

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

**Monday, June 26, 2023 at 8:00 AM
Minutes**

Present: Craig Mueller, Stephen O'Connor, Ray Frankenberg, Bill Straatmann, Mayor Hagedorn, Joe Holtmeier, Sandy Lucy, L.B. Eckelkamp, Bill Miller, Darren Lamb, Charles Stankovic

Absent: Ed Fischer, Bob Engemann, Tim Brinker, Mike Coulter, Jeff Niemeyer

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

Approval of the minutes from May 30, 2023, Motion made, seconded and passed without dissent.

1. **Amtrak- Craig Mueller-**I don't have much. I think we have our next upcoming MORPAC meeting next month in July, if I'm not mistaken. I do know from our tourism director Emily Underdown Hopkins, she and a couple of other tourism folks from the different stops along the River Runner did a station takeover at a couple of stops in Illinois, June 21st and 22nd. And they're just promoting those rail stops and new service that goes straight through on the River Runner through to Chicago. So they're out there promoting that other than that ridership seems steady. On time performance, doing a little better than it had been through construction phase. And like I say, I'll get more of that data at our meeting next month.
Bill Straatmann-So, it's interesting, they're going to go all the way to Chicago and how far west?
Craig Mueller-Well, the River Runner doesn't continue past Kansas City. So, one of our two trains is now a through train to Chicago and then the other train is the traditional River Runner route. But yeah, at that point, you're at a transfer station heading other directions.
L.B. Eckelkamp-How long does it take to get to Chicago from Washington?
Craig Mueller-How long? I don't know right off the top of my head. It was longer than driving. I think it was like maybe 6, 6.5 hours, something like that. So, it's like a five hour drive. I'd have to get that data for you.
L.B. Eckelkamp-There is no stop along the way?
Craig Mueller-It's a through train that goes all the stops that go along the normal traditional River Runner route to Saint Louis and then Saint Louis to Chicago. So that is, you'll just stay on that same train as you go. But there are stops in Illinois, all the way up to Chicago as well.
Sandy Lucy-You don't have to switch trains anymore?
Craig Mueller-I did read that they are increasing those speeds again. Also, they've kind of got through some hoops that, so they're hopeful to shrink that total travel time by a little bit on that Illinois route because they got some safety things passed that they were able to go a little bit faster between stops. So that was good. But I'll try to get that information for you for next time.
Joe Holtmeier-They said this morning on TV, 15 minutes shorter.
Ray Frankenberg-It would be nice to know, when it stops at each of the stops just so that you can kind of look at it and see. Being on the Transportation Committee. I've looked at that, looked for that a couple of times over the past year or two just getting online and it's, of course I'm old so it's not intuitive to me to be online. But, if we can get like a little, you see all the stations along the river route that we could have. That would be awesome.
Craig Mueller-Absolutely. I can do that. I'll try to include as it continues through Chicago.

2. **Highway 47/Missouri River Bridge-**

Bill Straatmann-We're going to take that off the agenda. Is that ok with you guys? That's been on there forever.

L.B. Eckelkamp-Are the lights still working?

Darren Lamb-I think so. They were last night.

Bill Straatmann-Darren. Do you agree? We can take it off the agenda or?

Darren Lamb-I think it's always a monumental thing when we take something off this.

Bill Straatmann-I know it is.

Darren Lamb-I know it's like a cause for a celebration. The Augusta Bottom road was on here for God knows how many years I never thought it would come off. But anyway we can take it off.

Bill Miller-Darren, does the city have the equipment to maintain it after one year?

Darren Lamb-No, we don't plan on buying it either. I think that would be something we'd probably contract out. If we had problems, we'd have to figure out work with MoDOT to figure out what's the best way to go ahead and fix it. But we're going to contract that out. We're not going to buy equipment for that. At least not in the foreseeable future.

Bill Miller-I don't think I'd use the same company that installed them.

Darren Lamb-Well, there's others out there, so we'll figure that out.

Mayor Hagedorn-Can I say something? You guys I'm ok with taking it off the agenda, but please keep it in the fairly close back of your mind that, that Missouri River is still there and even though it's been low for a long time, it's going to come up again and it's going to affect our bridge and it will and who knows when? But we just need to keep that in mind. So, until we get some roads raised.

Ray Frankenberg-That's what I was just going to suggest. Do we need to consider putting something on for moving it out of the flood plain or the floodplain issue? So that is updated on that.

Mayor Hagedorn-That's correct.

Bill Straatmann-We have the causeway on the agenda.

Ray Frankenberg-So, the Causeway will take the place of the bridge and we'll move forward with our causeway.

