AGENDA
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
WEDNESDAY, JUNE 29, 2016 – 10:00 AM

1. CALL TO ORDER

2. SPECIAL GUEST SPEAKER GOVERNOR JAY NIXON

3. APPROVAL OF MINUTES OF MAY 25, 2016

4. DISCUSSION ITEMS

A. Food Insecurity and Nutrition Incentive Grant - - Mary Grace Lewandowski

B. Draft FY 2017-2020 Transportation Improvement Program and Regional Air Quality Conformity Determination -- Jason Lange

5. ACTION ITEMS

A. Global Cities Initiative - Metro St. Louis Export Plan - - Jim Wild

B. Coordinated Human Services Transportation Plan - - Rachael Pawlak

C. Extension of September 30, 2016 Suspense Date for Locally Sponsored Projects - - Melissa Theiss

D. Modification of the FY 2016-2019 Transportation Improvement Program (TIP), the Metropolitan Transportation Plan, *Connected2045*, and the Related Air Quality Conformity Determination - Requested by the Illinois Department of Transportation - - Melissa Theiss

E. Regional Security Expenditures - - Jim Wild

6. OTHER BUSINESS

7. ADJOURNMENT

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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St. Charles County
Regional Citizens
Barbara Geisman
C. William Grogan
Richard Kellett
John A. Laker
Dave Stoecklin
Non-voting Members
Roger Driskell
Illinois Department of
Transportation
Brian May
Missouri Office of Administration
Patrick McKenna
Missouri Department of
Transportation
John Nations
Bi-State Development
Vacant
Illinois Department of Commerce
and Economic Opportunity
Executive Director
James M. Wild

To: Board of Directors

From: Staff

Subject: Project Notifications

Date: June 15, 2016

Attached is the Project Notification list for June 2016. The compiled list is a result of the weekly list of projects from the Missouri State Clearinghouse for comments. The listing contains a summary table which includes grant applications, announcements, and public notices. If you have any questions regarding this attachment, please contact Aaron Young in the Community Planning department.

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Project Reviews for East-West Gateway Council of Governments
June 2016

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE LOCAL/OTHER	TOTAL
City of St. Louis	St. Louis Metro Market #1611016	Mobile market selling local produce in St. Louis food deserts.	USDA	$136,350	Applicant: $34,261 Program Income: $276,465	$447,076
City of St. Louis, St. Louis County	St. Louis Economic Development Partnership #1611017	Community Economic Adjustment Assistance for Advance Planning and Economic Diversification	DOD	$300,510	Applicant: $33,390	$333,900
City of St. Louis	Northside Community Housing, Inc. #1611030	North City Food Hub – Local food promotion program.	USDA	$499,946	Applicant: $267,393 Program Income: $46,000	$813,339
St. Louis County	St. Louis County #1611035	DNA Backlog Reduction Program – DNA capacity enhancement and backlog reduction program.	DOJ	$141,901	Applicant: $46,822	$188,723
St. Louis	Curators of the University of Missouri on Behalf of UMSL #1611037	Project FORECAST (Foundations for OutReach through Experiential Child Advocacy Studies Training) - Substance Abuse and Mental Health Services Projects of Regional and National Significance	HHS	$2,998,969		$2,998,969
Chesterfield, MO	Parkway C-2 School #1611041	Drug-Free Communities Support Program grant – Alliance for Healthy Communities	HHS	$125,000	Applicant: $151,554	$276,554
City of St. Louis, St. Louis County	Urban League of Metropolitan St. Louis #1611043	Head Start – Provide early head start services in St. Louis City and St. Louis County	HHS	$4,841,869	Applicant: $1,300,467 Other: $360,000	$6,502,336
Jefferson County	Community Treatment Inc. #1611050	Consolidated Health Centers (Community Health Centers, Migrant Health Centers, Health Care for the Homeless, and Public Housing Primary Care) - Health Center Program	HHS	$35,000		$35,000
City of St. Louis	Missouri Department of Natural Resources #1610054	Surveys, Studies, Research, Investigations, Demonstrations, and Special Purpose Activities Relating to the Clean Air Act - NATTS monitoring and operations at Blair Street in St. Louis, MO	EPA	$72,859	Other: $97,248	$170,107

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE LOCAL/OTHER	TOTAL
City of St. Louis	City of St. Louis #1611056	Edward Byrne Memorial Justice Assistance Grant Program - City of St. Louis Justice Assistance Program	DOJ	$447,154		$447,154
Ferguson, MO	Ferguson, MO #1612001	Public Safety Partnership and Community Policing Grants - The Ferguson neighborhood Policing Implementation Program will offer comprehensive collaboration and training to all groups and citizens Ferguson to participate in community policing strategies.	DOJ	$207,835		$207,835
City of St. Louis	YWCA of Metropolitan St. Louis #1612005	Head Start - Head Start and Early Head Start Staff cost of Living Allocation	HHS	$102,993	Applicant: $25,748	$128,741

MINUTES

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
MAY 25, 2016

The regular meeting of the Board of Directors was held in the Council offices on Wednesday, May 25, 2016 at 10:00 a.m.

Members in Attendance
Ken Waller, *Chair*; County Executive, Jefferson County, MO
Alan Dunstan, *Vice-Chair*; Chairman, Madison County, IL Board
Scott Douglass, Mayor, Clarkson Valley; President, St. Louis County, MO Municipal League
Mark Eckert, Mayor, City of Belleville; President, SW IL Council of Mayors
Bill Grogan, Regional Citizen, St. Clair County, IL
Steve Ehlmann, County Executive, St. Charles County, MO
Barbara Geisman, Regional Citizen, City of St. Louis, MO
Greg Horn, MoDOT
Curtis Jones, IDOT
Reggie Jones, Mayor, City of Dellwood, St. Louis County, MO
Richard Kellett, Regional Citizen, St. Louis County, MO
Mark Kern, Chairman, St. Clair County, IL Board
John A. Laker, Regional Citizen, St. Clair County, IL
Jack Minner, Board Member, Madison County, IL
John Nations, President, Bi-State Development
Lewis Reed, President, Board of Aldermen, City of St. Louis
Francis Slay, Mayor, City of St. Louis, MO
Dave Stoecklin, Regional Citizen, Madison County, IL

Members Absent
Ron Blum, Mayor, City of St. Clair, Franklin County, MO
John Griesheimer, Presiding Commissioner, Franklin County, MO
John Hamm, III, Mayor, City of Madison; President, Southwestern Illinois Planning Commission
Emeka Jackson-Hicks, Mayor, City of East St. Louis, IL
Terry Liefer, Chairman, Monroe County, IL Board
Brian May, Office of Missouri Governor Jay Nixon
Roy Mosley, Board Member, St. Clair County, IL
Tom Smith, Mayor, City of Waterloo, IL; Vice-President, SW IL Council of Mayors
Steve Stenger, *2nd Vice Chair*, County Executive, St. Louis County, MO
John White, Councilman, St. Charles County, MO

Others in Attendance
Tracy Beidleman
Tom Curran, St. Louis County, MO
Gary Elmestad, St. Charles County, MO
Jo Emerick, URS

Others in Attendance, ***cont'd***
Nahuel Fefer, St. Louis City Mayor's Office
Maurice Falls, Office of the President, Board of Aldermen, City of St. Louis
Kevin Jemison, IDOT
Curtis Jones, IDOT
Mary Lamie, St. Louis Regional Freightway
Mike McCarthy, Terminal Rail Association of St. Louis
Bill Schnell, MoDOT
Betsy Tracy, FHWA, IL Division

EWGCOG Staff:

Jim Wild, Staci Alvarez, Royce Bauer, Jerry Blair, Joyce Collins-Catling, Nick Gragnani, Larry Grither, Rodney Halbert, Bonnie Harper, Dan Hutti, Frank Johnson, Peter Koeppel, Karen Kunkel, Jason Lange, Carol Lawrence, MaryGrace Lewandowski, Christopher Michael, Anna Musial, Rachael Pawlak, Sonya Pointer, John Posey, Mary Rocchio, Himmer Soberanis, Lubna Schoaib, Julie Stone, Melissa Theiss, DJ Wilson, Michael Wohlstadter, Aaron Young

CALL TO ORDER

The Board of Directors meeting was called to order by Mr. Waller, Chair.

APPROVAL OF MINUTES OF APRIL 27, 2016 MEETING

Motion was made by Mr. Kellett, seconded by Mr. Eckert, to approve the minutes of the April 27, 2016 meeting. Motion carried, all voting aye.

DISCUSSION ITEMS

Coordinated Human Services Transportation Plan
Rachael Pawlak, EWGCOG, advised that the Coordinated Human Services Transportation Plan, a requirement of the Federal Transit Administration, helps guide investment of limited resources available for Section 5310 Program type projects, and provides direction for capital and operating assistance to non-profit organizations, local government authorities and public transportation providers for projects that meet special needs of seniors and individuals with disabilities. She briefly summarized the plan, noting that EWGCOG is responsible for its development, in collaboration with public, private, and non-profit transportation and human service providers and members of the public. She advised that the public comment period began on May 2 and will close on June 13, and that a public open house is scheduled at EWGCOG on May 26 from 11 a.m. to 1 p.m. to take comments and questions on the Plan. The Plan will be brought before the Board at its June 29 meeting for final approval and adoption. She advised that the plan is available for download on EWGCOG's website.

Additional discussion followed regarding the type of transportation services currently available in Monroe County, Illinois.

FY 2017-2020 Transportation Improvement Program - Summary of Local Project Applications, Missouri Department of Transportation (MoDOT), Metro, and Madison County Transit District Programs

Jason Lange, EWGCOG, reported that staff has completed its evaluation of local project applications and that Missouri and Illinois Transportation Planning Committees recommendations are outlined in Attachment A of the memo. He advised that MoDOT has released its draft program for inclusion in the FY 2017-2020 Transportation Improvement Program and a list of those projects is contained in Attachment B of the memo. He also advised that Metro/Madison County Transit programs are detailed in Attachments C and D. He noted that IDOT's draft program is not yet available.

Mr. Lange advised that the draft TIP will be released for public comment after the June Board meeting. The comment period will take place from July 1 to August 10, with a series of open houses occurring throughout the region as well as an online chat on July 26, 2016.

St. Louis Regional Freightway Update

Mary Lamie, St. Louis Regional Freightway ("STL Freightway"), reported on the goals and initiatives of the St. Louis Regional Freightway, a public-private partnership tasked with coordinating regional freight development efforts to optimize the region's freight transportation network. Her brief update included a summary of the various STL Freightway committees and their goals, including selecting priority projects, advocating for funding, and working on long range initiatives. She summarized the draft list of priority projects, a copy of which was distributed. She advised that information about the STL Freightway is also readily available on its new website at www.TheFreightway.com.

Additional discussion followed during which Mr. Slay and Mr. Dunstan expressed their gratitude for the leadership of Mary Lamie and the St. Louis Regional Freightway for their leadership on this regionally important initiative.

ACTION ITEMS

Modification of the FY 2016-2019 Transportation Improvement Program (TIP), the Metropolitan Transportation Plan, *Connected2045*, and the Related Air Quality Conformity Determination – Section 5310

Rachael Pawlak, EWGCOG, summarized staff's recommendation to revise the FY 2016-2019 Transportation Improvement Program (TIP), the Metropolitan Transportation Plan, *Connected2045*, and the Related Air Quality Conformity Determination to add the 19 new Section 5310 projects referenced in the EAC meeting materials.

