AGENDA
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
WEDNESDAY, OCTOBER 25, 2017 – 10:00 AM

1. CALL TO ORDER

2. APPROVAL OF MINUTES OF SEPTEMBER 27, 2017

3. DISCUSSION ITEMS

A. Roadway Congestion Update – John Posey

4. ACTION ITEMS

A. St. Louis Regional Freightway Freight Development Project List - - Jim Wild

B. Functional Classification Update - - Lubna Shoaib

C. MetroLink System-wide Security Audit – Jim Wild

D. Modification of the FY 2018-2021 Transportation Improvement Program (TIP), *Connected2045*, and the Related Air Quality Conformity Determination - Requested by Illinois and Missouri Sponsors - - Jason Lange

E. Calendar Year 2018 East-West Gateway Budget - - Jim Wild

F. Regional Security Expenditures - - Nick Gragnani

5. OTHER BUSINESS

6. ADJOURNMENT

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Chair
John Griesheimer
Presiding Commissioner
Franklin County
Vice Chair
Mark A. Kern
Chairman, St. Clair County Board
2nd Vice Chair
Steve Stenger
County Executive
St. Louis County
Executive Committee
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Ken Waller
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Jason Fulbright
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Mayor, City of East St. Louis
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Council of Mayors
Roy Mosley
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Planning Commission
Tom Smith
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Michael Walters
Madison County
John White
St. Charles County
Regional Citizens
Barbara Geisman
C. William Grogan
Richard Kellett
John A. Laker
Kristen Poshard
Non-voting Members
Erin Aleman
Illinois Department of
Transportation
Erika Kennett
Illinois Department of Commerce
and Economic Opportunity
Patrick McKenna
Missouri Department of
Transportation
John Nations
Bi-State Development
Executive Director
James M. Wild

To: Board of Directors

From: Staff

Subject: Project Notifications

Date: October 17, 2017

Attached is the Project Notification list for September 2017. 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 Helena Sykas in the Community Planning department.

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Project Reviews for East-West Gateway Council of Governments
September 2017

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE LOCAL/OTHER	TOTAL
St. Louis, MO	St. Louis County #1803011	Edward Byrne Memorial Justice Assistance Grant Program FY 2017 Edward Byrne Memorial Justice Assistance Grant - St. Louis County	DOJ	$102,380		$102,380
St. Louis, MO	City of University City University City, MO #1803013	Edward Byrne Memorial Justice Assistance Grant Program Edward Byrne Memorial Justice Assistance Grant (JAG) Program - Local Solicitation - Taser Gun Replacement Project	DOJ	$15,553		$15,553

MINUTES
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
SEPTEMBER 27, 2017

The regular meeting of the Board of Directors was held in the Council offices on Wednesday, September 27, 2017 at 10:00 a.m.

Members in Attendance
John Griesheimer, *Chair*; Presiding Commissioner, Franklin County, MO
Mark Kern, *Vice-Chair*; Chairman, St. Clair County, IL Board
Steve Stenger, *2nd Vice-Chair*, County Executive, St. Louis County, MO
Chuck Caverly, President, St. Louis County Municipal League
Steve Ehlmann, County Executive, St. Charles County, MO
Jason Fulbright, Jefferson County, MO
Bill Grogan, Regional Citizen, St. Clair County, IL
Curtis Jones, IDOT
Reggie Jones, Mayor, City of Dellwood, St. Louis County, MO
Richard Kellett, Regional Citizen, St. Louis County, MO
Lyda Krewson, Mayor, City of St. Louis, MO
John A. Laker, Regional Citizen, St. Clair County, IL
Roy Mosley, Board Member, St. Clair County, IL
Kurt Prenzler, Chairman, Madison County, IL Board
Herb Simmons, President, SW IL Metropolitan and Regional Planning Commission
Tom Smith, Mayor, City of Waterloo, IL; President, SW IL Council of Mayors
Ken Waller, County Executive, Jefferson County, MO
John White, Councilman, St. Charles County, MO