Bill Straatmann-Missouri River bridge. Put them both. We put them together and not forget either one of them. So you're right though. That bridge is such a key. It is and in particular across the river where you guys are doing the paving. Great job and you're having to do it at night. And that's tough. And so it's going to be paved all the way up to Warrenton. Is that correct?

Joe Gildehaus-Yes.

Bill Straatmann-That's amazing that highway carries a lot of traffic and that's like north, south shot from actually 44. That's why it's so important to continue to get this through Washington in four lanes. That's a major thoroughfare for this area, particularly with the activity that's going on 70 and 270. So, we'll incorporate, the bridge with the causeway. So if that's an agreement.

3. **Highway 47 Corridor Committee- Jim Grutsch**-We have not had a meeting but Franklin County for the roundabout and expressway, we have been successful in obtaining about half of the properties. Those, we've already got the deeds on those. The City of Union, is going through condemnation on a couple of their properties. So that's going to stretch that completion date out further probably. So, that's the status of the expressway.

Bill Straatmann-That's great. I mean that's movement, the monies are pretty well wound up. Is that correct to do that? That's the first piece of this 47 from Washington.

Jim Grutsch-It's the bottleneck.

Bill Straatmann-No question.

Jim Grutsch-And that's every day.

Bill Straatmann-But it's got a solution already identified and where it's going to go. Condemnation of property that's movement and that's progress, that's huge progress for this area.

Jim Grutsch-It's unfortunate that they have to go that route, but they do.

Bill Straatmann-Very good. Thank you for your help and your effort.

4. **Franklin County Transportation Committee- Jim Grutsch**-We are accepting Grant Applications for our grants. Those are due no later than three o'clock this Friday, we've not received any yet, but that's very typical. We don't receive them normally till Wednesday, Thursday and Friday. Typically we receive them on Wednesday and Thursday. It gives us an opportunity to just look through them and see if they're missing a signature or something like that.
- Bill Straatmann**-So, how many do you have out there right now?
- Jim Grutsch**-We don't go by number of grants, but we go by a dollar amount. This year, it'll be a little better than \$400,000 that's available.
- At our next meeting I'll report, we will have had a Transportation Committee meeting the third week in July. So, I'll be able to report what the status is on that and dollar amounts and number of grants that we've looked at.
- Bill Straatmann**-When do you think construction will actually start? I mean the actual construction of that?
- Jim Grutsch**-On the grants that we award, they can start any time after July 1st. If they start July 1st, they're eligible for a grant. If they start before July 1st, they can't apply for a grant for those projects. It's just the way the grant program is structured but the grants can run for three years. For example, downtown New Haven, they applied for a grant three years ago to develop their downtown area and redo the streets and the curb and gutters and the sidewalks and handicap ramps. They just applied for their grant reimbursement because we pay at completion. So, and they were successful and their job turned out quite well.
5. **MoDOT 50/50 Grants- Darren Lamb**-We have secured the \$1.6 million for the highway portion to get into Oldenburg Industrial Park. But that's the reason for that being on your agenda is to cover that.
- Bill Straatmann**-Sorry I missed your Rotary message. There's so much to tell people about what's going on and many times it doesn't get it, it never gets to the people who the business people or whatever, the business community, unless they're lucky enough to read it in the newspaper. That was a well done article I thought of what's going on in Washington and the complexities of what's going on. I mean, not just one thing there's stuff going on. You guys got, and I guess Charles, you're getting involved in it I'm sure.
- Darren Lamb**-He's in the middle of it.
- Bill Straatmann**-Just a little bit. Very good. So, we expect a lot from you.
- Mayor Hagedorn**-You guys, one of the things that goes unsaid is the quality and the ability of our grant writers to secure those funds. So, kudos to Darren and his staff, thank you.
6. **MoDOT Northeast District-Warren County- Joe Gildehaus**-We have what's going on on 94. It is Completed. I think we got 72 miles total that MoDOT did for this year, which is very good a lot of our area which is good. Thursday I will be going to, there's our Northeast District with the 70 going through a lot of our money is going to be allocated separately now. So, we're going to be going to our unfunded needs. So, we're going to be able to take some of our money back that is going to take care of. So, we'll see where that ends. Great. We'll talk about that at Hannibal on Thursday.
- Bill Straatmann**-Well that is just exploding from the Freightways Organization. That area, highway 70 & 270 that whole area is just exploding with the economic development business.
- Joe Gildehaus**-It's going to get more.
- Bill Straatmann**-And there's more coming.
- Joe Gildehaus**-A large one coming.
- Bill Straatmann**-Another large one.
- Joe Gildehaus**-Which is good for all of us.
- Bill Straatmann**-Good for everybody.
- Joe Gildehaus**-Absolutely. So, that's about it right now
- a. **Causeway-Joe Gildehaus**-We are going to talk about that Thursday.