Motion approving the recommendation was made by Mr. Dunstan, seconded by Mr. Slay. Motion carried, all voting aye.

Modification of the FY 2016-2019 Transportation Improvement Program (TIP), the Metropolitan Transportation Plan, *Connected2045*, and the Related Air Quality Conformity Determination - Requested by Illinois and Missouri Project Sponsors
Melissa Theiss, EWGCOG, summarized staff's recommendation to amend the FY 2016-2019 TIP, *Connected2045* and related Air Quality Conformity Determination to add or modify the following projects:

TIP #	Sponsor	Action	Description
5037DD-16	IDOT	Add	Various Counties, IL – Guardrail terminal replacement
5037ZZ-16	IDOT	Add	Various Counties, IL – Sign improvements (reflective sign strips)
6711-16	Pacific, MO	Add	Franklin County, MO – Concrete slab replacement at Candlewick Ln/Industrial Dr. / Congress to Denton Road
6705N-17	MoDOT	Add / Scoping	St. Charles County, MO – Signal improvements at US 61, Pittman Ave. northbound off ramp
6706A-17	MoDOT	Add / Scoping	St. Charles County, MO – Pavement improvements – Outer Road 70 Cave Springs to Zumbehl & MO 370 to Truman
6705L-17	MoDOT	Add / Scoping	St. Charles County, MO – Bridge improvements at eight locations along I-70
6705G-17	MoDOT	Add / Scoping	St. Charles County, MO – Pavement and bridge improvements – I-64 interchange ramps at I-70 and US 61
6705Q-17	MoDOT	Add / Scoping	St. Louis County, MO – Operational study improvements on MO 141 at MO 364 interchange
670S-17	MoDOT	Add / Scoping	Jefferson County, MO – Pavement improvements and guardrail upgrades on MO 30, east of MO 141 to MO PP
6705T-17	MoDOT	Add / Scoping	Franklin County, MO – Pavement improvements at MO 47 – 3rd Street in Washington to Commercial Ave. in St. Clair
6706F-17	MoDOT	Add / Scoping	St. Louis County, MO - Drainage improvements and ADA improvements on MO 10 at US 61-67 to Big Bend Blvd.
6700-17	MoDOT	Add / Scoping	Various Counties, MO - Safety improvements along various routes
5973-14	MoDOT	Modify	St. Louis County, MO – Pavement improvements and ADA improvements on MO 180 from I-270 to I-170.
5974-14	MoDOT	Modify	St. Louis County, MO – Pavement improvements and ADA improvements on MO 180 from I-170 to St. Louis City limits

Motion approving the recommendation was made by Mr. Slay, seconded by Mr. Ehlmann. Motion carried, all voting aye.

OTHER BUSINESS

Mr. Wild advised that EWGCOG, St. Louis County, the City of Normandy, MoDOT, and other partners recently received the North County, Inc. Excellence in Partnership award for their coordinated work on the Natural Bridge Great Streets project.

Mr. Ehlmann introduced Michael Hurlburt, Committee Development Director at St. Charles County, who was in attendance. He also remarked favorably on recent activity by the Missouri General Assembly that would allow TIF projects to be evaluated on countywide level.

Mr. Slay introduced staff member Nahuel Fefer, his Special Assistant, who was also in attendance.

Mr. Waller advised that the next meeting is June 29, and reminded everyone that there would be no Board meeting in July.

ADJOURNMENT

Motion to adjourn the meeting was made by Mr. Reed, seconded by Mr. Kern. Motion carried, all voting aye.

Respectfully submitted,

James M. Wild
Secretary, Board of Directors

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Executive Director
James M. Wild

To: Board of Directors

From: Staff

Subject: Food Insecurity and Nutrition Incentive Grant

Date: June 15, 2016

East-West Gateway, in partnership with Mid-America Regional Council and The Fair Food Network, was awarded a three-year USDA Food Insecurity and Nutrition Incentive (FINI) grant for a program called Double Up Food Bucks (DUFB). The DUFB program will provide recipients of the USDA Supplemental Nutrition Assistance Program (SNAP) an extra incentive to purchase fresh, locally-grown produce at select grocery stores and farmers' markets in Missouri and Kansas. For every dollar a SNAP recipient spends on fresh produce, they will receive a one dollar incentive to purchase more fresh produce. East-West Gateway is assisting with the outreach effort to share program information with SNAP recipients in the community to increase participation in the program.

By the fall of 2016, four St. Louis farmers' markets and four Schnuck's stores will be participating in the program. Over the course of the grant, DUFB is expected to be offered at 105 grocery stores and 70 farmers' markets in Missouri and Kansas. The program expects in the first three years to result in $6 million of fruits and vegetables purchased by 50,000 SNAP households in 100 communities in Kansas and Missouri, benefitting over 300 local farms in Kansas, Missouri, and Illinois. In addition to increasing healthy outcomes for low-income families, the program also helps local farmers gain new customers and sell more produce, leading to more food dollars staying in the local economy.

The DUFB program is just one effort occurring locally to combat food insecurity and hunger. Several organizations are actively pursuing programs to achieve similar outcomes such as the United Way's Summer Hunger program, University of Illinois Extension's Snap Ed program, University of Missouri Extension Stock Healthy Shop Healthy program and the City of St. Louis' HEAL program. Citing regional goals in OneSTL to "Improve access to fresh, local food in the region" and "Foster active healthy lifestyles", these and other organizations are coming together as a part of OneSTL to identify opportunities to collaborate.

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Double Up Missouri + Kansas!

A Win for Families, Farmers, Local Economies.

Partners in Missouri and Kansas will unify and scale up successful healthy food incentive programs into a strong two-state effort that can serve more low-income families and farmers, and leverage USDA funding.

Why here. Over 1.1 million Kansans and Missourians rely on federal food assistance. Incentive programs like Double Up make it easier for low-income Americans to eat fresh fruits and vegetables while supporting family farmers and growing local economies. There is great potential to expand health and reduce food insecurity.

Why now. The past 5 years have seen the start of successful healthy food incentive programs in the region that match the value of SNAP dollars spent at participating sites, helping people bring home more locally grown fruits and vegetables, while supporting local farmers. Given new USDA funding, there is an opportunity to unify programs for broader impact for area families and farmers. Current efforts include:

- **St Louis metro:** 7 "SNAP 2 It" farmers markets piloted in 2015
- **Kansas City metro:** 17 "Beans & Greens" farmers markets, co-founded by Cultivate KC and Menorah Legacy Foundation in 2010
- **Kansas City metro:** 5 "Double Up Food Bucks" grocery stores, led by the Mid-America Regional Council and Fair Food Network, which works with Double Up incentive programs at over 250 markets and groceries in 13 states
- **Eastern Kansas:** 6 "Market Match" farmers markets, led by County of Douglas, Sustainability Office, since 2014

Our plan. Over the next 3 years, the lead organizations will work together to implement and promote incentives under a shared brand at an expanded number of sites, building upon existing momentum, expertise and interest from new communities, and providing a simplified experience for SNAP consumers:

- **30 farmers markets and 50 grocery stores in the Kansas City metro**
- **20 farmers markets in St Louis and rural Missouri**
- **50 grocery stores in St Louis and outstate Missouri**
- **20 farmers markets in Kansas**, including Atchinson, Iola, Lawrence, Leavenworth, Manhattan, Pittsburg, Topeka, and Wichita
- **5 grocery stores in rural Kansas**, in partnership with Kansas State University Rural Grocery Initiative
- **Common evaluation** led by University of Kansas Medical Center
- **Shared branding, efficiency and impact** across Kansas and Missouri implementing partners

Our impact. We anticipate the first three years will result in $6 million of fruits and vegetables purchased by 50,000 SNAP households in 100 communities in KS and MO, benefitting over 300 local farms.

How Double Up Benefits a Community

At participating farmers markets & grocery stores, Double Up matches SNAP purchases, up to $25 per day for local produce.

It's a win-win-win!

The family brings home $50 worth of healthy food for $25.

Local farmers gain new customers, sell more produce, and make more money.

More food dollars stay in the local economy.

MARC MID-AMERICA REGIONAL COUNCIL

EAST-WEST GATEWAY Council of Governments Creating Solutions Across Jurisdictional Boundaries

CULTIVATE Kansas City

DOUGLAS COUNTY KS

FAIR FOOD NETWORK GROW THE GOOD

KU MEDICAL CENTER The University of Kansas

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James M. Wild

To: Board of Directors

From: Staff

Subject: Draft FY 2017-2020 Transportation Improvement Program and Regional Air Quality Conformity Determination

Date: June 15, 2016

Each year the Board of Directors adopts a Transportation Improvement Program (TIP) that allocates federal funds to transportation projects. The program comprises the first four years of projects and strategies in the regional long-range plan. Before a project is eligible to receive federal funds it must be included in the TIP.

The draft FY 2017-2020 TIP has been developed using priorities, procedures, policies and structures approved by the Board of Directors through the adoption of the long range plan. Staff has worked with project sponsors, funding agencies, and advisory committees to develop the recommended program of projects.

Total Program Summary

The TIP contains 720 new and previously programmed projects totaling nearly $2.05 billion. The majority of these projects (490) are currently programmed in the FY 2016-2019 TIP and are presented for "reprogramming." With some adjustments, due primarily to revisions in project cost estimates and schedule modifications, all of the projects proposed by sponsors to retain their program status are recommended for reprogramming.

IDOT Program Summary

The Illinois Department of Transportation's (IDOT) proposed program contains 53 projects at a total cost of $272.8 million. This includes 32 reprogrammed or rescheduled projects and 21 new projects. Road and bridge projects sponsored by IDOT have been reviewed and included in the draft TIP as submitted.

Of IDOT's total program, approximately 75% is designated for preserving the existing infrastructure and 6% of the funding is designated for adding capacity to the system. Almost 11% of IDOT's funding will address operational and safety needs, while the remaining 8% is allocated toward funding set-asides like safety and maintenance. As projects are identified to use funds allocated to the set-asides, the projects will be amended to the TIP in the future.

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MoDOT Program Summary
The Missouri Department of Transportation's (MoDOT) proposed program contains 135 projects at a total cost of $767.1 million. This includes 45 reprogrammed or rescheduled projects and 90 new projects. Road and bridge projects sponsored by MoDOT have been reviewed and included in the draft TIP as submitted.

MoDOT's total program designates 68% of the program for preserving the existing infrastructure. Nearly 17% of MoDOT's funding will address operational and safety needs. The remaining 13% of MoDOT's total program is allocated for projects such as studies or payback projects including GARVEE bonds for the Mississippi River Bridge, Safe and Sound, and the I-64 reconstruction.

Transit Program Summary
In Missouri and Illinois, 179 transit projects (167 reprogrammed and 12 new) were submitted for programming. The total cost of the transit projects is $584.1 million.

Metro's proposed program consists of 107 projects at a total cost of $511.6 million, while the program submitted by the Madison County Transit District contains 16 projects at a total cost of $42 million. Most of the funding in Metro's and Madison County Transit District's programs comes from Federal Transit Administration Section 5307 funds. To present a more realistic financial picture, the TIP does not include discretionary (Section 5309) transit projects that do not have committed funding.

The other 56 projects in the transit program ($30.4 million) includes Section 5310 (Enhanced Mobility of Seniors and People with Disabilities), Section 5316 (Job Access and Reverse Commute), Section 5317 (New Freedom), TIGER funding for the Alton High Speed Rail (HSR) station, and the Loop Trolley.

