

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

**Monday, April 24, 2023 at 8:00 AM
Minutes**

Present: Craig Mueller, Stephen O'Connor, Bob Engemann, Bill Straatmann, Mayor Hagedorn, Joe Holtmeier, Sandy Lucy, L.B. Eckelkamp, Tim Brinker, Darren Lamb, Charles Stankovic

Absent: Ed Fischer, Ray Frankenberg, Bill Miller, Chad Briggs, Jeff Niemeyer

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

Approval of the minutes from March 27, 2023, Motion made, seconded and passed without dissent.

1. **Amtrak- Craig Mueller-** We did have a MORPac meeting here last week. I don't know that there was a ton of new information but still good information. I guess Missouri, May 5th, they'll finalize their budget. They believe that their Amtrak funding is in the budget and is what they need. And so far seems to be going through just fine. So that's good news, including some inflationary raises there. So that was positive news. They're completing their work on what they call the Federal Rail Authority Corridor Identification program, which I talked about a couple times ago where they're just looking for expansion of Amtrak in our areas like to Kansas City South and things like that. So they have submitted their applications for those quarter identifications. They will announce quarters they're interested in September and October. So who knows what we'll see or hear back. And then the next step from there is feasibility studies and economic impact studies that they go from. So they're hoping that the third train was part of that Corridor Identification Program on our River Runner and a couple other things around the state to expand that service. So September and October, they should hear some answers back on that. Good ridership numbers. They are seeing a 19% year over year in this quarter. Ridership and revenue increase. So that's good news. They continue to have some delay problems but customer, I guess awareness tracking says they're doing a great job because everybody seems to be happy with it and ridership seems to be up. So all that is good. Some of the delays that were caused were just mainly construction and some freight train delays that you may have seen down here. I know I have at work. They've had tie gangs coming through and they should finish up their work on April 24th. They apparently replaced some 116,000 ties in our corridor. So, they're still tracking the arrival of some new café and business class cars and announcing them as they come into service. I don't think we see anything here for a few months though, for that. So that was what they talked about at that meeting.

2. **Highway 47/Missouri River Bridge- Bill Straatmann-**Anything new?

Stephen O'Connor-I have nothing new.

Darren Lamb-The only thing I have is we did get an email, Tim Hellebusch let me know back on, let me get the date. I think it was the 13th, the 12th or the 13th that they're under the 15 day test period for the lights. So, they had worked out the bugs at least enough to go ahead and start that test period. I have not heard any problems with it since but after that, just so everybody knows, I know we've talked about it extensively here but the one year warranty, Alberici is responsible for a one year warranty then on the lights after that 15 day test period. So lights are working.

Bill Straatmann-And Alberici is on the hook for one year just for any type of maintenance?

Darren Lamb-That's correct.

Bill Straatmann-What kind of maintenance?

Darren Lamb-If the light goes out, then we don't have to pay for it.

3. **Highway 47 Corridor Committee- Jim Grutsch**-Good morning. The Corridor Committee did not meet over the past month, but I will give you an update on the Highway 50/47 intersection in that project there. On the county portion of that, which is the round-about 47 we are in the process of coming to agreements with the right of way acquisition. Those offers have been tendered to the property owners on the Union portion of that. The railway acquisitions are in process. Additionally, the engineers are getting permission to do soil borings where the bridge piers would be. They need to establish where bedrock is along the river. That's an ongoing process. And that's where we are with that right now.

Bill Straatmann-How about the environmental has that been done?

Jim Grutsch-The environmental has been done and we are clear on that.

4. **Franklin County Transportation Committee- Jim Grutsch**-The Franklin County Transportation Committee is in the process of sending out the grant applications. We normally do that the end of April 1st week in May. So we'll be preparing those and getting those out to all the entities involved. And at the last meeting, we extended the offer to help anybody. We have some new members so we extended the offer to do in house help with those people to get their grant applications taken care of. So that's, that's where we right now with the grant applications. The smaller communities have joined and they are members now. So hopefully we can help them. Like we help the large communities like the Washington Special Road District City, Washington and Union.