Bill Straatmann-Fantastic. So what do you think will be done first? Just out of curiosity of, of talking about this. Are you going to look at the Dutzow area to see if that can be, get a remedy there for the water?

7. **Washington Special Road District- Bill Straatmann**-Anything new? Anything going on other than Darren, those roads are looking great back in there.

Darren Lamb-We are participating with the Road District to do their second phase of South Point Road.

Bill Straatmann-So, there's lots of activity back there.

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

9. **Airport-Darren Lamb**-The hangars are being constructed. That's about the latest that I have. There's not really other than that contract moving forward. That's about it. We are almost close to finding Kevin some help with an assistant manager over there. Hopefully have somebody on staff here in about another week or so. So, that's the latest.

L. B. Eckelkamp-What's going on with the extension of the runway?

Darren Lamb-We have those funds at our disposal. It will cost about the latest estimate that we've received from CMT would be 6.8 million to complete that project. We have 3 million that we've received from that Omnibus Bill. I believe we have to have plans approved by 25-26 and construction has to be started by 2030. So, it's a longer-range project. But we will have to go ahead and see how we're going to go ahead and meet that. Come up with the local match to come up with that cost share because obviously that's a significant portion. So, I think you're talking about a couple of things, you're probably looking at transportation sales tax, if you, how you want to go ahead and possibly utilize some of those funds to help, as you know, that expires in 2030. So, unless the City goes back to the voters to go ahead and get that renewed, you're not going to have that funding source, but that's one of the projects that you could identify with that. So, I think we're going to rely upon this committee to go ahead and take a look at that here in the next couple of years to see how soon do you want to go back to the voters and ask them for that renewal of that? So, I mean, that's the best funding source I can give you that we can have to match. Well, that's the, the 6.8 I'll have to check CMT's estimate. My guess was that was probably two years in advance. So, but yeah, when you start talking that far out, we're going to have to go ahead and take a look at that. It's widening it 25 ft. and then lengthening it by another 500 ft, correct. So, my understanding as a result of that, as Doug has explained to others is that that helps our airport become rather than just a fair weather airport or whatever. The insurance I guess that some of the aircraft needs is the biggest issue that they can't fly in today without those improvements.

Bill Miller-Darren is there still a lot of money available from the federal government for airport. At one time. There was quite a bit of money.

Darren Lamb-Yes, at one time. But I think a lot of that is, at least in our discussions with Representative Ann Wagner and some of the others is, don't be expecting a lot more money coming from the Feds. They were, she was very frank about it, put it that way. She just basically said, you know, it's great that you guys have received this. It's great that you got 3 million from that Omnibus bill. But don't be expecting a lot more coming back from the Feds. So, I don't know, but that's the best answer that she gave us with regards to it. But if there are, those would be some matching funds that we could go ahead and use to help get those improvements done because coming up with another \$3.8 million is not going to be necessarily easy.

Craig Mueller-Are there other funding sources for that? We got the 3 million from the federal government doesn't MoDOT provide some annual assistance for that too.

Darren Lamb-You do. You've got a certain annual allotment that you get from MoDOT. As a matter of fact you can borrow, you can use those funds in advance or whatever and then actually they even have a financing option that you can go ahead and utilize. So, we're looking at all of those things So, you could

probably get, I don't know, close to a million or more probably through that. Allocate those future funds towards that improvement. And then you might be down to a million and a half or so. I mean, if you're still talking about a \$6.8 million project,

L.B. Eckelkamp-So, if you don't do it, you lose the three?

Darren Lamb- I think. Yes, we've got to use those funds by, like I said those dates that I gave you earlier, I think you have to have some plans into them by 25- 26. And then you have to have construction, I think by 30 is what they had given us.

Sandy Lucy-Is the transportation sales tax still exceeding the expectations at this point?

Darren Lamb-It is, but you've got several projects. As a matter of fact, we're working on trying to give you a, I would like to go ahead and give you a budget on that funding from here to the end of, you know, when it terminates in 2030 between the airport between the next agenda item, which is East West Parkway. The City has moved forward with some of these improvements. You also with the announcement of the grant for the CMAQ application at Rabbit Trail & 100 you have a \$500,000 commitment there. The other issue is with the rising costs that we're all dealing with. You had approximately \$700,000 for your local streets. And now you're looking at probably closer to \$1.1 million to keep that same program in place. So those funds are probably allocated all the way out. And that's why we're taking a look to see what we can pull from those towards the airport to get some of that project moving sooner.