Summary of Local Programs
The proposed local Illinois program contains 106 projects (81 reprogrammed and 25 new) at a total cost of $115.7 million. The 25 new projects have a total cost of $18.6 million ($12.8 million in federal funds).

The proposed local Missouri program contains 247 projects at a total cost of $314.3 million. Included are 165 reprogrammed projects and 82 new projects. The 82 new projects have a total cost of $108.9 million ($73.1 million in federal funds).

The Missouri and Illinois Transportation Planning Committees' recommendations for the new locally sponsored projects were provided at the May meetings of the Executive Advisory Committee and the Board of Directors for their consideration prior to inclusion of the projects in the draft TIP.

Major Project Summary (Projects over $25 million)
Out of the 720 projects in the draft TIP, ten projects (excluding paybacks) have programmed costs that are $25 million or higher. These projects account for 20.8% of the total program and are summarized below:

Sponsor/ TIP #	Title – Limits – Description	Total Cost	Year Construction Programmed
MoDOT/ 6050I-17	I-270 – Pavement and bridge improvements on the I-270 north corridor on disconnected segments – potential design-build	$118,637,000	2018
Metro/ 5686-13	Bus/paratransit preventive maintenance program	$60,000,000	2017, 2018, 2019
MoDOT/ 6705I-17	I-44 – MO 30 to Crawford County – Pavement improvements	$35,569,000	2018
IDOT/ 5194-13	I-255 – 0.2 mi s/o Lake Blvd to Collinsville Rd – Resurfacing and bridge repair	$34,800,000	2020
IDOT/ 5985-16	Martin Luther King Jr. Bridge Ramps – At I-55/64 – Bridge replacement	$34,700,000	2018
Metro/ 6688A-18	Light rail vehicle upgrades and equipment	$31,637,353	2018, 2019
MoDOT/ 6651W-16	I-44 – Kingshighway Blvd to 39th St – Bridge improvements	$30,344,000	2018
IDOT/ 4384-08	I-55/64 Collector-Distributor – Poplar St Bridge complex – Overlay, repairs to westbound lanes	$28,200,000	2018
Dupo/ 4593-08	Davis Ferry Rd – at I-255 – Build new interchange	$27,700,000	2018
IDOT/ 5504A-16	I-70 – 0.1 mi w/o Prairie Rd to Bond County – Resurfacing, ramp repair, bridge repair/replacement	$25,500,000	2017
	TOTAL	**$427,087,353**	

Financial Capacity
The TIP is required to be financially constrained, with reasonable assurance that funds will be available to implement the proposed projects in a given year. Staff has evaluated the federal funds programmed in the TIP with regard to amounts authorized in federal legislation and anticipated federal spending limitations. The proposed federal funding levels for the entire program do not exceed the funds anticipated to be available in the various program years.

The state DOTs, transit agencies, and local sponsors have incorporated inflation factors into the cost estimates for their projects that are expected to be implemented beyond the first year of this TIP. Further, each of the local implementing agencies has submitted written certification indicating that non-federal matching funds are available for their respective projects. In this way, there is some assurance that proposed projects represent true commitments on the part of local agencies rather than project "wish lists."

Air Quality Conformity Analysis
Since the St. Louis region is designated as a non-attainment area for air quality the TIP must be analyzed to determine its conformity with air quality plans and objectives. The projects in the proposed transportation program meet the applicable air quality conformity requirements.

Public Participation
The public will be able to review the draft FY 2017-2020 TIP and Air Quality Conformity Determination through several different means. Five public open house meetings are planned throughout the region in the month of July. At these meetings, copies of the draft documents, as well as explanatory tables, charts, and maps, will be available for review, discussion, and comment. Also, an online open house/live chat will take place in cooperation with the St. Louis Post Dispatch. Staff will be available to answer questions online about the TIP and Air Quality Conformity Determination during the live chat. The open house schedule is below:

- **Wednesday, July 6, 2016:** 4:30 PM to 6:30 PM **–** Franklin County Government Center, Commission Chambers, 400 E. Locust, Union, MO 63084

- **Tuesday, July 12, 2016:** 4:30 PM to 6:30PM **–** Richmond Heights Community Center, Argus Room, 8001 Dale Avenue, Richmond Heights, MO 63117

- **Monday, July 18, 2016:** 4:30 PM to 6:30 PM – Hillsboro City Hall, 101 Main Street, Hillsboro, MO 63050

- **Wednesday, July 20, 2016:** 4:30 PM to 6:30 PM – O'Fallon City Hall, Multipurpose Room - First Floor, 100 North Main, O'Fallon, MO 63366

- **Tuesday, July 26, 2016:** 12:00 to 1:00 PM – Online chat in cooperation with St. Louis Post-Dispatch

- **Wednesday, July 27, 2016:** 4:30 PM to 6:30 PM – Caseyville Community Center – 909 South Main Street, Caseyville, IL 62232

The locations and dates for the open house meetings will be posted on the Council's website, in the Council's *Local Government Briefings* newsletter, on the Council's Facebook and Twitter page, and advertised in local newspapers. All of the documents, charts, tables and maps available at the public meetings will be available online. The public comment period begins on Friday, July 1, 2016 when the TIP and Air Quality Conformity documents are posted to the East-West Gateway web site and will close Wednesday, August 10, 2016.

The FY 2017-2020 TIP is available on the East-West Gateway website:
http://www.ewgateway.org/download/DraftFY2017-2020-TIP/

The Air Quality Conformity Determination and Documentation is available on the East-West Gateway website:
http://www.ewgateway.org/download/DraftFY2017-2020-AQCD/

Approval of Final FY 2017-2020 TIP and Air Quality Conformity Determination

Following the public meetings in July, staff will bring the Final FY 2017-2020 TIP and Air quality Conformity Determination to Board of Directors in August for final approval.

EAST-WEST GATEWAY
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Creating Solutions Across Jurisdictional Boundaries

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Missouri Department of
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John Nations
Bi-State Development
Vacant
Illinois Department of Commerce
and Economic Opportunity
Executive Director
James M. Wild

To: Board of Directors

From: Staff

Subject: Global Cities Initiative - *Metro St. Louis Export Plan*

Date: June 16, 2016

Launched in 2011, the Global Cities Initiative is a five-year joint project of the Brookings Institution and JPMorgan Chase that helps business and civic leaders grow their metropolitan economies by strengthening international connections and competitiveness. St. Louis, through the World Trade Center St. Louis was invited to apply, and in January 2015 was accepted into the final cohort of eight cities to be admitted to the network through a competitive process involving more than 20 metro areas.

As part of the Global Cities Initiative there are 28 U.S. metropolitan areas engaged in a two-phase planning process aimed at creating integrated export and foreign direct investment plans. Over the entire two year process, St. Louis leaders will research, develop and implement integrated global trade and foreign-direct investment strategies that will boost global commerce in the region and position St. Louis for high quality growth and competitiveness in the 21st century economy.

The first phase of the process involved the development of a metropolitan export plan crafted by a team of more than 50 regional cross-sector leaders. The export plan applies market intelligence to the development of strategies that help regions engender a larger network of export-ready firms and better connect them to export services and growing global markets. The attached *Metro St. Louis Export Plan* contains: a data-driven market assessment; an export plan with specific goals, objectives, and strategies; an implementation plan; and a policy memo that identifies critical state and federal reforms.

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The next phase of the effort involves creating a foreign direct investment plan where the region will explore new forms of FDI, assess the interaction of FDI and exports, and develop strategies to attract and retain investment. The plan will consist of a market assessment, a global trade and investment plan, an implementation plan, and a policy memo.

Staff is presenting the export plan for East-West Gateway Board endorsement. We believe the plan is solid, carefully and thoughtfully prepared, with good data in the analyses, and significant cross-sector input from around the region. The *Metro St. Louis Export Plan* is yet another significant tool to strategically align our region's assets, build consensus and develop a coordinated international strategy.

Staff Recommendation: Staff recommends that the Board of Directors endorse the Global Cities Initiative *Metro St. Louis Export Plan*.

Introduction

The St. Louis region, made up of Missouri and Illinois counties, is one the nation's 20 largest metros with a rich history steeped in trade, immigration, and innovation. Early French pioneers established a trading post here as part of the profitable fur trade. In 1850, nearly half of all St. Louisans were born in either Ireland or Germany, which later led to the development of a thriving brewing industry and innovations such as refrigerated railroad cars and pasteurized bottled beer. Other influential groups that have contributed to the region's development include Italians, African-Americans, Latin Americans, Asians, and Bosnians. Looking ahead, regional economic planners are taking action to ensure St. Louis continues its history of trade development, immigration attraction, and innovation advancement. Some of these metro initiatives include:

- Accelerate St. Louis – a virtual support organization that gathers all of the region's entrepreneurship interests into a single online presence. The region is home to many startup support organizations such as Cortex, T-REX, the Helix Center, STLVentureWorks, and the Cambridge Innovation Center, just to name a few;[1]
- BioSTL – a non-profit civic organization and coalition of university, business, and philanthropic leaders that is building an entrepreneurial culture and an innovation ecosystem that leverages St. Louis' strengths, especially in medical and plant biosciences;
- Foreign-Trade Zone management – a duty delaying or reducing process with Foreign-Trade Zone #31 serving the region's Illinois companies and Foreign-Trade Zone #102 catering to Missouri companies:
- Regional Advanced Manufacturing Partnership – an initiative to ensure the region's advanced manufacturers, both large and small, find and secure future business opportunities involving cutting edge technologies;
- St. Louis Regional Freightway – an organization to improve coordination among the region's freight assets and to promote their collective full range of capabilities;
- St. Louis Mosaic Project – a campaign to improve the region's diversity focused on attracting, welcoming, and retaining top foreign talent.

Many of these initiatives integrate significant international concerns. When coupled with the reality that the region's top 25 international companies generate international sales well into the billions, it is clear regional officials must be proactive with international trade and export expansion as an essential part of local economic development.[2]

Overall, St. Louis has much to be proud of economically. The region's economic output as measured by gross metropolitan product is estimated to be $150 billion.[3] Major metro industries are healthcare, government, leisure and hospitality, retail trade, and manufacturing. St. Louis' centralized location offers efficient access to many parts of the continental U.S. with extensive freight assets integrating train, truck, plane, and barge modes of transportation.[4] The region has a substantial number of company headquarters, many of which are listed on various stock exchanges with capitalizations well into the billions.[5] Large manufacturers such as Boeing and General Motors have made recent and sizable local investments. Boeing's facilities will be building major components of the wing and tail for the 777 airliner. General Motors is spending hundreds of millions of dollars of additional investment in its 3.7 million square foot St. Charles manufacturing facility. Given these positives, St. Louis has had major economic setbacks and faces current commercial challenges. In particular, the closure of both Ford and Chrysler automotive plants impacted tens of thousands of workers, and reductions in defense spending currently threaten tens of thousands more.

With two of the region's major industrial sectors dealing with substantial economic disruption, plans that propose ways to adapt to and overcome these challenges must be inclusive of all commercial prospects. International trade via a regionally agreed upon metropolitan export plan is a fresh way to fortify and diversify the region's industrial sectors and future business vitality.