Members Absent
Robert Elmore, Chairman, Monroe County, IL Board
Barbara Geisman, Regional Citizen, City of St. Louis, MO
Emeka Jackson-Hicks, Mayor, City of East St. Louis, IL
Erika Kennett, State of Illinois Department of Commerce and Opportunity
Mark Kupsky, Mayor, City of Fairview Heights, IL; Vice-President, SW IL Council of Mayors
Patrick McKenna, MoDOT
John Nations, President, Bi-State Development
Kristen Poshard, Regional Citizen, Madison County, IL
Lewis Reed, President, Board of Aldermen, City of St. Louis
Michael Walters, Regional Citizen, Madison County, IL

Others in Attendance
Kim Cella, Citizens for Modern Transit
Tom Curran, St. Louis County, MO
Jamey Edgerton, STL Partnership
Gary Elmestad, St. Charles County, MO

Others in Attendance, ***cont'd***
Katy Jamboretz, STL Partnership
Kevin Jemison, IDOT
Bill Schnell, MoDOT
Sheila Sweeney, STL Partnership
Betsy Tracy, FHWA, IL Division

EWGCOG Staff:

Jim Wild, Staci Alvarez, Royce Bauer, Jerry Blair, Joyce Collins-Catling, Dale Chambers, Ross Friedman, Nick Gragnani, Larry Grither, Bonnie Harper, Paul Hubbman, Dan Hutti, Frank Johnson, Karen Kunkel, Jason Lange, Carol Lawrence, Mary Grace Lewandowski, Marcie Meystrik, Christopher Michael, Zakari Mumuni, Anna Musial, Rachael Pawlak, Sonya Pointer, John Posey, Mary Rocchio, Roz Rodgers, Josh Schwenk, Lubna Shoaib, Helena Sykas, Christine Thomas, DJ Wilson, Michael Wohlstadter

CALL TO ORDER

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

APPROVAL OF MINUTES OF AUGUST 30, 2017 MEETING

Motion approving the August 30, 2017 Minutes was made by Mr. Kellett, seconded by Mr. Mosley. Motion carried, all voting aye.

DISCUSSION ITEMS

Where We Stand 7th Edition, Update 5: Innovation and Entrepreneurship
Dan Hutti, EWGCOG, presented information on the most recent *Where We Stand* updates: Innovation and Entrepreneurship. He advised that the update references St. Louis's ranking against 50 peer metropolitan statistical areas relating to productivity, patents, venture capital, entrepreneurship, start-ups, and skilled workforce.

Amazon HQ2
Sheila Sweeney and Jamey Edgerton, St. Louis Economic Development Partnership, briefed the Board regarding Amazon's recent announcement of its intent to build a secondary headquarter location in North America. They provided information on the time-sensitive Request for Proposal ("RFP") that was issued on September 7, 2017 and the roles that St. Louis Economic Development Partnership and the Regional Chamber have undertaken to identify and analyze the most viable sites under the terms of the RFP and to prepare a proposal that encompasses the region's strengths and assets. She noted that the application is due on October 19, 2017.

Concerns were raised about the process of selecting sites for a regional proposal. Lengthy discussion followed regarding site selection that would benefit the entire region; the importance of identifying the strongest sites in conforming to the RFP; the need for regional buy-in; and the viability of engaging the Governor of Missouri and local legislators to possibly create an incentive package that would strengthen the proposal.

Consensus was that the Board would reconvene to review the sites being proposed as part of the final proposal to gain regional support for the sites in the proposal. It was suggested that because of the confidential nature of the proposal the Board could meet in closed session to discuss the proposal to so as not to make the information available to competing regions.

ACTION ITEMS

Authorization to Amend the Unified Planning Work Program and Enter into Agreement for Complex Coordinated Terrorist Attack (CCTA) Grant Funding
Dale Chambers, EWGCOG, summarized staff's recommendation to authorize the Executive Director to accept the CCTA award of $1,474,716 from the Federal Emergency Management Agency, and to amend the 2018 UPWP to include corresponding Element 2.90.