Bill Straatmann-So, it's really important to get the passage or the renewal of the half cent transportation tax and hopefully we could get it for another 25 years. We would be ideal just to.

Darren Lamb-I think what you're obviously the two major highways are ones that we want to go ahead and see improvements. You want to see Highway 100 be expanded to four lanes all the way to Vossbrink Drive. That's always been a long range priority and obviously our participation with how far we want to see 47 go to four lanes as well. Those are two major projects that I can see that those funds need to go ahead and be renewed in 2030 for us to go ahead. Otherwise that we don't get that renewed.

Bill Straatmann-That has to go to the voters. The good news it's a renewal.

Darren Lamb-I think the city has used those funds very wisely and have maximized every bit of it. And, and that's why we take advantage of every federal grant that we have to go ahead and use those for match funds, et cetera. So hopefully the voters see value to that. And I think that's why I may warrant a discussion sooner than 2030. If you want to identify those projects and maybe go to the voters ahead of time, it certainly would help from your planning perspective.

Bill Straatmann-Yes, I agree with you.

Darren Lamb-I mean, it's not the time maybe right now, but I mean, a couple of years from now you can start thinking about going to the voters a little bit ahead of time. Absolutely.

Bill Straatmann- Absolutely. I think that that has generated more than what, \$32 million.

Darren Lamb-I think you do have those funds allocated pretty much from here on out to 2030. Even with the increase of what we've received in the sales tax. It's great that the sales tax has done that well. But unfortunately, we're all dealing with the inflation of it all too. And projects. I mean, you're still talking 30% higher than what we just got bids in actually on Third Street, Thursday, the estimate was \$1.5 million. So there you go. That's what you're dealing with.

Bill Miller-Are flying lessons still being given there?

Darren Lamb- I'm not aware of whether or not they are. I don't know, Ray, do you know of any?

Ray Frankenberg-I don't, I'm not aware.

Mayor Hagedorn-I think it's on an informal basis, Bill.

Ray Frankenberg-So, so there's a couple of things we were telling people before I left the airport was you go into spirit that and we would identify where the teachers were and where, where the schools were that were around and in some cases the schools come out here. So, all of those are available if you have people interested, we never did really have the amount of people interested to support a school and instructor out here full time. So, it's always good to have it available the same way with mechanics. You really need to know where those planes can go to get maintained and you need to know where people can go to participate in aviation.

Sandy Lucy-How long is the runway at Spirit?

Mayor Hagedorn-8000 ft long and the other one is 5500 and that's what we're shooting for.

Ray Frankenberg-5500 is going to be a bare minimum. But you do have Spirit up there that you can go to as a reliever if you can't make it in here with that length. But the bigger the aircraft and the more large aircraft that want to come in, it means that's how much more our businesses are growing and how much people are using Washington as their base to get in and out of and with the changes in the business environment and employment, they're pushing people out to these type of areas. They'd rather be here than tight in a metro area with the expense of getting around there. So I would definitely be one to help promote getting that tax passed now right now. The demands here and I think the people see it here. People want the improvements in the type of jobs and the quality of your work environment and things like that. And that's just going to mean they're going to have to get here to Washington to do that. And we need to also never forget when we talk about the causeway and the flooding that, that's the access to our airport as well. So, the more we rely on it, the more important all these things come. So, we've got some big projects we need to think about due to the unique nature of Washington being right on the Missouri River. I mean, one of the largest rivers in the world. And it takes money to safely get back and forth across it. If we were in the middle of a plain, we can bring roads in anywhere at a relatively cheap cost. So, transportation is something that we need to allocate for

Bill Straatmann-Darren, is there a process of doing a voter initiative early on, like the half cent transportation?

Darren Lamb-I mean we haven't, we haven't discussed it in detail but you know, what would have to be done. But I mean, basically, I think you could go to the voters earlier so that we know automatically that it's in 2030. We're not, you know, so again in limbo, you get the half cent capital improvement tax that's, that comes up in 26. So here's I think that what you have to look at is passage of that capital improvement sales tax first and then shortly after that, see between that window between 26 and 30 when you would go back to the voters and do it or you could propose sky's limit here. I mean, you could go to the voters and propose the renewal of both of them at that time maybe. I don't know.

Sandy Lucy-A lot to think about.