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[1] EQ. a publication created to raise the visibility of the St. Louis startup scene, has a ecosystem map available here: http://eqstl.com/ecosystem-map/
[2] "Largest International Companies", 2014 Book of Lists, St. Louis Business Journal
[3] U.S. Bureau of Economic Analysis
[4] "Where We Stand 7th Edition," East West Gateway
[5] St. Louis Regional Chamber

Regional Benefits of Exporting and International Connectivity

Debates about how to stimulate the economy often center on the policies of federal or state governments. However, metropolitan communities also have a critical role in this effort, particularly regarding international interests. Unfortunately, many U.S. metros are fragmented in their handling of international economic development, which leads to reactive and under-resourced trade expansion behaviors. Yet, this economic development impediment also is an export growth opportunity. Regional officials who ask about the export interests of their constituent businesses and respond to them in an organized, process-oriented approach efficiently enable their communities to meet the increasing demands for goods and services emerging from foreign markets. Further, from a bi-state resource perspective, Missouri and Illinois State trade offices provide valuable in-country support, including export counseling, agent-distributor searches, trade show planning, and more.

Trade Supports Job Creation and Company Sales

- Approximately every $1 billion in exports support 5,796 jobs.[6]
- U.S. businesses exporting services are estimated to have 70 percent higher employment and 20 percent higher wagers than non-exporters.[7]
- Research by the U.S. International Trade Commission of small-to-medium firms that both manufacture and export revealed an average revenue growth of 37 percent from 2005-09, compared to a decline of 7 percent for non-exporting companies.[8]
- Looking only at middle market firms,[9] a 2014 National Center for the Middle Market survey found that more than 76 percent of exporting companies reported revenue increases from the previous year, compared to 64 percent of non-exporting middle market companies. The proportion of middle market firms adding employees in the previous year also was much higher among those generating international revenue with 51 percent for exporters versus 39 percent for purely domestic companies. [10]
- New companies backed by venture capital and seeking to export often have the benefit of the venture capital's knowledge and networks, which expedites entry into new markets.[11]

Foreign Markets Offer Growth Potential

- Nationally, company relocations from out-of-state have only contributed 1.9 percent towards job creation; whereas new business openings and expansions nationally have accounted for 56.3 percent and 41.8 percent respectively.[12]
- 86 percent of global economic growth between 2015 and 2020 will occur outside of the U.S.[13]
- By 2030, Asia Pacific will account for 66 percent of the global middle class, whereas Europe will make up 14 percent and North America 7 percent. By comparison, in 2000, North America, Europe, and Japan represented 75 percent of global middle class consumption.[14]
- Exporting is concentrated in a small number of large firms – only 4 percent of US firms export, and the top 10 percent of exporting firms account for approximately 96 percent of US exports.[15]
- 60 percent of U.S. middle market firms do not export at all and only about 10 percent of revenue of U.S. middle markets is derived from international sources.[16]

Role of Immigrants in Business Development

- In the U.S., immigrants founded more than half of startup companies valued at $1 billion or more and were key members of management or product development teams in 70 percent of these startups.[17]
- Nearly one-quarter of the U.S. startup companies valued at $1 billion or more had a founder who first came to the U.S.

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[6] Stephen Ezell and Robert Atkinson, "Fifty Ways to Leave Your Competitiveness Woes Behind," Information Technology & Innovation Foundation, 2012
[7] J. Bradford Jensen, "Global Trade in Services: Fear, Facts, and Offshoring," Peterson Institute for International Economics, 2011
[8] U.S. International Trade Commission, 2010, "Small and Medium-Sized Enterprises: Characteristics and Performance"
[9] A middle market firm is a company with annual revenues ranging from $50 million to $1 billion.
[10] It should be noted and clarified that it is a firm's productivity that drives sales and job creation. Exporting is a behavior of productive firms and a means towards company growth.
[11] Andy Lockett, Mike Wright, Andrew Burrows, M. Louise Scholes, Dave Paton, "The Export Intensity of Venture Capital Backed Companies," Small Business Economics, 2008
[12] Conway Data, Inc; Jed Kolko, "Business Relocation and Homegrown Jobs,1992-2006," Public Policy Institute of California, 2010
[13] James Manyika, Susan Lund, Jacques Bughin, Jonathan Woetzel, Kalin Stamenov, and Dhruv Dhingra, "Digital globalization," McKinsey & Company, 2016
[14] Homi Kharas and Geoffrey Gertz, "The New Global Middle Class," 2010
[15] Andrew B. Bernard, J. Bradford Jensen, Stephen J. Redding, and Peter K. Schott, "Firms in International Trade" Journal of Economic Perspectives, Summer 2007
[16] U.S. Census Bureau, "A Profile of U.S. Exporting and Importing Companies, 2010-2011," 2013
[17] Stuart Anderson, "Immigrants and Billion Dollar Startups," National Foundation for American Policy, 2016

as an international student.[18]

- St. Louis has a relatively small share of foreign born population at 5 percent relative to U.S. average of 14 percent.[19]
- St. Louis immigrants were found to be 60 percent more likely to start a business and 130 percent more likely to have an advanced degree.[20]
- Compared to other U.S. metros, a St. Louis regional effort to attract more immigrants would directly boost the startup community.[21]
- Several large St. Louis area companies have foreign ownership or are managed by foreign born individuals such as Nestlé Purina, Bunge NA, Anheuser-Busch InBev, Monsanto, GKN Aerospace, NOVUS, MilliporeSigma, SunEdison, Zoltek, Hussmann, and Amdocs.[22]

In light of the opportunities offered by trade and immigration, a regional steering committee performed a comprehensive analysis of our export economy with the intent to develop recommendations on how to further strengthen our overall economy.

Market Assessment of Regional Exports

World Trade Center St. Louis and Washington University conducted a regional market assessment to uncover facts and generate insights about metro St. Louis' export activities. This assessment included an in-depth examination of metro export statistics, an online benchmarking survey of businesses both exporting and not exporting, and personal one-on-one interviews with many company executives. The following is a summary of our region's engagement with international markets, as well as key findings.

Metro Export Statistics

According to the Brookings Institution's 2015 Export Monitor, the region exports goods and services estimated at $16.2 billion, supporting an estimated total of 94,900 direct and indirect jobs. By comparison to other metros, the St. Louis area is 22nd by value of exports. Nearly 22 percent of its export value, or about $3.6 billon, consists of automotive and aeronautical transportation equipment. St. Louis' export intensity is 11.5 percent, ranking the region 31st nationally.[23] Regional export growth was 1.1 percent between 2008 and 2014, ranking 73rd among other metros. Near metros with greater export growth include Louisville (4.9 percent), Nashville (4.3 percent), Omaha (3.8 percent), Kansas City (2.3 percent), Oklahoma City (2.1 percent), and Chicago (2.1 percent).[24] Below are estimates of exports by county:

- St. Louis County: $6.9 billion
- St. Louis City: $2.6 billion
- Madison County: $2.1 billion
- St. Charles County: $1.8 billion
- St. Clair County: $884 million
- Franklin County: $758 million
- Jefferson County: $361 million
- Warren County: $145 million
- Lincoln County: $126 million
- Clinton County: $125 million
- Macoupin County: $117 million
- Bond County: $90 million
- Monroe County: $79 million
- Jersey County: $49 million

Of the metro region's $16.2 billion in exports, it is estimated 72 percent are goods and 28 percent are services. The top industries by export value are aircraft products ($1.9 billion), motor vehicles ($1.7 billion), petroleum and coal ($710 million), chemicals ($702 million), nonferrous metal products ($525 million), and pharmaceuticals ($470 million). Top industries by total export supported jobs are aircraft products (10,520), motor vehicles (7,600), food and drink services (4,300), freight and port

[18] ibid
[19] Subhayu Bandyopadhyay and Rodrigo Guerrero, "Immigration Patterns in the District Differ in Some Ways from the Nation's," Federal Reserve Bank of St. Louis, April 2016
[20] Strauss, Jack, "The Economic Impact of Immigration on St. Louis," Saint Louis University, 2012
[21] ibid
[22] World Trade Center St. Louis research
[23] It should be noted and clarified that estimates of export intensity will vary depending on the source of the export value and gross metropolitan product value used.
[24] The Brookings Institution 2015 Export Monitor

services (2,949), and credit issuance and lending (2,900).[25]

Export growth for the region's goods is mixed. From 2003 to 2014, transportation equipment (the region's heaviest export sector) had a 21 percent increase and machinery manufacturing experienced a 36 percent increase. Export growth for services during that period has been exceptional spearheaded by financial services (287 percent), technology (146 percent), management and legal (104 percent), information technology royalties (64 percent), and travel and tourism (22 percent). Travel and tourism management and Information technology royalties are St. Louis' main export services at roughly $1 billion annually each.[26]

The International Trade Administration estimates St. Louis top foreign markets for goods are Canada ($1.9 billion), Mexico ($1.5 billion), and China ($1.3 billion). At minimum, 2,884 St. Louis area companies export, 84 percent of which are small to medium sized businesses.[27] Estimates for St. Louis service exports by foreign market were not obtainable.

Benchmarking Survey and Interviews

World Trade Center St. Louis and Washington University researchers used both an online survey and interviews to collect quantitative and qualitative primary research data on the attitudes and thoughts of metro St. Louis companies of all types toward exporting. Over 700 companies responded to the online survey and 44 firms were interviewed.[28] By geographical distribution, survey respondents came from all counties in the metro area:

- St. Louis County: 186 (26%)
- St. Charles County: 144 (20%)
- St. Louis City: 107 (15%)
- St. Clair County: 91 (20%)
- Madison County: 77 (11%)
- Jefferson County: 18 (3%)
- Monroe County: 15 (2%)
- Jersey County: 11 (2%)
- Franklin County: 10 (1%)
- Clinton County: 10 (1%)
- Bond County: 10 (1%)
- Warren County: 10 (1%)
- Lincoln County: 8 (1%)
- Macoupin County: 6 (<1%)
- Calhoun County: 5 (<1%)

Nearly 170 businesses self-identified as exporters with 60 percent selling goods only, 28 percent selling services only, and 12 percent selling both. 50 percent of exporters reported earning up to 10 percent of total sales from foreign markets. A quarter of exporters earned between 10 to 25 percent from foreign sales, and another quarter earned greater that 25 percent from sales. Encouragingly, companies earning more than 10 percent of sales from exports seek additional export markets with 68 percent planning to expand exports within four years.

About 60 percent of survey respondents, about 315, indicated they do not export. Many reasons were shared as to why exporting was not part of their business operations. About 67 percent simply indicated their product or service was not exportable, 11 percent indicated they had sufficient business from domestic customers, and 10 percent sought to expand domestically first. World Trade Center St. Louis and Washington University researchers reviewed the companies indicating that export operations could not be possible, and determined about half had export potential. Over 44 companies were interviewed and asked questions about their export operations and interests. By size, these companies consisted of eight large business, 22 small-to-medium sized firms, and 14 startups. By sector, these firms comprised 16 manufacturers, 16 service providers, and 12 that were in technology-based services with some manufacturing.

[25] ibid
[26] The Brookings Institution, Export Monitor 2015
[27] International Trade Administration, U.S. Department of Commerce
[28] The online survey was distributed to dozens of regional organizations who in turn distributed to their members, constituents, and stakeholders. There is no way to know the full size of the distribution.

Key Findings – Impediments and Assets

1. Aircraft products and motor vehicles have a substantial economic role in metro St. Louis' export economy. Altogether these two sectors account for $3.6 billion or 22 percent of total exports.

- Aircraft product export performance during the last ten years generally has been mixed but stable with a decline of 12 percent from 2005-07, followed by an increase of 36 percent from 2009-13.
- Vehicle production was less stable with a reduction in exports by 49 percent from 2007-2009, 45 percent decline alone in 2009, then an increase of 117 percent from 2009-2013.