Motion approving the recommendation was made by Mr. Waller, seconded by Mr. Simmons. Motion carried, all voting aye.

Modification to the FY 2018-2021 Transportation Improvement Program, *Connected2045*, and the related Air Quality Conformity Determination - Transportation Alternatives Program (TAP)
Rachael Pawlak, EWGCOG, summarized staff's recommendation to revise the FY 2018-2021 TIP, *Connected2045*, and related Air Quality Conformity Determination to add the 21 new TAP projects referenced in the meeting materials.

Motion approving the recommendation was made by Mr. Grogan, seconded by Mr. Mosley. Motion carried, all voting aye.

Modification of the FY 2017-2020 Transportation Improvement Program (TIP), *Connected2045*, and the Related Air Quality Conformity Determination - Requested by Illinois and Missouri Sponsors
Jason Lange, EWGCOG, summarized staff's recommendation to revise the FY 2017-2020 and FY 2018-2021 TIPS, *Connected2045*, and related Air Quality Conformity Determination to add the 14 new projects, four scoping projects, and six modified projects referenced in the meeting materials.

Motion approving the recommendation was made by Mr. Fulbright, seconded by Mr. Kellett. Motion carried, all voting aye.

OTHER BUSINESS

Mr. Griesheimer advised that Mr. Grogan was retiring from the St. Clair County Transit but would remain on the Board.

He also advised that Todd Brinkman, Franklin County resident, has been nominated to the Missouri Highway Commission and asked that everyone keep former Highway Commission appointment, Board member, and EWGCOG Executive Director Ed Hillhouse in their prayers as he battles serious health issues.

ADJOURNMENT

Motion to adjourn the meeting was made by Mr. Kern seconded by Mr. Smith. Motion passed unanimously.

Respectfully submitted,

James M. Wild
Secretary, Board of Directors

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

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

To: Board of Directors

From: Staff

Subject: St. Louis Regional Freightway Multimodal Project List

Date: October 11, 2017

The St. Louis Regional Freightway Development Committee has developed a Freight Development Project List for the St. Louis region. The Committee members consist of a broad cross-section of industry leaders representing manufacturing, logistics, industrial real estate, workforce development, economic development organizations, academia, all modes of transportation both the IL and MO Departments of Transportation and the East-West Gateway Council of Governments. Through their collaborative efforts, the committee members prepared a priority list of multimodal transportation projects that align economic development with the region's supply chain.

Throughout a series of meetings the Freightway Development Committee vetted projects with public and private stakeholders from across the region. Criteria used for the project selection included economic impact, multimodal impact, efficiency impact, and safety and security in travel. The draft list was released at the May 10, 2017 Second Annual Freight Summit and is posted on the Freightway's website. Finally, the 2017 Multimodal Transportation list was approved by the Bi-State Development Board of Commissioner on September 22, 2017.

Projects included on the list are intended to help drive economic growth through freight infrastructure improvements and will help raise awareness and support for multimodal infrastructure funding. Additionally, the final list will be incorporated into a Needs Analysis Plan and Freight Development Plan being developed by the Freightway.

Staff Recommendation: Staff recommends that the Board of Directors endorse the St. Louis Regional Freightway's Freight Development Project List.

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2017 Multimodal Transportation Project List

Improving the Multimodal Transportation Network Projects

✻ **Merchants (TRRA) Bridge Replacement over the Mississippi River (MO-IL)**
Terminal Railroad Association of St. Louis' 127 Year Old Railroad Bridge

Freightway's #1 Priority

✻ **I-270 Improvements from Lindbergh Boulevard to Illinois Route 111 (MO-IL)**
-Mississippi River Chain of Rocks Bridge Replacement
-Widening from IL 111 to Lilac Avenue
-Improvements from Lilac Avenue to Lindbergh Blvd.

