

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

**Tuesday, May 30, 2023 at 8:00 AM
Minutes**

Present: Craig Mueller, Ed Fischer, Stephen O'Connor, Ray Frankenberg, Bob Engemann, Bill Straatmann, Mayor Hagedorn, Sandy Lucy, L.B. Eckelkamp, Bill Miller, Jeff Niemeyer, Darren Lamb, Charles Stankovic

Absent: Mike Coulter, Tim Brinker

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

Approval of the minutes from April 24, 2023, Motion made, seconded and passed without dissent.

1. **Amtrak- Craig Mueller-**I don't have much of a report today. Just that we'll have a upcoming MORPAC meeting, I believe next month. Continuing to fight the good fight for on time performance, which seems to be improving after they finished some construction projects going on there. So, I'll get better ridership numbers when we go to that meeting going forward. So that's all I have today.

Mayor Hagedorn-Heard it's tough to get a first class seat.

Craig Mueller-They've got, I think right now they're working on new cars and some of that issue is that they may have been eliminating the first-class designation because they have new cars and they're waiting on these other business ones to tack in there together too. So they've been kind of eliminating those seats, which makes it look like maybe they're more in demand. But yes, it is. It's still tough to get. So that's, that's a good thing.

Ray Frankenberg-I've got one other thing if you ever hear a number on the total use of the tracks out there. That'd be nice. I was thinking about you on my way in and I was like, I'm going to ask you.

Craig Mueller- I make that call after every meeting or send an email to that guy after every meeting at the Union Pacific Office. And I guess I'm experiencing some of the same frustrations other people have that I've heard about over time with Union Pacific and cooperation, but I'll reach out again.

Ray Frankenberg-And it's not that I'm reaching for anything bad because something good because there's a lot goes on down there at the riverfront. And I go to the yoga studio and then you go to the park and things like that. But I think we handle a whole lot of trains with very little disruption to our use of it as a recreational area. So, it's neat to know that the transportation system coming through here is as big as it is. And I don't want to keep lying and saying 70 or 50 a day when it may be only 20 or 30 or 100. It's all good. I've lived on the railroad all my life and I think it's neat to see the United States flow through the middle of us like it does.

Bill Straatmann-And I think you're going to see in the future, rail is becoming more and more important for the movement of goods and services. I mean, economics are important.

Ray Frankenberg-I love seeing the windmill poles. Yeah, double cars. Big long propellers. I mean that stuff isn't going on the highway.

2. **Highway 47/Missouri River Bridge- Stephen O'Connor-**The lights are operational. We did get an email. I got an email from our resident engineer on the 17th saying they're operational now. They're in a 15 day trial period and if they pass that 15 day trial period then it'll go a one year.

Darren Lamb-The only thing, the same thing to me and let me know uh, when they passed and that, I think we passed that information on to you guys or Gina did in an email? So, yeah, very good.

Ray Frankenberg-And when I read the article I had the question of is, is it just the lights that are started their one year warranty or does the whole bridge now start its one year warranty or how does that work? Ok. So, the whole bridge is already probably past the warranty period, but that would be mostly MoDot's expense, right.

Stephen O'Connor-That's right.

Bill Miller-What is the total cost of all these? I'm not sure about the toll cost.

Mayor Hagedorn-I've heard \$63 million.

Ray Frankenberg-Of the bridge? I'm remembering \$64 million with the lights. I'm remembering like an \$800,000 number, but I don't know whether that was the partial or the portion the city paid or what.

3. **Highway 47 Corridor Committee- Stephen O'Connor**-Nothing new with the study. We have a consultant who is, they've not even got into the fees yet.

Bill Straatmann-Jim, do you have anything on 47?

Jim Grutsch-I do. Good morning. The highway 47 expressway and roundabout project, real estate purchases are still ongoing. Last week, both entities of Franklin County and the City of Union, both requested nine month extensions from East West Gateway. That pushes the completion date to December 31st of 2025. And, that seems like that would be appropriate at this point. And that's where we are right now.