5. **MoDOT 50/50 Grants- Darren Lamb**-The only thing I will add is as you know, what we've reported in the past, we've got an application in MoDOT for the Highway 100 improvements out by Oldenburg Industrial Park. We did get word that the committee made a recommendation in favor of doing 100% funding on that project like we had asked for. So it's my understanding, it goes to the commission and you said, Steve in May, anyway, other than that, that's all I have to report. It's good news that the committee made that recommendation. And so, we have some other work for the EDA portion of it within that. We're hoping we hear some word back from E D A this month or before the end of this week, I guess. But, the big portion of it, our large portion of it was those Highway 100 improvements.

Bill Straatmann-Do you think it's a good idea for some of the people from Washington area attend that meeting, the commission meeting?

Darren Lamb-I don't think so. I don't think it is. I mean, I'll leave that up to Stephen, what he thinks.

Stephen O'Connor-I don't know if it would help or not.

Darren Lamb-But we could, I mean, we could certainly go ahead and the Mayor and myself or whatever and maybe could go ahead.

Stephen O'Connor-I mean, they do it all across the state and I don't think that the one in May is local. I think it's somewhere outside of the area. I could find out.

Darren Lamb-You can find out where it is and then we can make that determination if we want to go to that. And that is \$1.6 million for those improvements.

6. **MoDOT Northeast District-Warren County- Bill Straatmann**-You know, we talked about the causeway. I think the minutes of the last meeting reflect we're not going to drop it. There, there is activity now that there's going to be some boring and whatever to identify some things that are going to happen possibly in the future. I think John Nilges were going to miss his input because he was basically the person who had really taken it to the next level or got the next level of, of the possibilities of what could be done getting some of the hydraulics and that's in the minutes from the previous meeting and that was basically a first step. So I think at this point we'll just keep it on the agenda and keep it in front of Steve and you guys know what's going on.

Teresa Lee- Not a lot has happened. I want to make sure I got the date, right. So not a lot of movement has happened since the last month. We do have our Warren County, our Boonslick Area Transportation

Advisory Committee meeting and that is on May 18th and that will be in Warrenton and I know a couple of you had expressed interest in being included in that. So I will make sure when that notice goes out next week that you are included and get invited to that. So the causeway remains on our high priority needs list and we will be reviewing that list at that meeting.

Bill Straatmann-So, where is that generally held at the commission? That's at the Booneslick Regional Planning Commission office there in Warrenton on Steinhagen. It's across from, do you know where the Methodist church is but I'll send you directions as well.

7. **Washington Special Road District- Darren Lamb**-The only thing I do have to report, we are going to have an agreement that goes forward with the Council, I believe at the first meeting in May. They want to do phase two of their improvements out there on South Point Road, which would go from, I believe it was just south of the first entrance into Stone Crest but to pick that up and then take it on out to North Goodes Mill Road. So there's portions of it that the city will go ahead. But the majority of the paving work will be done if not, all of it will be by the Special Road District because most of that, that street are the roadway out there all of South Point Road is in the county still. It's not within the city, but we are going to do some milling work as a result of that as well or pay for that portion of milling work to be done. And that agreement is going to the council on May 1st. So I don't know when they anticipate going to construction, but my guess would be this summer. We're working together.

Bill Straatmann-You've been working together. That's good.

8. **Old Hwy 100 Bridge- Stephen O'Connor**- It's out there and, and we're just kind of waiting to see what entity is going to do the study. We don't have a consultant on board yet, but it's 2026 projects. So it's out there away.
9. **Airport- Darren Lamb**-Work on the hangars is ongoing. It's under construction. I think John reported to you last month, there was a significant lead time for the building. But it's under construction. The only other thing I would have to add on airport, there will be a discussion on the hangar lease fees in front of the council, on May 1st. So, there was a recommendation from the committee on what those leases should be. And so we'll get that out to the council for their discussion. That's all I have.

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

11. **East-West Parkway- Darren Lamb**-Work on the hangars is ongoing. It's under construction. I think John reported to you last month, there was a significant lead time for the building. But it's under construction. The only other thing I would have to add on airport, there will be a discussion on the hangar lease fees in front of the council, on May 1st. So, there was a recommendation from the committee on what those leases should be. And so we'll get that out to the council for their discussion. That's all I have.