2. Many small-to-medium sized companies do not recognize their export opportunities or are not convinced of their profitability.

- Metro St. Louis companies generally choose to be reactive when presented with an export opportunity.
- 67 percent of companies believed their products could not be exported, and 23 percent simply chose not to export.
- 58 percent of expanding exporters said they were found by their foreign customers.

3. Exporters indicated foreign networks and relationships were key factors in accessing and cultivating foreign customers.

- 52 percent of expanding exporters reported some form of prior relationship in a foreign market.
- Non-exporters said their priority was establishing trust with potential foreign partners, whereas expanding exporters indicated the need to prioritize the management of trust with foreign buyers.
- Service companies reported feeling significant pressure to follow clients into foreign markets.

4. Exporters, regardless of age or size have operational issues they do not know how to manage, including matters such as export compliance and effective market engagement methods.

- Firms whose export sales were less than 10 percent of total sales said understanding the export process from the U.S. was challenging.
- Firms whose export sales were greater than 10 percent of total sales said understanding processes in foreign markets was challenging.
- 57 percent of companies would like help with training, trade shows, and regulations.

5. Metro St. Louis has many internationally engaged assets that currently operate in limited connectivity with other adjacent regional interests, and could facilitate trade opportunities.

- Significant freight infrastructure has been operating without a regional advocate organization. These assets include six Class I railroads and the third largest rail hub in the U.S., four interstates with low congestion, the third largest inland and ice free port, five airports, and several pipelines.
- Universities with global connections host 9,000 international students over a four year window[29], maintaining 232 global partnerships[30], and generating an estimated foreign exchange student economic impact of $1.3 billion in Illinois and $509 million in Missouri.[31]
- Several multinationals have their headquarters in the region and approximately 350 foreign based companies operate in metro St. Louis.
- The St. Louis Mosaic Project, a nationally recognized initiative to attract and welcome the foreign born, has more than 500 business and volunteers actively working to ensure foreign talent finds reason to call metro St. Louis their home.

[29] The St. Louis Mosaic Project research
[30] World Trade Center St. Louis research
[31] Association of International Educators, International Student Economic Value Tool

Export Plan

Goal: A healthy diversified economic base and global business performance recognized for its growth, value, and diversification delivered to our partners and our people.

Objectives:

- To serve — Elevate the export support ecosystem from its high intrinsic potential to a high performance network. Use innovative approaches to develop the 'go-to' export service network for any export solution by the end of 2017.
- To synergize — Maximize regional synergies between and among companies and other parties to facilitate export market entry and growth. Increase the number of exporting companies by 20 percent by the end of 2020.
- To stimulate — Communicate the compelling export story across the region driving businesses to the export support ecosystem and to the opportunities to synergize. Redirect the trade curve for export growth to achieve national top 10 status of export intensity by the end of 2020.

There are four strategies designed to achieve the objectives. Each of the strategies has several operational tactics. The tactics have been designed to address the identified impediments. The tactics will be implemented in phases to build on the foundation of each earlier phase.

Strategy One: Organize Regional Export Facilitation Ecosystem for Higher Performance

Local, state, and federal service organizations across the region will configure an innovative and integrated export ecosystem that becomes the 'go-to' structure for any exporter looking for assistance. The ecosystem will encompass the international know-how and networks available in the region. This new formation will use two tactics:

Forming a St. Louis Trade Commission — The St. Louis Trade Commission is comprised of all federal, state, and regional trade service organizations across the region. Each organization has unique expertise and reach into global markets. Harmonized services will more effectively guide the region's businesses to prepare for global commerce, respond to global customers, and pursue strategic opportunities. Anticipated efficiencies created by the St. Louis Trade Commission will include:

- Intergovernmental Collaboration — to promote its collective service offerings to businesses and to identify specific competencies each commission member can uniquely offer to regional companies. In addition, the commission members will provide referrals according to their agreed upon internal strengths.
- Innovative Access — to develop new service delivery methods that meet the needs of the regional exporter community. New methods include an online help network and on-location office hours in the incubators. Interviews with regional startup businesses indicate an interest in enhanced peer-to-peer exchanges with a focus on exporting.
- Guidance and Data — to provide the regional exporting community with global market information, track and report progress on regional export performance, and report on global market developments offering regional firms export opportunities. Information will be distributed within the bi-state area.
- Success Stories Sharing — to spotlight export successes and encourage other potential area companies to seek assistance. Additionally, these success examples are needed by each commission member to demonstrate value to their financial stakeholders.

Creating a Global Forum — The Global Forum will be an open and informal network of regional public and private organizations interested in developing global trade, and will operate as a critical support community around the St. Louis Trade Commission. The purpose of the Global Forum will be to communally receive input, collectively oversee, and cooperatively refine regional export priorities. Another critical function is to network and connect businesses with regional non-governmental export resources. Enhanced capabilities created by the Global Forum will include:

- Increased Awareness of Regional Professional Competencies — offered by specialized regional organizations. Professional corporations such as banks, law firms, accounting firms, and freight forwarders, provide locally available in-depth trade expertise. Industry associations provide connectivity deep into sectors of the regional business community. Ethnic associations such as the Hispanic Chamber and the Asian Chamber work to build commercial/cultural bridges. The Global Forum also will be intentional to include the St. Louis & St. Louis County Promise Zone and its efforts to address severe poverty and unemployment.
- Ready Access to Native and Foreign STEM Talent — Universities have global resources and are eager to be supportive of business both outbound from St. Louis and inbound to St. Louis. A large pool of knowledgeable international students, including post-doctoral students, and professors and administrators are concentrated in area schools. Further, most global markets already include preexisting relationships with metro St. Louis universities and successful alumni, which can facilitate foreign business networking. Outreach should commence with metro St. Louis schools with a substantial number of international students such as Washington University, Lindenwood University, Saint Louis University, University of Missouri-St. Louis, Webster University, and Southern Illinois University-Edwardsville. Organizing native STEM talent also should be included in this activity.

Promise Zones are high poverty communities where the federal government partners with local leaders to increase economic activity, improve educational opportunities, leverage private investment, reduce violent crime, enhance public health, and increase workforce readiness. In the St. Louis Promise Zone:

- 200k residents
- 36% live in poverty
- 33% earn less than $12k/month
- 19% of age 25+ have no diploma
- 23% are unemployed
- 61% are rent burdened

Success stories in the St. Louis Promise Zone involve:

- BioSTL
- Women's Business Center Program
- Program for Investment in Micro Entrepreneurs
- Start Up in a Day Initiative "Start Small"

- Priority Market Engagement — on which to focus regional resources. Multiple markets are likely to be selected to provide opportunities for multiple industry clusters. Regional research indicates that an initial market focus for consideration is Canada and a priority industry cluster of focus is equipment manufacturing. In addition, the St. Louis Trade Commission will seek opportunities for regional companies to participate in cutting areas of advanced manufacturing and infrastructure development.
- Trade Mission Planning and Hosting — to organize regional industry leaders for familiarity visits with priority foreign markets and to meet with prospective customers. These visits will occur both inbound and outbound. Through increased public and private collaboration, the region can leverage limited resources, providing a more coordinated, cost-effective approach towards serving the global interests of the metro business community while connecting the citizens and leaders of the region to the world.

Strategy Two: Innovate Delivery of Regional Export Services

Regional export service providers will cooperatively and efficiently serve regional economic assets such as globally minded startups, internationally apprehensive SME's, and world-class freight providers. In addition to increased efficiencies through cooperation, export service providers will innovate their customer service delivery via the following tactics:

Creating an Export Challenge Business Plan Competition — The St. Louis Economic Development Partnership, in collaboration with the St. Louis Regional Chamber hosts, an annual startup business plan competition called the Accelerate St. Louis Challenge. The competition is open to the St. Louis' bi-state region, with over 140 startup companies submitting business plans in 2015. The Accelerate St. Louis Challenge has seven categories: (1) bio/life science, (2) education, (3) financial technology, (4) tech, (5) manufacturing, (6) products/services, and (7) food. In 2016, the Accelerate St. Louis Challenge will add an export category to recognize and support companies, both startup and SME, with exceptional international business strategies.

Accelerating the Accelerators — From St. Charles County to St. Clair County, the region has a robust ecosystem of business accelerators and incubators designed to support the successful founding of entrepreneurial enterprises. These accelerators and incubators provide the knowledge-rich and relationship-rich environment needed for young enterprises to prosper. Using the

Accelerate St. Louis Challenge as a launch pad, the St. Louis Trade Commission will be more intentional about engaging the regional startup community.

Promoting St. Louis as an International Advanced Manufacturing Hub — A substantial amount of regional employment is in industries that involve manufacturing. These supplier SME's have the capacity to export but are resource constrained and would realize trade opportunities more rapidly if their collective interests also were organized. The St. Louis Regional Advanced Manufacturing Partnership (RAMP) will work to find ways on how advanced manufacturers can access international markets. These suggestions will generally include:

- Trade conferences, particularly those organized by the U.S. Commercial Service
- State and federal market opening efforts in priority markets
- In-bound and out-bound trade missions
- Distribution and logistics sharing

Organizing the Region's Supply Chain Infrastructure for Global Connectivity — St. Louis has substantial freight assets and sophisticated logistics know-how. The formation of the St. Louis Regional Freightway will enhance these assets and work towards ways local goods can be efficiently delivered to foreign markets. Regional freight development efforts with significant international concerns include initiatives involving the unused capacity of both Lambert-St. Louis International Airport's Northern Tract and MidAmerica St. Louis Airport's distribution center, which have been exploring cold chain distribution, live animal export, and dual customs (with Mexico) capabilities. The St. Louis Trade Commission will support the St. Louis Regional Freightway with freight initiatives involving international connectivity.

Strategy Three: Facilitate International Collaboration among Regional Companies

Metro collaboration among companies and supply chain services will enhance regional competitive advantages and trade that would have otherwise been missed. Each exporter, and potential exporter, has capabilities and challenges towards entering and competing in a foreign market. Three tactics will encourage regional collaborating to globally compete:

Developing a Structured Matchmaking Program — Export Match will be a new matchmaking service that enables St. Louis area companies to identify other regional companies with interest in similar foreign markets. Efficiencies yielded by this initiative will lead to shorter time to market, more effective problem solving through people-to-people connections, and the ready application of innovative solutions through an augmented network of community experiences. Company interactions will occur both in-person and online, and be supplemented by trade and freight experts. Benefits to metro companies include:

- Shared transportation, warehousing, and distribution
- Sales through indirect exporting
- Complementary product lines for exporting

Export Match will provide hosted matchmaking events focused on countries and industries and will work in close partnership with the St. Louis Regional Freightway. St. Louis companies in the service sector such as architecture, engineering, law, and banking, often enter foreign markets at the invitation of their U.S. manufacturer clients. Export Match also will host programming relevant to service sector interests.

Connecting through Person-to-Person Encounters — Trade Café will be a new venue seeking to mimic the momentum in the region's innovation corridor of the highly successful Venture Café. The objective is to provide a casual, periodic time and place for trade-innovation and trade partner exploration. Trade Café will be less-structured sibling to Export Match.

Initiating a Regional Campaign to Advocate the Benefits of Trade – Promote a sense of globalism among St. Louis area small-to-medium sized companies, particularly companies considered medium sized as they are likely to be near-ready to support foreign buyer relationships.