Bill Straatmann-It's the part that is from Washington to Union?

Jim Grutsch-This is just the expressway and the roundabout just at that 50 and 47 interchange.

Bob Engemann-So people are reluctant to sell in the floodplain where their property is. I call it a floodplain.

Jim Grutsch-It is indeed a floodplain, it has to be elevated 18 to 20 ft to get it out of that flood plain. But there are negotiations ongoing for the expressway portion of that, the roundabout portion that's almost all up near highway 47. So there's not a big issue with that. Those negotiations are pretty well wrapped up and the negotiations are about final on that. There was a new owner of one of the properties, the railroad had purchased part of the property and that negotiation is going very well with that railroad. That's where we are right now.

Sandy Lucy-So did they ask for the extension because of the property negotiations?

Jim Grutsch-Because of the delay that was requested by the City of Union when the project was put on hold for about six months. And with real estate negotiations, it just seemed like if there's no way it would have gotten done by the end of 24. So they requested it and we requested as well because there's no sense in having one without the other. So right now, we're looking at the end of 25.

Mayor Hagedorn-And that's just for the roundabout and the expressway, will that delay or affect 47 being widened?

Jim Grutsch-That won't affect it one way or the other?

Mayor Hagedorn-Ok, thank you.

Bill Straatmann-Thanks. Very good, Jim. Thank you.

4. **Franklin County Transportation Committee- Jim Grutsch**-We did send out the grant applications to all the entities involved. Those are due back in the end of June. Those at that point will then be evaluated for the next month and then determinations will be made and discussed at the next meeting. That's where we are.
5. **MoDOT 50/50 Grants- Darren Lamb**-They said 100 will be funded for us to go ahead and get access into the park at Oldenburg Industrial Park. So that's all.

6. **MoDOT Northeast District-Warren County- Jeff Niemeyer**-There's nothing new on this. It's still kind of on our unfunded needs list. We're going through our STPP up date and really, I'm not seeing too much moving just because with inflation, we're already pushing jobs out. So bringing new jobs in is going to be tough. But with I-70 funding, it all depends on how some of that shakes out. What kind of gets shifted around with that.

Bill Straatmann-Did you get the information on the Freightways meetings that they had this past week? Freightways has done a study on that I-70 Corridor is just ballooning with activity. Corporations looking for hundreds of acres. In fact they have got a term for it. 70 and 70 miles, highway, 70 a lot happening up there if you, if you get to the Freightways.

Jeff Niemeyer-We're talking adding three lanes 200 miles in each direction. You know, it's going to be a really big project and it's going to be a huge asset. I foresee it really, really filling up once we get it. Warren County is right in the center of it. Quite honestly, you know, you're going to see a lot of, I mean, then you got railroad on the one side. So, yeah, I mean, it's, it's really going to be set up great for economic development, industrial development. As long as utilities can keep up, which I know a lot of the cities and counties in the area are working hard to, you know, kind of get that set up and all set up for businesses to come in, you know, so big business, big trucks. I mean, I know you guys played a big role in helping our representatives and everybody get that money, you know, to MoDOT and to the contractors so they can get building. So, you know, that's, I just want to say thank you to all of y'all because I know you guys have been very vocal letters to your representatives going up there on legislative days. Now's the time to really be thanking your representatives because they did kind of stick your neck out to \$2.8 billion. So that's a, a lot of money to be put, putting out there. So, but that's kind of what I got.

Ray Frankenberg-We travel a lot to Kansas City and, and we've seen a lot of new bridges on Highway 70 those all capable of handling the extra lane?

Jeff Niemeyer-Yes, we've been designing for three lanes in each direction for a while now. Kind of in my section there. I, I will say my section is probably the section that's kind of been behind just because the northeast has less funds than a lot of the other areas. I know Kansas City, they've done a lot of bridges already are pretty much set up where they can kind of come through with three lanes. I've got a, what I'm going to call a couple of virgin bridges, you know, that haven't been touched in 50 years that are going to need to be definitely addressed with this 70. So now we can figure out how to do that.