Darren Lamb-We do have some movement. We're working with Northern Star, Vic Hoerstkamp essentially or whatever on the portion down there that, that runs from Bieker. They've got a subdivision that they're adding on to as some of you probably know they purchased the Kleekamp farm, but they're also purchasing portions of if not all of Roger Koch's farm. And so down there, that's a portion of where our East West Parkway would be located. So, Council at the last meeting agreed to go ahead and move forward with an agreement with them. Essentially, we, the city purchased 8.78 acres, which would include the road right away for that portion of the roadway. We would also do the construction of the road. I think the initial construction of 40 ft wide. Is that correct? I thought it was four ft. wide and I'm trying to remember how many linear feet it would get to their first roadway that they have going, that would go north up into towards the Kleekamp farm, go through Koch's and go up to Kleekamps. So, this is significant. I mean, this is a big thing that the city has done to go ahead and purchase that amount of right of way and have this constructed. And so it's literally, I don't want to say it'll be constructed halfway, but the right of way is almost half of what you would need between Bieker Road and South

Point Road. So that's a significant step. And I think construction this summer. Yes, I think it was something in the agreement. I don't remember the specifics but it'll be this summer. So, the other portion of the roadway, I'm sorry, Craig and I were talking about there's the portion on the High Street extension, which is also part of the East West Parkway. That is under construction. We were talking about, I don't know if they paved a portion of that. I know that the curb and gutter works in. So that connection into Autumn Leaf Estates is crucial. We've been waiting for that for a long time as well too. And that's almost open.

Bob Engemann-Down there by the Koch Farm and there's a bridge, very old, two old bridges down there. Will we have to build a new bridge for that outer road?

Darren Lamb-Not on this portion of this stretch. If you would continue to go to the west, there's a portion where you're going to have to cross that creek. But that is identified on those plans that CMT did back in the late nineties.

Bill Straatmann-The East West Parkway actually is becoming reality. I mean, it's happening.

Darren Lamb-I told you we wouldn't forget it Bill.

Bill Straatmann-I know you did. That's why you keep it on the agenda.

12. **East-West Gateway 2050 Plans-Darren Lamb**-I was at the Executive Advisory meeting for East West Gateway last week. I believe there is a public comment period that's coming up in May. We'll get that date out to you when I, when that comes, I thought it was in Union. I think it is in Franklin County, I think that the location was going to be in Union this time for any public comment on the plan. I thought that it said Union Farmers Market or something.

Bill Straatmann-And I would ask Warren County to do the same thing on that 2050 plan, whether you guys are aware of it. But as a sister county to us, Gateway is asking for comments they could expect for 2050. And that's looking forward as much as basically, what you see in the future and it's always good to get your comments in there.

13. **Public Transportation- Teresa Lee**-For the MoRides that it's a statewide coordination effort, coordinating people who need transportation with transportation providers. We have both, a call center as well as a website, so I have numbers on the call center. We've received over 500 calls so far since January in 2023 and 13 of those have come from Franklin County and we've had the same number from Warren County for this year so far, this calendar year. So it continues to be a service that residents do utilize.

Bill Straatmann- And to the following point that you're being, you're Booneslick Regional so Booneslick Regional has been asked to do the same thing as East West Gateway is doing. So I'm not sure how that since you're coming on to Booneslick Regional, that's where it should originate what your plan is for the county of Warren. I was just thinking out loud because East West Gateway, of course, is the portion that includes Franklin and the other counties, but I'm sure they're looking at a master plan for the city, for the state or for whatever. But your notice of this, the 2050 plans probably came through Booneslick.

Teresa Lee-So, the 2050 plan, my understanding is East West Gateway. I mean, they're our partner organization, I mean we partner with the East West Gateway on projects.

14. **Other Business- Bus Route in Washington-Greg Grimm**-Good morning everyone. My name is Greg Grimm and I own a shuttle service in Sullivan. And I want to propose a city bus service to operate in this city and to take care of people that need to get to work and doctors appointments and such on time. And, and I was wondering if you guys might have any interest in that at all. I don't know how you guys feel about the city public service like that.