Bill Straatmann-Oh, wow. That's a lot to think about.

Darren Lamb-But you could do that or you could sit there and wait for the passage of capital improvement sales tax and then you got between 26 and 30 then to go to the voters and renew, you could do two years later. So you could do it in 2028 if you wanted to go to them early and ask them again.

Bill Straatmann-If you had the vote early and it passed, of course you've got it then. But what happens if it doesn't pass? Can you re up it a second time?

Darren Lamb-You can keep going back to the polls. But I'm saying if you did that's why if you went to the voters early, at least you could plan in advance for some of these projects to make sure that you had the funding available.

Ray Frankenberg-If we can get the lanes there before the traffic needs those lanes. I mean, think of all the times we've driven on a road under construction. So why didn't they do this 10 years ago instead of having us drive five miles an hour for five miles on 270 or in the metro area. So, I think right now would be a good time to have that vote when people like being here and know we want to bring more people here. Our businesses are poised for growth. If the city limits of Washington inside those limits hasn't grown. We sure as heck have if you just go a little ways out and, and those dollars are coming here in sales and jobs and medical and all that.

Darren Lamb-So, the population has grown and we anticipate that it will continue with, especially with the apartment development out there on Highway 100 that you've seen cleared off for quite some time. And those are, that's supposed to be another 300 units out there. So, we anticipate that's going to go ahead and grow. I don't, I'm not concerned about showing the need for that there, but I think you've got several of these projects that we've got coming up. I think the best thing what we can do is maybe Charles and I, I've thought about trying to get in front of this board basically, what do we have between now and 2030? How much tax do we anticipate to go ahead and pull in and then figure out all of these

projects that we've got and now that we know that, you know, like this Rabbit Trail and 100 application. The Council committed \$500,000 towards it. So, there's half of one year's street maintenance.

Sandy Lucy-So, you need to come up with your plan.

Darren Lamb-We can come up with your plan and then you guys can go ahead and take a look at it and say, ok, how do we prioritize this? But at least we can say here, here's how the money could be spent between now and 2030. And then you can say these are the projects that we would need to do beyond that. And how do we secure that funding? But I think it is important that you get that tax renewed prior to that or at least you have that so that if you do have to do some creative financing just like we did with the cost share with for to get 100 to 4 lanes, you can go ahead and do that.

Bill Straatmann-That's the key. This half cent transportation tax. I can't imagine Washington without it. It just wouldn't be, it wouldn't be with the improvements that along with Highway 100 the improvements in the city, the streets and everything.

Darren Lamb-I don't think we want to go back to chip and seal.

Bill Miller-Do the industrial airports still have the airport as a priority.

Darren Lamb-I think it is always a priority. It's, it, like I said, what's helped us probably in the last 10 years is being able to go ahead and show how close we are to four lanes. You know, because typically they always want to know when Sal fills out those requests for information. One of the questions that they usually ask is what's the distance between the site and the interstate four lane highway. Sometimes they'll ask for a four lane highway. Sometimes they'll ask for the interstate, et cetera, which you go ahead and answer that. But that's always important that and the fact that you've got a regional airport that they can fly into if they need to go ahead and take a look at it.

Bill Miller-We have some industries that use the airport on a regular basis, don't we?

Darren Lamb- We do. You're right. So it's important, Darren.

Bill Straatmann-Do you want to address the capital improvement sales tax at this point?

Darren Lamb-I mean, what specifically, we have projects that are still out there yet that the city is working on. We've got some rehab of some buildings that we have to go ahead and do. We've got a firm that's going to put together our specs for the city auditorium. There's some insulation of that roof that we want to do. That building is going to take quite a bit of, as a matter of fact, you're going to have to pass another sales tax probably to do all the things that are needed for that. But, I mean, that's, that's up to that committee to go ahead and take a look at it. But you've got some other improvement projects out there if we eventually want to move the parks department office space out to by the pool there at the old pool house, turning that into their Parks office space. That's one of the projects. And then the biggest thing that we still got on that sales tax is the building of a new fire station in the southeast part of town. That's the biggest project yet that's on there. So, we're working on all of those.

Bill Straatmann-And new fire equipment, a lot of equipment that has to be replaced or should be replaced or could be, it is up for a replacement list like that in this way, it's well maintained, but it's still is equipment that has a lot of use. And again, that equipment has, is most of that is funded through the, half cent capital improvement, improvement, sales tax. So important those two taxes.

Mayor Hagedorn-And we just spent almost a million dollars last month, buying a new fire truck. Gotta have it.