Ray Frankenberg-So, yeah, it's amazing how many overpasses and bridges have been widened. I drove it once about four or five months ago and then started asking my staff, how long has this been going on? They said, oh, it's been happening for years now and you detour them through the on ramp.

Jeff Niemeyer-And then we got 19 at, New Florence there. It's going to be able to hold the three lanes in each direction. There at the Loves and McDonald's in that town. So that was when we are already kind of setting up for this. And we had three more. We were going to do High Hill, Jonesburg and were set for 2025. But MoDOT is doing a big review of all of the projects we had planned on I 70 and seeing, hey, is it better to wrap that into this big project and kind of do like a stretch or is it better just to continue with those projects and keep them separate, whatever gets it delivered quickest. So it's kind of what we're looking at. They'll be putting a team together internally, I'm sure. So, I know we've already went out for internally for a director on that. So I'll be interested to see who gets that. And, when he picks his team and, you know, but I think the goal is, you know, July 1st, when we wrap over our financial year, get our new STPP out, it'll have the I 70 money in there showing, hey, yes, it is planned in our STPP that we are making a commitment to delivering three lanes in each direction.

Bill Straatmann-So it's huge. I mean it's huge. What's happening right along that corridor. I had no idea until I got the stuff from you.

Jeff Niemeyer-It's definitely a historic investment in I 70 and really the state of Missouri because it's between our two biggest economic hubs there. That bill had a lot of other different things in there too. You know, it had the 100 miles for low volume roads and even had a bunch of ports and stuff because I think that's a good thing on this too as you start, you know, working on the highway, you got to think of

railroad and ports and boats and that sort of things too. So, like I said, it's good time to be a contractor. We have plenty of work for them. I hope they are up to the task.

Bill Straatmann-So I want to thank you guys for inviting me to one of your meetings, Booneslick Regional meetings and Theresa and you guys, it's amazing, you know, we get used to East West Gateway and they do all the stuff for us and we get the benefits of being participant in it. You guys at Booneslick Regional, you guys are making the sausage. I mean, you got to create it which is different.

Jeff Niemeyer-I can see how you guys got an MPO.

Bill Straatmann-But just the level of interest that you have in your group that I could see and you had, what did you have 30 people there? These are all participants from different counties and you got to take advantage of it. That's great stash of talent and ideas and whatever. I was taken back by it and I appreciate you guys inviting me.

Jeff Niemeyer-It was good to see you there and also kind of get to hear the how it gets done other parts of the state, because I think we get kind of used to what we're doing, but there's always kind of room for improvement, you know, because I know we were like, hey, what do you guys think of this? And you were like, hey, we have this up over here and it works great or, you know? All right. No, I wouldn't recommend that. That didn't go over so well, you know, good lessons learned.

Bill Straatmann-I think the two counties of, of Franklin and Warren really have to continue to work together because we're going to be the lifeline north, south. I think at some point. I mean, we're in the middle of it, we got the Missouri bridge. I look for you guys to be where it's going to start and hopefully we can get something more down this direction for us, of the industries and whatever, but they're looking at the areas of big tracks and flood doesn't seem to be a problem, fix it. They, they make it work, you know. So, anyway, that's what we're hoping. But thank you again, Jeff, for what you're doing up there. Good job. Ok.

a. Causeway-No report.

7. **Washington Special Road District- Ed Fischer**-We partnered with the city and to upgrade South Point Road on this end. I don't know if everybody had been down there but, I think it looks pretty good there. There's still a bump where they crossed through the water line. Otherwise, I never heard any complaints about it and we're working on getting the final construction easement on that section in Pottery Road that we didn't get done because we couldn't get. So if we get that then we're going to work on that finish the Pottery Road up. And, if anybody knows somebody that's, we're having a hard time getting workers. We've advertised in the paper and it's, I think a pretty good job, part time job for somebody that retire already. But I don't know, people don't want to work. I believe so. If you know of anybody let us know. That's it.

