

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

**Monday, November 27th, 2023 at 8:00 AM
Minutes**

Present: Stephen O'Connor, Ray Frankenberg, Bill Straatmann, Mayor Hagedorn, Joe Holtmeier, Sandy Lucy, L.B. Eckelkamp, Bill Miller, Tim Brinker, Mike Coulter, Jeff Niemeyer, Darren Lamb, Sal Maniaci

Absent: Craig Mueller, Ed Fischer, Bob Engemann, Charles Stankovic

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

Approval of minutes from September 25th & October 30th, 2023, motion made, first and seconded, passed without dissent.

1. Amtrak-No Report.

2. Causeway-Missouri River Bridge Flood Issue-Bill Straatmann-Anything new? Joe, anything from your end of the world? I understand. We keep it on the agenda. Very good. Yeah, the highway really looks good. Highway 47, you guys have done a great job of overlay and striping, and it looks clean and neat. It really looks good. Any other comments regarding the Causeway Bridge? How about the lights? We've never talked about the lights for a while. Darren, anything on the lights?
Darren Lamb-They're all working. Nothing new. They're on.

3. Highway 47 Corridor Committee-Jim Grutsch-No new report.

4. Franklin County Transportation Committee-Jim Grutsch- To give you an update on the expressway and roundabout at 50 and 47. The subservice and underground exploration has been completed on the bridge. They found that the soils were less than anticipated, and they are of poor quality. They're back in the design stage. They hope to have that finished by March for the design and submitted to MoDOT immediately after that. We'll be within the timetable for submitting the plans for the structure. As far as the right of way on those two items, the right of way expert, Bill Hampton, who is coordinating all those purchases, feels that he will have those all completed for both phases by April of next year, April of '24. They are ongoing now. The county is almost finished. We have one parcel that is yet to be completed. The city has, I believe, four or five parcels that they have to complete. But that's an update.
Bill Straatmann-Well, that's amazing that it's finally got to the point where it's going to be... It is being studied and it's going to be done. It's going to be finished. That's going to be a tough. That whole intersection is going to be a tough intersection. No matter how you slice it, it was tough before, it's going to probably be tough again.
Jim Grutsch-But it looks to be an improvement.
Bill Straatmann-That's great. That sounds good. Thank you very much for the report. Any questions? None. Thank you very much.

