be able to know if it was our turn to be on that board.

**11. East-West Parkway- John Nilges**-Some again, positive movement on that High Street extension, South City is funding the box cover has been topped. So they actually have the top over that box. If you get it spare time to drive to the dead end, you can kind of see it from there, but they're grading up the hill h to the previously on Marquart Farm. Again, that will have a connection on the backside to the Autumn Leaf subdivision and it would get us then to the next farm to the south. The hillside there, it will be approaching 10% grade, which is not ideal, but the entire bluff would have to come off. So we determined that was about the best we could do with the dollars available to us. So, that's moving along pretty well. That is a June completion date to get to that. So again, it's only I think it's about a 650-foot long extension of High Street, quote unquote, East West Parkway, but it does get over top of that first creek, which is a pretty big deal, to get over top of that. So that's moving along really well. In addition, we're working on some other locations along the corridor. And just working with some potential developers to make sure that whatever is done within the East West Parkway Corridor is done right the first time that we don't have to go back later down the road. What that may be is a somewhat of a street,

maybe without curb and gutter. So similar to maybe how the 100 where you have 2-12 ft lanes with eight ft shoulders that's pre graded to the maximum corridor sized. So, some conversation like that. We're trying to find a, a good precedent to set into the future because a lot of these projects are the first ones on that East West Parkway. So it's a movement.

**Darren Lamb**-You'll be happy to know Bill, four different locations we're working on it. So I know you're always concerned it was sitting on a shelf just so, you know, it's being used.

**Bill Straatmann**-Twenty some years ago when that was identified as a potential East West area to move.

**John Nilges**-What's interesting about it is, is actually one of the locations that we're working with, if you use the parkway as it was laid out kind of designed initially, it actually had a section across section, those types of things that does not meet current city specifications for streets, curb and gutter those things. So we're using the study to set the specifications to move forward. And again, the best way to think of it is envision somewhat Hwy 100 asphalt roadway shoulders, things like that, that can be expanded, widened into the future, relatively easily with graded, right of way to the future need.

**Bill Straatmann**-I had forgotten how does that actually identified at the county level? Didn't we have to do something with the county too?

**Darren Lamb**-Well, the city, if you recall the city went through the process that just of putting it the plan, putting it on a map basically. And then we just had the agreement with Franklin County that they would let us know they'd notify us of any development, which they do anyway, by law, they have to know, they have to let us know any developments within a mile and a half of the city limits. So we get notifications for that. But, I would say probably three of the four areas that we're currently looking at we're all probably where the developer came to us first anyway. And so we had discussions with it and then the one was the development over there off of Country Club Road. And that one we worked with that was county notified us. And then we talked with the developer then too. So, but you've got every section of it between High to A, we've got between A to 47. We've had discussions between 47 to Beaker and now Beaker to South Point.

**Ray Frankenberg**-So I got a quick question on the June completion. Does that take it all the way to Autumn Leaf?

**John Nilges**-Yes, it actually takes it beyond just a little bit beyond the property line to the south, but that would include that connection to Autumn Leaf.

**Ray Frankenberg**-So, we might see a little bit of additional traffic there at Casey's correct?

**John Nilges**-And that is also on our radar as well because if you recall when the Casey's development went in, the city has ability to make that right in right out on that main entrance off the High Street when that's determined by the city. But that would seem to be the obvious triggering.

**Ray Frankenberg**-Right. My gut feeling would be, it probably won't be too bad yet. You're going to have a lot of right turns out maybe some, but mostly the subdivision will be using it, not people off the highway A.

**John Nilges**-Right. That's what we think as well. We don't think there'll be a lot of cut through traffic through there but it should alleviate some traffic at Steutermann and Highway A. I mean, if that personally lived there, I would definitely go that way.

**Bob Engemann**-John, you mentioned that High Street extension was a 10% grade. What, what is 14th Street between Stafford and Jefferson?

**John Nilges**-It is 14. Typically 10, usually on the major street, 7% is what we use, what's in city code. But in this situation, I mean, you'd have to take off the mountain top and it just with, with the development of the south, it just, it wasn't feasible to get that connection made. So we decided not to pursue that.

**Ray Frankenberg**-Was it High Street?

**John Nilges**-High Street was the issue. When you drive out there and take a look at it, you'll see what we were dealing with. It was not pretty. So we just had to make some and again, we were making concessions really with ourselves, which I think is again, when you look at that's a reasonable concession through there.

12. **East-West Gateway 2050 Plans- Darren Lamb**-I think it's very important for us to make sure that the Highway 100 widening all the way out to the Industrial Park. Is included on that and make sure that, that they're aware of that. Um, that's going to be a key thing if we decide and hopefully the voters decide to go ahead and extend the Transportation Sales Tax because that's going to be a major project that you're going to have to go ahead and get accomplished. So, we want to make sure and get that on their long range plan. I know 47 is already there but those improvements need to be included.
13. **Public Transportation- Theresa Lee**-So she's in my office with the MoRides. So, MoRides is administered by Booneslick Regional Planning. It's the statewide effort that connects transportation providers with people that are seeking transportation. We continue to see an increase in the use of the service every year. We have a website, morides.org as well as a toll free number that a lot of the elderly call using that toll free number. They're not as technologically savvy, but the purpose of that program is to connect people who need transportation or have barriers to transportation with with transportation providers in the area. And I apologize. I did not bring, I did not pull Franklin County recent numbers, but I can have that for the next meeting.  
**Bill Straatmann**-And that office would encompass both Franklin and Warren County?  
**Theresa Lee**-So MoRides is a statewide program. So, we track the number of calls that we receive by county when someone calls in, we need to know where they are, you know, where they're coming from and where they need to go. A lot of it is medical appointments. But it doesn't necessarily have to be a medical issue to utilize the MoRide service. But we're that connector is what MoRides does.  
**Ray Frankenberg**-It would be nice to hear something on how much that's used that we used to get that and we kind of miss that. It's not a huge thing in the county, but I think it's a very important thing to the people who need it and for us to have it. So, thanks for looking into that.  
**Theresa Lee**-Absolutely. I will have those numbers for you next month.
14. **Other Business- John Nilges**-I'll give you a couple of things. Major street Rabbit Trail, south, the west lane was poured late fall last year, connected to Bieker Road. So the east lane is going to be done this spring. Again, that's got a June completion as well. We're excited about that project that it crosses off one of the city's Comprehensive Plan items and is a big deal moving forward on connectivity. Highway 100 from 47 to Fifth Street MoDOT is doing an overlay on that this year. I don't know the schedule but I know it's out to bid maybe right now, but MoDOT's doing that work. So there'll be some work on Highway 100 from 47 to Fifth Street. We've been working with MoDOT, they've been doing some maintenance work on there with the joints and things. I mean, they opened up pretty good in the wintertime. So it's, I think the last time that was probably done was when Phoenix Center was when it was widened through there, which was in 2008.  
**Bill Straatmann**-Steve, are you seeing some failure in the roadway of Hwy 100? There was a spot about this big around that would look like a hole that was in the pavement and it was a deep one and you guys filled it obviously, but it was completely circular. Like you cut it in there, cut the hole in the ground. I saw it and I said, and then you fix it, but it was a drive through it.  
**John Nilges**-I mean we have soft spots that occur on pavement. February, March frequently, so not frequently, but it happens and you guys monitor that highway.
15. **Adjournment-Motion made and seconded to adjourn, passed without dissent at 9:02 a.m.**