Bill Straatmann-At the WCIC meeting, Mike King who has the unemployment office here in Washington was commenting on the fact that the same thing, there's hard, it's hard to get workers. And he said one interesting statistic that, that popped out at him was that in Franklin County? There are 21,000 people who would be eligible for working, who are not? I said, what in the world is going on? He says, well, with the government subsidies and people just don't have to work. I don't know. What, how do you not work? That's a statistic that I was just taken back 21,000 in Franklin County that could be working and aren't for whatever reason. And that's a lot. the roadway is just more traffic than I've ever seen come through there. Have you ever done counts recently. I mean, that area is just going to expand and, you know, the areas are going to be filled with homes, I guess at this point. Good things are happening for Washington and it's a great growth area, beautiful subdivisions. They're doing the contractors, doing great jobs of laying it out and whatever. Darren, your people are doing great jobs of keeping it Right. So anyway, good jobs.

Bill Miller-And how many miles of a road does this special road district have?

Ed Fischer-Around 20.

8. Old Hwy 100 Bridge- No report.

- 9. Airport- Darren Lamb-**Yes, hangars are under construction. Some of the steel is up. That's about all I really have right now. As far as the airport we did discuss at the last airport board meeting, raising hangar rates. And so they made a recommendation. We've got to get that in front of the council here in the next month or so. But other than that, that's about it. **Bill Straatmann-**When will, when will that be done? Sorry, when will that be finished? Those new airport hangars?

Darren Lamb-Trying to remember when that contract started? They had, I think up to 18 months just due to the delivery of the building. I'll have to get back with you.

10. Team Track- No Report.

- 11. East-West Parkway- Darren Lamb-**I discussed it last meeting. Do we have the slide that shows the lot that we own? Do you have that one? There you go. Yeah, go to that other one. There you go. So, down there at Bieker Road, this is the first stretch of the East West Parkway Roadway. Stone Bridge Subdivision would be just located to the north. And the first phase I think there's 30 some lots that they're looking at just north of it. There you go. There's like one phase of it. And then there's the second phase of it. The first slide Charles had was to the west. So that one is those are the lots that go to the west. And you can see the only break and the access to the roadway is just the lots will not have direct access to the East West Parkway Roadway and that's by design. But you do see that there will be a cul-de-sac there and if you want to switch over to the next one and everything will be built up to, as you can see the, the heavy gray at the bottom. That would be the first stretch of East West Parkway roadway coming off of Bieker Road and going towards South Point Road. And it will we have a design all the way down to where it terminates down there at the, at the very bottom as you can see on the bottom of that slide. But the roadway that you see that will that will connect into the subdivision and go head north uh for future phases of Stone Bridge Development. So and again, this connection, if you want to go back to the master plan slide, so you can see down there in the bottom right hand corner down there just with that number. Thank you, Doug. There's the stretch that, that picks that up. So Bill, you were just mentioning South Point Road, the next phase of that, this gets us about a third to halfway there between Bieker and South Point Road. But it'll be up in the future to go ahead and get that connection all the way back over to South Point Road. But that's the first phase and the city owns that eight acres. We closed on that this month and, construction is going to start out there this summer for that roadway to be built.

Ray Frankenberg-The number 13 up there, the, uh, the two connections, Autumn Leaf, which one of those got built the north or the south?

Darren Lamb-The north.

Ray Frankenberg-And I drove on that the other day. Concrete was really..

Darren Lamb-It's rough. We've asked, I don't know if Charles, if you want to comment. We looked at our specs and we follow MoDOT's smoothness testing. So we were going to look into borrowing a straight edge and testing that and see.