Union Pacific Railroad Lenox Tower Replacement (IL)
-Replace Lenox Rail Tower and Track Switches in Mitchell, IL

St. Louis Lambert International Airport North Cargo Improvements (MO)
-Norfolk Southern Spur
-Banshee Rd. Reconstruction
-McDonnell Blvd./Airport Rd. Intersection
-Taxiway V Connector to Cargo Ramp

I-70 Improvements from I-64 Interchange (MO) to the Stan Musial Veterans Memorial Bridge
-40-mile corridor from Wentzville, MO to the Mississippi River (MO)

America's Central Port Improvements (IL)
-Granite City Harbor
-Improvements (Track/Dock)
-UPRR/KCS Direct Connect through A&K Yard
-New Port Industrial Entrance

MidAmerica St. Louis Airport Distribution Improvements (IL)
-Norfolk Southern Railroad Spur

J.S. McDonnell Connector Access Improvements (MO)
-Roadway and Railroad Improvements in Berkeley, MO

I-64 Improvements from Green Mount Road to Illinois Route 158 (Air Mobility Drive) (IL)
-Widening I-64 to 6 Lanes

Kaskaskia Regional Port District Improvements (IL)
-Outbound Conveyor Upgrade and Retrofit

ST LOUIS REGIONAL FREIGHTWAY | A Bi-State Development Enterprise

✻ *Highest Priority Projects*

2017 Multimodal Transportation Project List

Improving Access to the Multimodal Transportation Network Projects

✻ **North Riverfront Commerce Corridor Improvements (MO)**
- -Hall Street
- -Branch Street
- -Municipal River Terminal Rail Access

✻ **Illinois Route 3 Access Improvements (IL)**
- -Widening (E. StL to Sauget)
- -Falling Springs Road A&S Railroad Bypass

I-255/Davis Street Ferry Road Interchange (IL)
- -New Interchange

I-255/Fish Lake (Ramsey Road) Interchange (IL)
- -New Interchange

I-70 St. Louis County Improvements from Natural Bridge Road to Hanley Road (MO)
- -Includes I-170 Interchange Improvements

St. Louis Lambert International Airport Access Improvements (MO)
- -Cargo City Access Improvement
- -Fee Fee Road Bridge Improvement
- -Gist Road Improvements

Mississippi River Port Development Projects (MO)
- -Crystal City Port & New Access Rd.
- -St. Louis County North/South Sites
- -City of St. Louis South Riverfront Site Preparation

Illinois Route 158 (Air Mobility Drive) Expansion from Route 161 to Route 177 (IL)
- -Extension from Scott Air Force Base Access to the South

North Park Access Improvements (MO)
- -Hanley Road Relocation and Reconstruction Projects

Earth City Access Improvements (MO)
- -St. Charles Rock Road Improvements (MO 180)

ST LOUIS REGIONAL FREIGHTWAY | A Bi-State Development Enterprise

✻ *Highest Priority Projects*

2017 FREIGHT DEVELOPMENT PLAN

ST LOUIS REGIONAL FREIGHTWAY

The St. Louis Regional Freightway plays a critical role in the growth of regional manufacturing and distribution sectors within the bi-state region including seven counties in Missouri and Illinois and the City of St. Louis. With support from the East-West Gateway Council of Governments (EWCOG) Board of Directors and the manufacturing, logistics and industrial real estate industries, all modes of transportation, economic development organizations and both the Illinois and Missouri Departments of Transportation, the St. Louis Regional Freightway is garnering national recognition as a premier freight hub and continues to build public-private partnerships to maximize infrastructure funding opportunities.

In 2016, the Freight Multimodal Transportation Project List was unanimously approved by the EWCOG Board of Directors. The list was presented to the USDOT Federal Highway Administration Administrator Gregory Nadeau and the Maritime Administration Administrator Paul Jaenichen, who described our efforts as a model for the country. Additionally, the project list is helping the region gain critical support for infrastructure funding from state lawmakers and the congressional delegations from Illinois and Missouri.