Bill Straatmann-And the stuff they maintain it as well as it can be, but the stuff does just wear out. It just from use, gets a lot of use. And that's really the only source, one of the major sources of the funding for the fire department is that capital improvement tax. And that's, it's only funding basically.

10. Team Track- No Report.

- 11. East-West Gateway-Darren Lamb**-I believe we got some new design plans last week from Wunderlich for that first phase. And again, the phase I we're referring to is the stretch of about 1100 ft. going from road down there at where the Coke farms are located from that stretch of Bieker Road going like I said, 1100 ft to the east. So that's one phase of it, but that's going to be your first besides the extension of High Street. That'll be your first phase of another area that we, as we all know that corridors goes all the

way from Highway A to South Point Road. But this is one of the first times we'll be building within that scope of that.

Bill Straatmann-And thank you for including this information about the Parkway in the packet. Thank you. Anything else on that from the packet? It's interesting to see what's going to happen in the amount of homes and stuff that you've got that are going to be planned, that are going to be right up against the East West Parkway, I mean, that's going to be major.

Darren Lamb-The key is to go ahead and limit the access. I mean, that's the reason why we get those agreements with the developers because you don't want those driveways coming right off of there. I mean, that's not the ideal situation. Obviously, like if, for example, if the City could have wave a magic wand and even a street like Rabbit Trail where you had direct access to it, that's just not, that's not the ideal situation.

Bill Straatmann-Also, Charles, I guess you put this together. Do you have any comments about those intersections that from your vantage point needs or changes or we're trying to get you involved.

Charles Stankovic-Specifically like the East West Parkway and Rabbit Trail and all that. Just thought on what? Yeah, I think it's just really important. I just see that progress going forward and like the Earth Crest Extension and just connecting all these different streets together and giving people different ways in and out. So, for East West Parkway what they sent over basically, we were talking about possibly putting in a bike lane as well and they came back with a design to maybe put that on the shoulders with some separation, but on the shoulders. So at least we have some bike access too for the future. And then we can always change that up if we get a grant later on and we want to make that a separate bike trail, we can do that as well. But it kind of gives us, thinking of the future for bike access seems like a big thing. It's 80 ft. right of way with a 40 ft. wide, pavement to start with two lanes 12 ft. wide, 8 ft. shoulders. So, then they're proposing 5 ft. bike lanes on either side with a 3 ft. buffer in between and then room for an expansion of 3-12 ft. lanes with shoulders. So, they're going to grade out another 3 ft. to get us there.

Bill Straatmann-So, you're going to make it a major street, you're going to start it off and go into it thinking it's going to be a major street.

Charles Stankovic- That's what is the good part about this future planning, it's big. So, and having all that right of way I think will be huge. We want to do something different.

Bill Straatmann-We're going to tax your brain a lot Charles.

Ray Frankenberg-And also when you get confronted, I think with people that are going to oppose this because they'll be out there is they need to realize that you can't have growth. You can't have your children and grandchildren growing up in the same community if we don't plan for that growth and it's going to take major roads periodically. And if you don't, you just got gridlocked where everybody's stuck trying to get through one intersection that doesn't flow well. So, planning ahead and getting them out there is not a bad thing. It allows all that growth to make that a jumping point. So good luck.

Charles Stankovic-Thanks.

Bill Straatmann-Thank you, Charles.

- 12. East West Gateway 2050 Plans- Darren Lamb**-I was at that Executive Advisory Committee meeting. I know that East West Gateway would like to have that draft finalized by the end of this month. I think the board of directors are voting on it maybe tomorrow if Tim was here. I don't know, like I said, I know Tim sits on the board of directors, Tim Brinker. So, I don't know but I think they wanted to have that completed by the end of this month and so they're on track to do that.

Bill Straatmann-Very good.

Ray Frankenberg-End of July, right?

Darren Lamb-End of June.

Ray Frankenberg-Oh, cool this week. Oh boy.

Craig Mueller-And that's to identify projects going.