Ray Frankenberg-I mean, it's not a high traffic road. We could always say that was traffic calming. It's better than speed bumps.

Darren Lamb-I know exactly what you mean though. Ray, I think we've all experienced, we drove over it and it's just a little rough. If it was a higher traffic road, it would be ripping out. That's our concern, you know, it's like, but yes, that connection is now made into Autumn Leaf. So it's got two ways to get in and out of Autumn Leaf. These are some of the connections that the city's been working on for quite some time to go ahead. The other one is continuing Rabbit Trail number 10 down there going all the way down to Bieker Road. So a lot of these have been in the works for years and we're happy to see them finally come to fruition, make the connections. And then we do have a couple of projects that we want to tell you about.

12. East-West Gateway 2050 Plans- Bill Straatmann-We talked about that sending something, the East West Gateway for the planning that MoDOT is doing. Steve anything, any comments on that or no, I think that had a deadline of like a month ago or something. Just ideas on what you see for the future and roadways. Most of the city stuff is already pretty much defined or hopefully defined your way. The city is way ahead of the, this was basically for 25 years from now.

13. Public Transportation-Teresa Lee- Just an update on the MoRides program. So there was a senior fair in Union at East Central College for Franklin County. About a week, week and a half ago and our MoRides mobility manager did attend that and had a lot of interest, gave out a lot of information about mow rides to a lot of the, the elderly residents of Franklin County. So I do expect a lot of people to start taking more people to take advantage of that because the elderly are definitely one of the main demographic groups that utilize that rides, transportation connection process.

Ray Frankenberg-I do have a question. It seems like I've got a lot of them today. I shouldn't miss any meetings I'd stay caught up. On I've got April 29th at Fifth and Jefferson. There was a group out there like I was expecting a Tootsie roll for my \$5 bill but they handed me the card and it was about something called driving Hope, a volunteer organization looking for volunteers to move people around. Have you ever heard of them or do we know what that is? I would imagine they got a permit to go out and, and block that intersection to, to give out the card. Yeah, and I brought up two things. Well, is this a part of MoRide or similar to MoRide or whatever? But, but it sounds like it, it's for moving people around that are either disabled or elderly or something like that. You're welcome to the card if you would.

Teresa Lee- Teresa Lee-I will definitely take that. So, Driving Hope is not part of MoRides. MoRide connects people who need transportation with transportation providers that we're that connector. So if Driving Hope if our mobility manager does not have that on her list. I'll have her look into that and we will definitely offer that as a resource.

14. Other Business- Darren Lamb-So Charles has got the slide up there now. So we were happy to see that our project, our CMAQ application that the city had submitted back in February to East West Gateway for intersection improvements at Rabbit Trail and 100 was on the list to be recommended for approval. So that's, that's good news. That means we're probably going to go ahead and be able to work with this intersection. Just so, you know, this is about a 2.3 million project to go ahead and relocate that drive further back with federal funds of 1.8. I'm just giving you the round numbers. Charles, you want to take him to the slide that shows the improvement. So what the, city is still looking at is trying to go ahead and get Phoenix Center Drive to remove that intersection that's so close to the Highway 100 intersection do a roadway of some sort of something like this that could, look and like I said, this is just the, the conceptual idea of it that we put together for the grant application and then the roadway itself would go around and then come back out over there by off of Rabbit Trail Drive. And that's the intersection that you see now to go into Planet Fitness. There's another one gives you a better idea of where that would be located. So, the application is, some of you may or may not realize Phoenix Center Drive is not a city maintained street until you get closer to Phoenix Center Two, which is a little bit further up in front of the first part of that strip mall that's up there. That's where the city takes over public maintenance. The rest of that is private, it's private easement, but public access over it with this, what we'd like to do is go ahead and turn that completely into a city street. But however, like I said, just get a better control of the access. I think the council wanted to go, they wanted the city to move forward with this application because if you're going to make this work, you're going to have to go ahead and purchase that right away. Obviously, that's commercial property and it's going to cost quite a bit to go ahead and do so. So there was the reason why we wanted to go ahead and see if we can get federal assistance with it and get 80/20 funds to go ahead and purchase right of way if we need to. So, we're excited that we were picked and like I said, we'll already had one meeting with, one of the property owners out there, the primary one

that you see right there, Mr Mitler. So, kind of just gave him the heads up that the application has been approved.