The Freight Development and Needs Analysis Committee updated the project list for 2017. The committee is chaired by Mike McCarthy, President of the Terminal Railroad Association of St. Louis (TRRA). The project list update included a regional freight transportation needs analysis to document existing conditions, economic benefits and identify network constraints. Through this public-private partnership, the project list is a tool for elected leaders, the DOTs and regional leaders to better understand the infrastructure needs of manufacturing and logistic industries that represent the region and the nation's supply chain. Project selection was based on the following criteria:

- Economic Impact
- Multimodal Impact
- Efficiency Impact
- Safety and Security in Travel

Projects throughout the St. Louis region were submitted by local agencies and committee members. The 2017 project list includes nationally significant projects like the Merchants Bridge (TRRA) over the Mississippi River and 1-270 improvements. Projects that improve access to the transportation network include the North Riverfront Commerce Corridor Improvement project in north St. Louis and Illinois Route 3 improvements in East St. Louis and Sauget, Illinois. New projects include improvements to Interstate 70, Hanley Road, and St. Charles Rock Road in Missouri and Interstate 64, Air Mobility Drive expansion, and Kaskaskia Regional Port District projects in Illinois.

Moving forward, our goals include continuing efforts to create a platform that takes advantage of the nation's unprecedented 25 percent increase in freight activity by the year 2045. During 2017, we will continue to work collaboratively with public and private sector leaders to help validate multimodal transportation needs and explore funding opportunities for efficient, reliable, cost-effective and safe delivery of freight movement that allows both the region and the nation to compete in the global market.

Mary C. Lamie

St. Louis Regional Freightway
Executive Director
Mary C. Lamie, P.E.

Mike McCarthy

Freight Development and Needs Analysis Chairman
Terminal Railroad Association of St. Louis President
Mike McCarthy

2017 FREIGHT DEVELOPMENT PLAN

ST LOUIS REGIONAL FREIGHTWAY

The **St. Louis Regional Freightway** plays a critical role in the growth of regional manufacturing and distribution sections with the bi-state region include seven counties in Missouri and Illinois and the City of St. Louis.

The Freight Development and Needs Analysis Committee updated the project list for 2017.

Improving the Multimodal Transportation Network

- **Merchants Bridge (TRRA) Replacement over the Mississippi River (MO-IL)***
- **I-270 Improvements from Lindbergh Boulevard to Illinois Route 111 (MO-IL)***
- Union Pacific Railroad Lenox Tower Replacement (IL)
- St. Louis Lambert International Airport North Cargo Improvements (MO)
- I-70 Improvements from I-64 Interchange (MO) to Stan Musial Veterans Memorial Bridge
- America's Central Port Improvements (IL)
- MidAmerica St. Louis Airport Distribution Improvements (IL)
- J.S. McDonnell Connector Access Improvements (MO)
- I-64 Improvements from Greenmount Road to Illinois Route 158 (Air Mobility Drive) (IL)
- Kaskaskia Regional Port District Improvements (IL)

Access to the Multimodal Transportation Network

- **North Riverfront Commerce Corridor Improvements (MO)***
- **Illinois Route 3 Access Improvements (IL)***
- I-255 / Davis Street Ferry Road Interchange (IL)
- I-255 / Fish Lake (Ramsey Road) Interchange (IL)
- I-70 St. Louis County Improvements from Natural Bridge Road to Hanley Road (MO)
- St. Louis Lambert International Airport Access Improvements (MO)
- Mississippi River Port Development Projects (MO)
- Illinois Route 158 (Air Mobility Drive) Expansion from Route 161 to Route 177 (IL)
- North Park Access Improvements (MO)
- Earth City Access Improvements (MO)

**Project titles in bold indicate the St. Louis Regional Freightway's highest priority projects.*

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Merchants Bridge (TRRA) Replacement over the Mississippi River (MO-IL)

Project Location

Project Aerial

Project Status

Construction

Design

Planning Study

Concept Development

Anticipated Project Funding

If FASTLANE funding is secured, construction could start late 2017 and be completed as early as 2021.