Bill Straatmann- I think we've had public transportation on the agenda for the last 25 years.

Greg Grimm-But yes I'm definitely interested in opening a city bus service. I need to know what, what you guys think about it.

Mayor Hagedorn-We'd be interested.

Darren Lamb-We've talked with Mr Grimm the other day about the fact of looking at what's the goal? What are we trying to serve? How many, how many buses give us a plan as to how much it would cost for that, all of those things and then we could present if we did get some type of plan of, of like said, an annual cost of what it would be, then we could go ahead and take a look at the feasibility of the City participating or not, et cetera and entering into an agreement if we wanted to do it. So, but those are the first steps that we asked him to go ahead and see if there's any way that the city would participate.

Bill Straatmann-Greg, what's the name of your company? I saw a bus outside that had a different line of transportation on it. Sure just name recognition to everyone.

Greg Grimm-Thank you. Shuttle R Us. Good. So again, I've got a small estimate amounts and is very estimated, let me read it off. Ok. I would probably start with three city buses averaging of \$10,000 each. I need six full time drivers and one on call driver, an accountant and a mechanic. And I'm planning on paying the driver \$16, \$15 hours start, on an eight hour shift, two shifts, from six a.m. to about ten p.m. at night running three buses around. And I'm estimating the trips to be, I'm right out about 88 miles each way. So that'd be 16 miles each way. And at the current cost of fuel, it would be \$5 to \$10 round trip currently unless gas goes up, of course. And then we've got mainly just the folks who would need it. Of course, you know, the elderly and the people that need to get to work. That's what I'm looking at.

Bill Straatmann-How many people are you taking care of in Sullivan area? If that's the area where you currently are.

Greg Grimm-We do mainly, most of our work is through Veterans Affairs. So, we do service the community because that's what we started with. But our main source of income Veterans Affairs. So we work through VA and, and pick up people out of Southern Missouri and take them up to a hospital in Saint Louis and Jefferson Barracks and things like that. And so as far as the local community, we don't do a whole lot. There's just not a lot of, not a lot of call for it for some reason. I don't know what that, what I guess with the economy being the way it is now before COVID, we were doing really well and then after COVID hit with everything going up people, a lot of people, are on fixed incomes and they just say I can't afford it. I mean, groceries are high. I don't usually go shopping because it shocked me the other day when I went and looked at a dozen of eggs, I was like, holy. So, people are having a hard time getting through and that's one of the main concerns about keeping the cost down as far as the city bus. That's my main goal is to get people transported at a reasonable price. So they're not taken out of their budget.

Sandy Lucy-Would you have a specific route or would you be on call?

Greg Grimm-No, no, it be specific routes is what I'm looking at. We're starting with the three with the, basically, they'd be 12, they'd be 12 passenger buses. That'd be 3, 12 passenger buses because they don't require a commercial driver's license. So, once you get past, once you get into 15 and 24 bigger one, you got to have a CDL. So it's easier to hire people with, you know, that you just run 12 passenger and it would be. And like I said, I said, eight miles was an estimate. I don't know.

Sandy Lucy-I'm just curious. Thank you.

Bob Engemann-Do you see any overlap with the OATS program in the county?

Greg Grimm-I've bought buses from OATS but I don't really know much about their program. I mean the way I understand they're mainly through Medicaid and Medicare. I don't really know what they do. But I have not taken the opportunity to hook up with Medicaid or Medicare to bill, you know, and that's unfortunately has limited my transportation because like I said, a lot of people on Medicaid and Medicare and I don't bill those. For my current business, I am strictly cash. Now, I have other ideas as far as the public transportation here, I was thinking more of like, weekly or monthly bus passes. So that way the driver doesn't have a bunch of cash lying around. That's never good. So, that was one of my biggest thing, you know, a lot of things, like I said with the public transportation, you got to have something, passes is what I'm thinking and I think \$74 to \$78 a month for a pass they can run the routes as much as they want during the month and that would keep their cost down, but still be enough. I mean,

you average, if I'm looking at the census from 2020 I think it was, they have, 6.78% or 6.6 % poverty. And that's, unfortunately, that's what I would be dealing with is, is that the lower income folks who, you know, can't afford to buy a car and that's what I'd be working with. So that's average about 900 people, you know. So in the beginning I'm sure it'll be a lot less, but once people realize that we're there and we're, you know, reliable, we should be able to pick up quite a few customers and keep it rolling pretty good and then add more buses as needed, you know.