Ray Frankenberg-With the right of way purchase will that become a public street then?

Darren Lamb-Yes, that's, that's, that's the goal.

Sandy Lucy-And when do you anticipate?

Darren Lamb-I think these funds are available. I think construction we're looking at I think the time frame is design in 24 right of way acquisition in 25 construction in 26. Correct. So that was one application and then the other good news was the second application was a resurface that we're doing of Third Street from High to Jefferson. And that's approximately 2.5 million with \$2 million in federal funds for that application. So, last week was a good week as far as our applications go. So our staff, all the credit goes to the engineering staff. So they put the applications together in February. So it was good.

Jeff Niemeyer- They are going to start paving 47 next week, June 6th they're going to start with pavement repair here on the southern end, pretty much right off the bridge, kind of going through the bottoms where you see it popping up and breaking up. So, they're going to start with pavement repair. That'll probably take 2 to 3 weeks and then they'll start paving. They'll actually already be paving on the Hawk Point coming back. So, they'll have two crews kind of paving to meet each other because they got a lot of work to do around. So, as soon as our crew gets done on I 70 they'll start paving and I think they got about two weeks left on that. So, but the payment repair crew will be here next week.

Bill Straatmann-So I know that some of this was a bike path. Are they going to put that in the bike path back in or is that going to be?

Jeff Niemeyer-Yes, they'll pave the whole thing and then be striped how it is right now. Which I believe it's got a lane line and the bike, bike things, you know, pretty much just an overlay project, overlay what's there and put back kind of what's there.

Ray Frankenberg-And I'm sorry, I missed the scope. This is 47 from Hawk Point to Washington.

Jeff Niemeyer-Does skip the little concrete section in Warrenton, so that just gets striped. Nothing else, which I was trying to get some pavement repair on that, but it wasn't in the budget apparently.

Bill Straatmann-So, you know, highway 47 is a nice road. I mean I started traveling it more than I used to and it's well done. I mean, there's a lot improvements that have already been made on Highway 47 going north out of Washington.

Jeff Niemeyer-Yeah. Now I got the other section of 47 that they're going to do after this one, from pretty much be Cherry Street there and Troy going to Winfield. So down to 79. So the only section of that I'm not getting hit is kind of the in town portion which we got the diverging diamond there next year. So, to get that out of, we wanted to get that bridge out of the way before we paved through there just to make sure everything lines up. So, like I said, and that's nightly lane closure. So, shouldn't affect your morning commute too bad. Hopefully they'll be off the road by then. But I know sometimes when they're picking up signs and stuff and I know that's a pretty busy section in the morning. So hopefully the schools are out by now. So we're avoiding them and there's no widening or relocation. So it's just the overlay of the government. Just the overlay of what's there be? Nice and smooth. Yeah, nice and smooth. Like I said, they're going to do some paper repair because I know there was a couple of spots that have been falling apart. So that's going to be the first part and then they'll put a nice, I think, inch and three quarters overlay over everything.

Bob Engemann-Is that 22 ft wide or 24 ft wide?

Jeff Niemeyer-I would have to look at the plans. I would think. I think it's 24 because we, when we widen it out with the bike lanes and all that, like, we widen it out as you go further back towards, you know, Hawk Point, it does narrow up that way. I think there you only on the other side of warrant and it drops down to just your 22 ft lanes, but it does have like the two ft. rumble strips out there and then once you get on the other side, that's where we don't have any shoulders at all. But we got a project coming for 2026 to add four ft. shoulders to that and a middle turn lane for once. You kind of come in Detroit there. So that'll be a huge improvement to that section.