Source	Million	Percent
TRRA	$40	20%
Federal FASTLANE	$75	37.5%
TRRA (i.e. RRIF loan)	$85	42.5%

Location: Mississippi River, Mile Marker 183

Estimated Cost: $200 million

Owner: Terminal Railroad Association of St. Louis (TRRA)

Contact: Mike McCarthy, TRRA President, (314) 539-4704

The Merchants Bridge over the Mississippi River in America's heartland impacts national freight movement, the future of freight, and the future of farmers, manufacturers, and distributors who depend on it.

The Merchants Bridge serving the St. Louis region:

- Links America's eastern and western freight rail networks
- Carries more than 40 million gross tons annually
- Serves six Class I Railroads and Amtrak

The St. Louis region is the:

- 2nd largest freight rail interchange location in the nation
- 3rd largest freight rail interchange location by tonnage

Without FASTLANE grant funding, the Merchants Rail Bridge could be taken out of service within ten years. Meanwhile, in its current condition with restricted speed, single-track capacity, and rising maintenance costs, the bridge will continue to cause delays in the national multimodal freight/rail and passenger service networks.

The 127-year-old Merchants Rail Bridge spans the Mississippi River between St. Louis, Missouri and Venice, Illinois and is owned by the Terminal Railroad Association of St. Louis (TRRA). The Merchants Rail Bridge has rail connections to Amtrak's St. Louis Station and to six Class I railroads servicing BNSF Railway, CSX Transportation, Canadian National, Kansas City Southern, Norfolk Southern, and Union Pacific. The Class I railroads serve the St. Louis region's manufacturing and logistics companies that are part of an interdependent supply chain requiring access to markets on both sides of the Mississippi River, across the United States, and internationally, including: U.S. Steel, Conoco Phillips, Cargill, Archer Daniels Midland (ADM) Company, World Wide Technologies, General Motors, Hershey's, Unilever, Metro East Industries, Bunge, American Milling, Schneider Trucking, SCF Lewis & Clark Marine, FedEx, Boeing, and Kinder Morgan.

This project is the #1 priority for the St. Louis Regional Freightway.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Merchants Rail (TRRA) Bridge Replacement over the Mississippi River (MO-IL)

Economic Impact: TRRA spends an average of $80.9 million per year in the St. Louis metropolitan statistical area for operation support, infrastructure repair and maintenance, and employee wages which support nearly $237 million in overall economic activity for the region and 1,094 jobs, including 254 direct jobs at TRRA. The proposed $200 million bridge replacement will support an estimated $9.4 million in wages and 135 full-time equivalent jobs annually over a four-year construction period. The overall economic activity of $237 million will also increase.

Current Restrictions: Currently, the Merchants Rail Bridge has speed, clearance, and weight restrictions. Load restrictions prevent the crossing of two trains simultaneously, limiting the bridge to one track at all times. Since trains cannot pass on the bridge, they often come to a complete stop on or near the approach grades. Load restrictions do not allow the bridge to accommodate modern loads, which impose costs of delay, braking, and startup.

Project Details: The Merchants Rail Bridge replacement project includes removal and replacement of the three river-span trusses, seismically retrofitting the existing river piers, and improving the east approach. The new double track structure will provide additional capacity for increased freight and passenger rail. The double track will also provide more reliable movements and reduce grade crossing delays for motorists and emergency vehicles. All of these benefits will help reduce stress on the National Highway Freight Network that is anticipated to grow by 40 percent over the next three decades.

*Project Readiness:*If funded, construction could start late 2017 and be completed as early as 2021. Design is 60 percent complete with 100 percent completion expected in June 2017. NEPA Categorical Exclusion clearance is anticipated late summer 2017. The RRIF (Railroad Rehabilitation & Improvement Financing) loan application is in credit-worthiness review and expected to close in Fall 2017.