5. MoDOT 50/50 Grants-No report.

- 6. MoDOT Northeast District-Warren County- Joe Gildehaus-**Nothing major, just still working on 70. We had a meeting last week. We're having them this coming week. That's our moving out second phase on 70 up there, six lanes. Our concern is to make sure the traffic flow to get off and on 70 as well.
- Bill Straatmann-**Have they started on you in your county with those solar panels yet? Is that underway? Where exactly are they?
- Joe Gildehaus-**North of 70, up on the Prairie.
- Bill Straatmann-**Okay. There's only two. Channel 4 last week, I had it wrong because Amazon bought one of them and Ameren bought the other one. But it made it sound like we're getting the third one. And that's not right. We're getting two.
- Ray Frankenberg-**So they're both private then?
- Joe Gildehaus-**Amazon. One's done, the 139 megawatts is done, Amazon bought that one, the 300, Ameren bought it.
- Ray Frankenberg-**I understand Ameren but why Amazon? Yeah. What do they do?
- Joe Gildehaus-**All these companies, you have to have a green percentage every year between now and 3035.
- Ray Frankenberg-**So that goes toward their credit for reduced cost energy or reduced emission or whatever. That makes sense.
- Joe Gildehaus-**That works.
- Ray Frankenberg-**It all goes into the same grid. So, you can go build it wherever you want, I guess.
- Bill Straatmann-**It's great to have it in your county, isn't it?
- Joe Gildehaus-**I'm glad to say we have them but I don't like them, but it's something.
- Bill Straatmann-**Does that help your school system any?
- Joe Gildehaus-**On ours it would because we put chapter 100 on them because we did planning and zoning. And so that's what we did. But some counties don't have that.
- Bill Straatmann-**So just how many acres and how many you're talking about? Is it a 100 acres?
- Joe Gildehaus-**About 6,000 acres. About 4,000 and fence. 850,000 panels.
- Bill Miller-**Is Warren County maintaining the Augusta Bottom Road?
- Joe Gildehaus-**We grade it and rock it when needed.
- 7. Washington Special Road District-Ed Fischer-**No report.
- 8. Old Hwy 100 Bridge-Stephen O'Connor-**Nothing new. We are having a meeting today and will probably discuss this project.
- 9. Airport-Sal Maniaci-**We have as for our flight tracking for November so far, we have up until the... Looks like they did update yesterday, the 26th. So, we're right on track for October. September was a high month, 640 flights for the whole month. October was about 475. In November so far at 460. So, I'm sure we'll get right around this last week here, probably past October being that same. So still on par with what is usual so far for this year. As far as fuel tracking, that is also as well has been average. I don't have last year's because we just started a new tracking system. But month to month it fluctuates. But between Avgas and jet fuel, it's been good. We've gotten just until August, I don't have last three months on here updated. Gas is updated later, but 15,000 gallons in Avgas and 27,000 gallons in jet fuel. So, a lot more jet fuel, more business, more the business industry side. So that's good. And as for just future expansions, obviously the hangers have been completed. They've started to move into. We've had leases getting switched from our old hangers for our waitlist, people moving over and then moving people on our waitlist into the existing hangers. So, that's been good. A couple of months ago, Council updated our we have to all of our leases. And obviously that hasn't shortened our list or anything. It wasn't anything that scared anyone away. So, that's good. Now we're more comparable with the region and with the money allocated to us by Congress last year, about three million dollars for runway extension and widening. The estimates came back about eight and a half million. So, obviously there's a huge gap there to be able to do that. We are working with FAA on some options on how we can

appropriately and under the parameters, spend those funds out there. We're still meeting the grant application or the submitted letter saying what it would be with the bill that was passed and then still be able to use that on the runway in some way without necessarily having to do, be required to do the full eight and a half million dollar project. So, we've met with them a few times. They're reviewing some options from our consultant out there and we're hoping to hear back soon.

Bill Miller-Sal, with the new hangers, how many total hangers are at the airport?

Sal Maniaci-Forty-four. We still had about 50 on the list.

10. Team Track-Sal Maniaci-No Report.

11. East-West Parkway-Sal Maniaci-The portion of it is paved. The first roads coming off of it have been submitted for a preliminary plat, and we actually received the second plat out there. There will be a proposed total of 87 single-family homes off of that first leg. That's not even necessarily half the farm that goes up to Rabbit Trail. Another large subdivision is in the works out there. It'll be on P and Z in December.

12. Public Transportation-Teresa Lee-The MoRides program, which is a connector, statewide connector, I was trying to pull some numbers this morning. I looked on the calls, we have both a call center and a website. For Franklin County, we've had 40 calls, and those are people who have called in to receive a transportation connection. I was trying to get the website numbers because we've been really working to get people to use the website, the MoRides.org website, because that is available 24/7, where our call center obviously is only open during business hours. We're really trying to push that. Hopefully next month, I'll have those website numbers for you as well. Technology did not want to cooperate with me this morning, so I apologize.