Mayor Hagedorn-Jeff, do you guys have traffic counts, especially truck traffic count going north on 47 from Saint Clair all the way up to Warrenton versus continuing down to even 270 if that's the quickest way. I know that and that's going to increase, say cattlemen bringing their beef from Texas and Oklahoma.

Jeff Niemeyer-Yeah, I know Warren County has done some counts right there at kind of the area right there on the other shot of 94 provided those to the state. Uh, because I know he's really looking to try to widen out TT, I know it just got overlaid last year. So it's really not due for pavement improvements for a little bit of time. But, so we do have the counts and the half went up. So, I mean, it's kind of one of those things, the more traffic it gets, the more after that road's going to get, you know, overlay that because that does go into our formula for funding, you know, but since it just kind of got overlaid, I don't know if we'll be adding, you know, shoulders to it any time soon unless, you know, it's some sort of cost share project or something like that. So, which I know Warren County has been interested in, you know, trying to make some improvements to that, especially with the beef processing plant. So, there's been conversations about it but, you know, nothing really funded yet. So, but I know that that area, the biggest issue we really got there is that, that hill, that big grade coming out, you know, to me I don't know if you need really the shoulders everywhere, but it'd be nice to have a climbing leg, you know, to get up and out of that hill, especially in winter time. We just can't keep it open. Even if we put two trucks on it. We were having trouble keeping it open with straight salt. You know, it's just so steep. One truck spun out there and it just shuts down that hill. You know, it's really similar kind of what we had going on Mineola Hill on I 70. And we finally, after adding the third lane, it really helps out. So, but like, like I said, it still comes down to funding and there's programs out there that I've been trying to work with the county and kind of get it addressed. So, but I know we've also are doing cost share projects just to get the plan in there too. So that's kind of where Warren County is spending their money. And MoDOT has part of portion of that too, you know, just trying to get that out of road to get them access to I 70 and across the railroad tracks has been quite the chore there.

Mayor Hagedorn-Thank you.

Jeff Niemeyer-This north folk southern is they take a little bit longer to get persuaded on a design than everybody else it seems like. But we'll continue to work with our partners.

Bill Straatmann-I attended the commission meeting in Jeff City, the last commission meeting and I was amazed at the optimism of the committee and the Highway Transportation Group because of the, you know, the most recent funding of the gas tax. I haven't seen them that giddy and that there's a lot of money that is going to be spent on our highways now that they've got funds and it was backed up, there was a lot of needs out there. And so we're going to see a lot of needs taken care of I think in the near future and as a result of that, that will be an ongoing tax. It has no sunset on it so MoDOT has got funding now a lot more than they did before.

Jeff Niemeyer-Missouri is a show me state, you know, with MoDOT, and our contractors can show, hey, we can deliver I 70. I think we can pretty much deliver every project around the state. So, you know, I really feel like, you know, we really took some time. The governor has really been behind us. You know, we did the kind of low volume route showed, hey, we can take, you know, general revenue funds and put it in transportation and turn it around quickly. You know, we do the same thing with I 70. I think that money will continue to come. So, you know, that's, that's kind of, that's what we do, you know, we build roads and bridges. So as long as we got the money and we got the people, we'll get it done.

Bill Straatmann-Very good to keep it up.

Jeff Niemeyer-And like I said, the public pays a big portion of, hey, we don't want to build something you guys don't want. So there you go.

Bill Straatmann-Thanks, Jeff. Thank you. Appreciate it.

Ray Frankenberg-I just want to appreciate Jeff and Steve for being at our meetings for this. I think it makes it, it's kind of critical for us. So, thank you very much. I know and I think Steve's driving about 2.5 by the time he goes and gets the car and comes up. So, I appreciate you guys making it here for us.

15. Adjournment-Motion made and seconded to adjourn, passed without dissent at 8:45 a.m.