Darren Lamb-That's much larger projects throughout the metropolitan area. We can get you a copy of the report. I will tell you while I'm up here too. Comments on, we have two applications that we

received that we are on the list to receive funding. As I mentioned earlier, Rabbit Trail on Highway 100 that's \$2.3 million total project \$1.8 million coming in in federal assistance as well as West Third Street from High to Jefferson. And both of these projects are looking at construction in 2026. The Third Street project will be \$2.5 million total with \$2 million coming in federal assistance for it. And again, they did take those numbers into account the best they could for inflation to be built out to 26. But both of those projects are recommended to be funded that way. There will be a workshop in Pacific at the City Hall on July 11th is the local or at least the Franklin County, the closest available place to go ahead and that's at 4:30 to 6:00. So, I would encourage you to put that on your calendars. And if you can attend that meeting, I will be out of town that week. But I'll have Sal and/or Charles attending there for the city to answer any questions people have about those projects. But if you'll remember, we've hosted those before when they've asked us to. And it's basically if people have any questions about the project, so they want to put in comments. We did have a meeting with a couple of the stakeholders that are at that intersection. I think uh my assessment of that meeting and they're not excited to put that. They, they don't feel that that these improvements are necessary and they feel that the access that's there now is, although it's not ideal, it doesn't warrant the level of the city's participation with this. I think that's a fair assessment of our meeting.

Mayor Hagedorn-I agree.

Darren Lamb-I told them there are meetings where they can go ahead and voice their concerns or comments about those improvements at that meeting on July 11th.

Bill Straatmann-And that's in Pacific, you said, correct? Gina, could you give us a memo on that so we got it right.

Darren Lamb-We'll send an email out to remind you.

Bill Straatmann-I do think it's important to at least show up for those things.

Darren Lamb-And just to be clear what the city is looking to do in general, at least at the Rabbit Trail on Highway 100 intersection on International going southbound there would be a dedicated right turn lane to go west on Highway 100. Those are the improvements on the north side and then on the south side that's the thing that's like I said, to get those other stakeholders more concerned is to relocate Phoenix Center Drive further south. We had several different versions of a draft where you put in like a serpentine road similar to what you have behind lows to where that intersection of Phoenix Center Drive would not be that close to Highway 100. And then you've moved that intersection further south to line up with the entrance to Planet Fitness, that's out there if you're familiar with the area. So, but obviously that cuts into some of the parking area that that's involved with the cinema. But to make sure everybody is clear, Phoenix Center Drive is not a dedicated city street until you get up to the Phoenix Center II development which is beyond the entrance to where you turn into Phoenix Center I by several 100 ft. So that has always been a public access easement if you will but it's not, the city doesn't, it was never built to city standards. And so the city does not go ahead and maintain that stretch of roadway that is up to the developer to go ahead and do that. So, with this proposal, all of that would be dedicated right of way to get back over to Rabbit Trail Drive. And we would also have to work with MoDOT a little bit because they own some excess property where the sign is located out there, close to the Highway 100 improvements. Some of that would, we would rely upon, we've had discussions in the past if we move around that intersection, make that intersection better that they would go ahead and, and work with us to go ahead and get that additional property. And what you may need is to give that back to Mitler's to take care of possibly losing some parking spaces if you run that right of way through their lot. So, part of the idea, I think that, that the city had with that application to begin with was that it's very, there are a lot of expensive improvements there and rather than putting that all on the local sales tax dollars, which is, it's quite a bit. I mean, especially if you go out there and you have to go out ahead and acquire right of way. I mean, you're talking prime commercial real estate that you're going to be paying, throw out a number, \$15 a square foot, whatever it is. I don't know.

Ray Frankenberg-Everything's going up and that's the big thing. It's, we're not going to get less traffic here. We're not going to need less commercial in the future. People aren't moving away from Washington right now and I say this a lot, but our children and grandchildren may be moving back,

which I think is pretty awesome as my grandchildren get older. So, yes, it may not seem as needed now and now is the time to do it because it's definitely we can project that it will get worse. The traffic condition will and that the property values are going to get higher and the, the construction is going to get more expensive. So, if we can get it done now and with some money from the federal government, it's best for everybody.

Darren Lamb-That's what we were looking at is that if we have to go out there and purchase right of way to go ahead and make this project work, it's better to go ahead and get funding through East West Gateway to go ahead and do that. It makes a lot less painful. And so those are the two major points of improvements at that intersection that that application identified and again, we're on the list to be funded. So, but like I said, I think it's very important if you feel that those are worthwhile improvements that the city needs to support this grant. I think we're going to need some support to go ahead and show that yes, these are worthwhile applications so that East West Gateway because I anticipate, they're going to have a couple of them that are not going to be in favor of it and they're going to submit those.

Joe Holtmeier-And we'll have a trail drive will actually join Stonecrest over in that area eventually.

Darren Lamb-And that is correct. We've also looked at making the connection. We've been working trying to work with the developer between Rabbit Trail Drive and as Joe mentioned, Earth Crest over there to make that connection. And that would also you're right, alleviate a lot of or at least give motorist the options, especially those that are building on that Koch Farm, those subdivisions further south closer to Bieker Road as they go north towards the Phoenix Center II development, they will have that option to go ahead and make that immediate right, rather than get all the way down to Phoenix Center Drive before they make the right to get in.