Owning the sixth busiest Mississippi River rail bridge in the country serving the nation's third largest rail hub, the TRRA interfaces with the nation's 3rd and 8th largest inland port systems, the northern most year-round ice-free Mississippi River port providing services to America's Central Port (with container-on-barge capacity), Kaskaskia Regional Port District, and the St. Louis Port Authority. The Merchants Rail Bridge is in close proximity to four interstate freight corridors, I-70, I-64, I-44, and I-55, providing national north-south and east-west access. With improvements to the bridge, an estimated 185,676 truckloads could be diverted from these highways to rail, reducing vehicle miles traveled by trucks by 74 million miles and saving $63 million in roadway damage over twenty years.

Illinois and Missouri's impact on the national freight movement (2012 AAR):

- Illinois ranked #3 and Missouri ranked #4 in rail tons carried
- Illinois ranked #1 and Missouri ranked #3 in rail cars carried
- Illinois ranked #2 and Missouri ranked #6 in freight rail employment

The Merchants Rail Bridge replacement is a model for public-private partnerships. TRRA will fund nearly two-thirds of the cost of the project, which will greatly improve freight movement in the nation. Once FASTLANE grant funding is secured, construction could start late 2017 and be completed as early as 2021.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-270 Improvements from Lindbergh Boulevard to Illinois Route 111 (MO-IL)

Project Location

Project Aerial

Project Status

Construction

Design

Planning Study

Concept Development

Project Funding

(A)$5 million is programmed for preliminary engineering (TIP 6446-15). Design is included in the IDOT MYP. Construction is currently not funded.

*(B)*Preliminary engineering is funded by IDOT and MoDOT (TIP 6501-17). Construction is not funded.

(C)$157 million is programmed for a potential design build project by MoDOT (TIP 6501-17).

Location: St. Louis County, Missouri and Madison County, Illinois

Estimated Cost: $1.1 billion

Owner: Illinois Department of Transportation (IDOT)
Missouri Department of Transportation (MoDOT)

Contact: Jeff Keirn, IDOT Region 5 Engineer, (618) 346-3110
Tom Blair, MoDOT Assistant District Engineer, (314) 453-1803

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: economic impact, multimodal impact, efficiency impact, and safety and security in travel. Based on the criteria, the following project addresses regional freight needs and is considered one of the ***highest priorities*** *for the region.*

Project Need: The St. Louis region is home to national and international manufacturers and logistics businesses that are part of the global supply chain. The I-270 outer belt is one of the most traveled freight corridors in the St. Louis region and is a link to the national freight network with connections to I-55, I-44, I-64, and I-70. During morning and evening peak periods, heavy traffic causes significant delays on portions of the outer belt, particularly the I-270 corridor in northern St. Louis County and Madison County.

The I-270 outer belt consists of a minimum of six lanes with the exception of a four-lane section of I-270 from Lilac Avenue in Missouri to Illinois Route 111 in Illinois. Furthermore, the section of I-270 from Lilac Avenue to Lindbergh Boulevard in Missouri needs additional improvements to address congestion issues near the I-170 and Lindbergh Boulevard interchanges.

Project Impact: The I-270 corridor from Lindbergh Boulevard to Illinois Route 111 is one of the most important regional freight corridors. In Missouri, it serves major freight generators within and near St. Louis Lambert International Airport. In Illinois, I-270 feeds directly into the Lakeview Commerce Center and Gateway Commerce Center, two of the region's largest and fastest growing logistics parks. The I-270 corridor also offers easy access to major destinations in Illinois including the Conoco Phillips Refinery, America's Central Port, and Terminal Railroad Association Madison Yard.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-270 Improvements from Lindbergh Boulevard to Illinois Route 111 (MO-IL)

With freight forecasted to grow heavily in the next few decades, traffic around these freight generators and users will continue to increase. The ability of this stretch of interstate to absorb this traffic will play a major role in the speed, efficiency, and cost to move freight through the region. In addition, a portion of the corridor is in the top five percent of all locations in Illinois where a higher rate of crashes occur compared to roadways with the same physical characteristics. The following proposed improvements seek to improve safety, enhance efficiency, and meet future freight demands to positively impact multimodal access and economic development.