13. Other Business- Jeff Niemeyer-The Causeway is still on the Unfunded Needs list, as Steve said that we really weren't able to bring much projects in last year, so it's been pretty stagnant. Hopefully, inflation continues a downward trend, and then we get a little bit more movement from projects from our Unfunded Needs list to our STIP. But I did want to give a little bit of update on I-70 because I think it's important that everybody realizes what's going on there. We did have an industry meeting about two weeks ago. I had about 300 contractor and consultants there, so that was good to see a lot of interest. One of the bigger changes, we decided to combine the Wentzville curve project and the 64 widening project to Route K, all into a big improve I-70 project from Wentzville to Warrenton. That's going to be \$550 million. That would be by far the biggest project MoDOT that we've done. But with that, it's going to push that a little bit. We were back, we were thinking fall of '24 to go out for letting for that. It'll probably be more spring of '25. It is moving back a little bit. But we do have Kim Traynor as the director for the I-70 East project. She's out of the Northeast district, great designer, great project manager, and she's working on filling her team. But with that, we'll start our CAG groups here probably in the next month. It's definitely moving along. As far as the project we're working on right now from Kingdom City to Colombia, we're looking to award that here in February. We're definitely have a piece of I-70 on construction this upcoming year. Lots of money going and towards I-70 and widening and all that. So exciting times. That was what I came out of the industry meeting. You could tell we had people from Utah, Texas, Florida, they were all super chomping at the bit. They were all like, Hey, we know Modot has got a great reputation, good place to work, good partners, all that stuff. I'm hoping we get some good teams together for a design build for the I-70 east job. You get to fix all that issue all at once. That's nice that we put a little bit of widening on 64 to Route K. That way, you don't come off I-70 and immediately hit a bottleneck.

Ray Frankenberg-So Wentzville to Warrenton, is that your Easternmost section of it?

Jeff Niemeyer-Yes, but like I said, we also added a little piece of 64 that was already funded. That was funded for '26. Since this project was set to go '24 to '27, we're pushing them back a little bit because we're adding that in, it was like, Hey, these two contractors be fighting each other and conflicting. We

just wrapped it all together and probably get a better bid. It seemed like there was a lot of contractors and consultants that were looking to team up and try to get a team together for this project.

Ray Frankenberg-You said you had 300 contractors?

Jeff Niemeyer-Yeah, it was a big turnout. It was a lot bigger than the one we had for the Central area, almost double in size.

Ray Frankenberg-How many think are going to give you bids ultimately? I mean, 50?

Jeff Niemeyer-I mean, usually we short team it. First we do a list of qualifications on the design, build team. I wouldn't see us wanting to really go one on ones with more than three to five teams. That's just a lot of... We're going to pretty much already cut to the cream of the crop right off the start and really focus on probably three to five teams is what I've been told.

Ray Frankenberg-That gives those five teams, I guess, a shot at the other..

Jeff Niemeyer-Yeah. They'll actually put together a design and a proposal and get down into the nitty gritty and say, Hey, this is what we can give you for 550 million. It's a value-based grading on that.

L.B. Eckelkamp-Is it basically going to be three lanes each way?

Jeff Niemeyer-Yes, that'll be the minimum. That's the number one goal of the projects to get three lanes in both directions.

L.B. Eckelkamp-From where to where?

Jeff Niemeyer-It'd be, like I said, all the way from 64, where it comes there in Wentzville to Warrenton to 47. For this section. But I mean, we have a future project to pick it up at 47 and do the roll section.

L.B. Eckelkamp-I'm talking about all the way to Kansas City, though.

Jeff Niemeyer-Yes, all 200 miles of it.

L.B. Eckelkamp-It will be three lanes?

Jeff Niemeyer-Yes.

Ray Frankenberg--What's the goal for completion?

Jeff Niemeyer-They're still saying 2030 for completion, but that's a very aggressive schedule. But main thing is the funding is there. That's it. It's all about how fast our contractors and consultants can deliver it.

Bill Straatmann-I was interested that the plan always called to Highway 47, and that's where the growth was going to come. Forty-seven is the highway of the future. You can just see what's going to happen there, basically building towards it. You guys have done, I was telling Joe, you guys have done a great job on Highway 47, on the highway coming from back to Washington. So, we'll see what happens. Forty-seven could be four lanes someday.