Strategy Four: Communicate the St. Louis Area is Ready for Globalization

As previously indicated, research shows when companies are confident in their export competency they will expand into additional countries and industries. The purpose of this strategy is to reduce the awareness barriers both in the region and globally about St. Louis' export offerings, and to stimulate a push/pull global demand for metro St. Louis products. A communication strategy will consist of the following tactics:

A Metro St. Louis Brand for Global Audiences — The St. Louis Trade Commission and the Global Forum will support the global branding effort developed by the St. Louis Commission and Visitors Commission (CVC) to promote the region's assets using paid and earned media. This branding will be 'St. Lou is Global', which operates under the regional family branding managed by the CVC. The people of St. Louis have much to take pride in and speak about when discussing the regional economy. A globally oriented branding image will multiply the stature of these industry clusters as both regional hubs of competency and global centers of excellence.

Seeking Export Help — Small-to-medium sized companies anxious about exporting require encouragement to seek assistance and knowledge of the resources available to them. The St. Louis Trade Commission will campaign to promote export success stories to their respective constituencies, particularly those that are not exporting or are under-exporting. St. Louis Trade Commission members also will highlight the regional export ecosystem as a ready network available for any export questions or concerns. This campaign will promote the 'St. Lou is Global' brand and all regional export support service providers by providing companies the opportunity to sample services. These services will include online courses and webinars and problem solving workshops with experienced export experts.

Fostering a Global Mindset — Small-to-medium sized companies interact with many interests such as industry, banking, legal, accounting, university/workforce, and civic groups. This tactic is designed to drive exporters and prospective exporters to the newly established export ecosystem through third-party encouragement. The St. Louis Trade Commission will work closely with these specialized groups to better explain the benefits and opportunities of international trade. By working with each group, the goals of this metro export plan will be achieved complementary to the objectives of each organization. This regional tactic also will encourage premier regional events (such as the Ag Innovation Showcase) to further build upon their international potential.

Marketing via Unified Web Presence — Many current St. Louis exporters reported being found and approached by their foreign customers. For some companies, developing a global oriented web presence is cost prohibitive and only possible through an economical cooperative effort. The digital marketing efforts of St. Louis area companies would be enhanced by a community initiative.

Regional Goals	KPI (D=Highlevel Dashboard)	Key Organizations
	Export Supported Jobs (D) Export Value (D) Export Growth (D) Export Intensity (D)	World Trade Center St. Louis St. Louis Economic Development Partnership SWIllinois Trade & Investment Council Leadership Council Southwestern Illinois St. Louis Regional Chamber East-West Gateway Council of Governments Bi-State Development
Strategy 1: Organize		
St. Louis Trade Commission	# of firms engaged in services (D) # of firms referred to partners (D)	World Trade Center St. Louis SWIllinois Trade & Investment Council U.S. Commercial Service SBA Office of International Trade IL Dept. of Commerce & Economic Opportunity MO Dept of Economic Development IL and MO Small Business Development Centers
Global Forum	# of firms and orgs participating # of inbound/outbound delegations # of international students (D)	Metro banking, accounting, legal, and HR groups Specialty groups (eg: BioSTL, Corngrowers, NDIA, St. Louis Makes, St. Louis Regional Freightway, St. Louis Mosaic, SWIllinois Trade & Investment Council, St. Louis City-County Promise Zone) Ethnic organizations (eg: Asian Chamber, Hispanic Chamber, Minority Business Council) Metro schools and universities
Strategy 2: Innovate		
Export Challenge	# of companies participating # of companies exporting (1st time, new market, and/or new industry)	St. Louis Economic Development Partnership - Innovation & Entrepreneurship - RAMP/Advanced Manufacturing World Trade Center St. Louis St. Louis Regional Chamber Startup organizations (Cortex, T-Rex, CIC, etc) St. Louis Freightway SWIllinois Trade & Investment Council
Advanced Manufacturing	# firms in export markets # markets entered by firms	
Accelerate the Accelerators	# of startups consulted and serviced	
Global Supply Chains	# of firms served by freight connections	
Strategy 3: Collaborate		
Export Match	# of firms finding complementarity (D)	World Trade Center St. Louis SWIllinois Trade & Investment Council U.S. Commercial Service SBA Office of International Trade IL Dept. of Commerce & Economic Opportunity MO Dept of Economic Development IL and MO Small Business Development Centers International Trade Center at SIUE Startup organizations (Cortex, T-Rex, CIC, etc)
Trade Café	# of attendees participating	
Strategy 4: Communicate		
Get Started Exporting	# of IL and MO passports (D)	World Trade Center St. Louis Southwestern Illinois Trade & Investment Council SBA Office of International Trade St. Louis Mosaic St. Louis Convention & Visitors Commission Bi-State Development St. Louis Freightway International Trade Center at SIUE
Engage Regional Leadership	# of regional organizations supporting (D)	
Global Web Marketing	# of web users and visitors	
Global Branding	# of media mentions (D)	
Global Events	# Int'l attendees at conferences	
Success Stories	# of firms sharing their story (D)	

Policy Suggestions

County and municipal economic development organizations also should engage the St. Louis Trade Commission

The St. Louis Trade Commission would increase its efficiency and effectiveness through regular interaction with county and municipal level economic development organizations. These highly localized groups have greater proximate and steady interaction with business interests in their geographies, and are excellent sources of finding potential export opportunities. *County and municipal level economic development organizations should coordinate with the St. Louis Trade Commission on company outreach activities.*

Invest in and promote metro St. Louis supply chain infrastructure

The St. Louis region has exceptional supply chain infrastructure and potential. The East-West Gateway Council of Governments and both the Illinois and Missouri Departments of Transportation issued a report that explains not only the potential for bi-state freight development but also global engagement. Chapter three of the report, 'Global Context for Freight Movement', explains the global conditions of why now is the right time to invest in and promote metro St. Louis supply chain infrastructure. *Where appropriate, the branding of both 'St. Lou is Global' and the St. Louis Regional Freightway should be jointly marketed.*

Explore and engage global agriculture export opportunities

Metro St. Louis' capabilities in the global delivery of professional services and manufacturing should be considerate of the impact agriculture also has in the region. Many of the largest regional companies have both deep export proficiencies and connections to agriculture. *Regional officials should explore arrangements that enhance not only metro St. Louis' export connectivity but also tap into multistate agronomic strengths.*

Smart immigration reform

The region must have access to the brightest minds and world-class talent needed to develop the products and services the rest of the world demands now and in the future. Metro St. Louis is losing access to brilliant minds and potential job creators. *Congress must reform and modernize the H-1B visa program that drives entrepreneurship and innovation, and create entrepreneur oriented non-immigrant visa programs based on capital investment and job creation.*

Become a welcoming region for immigration

Immigrants are entrepreneurs often because no other choice is available and studies have found that new businesses account for the majority of net new job growth in the nation. Not only do inclusive policies drive growth among our foreign population but they can drive domestic relocations as well. According to a report by Council of the Americas, 270 US-born residents move to counties for every 1,000 immigrants that arrive. *Regional officials should work together to make the St. Louis area the most welcoming in the country and explore additional ways to support organizations such as the St. Louis Mosaic Project and International Institute of St. Louis.*

Attract top global talent and specialized skills that enhance the regional workforce

Job creation and economic development are linked together by an area's ability to retain, attract, and offer talented workers, and setup structures that impart their advanced skills to an eager and ready-to-learn native workforce. International students studying in metro St. Louis universities via F1 visas are one means by which hard-to-find foreign talent can be drawn to St. Louis. *Science, technology, engineering, and math (STEM) students should be encouraged and supported in their applications for occupational practical training (OPT) extension visas, and then mapped to local companies offering difficult-to-fill STEM jobs. Also, innovative use of H1B visas should be explored to enable companies to expand their technological advantages.*

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Accelerate St. Louis

Arch Grants

Asian American Chamber of Commerce St. Louis

BioSTL

Bi-State Development Agency

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Civic Progress

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Cortex

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East-West Gateway Council of Governments

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JPMorgan Chase

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Leadership Council Southwestern Illinois

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Missouri Partnership

Peabody Energy

Regional Advanced Manufacturing Partnership

Regional Business Council

ROHO Group

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Southwestern Illinois Trade & Investment Council

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St. Louis Mosaic Project

St. Louis Regional Chamber

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To: Board of Directors

From: East-West Gateway Staff

Subject: Coordinated Human Services Transportation Plan

Date: June 15, 2016

In July 2012, the East-West Gateway Board of Directors adopted the Coordinated Human Services Transportation Plan (CHSTP) for the St. Louis Region. The CHSTP is a regional planning tool designed to help guide the investment of Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) funding. Projects selected for funding under the Section 5310 Program must be "included in a locally developed, coordinated public transit-human services transportation plan."

Federal law requires the CHSTP to be updated at least every four years. The update to the CHSTP has been developed by East-West Gateway, assisted by a 36 member Stakeholder Committee representing seniors and individuals with disabilities, and public, private, and non-profit transportation and human service providers in Missouri and Illinois. The CHSTP outlines how transportation providers and human service agencies can work together to improve mobility for seniors and individuals with disabilities. The stakeholders assisted in addressing the required key elements, including identification of existing assets and services, the identification of service gaps and unmet needs, and the development of regional prioritized strategies to address the noted gaps in service.

Staff briefed the Executive Advisory Committee and Board and Directors in May. The CHSTP was posted on the Council's website and circulated for public comment on Monday, May 2, 2016 with the public comment period concluding on Monday, June 13, 2016. To solicit public comment and answer questions on the CHSTP, staff held a public open house on Thursday, May 26, 2016.

The update allows the St. Louis Region to retain its eligibility to receive federal funding through the Section 5310 Program, and to address the mobility needs of seniors and individuals with disabilities. A copy of the CHSTP can be viewed at: http://www.ewgateway.org/download/CHSTP/CHSTP-June2016.pdf

Staff Recommendation: Staff recommends adoption of the Coordinated Human Services Transportation Plan.

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James M. Wild

To: Board of Directors

From: Staff

Subject: Extension of September 30, 2016 Suspense Date for Locally Sponsored Projects

Date: June 15, 2016

In April 2010, the Board of Directors approved a modification to the one-time schedule change allowed by the Policy on Reasonable Progress. The change allowed sponsors to request, no later than June 1, a one-time extension, gave staff authority to grant extensions up to three months, and required Board action on extension requests of three to nine months.

To be considered for this one-time extension the sponsor has to demonstrate: a) the delay is beyond their control, and the sponsor has done diligence in advancing the project; b) federal funds have already been obligated on the project, or in cases that no federal funds are used for preliminary engineering or right-of-way acquisition, there has been significant progress toward final plan preparation; and c) there is a realistic strategy in place to obligate all funds within the extended time.

As of the June 1 deadline, staff received 20 requests for schedule extensions beyond the September 30, 2016 suspense date. The amount of federal funds programmed for these projects is $15.3 million. Of the 20 requests, seven were for a three-month extension, and the remaining 13 were for a nine-month extension. Based on staff review of the three-month extension requests and recommendations from MoDOT, staff believes that a nine-month extension is needed for five of the seven projects requesting a three-month extension to ensure an on-time obligation of funds.

The remaining 63 projects with construction funds programmed in FY 2016, representing $62.4 million in federal funds, have obligated funds or are on schedule to obligate funds by September 30, 2016. Last year, East-West Gateway received eleven requests for extensions totaling $12.4 million. Staff will continue to monitor all projects, according to the schedules indicated in the project application and provide updates if issues arise.