Ray Frankenberg-And the plan is to eventually hit Beaker Road with that as well, right?

Darren Lamb-Yes, the roadway is open. Rabbit Trail is open from Bieker all the way to 100. And that's another one of these transportation costs that we, the city decided to go ahead and move forward with because the developer was willing to work with us and we went ahead and paid our fair share or at least our portion of that to go ahead and make that connection happen.

Bill Straatmann-So great thinking. Great, great forward thinking. Thank you, Darren. So, I do think it's important to go to the July 11th meeting in Pacific just to be there in presence or whatever. So, Gina get us out an email. So, we don't forget it. It's going to be in the afternoon, late afternoon.

13. Public Transportation-Bill Straatmann-Our gentleman that came in gave us the proposal on his taxi thing.

Darren Lamb-He gave some stuff, but it was not really anything that we could, I guess it wasn't enough to get a warrant of discussion yet.

14. Other Business- Stephen O'Connor-I've got something. MoDOT did release our five-year draft STP that's for years 2024 to 2028 and it's on the MoDOT website and anyone can go in there and look at the program and comment on it. Comments are due by July 6th of this year, of course. So, there's a couple of weeks to get in there and do your comments and some of the projects that were in our STP last year because of inflation and the cost of construction projects have been moved back a year. So just so everyone knows and there's not a lot of new projects in the draft STP either because of the cost of projects. So, but again, you can go to www.modot.org to get on the website and look at the draft STP.

Bill Straatmann-Again, it's so important to get projects into this funnel. I always talk about the funnel. It takes a long time for it to get down. But if you don't have it put in at the top, some of the projects that we're talking about, they've been in the making for 20 years. Twenty years it's been laying up there, but it was in the funnel and now like Highway 47 that it's going to get built. Now, it took a long time for it to work its way through. But the study was done 25 years ago, the first study and now the study that's actually going to build, it is being done. But the funding is somewhat there for Highway 47 to get to at least to Union. That didn't just come out of the sky. That's 25 years ago when that started. So anyway, that's how it works.

Ray Frankenberg-One last thing real quick, I noticed a couple of weekends ago that there was a whole bunch of people downtown with buckets of black paint, painting the signage along the streets and scrubbing up some of the flower pots and so forth. And I think it makes a big difference. I don't know why taking it from a galvanized sign post to a black sign post looks classier, but it just does. **Bill Straatmann**-Just the whole new signage and whatever that is actually doing a lot of new signs, replacement of old signs straightening them up makes a whole big difference. As you said, they're minor but you notice them, you notice that there's a new sign or a new painted sign or, uh, in downtown Washington. They've been classic at doing this stuff. Keeping it up. Who would think that signage makes a difference in look of a community. But it does, to me it does, I go into a community and I see all the signs are nice and straight and it's new signs painted whatever grass cut it has an impression. So that's just me. Anything else?

L.B. Eckelkamp-I have a question, I've been seeing that we're about to do the underground electric on Front Street. Has there ever been a consideration of doing underground on Elm Street? You drive down Elm Street and you got the poles were hanging over the street. It's just ugly.

Darren Lamb-To answer your question, has it been considered? Yes. Has it ever been to the point where we've hired someone to design to go through with it? No. I think if you wanted to, that would be another, the idea was, back in the mid 2000's, I guess, or even prior to that, when we buried most of the stuff Jefferson was like a starter to see how that would work. And then to try to go ahead and see if you wanted to do something very similar to that with Elm Street, you would have, it's just, it's a lot, there's a lot more challenges. I mean, where you going to go ahead and put, where are you going to get easements for the transformers, etcetera that you're going to go ahead and have to take out of the air and put them down on the ground. And I don't, Ameren was never really too excited when we mention burying them. That just doesn't seem to be an option, but we have, but long answer to your question. Yes, it's been considered, I think what you would do in order to make it reality, you would have to go ahead and make it an application through East West Gateway just like we did with Jefferson Street to go ahead and get that funded. But it's been talked about and obviously the bigger concern is we didn't have near as much business interruption when we did Jefferson Street as what we would anticipate on Elm. But it's been considered, it's just not been to the point of has anybody paid an engineering firm to go ahead and come up with some plans to present to Ameren and get the grant funding. That hasn't happened yet.

Bill Miller-The city looked at that back in the 1950's.

15. Adjournment-Motion made and seconded to adjourn, passed without dissent at 8:56 a.m.