Jeff Niemeyer-Definitely, improving is going to be a huge asset for the whole corridor, really the whole state. I mean, it's just right between your two biggest cities. So it just makes sense. Let's widen it out. I think you'll see a lot of business come in. Right now, if we get a semi-jackknifed around, it shuts the road down for two hours and it's at least to increase your reliability out there for sure by having that third lane and wider shoulders. Just increased safety, reliability.

Bill Straatmann-Jeff, thank you for the report.

I'm going to ask a question. When we're approached from the county and state perspective, how are you looking as far as staffing for your trucks to clear roads? Is it like last year?

Jim Grutsch-At Franklin County, we were at 87 % loading. As far as equipment, we're probably 95 %.

Jeff Niemeyer-We're definitely short staffed. For the first shift we're probably fine, but it's when you start having these storms that go more than 24 hours, that's when you're going to start seeing us just not have an operator. So that's the good thing. I didn't really stick. It was just a warm, even up to warm. We have to have them on the back and here nothing else. We were able to do it just business as normal. But it's when you start getting cold temperatures or it's going to snow for three days. We're going to definitely see a lag problem on the night shift of not having enough people just probably focusing on nature, that thing.

Stephen O'Connor-Our supplies are good. We have everything we need to fight this event. We just got to have the personnel to do it. Like Jeff said, we're just short-staffed.

Bill Straatmann-We've got a representative here with us today. We've got a representative here with us today, Kyle Marquart. Kyle, anything you want to report?

Kyle Marquart-We can go back to the first thing on the list, Amtrak. I've ridden it a couple of times. It's a great little transportation between here and Jeff City. Actually, behind the scenes, I've talked to the speaker of the house and making sure that Amtrak stays two trains a day is important. I know that he's supportive of that. Amtrak, we have some pretty good support there in Jeff City. Nothing, no problems now, but it never hurts to just keep it on the back burner there and make sure that people are supportive and they are. Other than that, I mentioned earlier, we're going to try to bring awareness to this local district 109. Obviously, the district 109 that I represent. We're going to have some activities there, a special day in Jeff City for our district and then I've been talking to some people about getting some events going. Like I mentioned earlier, at the capital there, they'll say, Oh, yeah, we'll pencil that in. We'll pencil that in. But nothing's really in. Signed on the dotted line. Recently, I've gotten some commitments that, yes, things are good for us to hold this event.

In the next couple of weeks, we'll be able to start putting some things together and we plan on just bringing people up to Jeff City to understand how our system works out there. When I got up there, it was a lot of questions, people asking or curious about how the system actually works. Another thing that I've seen up there, talking to people and introducing myself and, Hey, where are you from? I'm talking about Washington, Missouri. Well, there's a lot of legislators from other parts of the state that say, Oh, Washington. Okay, where's Washington? I feel like if we could bring up our people and have a day there that legislators can see and talk to, bring global awareness to our district and hopefully improve cooperation in. I'm hoping maybe somebody will say, oh, we have X, Y and Z in our area. You guys have A, B and C in your area. Let's hook it up and get the whole out of that.

So anyway, I think the State coffers, I think, so far this year, they're running a little bit behind last year's revenues. We have approximately, I think, \$3 million in the bank, which I feel like is not a bad thing to have a little bit of cushion there so that we can maintain operations without crisis. But the legislative session starts first week of January. Just over a month, we'll be back in session. If anybody has any other questions or anything that I can do or help with, please don't hesitate. Reach out.

Ray Frankenberg-I've got one. Do you have a date on that event to come together and meet the legislature?

Kyle Marquart-Well, it's district 109 and it's January the ninth.

Mayor Hagedorn-Freightways. Everybody knows what organization that is. They are now trying and they are at the very infant stages of integrating the air system with the rest of the transportation. This Wednesday there is a task force meeting. Where it's going to lead? I don't know yet, but they've asked to be on the committee. We'll see where it goes from there.

14. Adjournment-Motion made and seconded to adjourn, passed without dissent at 8:30 a.m.