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Three-month Extension

Table 1 details the two projects for a three-month extension. Staff has reviewed the status of each project and is granting the requested extension per the Board's adopted policy. Federal funds for these two projects must be obligated no later than December 31, 2016.

Table 1
Projects Requesting Three-Month Extension

Sponsor/ TIP #	Title – Description	FY 2016 Federal Funds	Reason for Delay
St. Louis County/ 6477D-15	Sappington Corridor ITS - Various Locations Along Sappington Rd, Kennerly Rd Old Tesson Rd, Mattis Rd	$565,800	Design / Construction Contracting A staffing shortage caused the County to seek consultant services late in the project development process, creating a slight delay in final plans. Final plans are 25% complete.
St. Louis County/ 6400-16	North Central County ITS - 2016 - Various Locations Along Woodson, Mcknight, Delmar, Baur, And Schuetz - Install Fiberoptic	$903,200	Design / Construction Contracting A staffing shortage caused the County to seek consultant services late in the project development process, creating a slight delay in final plans. Final plans are 25% complete.
	Total	**$1,469,000**	

Nine-month Extension

Table 2 details the 18 projects for a nine-month extension, which requires Board action. Staff has reviewed these projects to determine if the delay is beyond the sponsor's control, if federal funds have been obligated for these projects, and if a realistic strategy is in place to obligate federal funds by June 30, 2017. Based on information provided by the sponsors and a review of the project files, staff has determined that all 18 projects have met the required tests.

Table 2 Projects Requesting up to Nine-Month Extension			
Sponsor/ TIP #	**Title – Description**	**FY 2016 Federal Funds**	**Reason for Delay**
Brentwood/ 6306-15	Hanley Industrial Court Ped Improvements - Strassner: Hanley Ind. Ct To Mem Park Hanley Ind Ct: 3 Way Stop To Bernard Dr	$625,156	Right-of-Way 0 of 12 parcels acquired. MoDOT review and approval of right-of-way acquisition plans took 5 months, which delayed the start of acquisition of right-of-way. Appraisals are now underway.
Cottleville/ 6543-15	MO N Shared Use Path - Motherhead Rd To Mid Rivers Mall Dr Shared Use Path (10')	$484,662	Right-of-Way 0 of 21 parcels acquired. This project was approved from a 2014 Transportation Alternatives Program (TAP) solicitation in January 2015. Right of way plan and acquisition authority approval took nearly four months. The notice to proceed for right-of-way acquisition was issued on 6/7/16.
De Soto/ 6545-16	Woodland Shared Use Path - Vineland Elem School To De Soto High School Shared Use Path (8')	$298,278	ADA Compliance This project was approved from a 2014 TAP solicitation in January 2015. Project approval occurred three months later than anticipated. The City is seeking an Americans with Disabilities Act (ADA) exception from the Federal Highway Administration (FHWA) due to extreme terrain conditions along the project limits. Final plans have been submitted to MoDOT.
Great Rivers Greenway/ 6547-16	Deer Creek/ Shady Creek Greenway - Lorraine Davis Park To Deer Creek Park Shared Use Path (10-12') - Shared Ln Markings	$800,000	Right-of-Way 0 of 21 parcels acquired. This project was approved from a 2014 TAP solicitation in January 2015. Project approval occurred three months later than anticipated. Right-of-way plan approval was delayed due to additional survey and title search to determine ownership of several parcels. Right-of-way plans are now approved and acquisition authority request is pending.

Table 2
Projects Requesting up to Nine-Month Extension

Sponsor/ TIP #	Title – Description	FY 2016 Federal Funds	Reason for Delay
O'Fallon/ 6548-15	MO K Shared Use Path - Various Locations Along MO K - Feise To Technology Shared Use Path (10')	$662,168	Utility Coordination / Right-of-Way 0 of 21 parcels acquired. This project was approved from a 2014 TAP solicitation in January 2015. Project approval occurred three months later than anticipated. The City is in discussion with Ameren to determine if utility relocation or additional right-of-way is needed. Additional time is needed to make plan adjustments. Right-of-way plans are currently under review by MODOT.
Pacific/ 6327-15	Thornton Road, Phase 2 - Molly's Street To North Monroe Street Resurfacing - Add Sidewalk - Lighting	$564,162	Right-of-Way 3 of 4 parcels acquired. Acquisition of right-of-way was delayed due to difficulty contacting an out-of-country parcel owner, and improperly signed easements. Final plans are complete. Additional time is needed to contact the final parcel owner.
St. Charles/ 6549-15	First Capitol/Fifth Street – 1St Capitol: Fifth St To E/O 2nd; 5th: First Capitol To Madison Upgrade Ped Facility (5') - Utility Relocation	$640,192	Right-of-Way 0 of 15 parcels acquired. This project was approved from a 2014 Transportation Alternatives Program (TAP) solicitation in January 2015. Project approval occurred three months later than anticipated. Right-of-way appraisals are underway.
St. Louis County/ 6477B-15	Airport – Westport & Vicinity ITS - Various Locations Along Elizabeth Ave, Paul Ave, Bermuda Dr, J.S. Mcdonnell Blvd, Mckelvey Rd	$989,000	Design / Construction Contracting A staffing shortage caused the County to seek consultant services late in the project development process, creating a slight delay in final plans. Final plans are 25% complete. Sponsor needs to finalize coordination agreement with MoDOT due to project affecting state route. Also, sponsor needs to complete agreement with railroad to run fiber under track.

Table 2 Projects Requesting up to Nine-Month Extension			
Sponsor/ TIP #	**Title – Description**	**FY 2016 Federal Funds**	**Reason for Delay**
St. Louis County/ 6477A-15	Chesterfield Valley ITS - Various Locations Along Chesterfield Pkwy, Wild Horse Creek Rd, Chesterfield Airport Rd	$607,200	Design / Construction Contracting A staffing shortage caused the County to seek consultant services late in the project development process, creating a slight delay in final plans. Final plans are 25% complete. Sponsor needs to finalize coordination agreement with MoDOT due to project affecting state route.
St. Louis County/ 6552-15	Conway Road Sidewalk - Mason Rd To Mason Rd Sidewalk (5')	$607,775	Utility Coordination This project was approved from a 2014 TAP solicitation in January 2015. Project approval occurred three months later than anticipated. The County was recently informed by Missouri American Water Company of a conflict with storm sewers that may require design adjustments. Re-design may result in the need to acquire right-of-way. Final plans are 50% complete. Additional time is needed to negotiate a resolution.
St. Louis County/ 6461A-15	Creve Coeur Mill Bridge-2016 - Over Branch Of Creve Coeur Creek Replace Bridge	$663,985	Right-of-Way 0 of 7 parcels acquired. Condemnation is anticipated. The County will require additional time to complete the legal condemnation process. Appraisals are almost complete.
St. Louis County/ 6461B-15	Lackland Road Bridge - Over E Tributary Of Fee Fee Creek Replace Bridge	$628,590	Right-of-Way 0 of 3 parcels acquired. Condemnation is anticipated. The County will require additional time to complete the legal condemnation process. Appraisals are complete and offers are being made.
St. Louis County/ 5810-15	Missouri Bottom Road – Fee Fee Rd to I-270 – Resurfacing and ADA improvements	$1,088,000	Railroad coordination/ADA Recent increase in scrutiny by FHWA on sidewalks crossing railroads will result in design coordination at railroad crossing. Additional time will be required for railroad to complete review of proposed sidewalk improvements at crossing.

Table 2 Projects Requesting up to Nine-Month Extension			
Sponsor/ TIP #	**Title – Description**	**FY 2016 Federal Funds**	**Reason for Delay**
St. Louis County/ 6477C-15	Northeast County ITS - Various Locations Along New Halls Ferry Rd, Parker Rd Redman Ave, Shepley Dr	$1,527,200	Design / Construction Contracting A staffing shortage caused the County to seek consultant services late in the project development process, creating a slight delay in final plans. Final plans are 25% complete. Sponsor needs to finalize coordination agreement with MoDOT due to project affecting state route.
St. Louis County/ 6551-15	Old Jamestown Road Sidewalk - Old Jamestown Forest Dr To Jerries Ln Sidewalk (5')	$349,600	Right-of-Way 0 of 30 parcels acquired. This project was approved from a 2014 TAP solicitation in January 2015. Project approval occurred three months later than anticipated. Condemnation is anticipated due to one parcel being a subdivision common ground lacking a singular contact to close the transaction. Additional time is needed to complete the legal process to acquire this parcel. Appraisals are 50% complete.
St. Peters/ 6563-15	Jungermann Rd Bridge – Over Branch of Spencer Creek – Replace Culverts	$1,244,929	Right-of-Way 1 of 5 parcels acquired. Condemnation may be needed. Final plans nearly complete.
Union/ 6363-15	Denmark Road, Phase 2 - St. Andrews Dr To Grandview Farms Dr Resurfacing - Construct Sidewalk Over Tributary Of Bourbeuse River Bridge Replacement	$984,056	Right-of-Way / Flooding 16 of 26 parcels acquired. Due to record flooding in December 2015 and subsequent emergency response to floods, right-of-way acquisition was suspended until mid-March 2016. Final plans are almost complete.
University City/ 6564-15	Kingsland Ave - Over NE Branch Of River Des Peres Repair Culvert	$1,084,000	Coordination This project is to repair a ¼ mile long culvert under Kingsland Avenue. A December 2015 bridge inspection resulted in the closure of a portion of the culvert over an alley adjacent to Kingsland. Design is underway to integrate the design for the culvert replacement over the alley with the larger project along Kingsland. Additional time is needed to align construction schedules.

Table 2 Projects Requesting up to Nine-Month Extension			
Sponsor/ TIP #	**Title – Description**	**FY 2016 Federal Funds**	**Reason for Delay**
	Total	**$13,848,953**	

Staff Recommendation: Staff recommends that the 18 projects identified above be granted a nine-month extension to the September 30, 2016 suspense date. Federal funds for these 18 projects must be obligated no later than June 30, 2017.

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To: Board of Directors

From: Staff

Subject: Modification of the FY 2016-2019 Transportation Improvement Program (TIP), the Metropolitan Transportation Plan, *Connected2045*, and the Related Air Quality Conformity Determination – Requested by the Illinois Department of Transportation

Date: June 15, 2016

The Illinois Department of Transportation (IDOT) is requesting to revise the FY 2016-2019 TIP, *Connected2045*, and related Air Quality Conformity Determination to add one new project.

New Project

IDOT is requesting to amend the FY 2016-2019 TIP to add a project that is currently included in FY 2017 of the draft FY 2017-2020 TIP, to meet an advanced letting schedule. The advancement in fiscal year is intended to address differences between IDOT's fiscal year 2017 (begins July 1) and federal fiscal year 2017 (begins October 1). This project is to resurface and improve bridges along I-70 from 0.1 miles west of Prairie Road to the Bond County line. Total cost is $25,500,000.