Bill Straatmann-Well, Darren, you guys, the City Council has the ball in their court. So, to speak.

Darren Lamb-Well, we haven't even brought it up. We're still waiting for Mr Graham. I mean, like I said, when we get a proposal that we could start to go ahead and make comment on, but we have not brought it to the Council's attention yet because of the fact that it's just not, not ready yet. So, but yes, that would be the next step. But we think that also that this group, I mean, with it being listed on your agenda for 20 years, 25 years, as you said, a good place to start to go ahead and maybe if this committee eventually would make a recommendation to the Council if we get that far.

Bill Straatmann-Very good. Yes. Well, thank you very much. I don't know any of the questions we got.

Greg Grimm-Anybody else have any more questions.

Craig Mueller-I'll ask you a couple of things over this way. It's been on the agenda for as long as I've been here, which isn't nearly that long. However, I think it's a defined need in the community to say, hey, we, we've got elderly, we've got plenty of people that need those services. I'd be interested, as you kind of develop this plan to bring to a City Council or to this group one way or the other. Yeah, some idea of defined routes or to say, hey, these are stops and I don't know if you get public input on where those need to be or whatever or if you make those up on your own. But obviously people are looking to get the grocery store, they're looking to get to medical appointments there. And I think a lot of the people in the city of Washington have access to get that. I think sometimes we a regional draw for those hospital services, the shopping services. So it may be outside of the, the traditional loop of downtown that you might be looking at. But I'd be interested to see if you can kind of help define what that bus service would look like. Obviously, the costs are going to be important to the city if they want to participate or not. So, really kind of homing in what that service might look like would give us a, a much better idea of what it is that we would be saying. Yeah, we want to get behind or don't so well, thank you.

Greg Grimm- I'll get right on that and get some cost analysis done and stuff like that and find out what and as I said, I got to keep the cost low because everything, you can't, I can't come here and say, well, I got to charge \$10 if I did it. And then when I started my company in Sullivan, I started with no financial help at all. I did it all myself, you know, and I had to go with what I thought was right. What I thought would keep my company flowing. And some people say it's too high. Some people say it's too low. But, you know, that's what I want. The, the main thing is with the income, the people's income and everything, especially on disability and social services. We got to keep those costs low for people to go to work, you know, to do what they need to do. But I will make up some plans and give them to that gentleman right there. Thank you.

Darren Lamb-Bill one is Stephen, do you know where we're at with the proposed safety improvements on Highway 100 at those intersections or what the next steps are right now that the public hearing is over with?

Stephen O'Connor-I mean, it's still an unfunded need. So, it could show up on the STP when it is released in July, but we don't know that until it's released, but it, it is a tier one which is the highest tier of unfunded need.

Darren Lamb-I thought I saw it on the map for the 2050 plan on that as well too. At least it was identified as a thing on the map.

Bill Straatmann-There's been a lot of different surveying going on at that intersection. I don't know whether that was a result of the of the accident and the fatality.

Darren Lamb-The second item Bill is just an introduction. This is Charles Stankovic joining us today. Charles has been working in our engineering department for how long you've been with us now? Four

years. There we go. And Charles has been named interim City Engineer just in the in the meantime, We're still advertising for the Public Works Director position. But we need to go ahead and establish some leadership down in the Engineering Department and Charles is going to be your interim City Engineer. So he'll be joining us for these meetings and other meetings where needed.

Bill Straatmann-So, very good, welcome. Charles, we look forward to your new ideas and welcome and I hope you can join our meeting. It's important to have the engineering viewpoint as we know with Darren and in the past.

Darren Lamb-So he was behind a lot of the engineering work that John reported on at your meeting. So there you go.

Bill Straatmann-Looks like our next meeting is May the 30th, Tuesday because of Memorial Day.

15. **Adjournment-Motion made and seconded to adjourn, passed without dissent at 8:37 a.m.**