The new project is summarized below:

New Project					
TIP#/ Sponsor	**Project Title - Limits**	**Description**	**County**	**Federal Cost**	**Total Cost**
5504A-16/ IDOT	I-70 – 0.1 mi w/o Prairie Rd to Bond County	Resurfacing, ramp repair, bridge repair/replacement	Madison	$22,050,000	$25,500,000
			TOTAL	**$22,050,000**	**$25,500,000**

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Staff Recommendation: Staff recommends that the FY 2016-2019 TIP, *Connected2045,* and related Air Quality Conformity Determination be revised to add one new project, as summarized above and detailed in the attachment. This project is exempt with respect to air quality in accordance with federal regulations (40 CFR § 93.126)

June 13, 2016

Amendment # **0616-034**
TIP # **5504A-16**

PROJECT SPONSOR: **IDOT**

ACTION REQUESTED: Revise FY 2016 of the FY 2016-2019 TIP to add a project

TITLE: **I-70**

LIMITS: 0.1 mile west of Prairie Rd to Bond County line

DESCRIPTION: Resurfacing, ramp repair, bridge repair/replacement

COUNTY: Madison

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$22,050,000	$3,450,000	$25,500,000
Total	$22,050,000	$3,450,000	$25,500,000

AIR QUALITY CONFORMITY: Exempt – Pavement resurfacing and/or rehabilitation (§ 93.126)

STAFF RECOMMENDATION: Approval

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EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

To: Board of Directors

From: Staff

Subject: Regional Security Expenditures

Date: June 15, 2016

Staff is requesting authorization to expend funds in support of regional security that will improve the region's disaster preparedness and response capabilities. Funding will come from the U.S. Department of Homeland Security's Urban Areas Security Initiative (UASI) grant program. Attachment A summarizes these purchases totaling **$396,321.** Also attached is a summary description of all budgeted expenditures from the UASI grants (Attachment B).

1. **Ballistic Protection Equipment** – We are requesting approval to purchase the following ballistic protection and tactical communications equipment for the St. Louis Regional Emergency Medical Services (EMS) Task Force and law enforcement tactical operations units.

   - **24 Ballistic Helmets –** For the St. Louis Regional EMS Taskforce. Total cost will not exceed **$14,715**
   - **25 Ballistic Vests –** For the St. Louis County Police Department. Total cost will not exceed **$52,134**
   - **28 Tactical Communications Headsets** – For the St. Louis Metropolitan Police Department. Total cost will not exceed **$21,194**

2. **Metro Air Support Unit Cockpit Flight Display Systems** - We are requesting approval to purchase new flight display Systems for two of the Metro Air Support Unit's aircrafts. The Federal Aviation Administration is requiring that all aircraft operating in controlled airspace (i.e., Lambert International, Spirit of St. Louis and Downtown airports in St. Louis region) have an Automatic Dependent Surveillance-Broadcast system by 2020. Additionally, there is a need to add updated flight displays to the Unit's aircrafts so they will be compatible of being operated by pilots wearing Night Vision Goggles. These modifications will improve the Unit's response capabilities and the overall safety of the flight crew by enhancing the flight crews' ability to avoid severe weather, ground obstructions such as radio towers, and help with situational awareness through the use of a high resolution vision display

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that provides the crew with better images of the landscape around them. Total cost will not exceed **$175,000**.

3. **Network Video Cameras –** Recent events have shown that surveillance cameras play a critical role in protecting urban areas while providing law enforcement with on-site situational awareness. Having complete, accurate and up-to-the-minute real time situational awareness is essential for law enforcement when identifying suspicious vehicles, individuals and/or items at key sites and during major events.

   We are requesting approval to purchase six high definition networking capable video cameras along with the necessary operating software and support hardware for the St. Louis Metropolitan Police Department (SLMPD). This purchase will provide the SLMPD with the capability to stream back images to the Department's Real Time Crime Center (RTCC). Commissioned officers assigned to the RTCC will control the cameras from SLMPD Headquarters. This is critically important during special events such as Fair St. Louis, where fixed deployment locations can be utilized and cameras remotely monitored and controlled within the RTCC. Total cost will not exceed **$20,778**.

4. **WebEOC -** We are requesting approval to enter into a contract with Intermedix/ESi to continue use of the regional WebEOC disaster incident management system. WebEOC provides the region's Emergency Operations Centers with an online tool capable of sharing situational status messages real time with other EOCs in the region. The system also provides an emergency resource management system and resource requesting capabilities. Additionally, the regional WebEOC system is linked to the State of Missouri Emergency Management Agency's WebEOC system allowing the interchange of information and provides a method to request additional resources from the State. A similar link will be created with the State of Illinois' WebEOC system once their system becomes available. Total cost will not exceed **$112,500**.

The purchases described in this memo are being made in accordance with the agency's procurement policy.

Staff Recommendation: Staff recommends that the Board approve the expenditure of funds as follows:

- for the purchase of 24 Ballistic Helmets for the St. Louis Regional EMS Task Force from Botach Tactical, Inc. in an amount not to exceed **$14,715**;

- for the purchase of 25 Ballistic Vests for the St. Louis County Police Department from First Spear, LLC in an amount not to exceed **$52,134**;

- for the purchase of 28 Tactical Communications Headsets for the St. Louis Metropolitan Police Department from Ed Roehr Safety Products in an amount not to exceed **$21,194**;

- for the purchase and installation of two Cockpit Flight Display Systems for the Metro Air Support Unit aircraft from Jefferson City Flying Service in an amount not exceed **$175,000**;

- for the purchase of six High Definition Network Capable Video Cameras along with necessary operating software and support hardware consisting of camera mounting bases and cables from Veteran Corps of America in an amount not to exceed **$20,778**; and

- allow the Executive Director to enter into a contract with Intermedix/ESi for the regional use of the WebEOC system in an amount not to exceed **$112,500**,

for a total amount not to exceed **$396,321** from the UASI grant program.

ATTACHMENT A

Expenditures for Equipment and Services
June 13, 2016

Vendor	Description	Jurisdiction/Agency	Quantity	Cost
Emergency Response Equipment (UASI)				
Botach Tactical, Inc. (Los Angeles, CA)	Ballistic helmets	Regional	24	$14,715
First Spear (Fenton, MO)	Ballistic vest systems	St. Louis County	25	$52,134
Ed Roehr Safety Products (St. Louis, MO)	Tactical communications headsets	St. Louis City	28	$21,194
Jefferson City Flying Service (Jefferson City, MO)	Cockpit flight display systems	Regional	2	$175,000
Veteran Corps of America (O'Fallon, IL)	Network video cameras	St. Louis City	6	$20,778
Intermedix / ESI Acquisition (Augusta, GA)	WebEOC software	Regional	1	$112,500
			TOTAL EXPENDITURES	**$396,321**

Total UASI Expenditures: $396,321

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2015

		Total Budgeted	Prior amount approved by EWG Board	This request	Remaining to be approved
Critical Response Teams					
A key goal under the UASI Strategy is to strengthen our critical response teams. We have largely accomplished this goal with hazardous materials and heavy rescue equipment and training. These teams are capable of responding to terrorist attacks, industrial accidents or natural disasters like earthquakes and tornadoes. Another element of critical response includes medical supplies for mass casualty incidents. The MCI trailers represent the first stage of meeting this need for the EMS community. Also included is equipment for Incident Management Teams that will consist of emergency responders from all disciplines. These mobile teams are activated to support emergency responders managing an event where the event continues over many hours or days.	Hazmat / HR	$18,343,651	$18,296,886	$0	$46,765
	Mass Casualty	1,152,980	999,837	0	153,143
	Incident Management Teams	2,265,000	2,120,282	0	144,718
Law Enforcement Tactical Team Equipment					
There are 7 law enforcement tactical response units in the region which need communications, tactical lights and personal protective equipment. Three of the teams will receive tactical vehicles and Metro Air Support will receive a helicopter and other equipment to support response to a variety of terrorist incidents.	Misc equipment:	8,418,546	8,093,529	263,043	61,974
	Tactical vehicles:	4,514,819	4,514,819	0	0
Interoperable Communications					
A variety of projects come within the description of Interoperable Communications. Radio caches, satellite phones and video conferencing and the Land Mobile Radio Communications Plan are included, as well as a microwave tower backbone system.	Radios, phones, video conf. etc:	8,618,026	8,579,774	0	38,252
	Microwave system:	8,988,047	8,988,047	0	0
	Radio Plan:	674,300	674,300	0	$0
The Virtual EOC					
The virtual EOC strengthens regional collaboration on a day to day basis through a web based interactive network that links the region's eight EOC's and numerous other users for planning, preparing for and responding to an incident. In future years we hope to add a robust Geographic Information System capability.		5,278,534	5,278,534	0	0

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Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2015

	Total Budgeted	Prior amount approved by EWG Board	This request	Remaining to be approved
Emergency Patient Tracking	$2,422,320	$2,422,320	$0	$0
Patient Tracking allows emergency medical services and hospitals to rapidly enter data about a patient into a secure wireless web-based tracking system. The data includes identification, triage condition and transport information and allows the hospitals to balance patient loads and provide information to families.				
Universal ID Project This system provides a uniform identification card for fire, law enforcement and volunteers with credential information embedded in the card.	557,812	557,812	0	0
Expand Public Health Capabilities Local public health agencies are working to prepare the region and protect citizens and first responders in the event of bioterrorism and natural diseases. Work is underway to establish an automated syndromic surveillance system for the early detection of naturally occurring or man made disease outbreaks.	2,763,881	2,697,454	0	66,427
Mass Casualty Equipment, Medical Supplies and Software for Hospitals Hospitals are preparing the region for a response to a medical surge or mass casualty incident (MCI) by staging emergency response trailers that are equipped with medical supplies, cots and bedding at selected hospitals for deployment anywhere in the St. Louis region. In addition, the hospitals will dispense medicine to employees, their families and patients in the event of a large-scale bioterrorist or naturally occurring illness. The hospitals have software that will help with the dispensing of this medicine and the management of an MCI when it occurs.	2,249,599	2,107,999	0	141,600
Disaster Incident Management System for Hospitals and Tactical Response The disaster incident management software system provides a tactical incident management capability for hospitals and response teams that includes federally required forms and plans. For the hospital systems it also includes a regional bed tracking capability.	$2,346,808	$2,157,808	$112,500	$76,500

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Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2015

	Total Budgeted	Prior amount approved by EWG Board	This request	Remaining to be approved
Terrorism Early Warning Center The TEW is operated by the St. Louis Metropolitan Police Department and the St. Louis County Police Department and serves as a central clearinghouse for information and intelligence to help detect and prevent acts of terrorism.	$ 3,133,852	$2,948,463	$20,778	$164,611
Citizen Preparedness This program includes Citizen Emergency Response Teams and other similar teams designed to educate the public about disaster preparedness and train them to assist their neighbors. Expenditures include equipment and training to help citizens learn to respond to hazards as part of a team in their neighborhood or workplace, and public information. The program also includes the sheltering project which brings generators and shelters into the region to protect citizens who need shelter.	2,662,666	2,632,666	0	30,000
Regional Coordination Planning Includes regional emergency coordination planning, mutual aid improvements, public information and enhancements to critical infrastructure protection.	1,024,051	1,024,051	0	0
Exercises A regional Full Scale Exercise (FSE) will be held during the second quarter of 2016. The FSE scenario will be terrorist based involving a mass casualty incident and will involve regional hospitals, public health, fire and law enforcement agencies.	386,500	371,500	0	15,000
Training Most disciplines have received and will continue to attend training activities to enhance their skills. Included are heavy rescue, hazmat, incident management teams, law enforcement, public health and hospitals.	3,875,608	3,867,918	0	7,690
Totals:	$79,677,000	[1] $78,333,999	$396,321	$946,680

[1] This total represents the sum of UASI funds awarded for equipment and contractual obligations for fiscal years 2003 - 2015. The schedule represents the cumulative amount spent, from both open and closed grants, on major projects since the inception of the Homeland Security Grant Program.