Project Description (A) ***Mississippi River Chain of Rocks Bridge Replacement (MO-IL):*** This project includes a replacement of the existing two structures, constructed in 1966, over the Mississippi River and construction of a new structure. The Chain of Rocks Bridge has experienced rising maintenance costs due to the age of the structure, increasing traffic volumes, and safety issues associated with narrow shoulders. In particular, there has been a significant increase in traffic from an average daily traffic (ADT) of 19,800 vehicles per day in 1975 to more than 51,000 vehicles per day. At four lanes wide, the current bridge is not equipped to handle the large freight flow increases forecasted for the region. IDOT is the lead agency for this project but both states will share costs equally. Approximately $7 million (TIP 6446-15) is programmed in the FY17-FY22 TIP for preliminary engineering. Final design is included in the FY17-FY22 IDOT Multi-Year Plan. Construction is currently not funded. Estimated cost is $185 million.

Project Description (B) ***Corridor Widening from Lilac Avenue to Illinois Route 111 (MO-IL):*** This project includes increasing the capacity of I-270 by expanding from four lanes to six lanes along the 7.6-mile corridor from Lilac Avenue in Missouri to Illinois Route 111 in Illinois. The project would ensure that the I-270 outer belt in the St. Louis region would have a minimum of six lanes to better accommodate future freight flows while reducing congestion and bottlenecks. The MoDOT FY17-FY21 TIP (6501-17) includes $12 million programmed for preliminary engineering for the Missouri portion of the corridor. The IDOT Multi-Year Plan also includes funding for preliminary engineering in FY17-FY22. Construction is not funded. Estimated cost for the total proejct is $350 to $400 million.

Project Description (C) ***Corridor Improvements from Lilac Avenue to Lindbergh Boulevard (MO):*** This project includes various safety, congestion, and capacity improvements from Lilac Avenue to Lindbergh Boulevard. The project also includes interchange improvements at I-170 and Lindbergh Boulevard to relieve congestion issues. The area is a critical bottleneck for regional freight as I-170 and Lindbergh Boulevard are the primary freight routes from I-270 to St. Louis Lambert International Airport and surrounding manufacturing and logistics businesses. The improvements will be necessary for the regional freight system to accommodate future forecasted traffic. The MoDOT FY17-FY21 TIP (6501-17) includes $157 million programmed for a potential design build project between Lindbergh Boulevard and Riverview Drive in Missouri. Estimated cost for the total project is $500 million.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Union Pacific Railroad Lenox Tower Replacement (IL)

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

This project is currently unfunded. No funding sources or partnerships have been identified.

Location: Mitchell, Illinois

Estimated Cost: $14.8 million

Owner: Union Pacific Railroad (UPPR)

Contact: Paul Hinton, Service Unit Superintendent, (314) 331-0663

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: Built in 1924, the existing Lenox Tower at the junction of Union Pacific corridors in the City of Mitchell, Illinois controls a major railroad junction where five of the region's Class I railroads operate services. The existing tower and its associated switching equipment are obsolete and unable to accommodate the growth in rail traffic.

Project Description: Modernization of the Lenox Tower interlocking will increase freight train speed limits from the 10-30 mph range to the 40-60 mph range through the junction. Passenger train speeds could also increase from the 40-60 mph range to nearly 80 mph. Increased velocity will reduce the existing bottleneck and increase the capacity and efficiency of the St. Louis region's rail network. Dispatching control would be automated and incorporated into Union Pacific centralized dispatching in Omaha, Nebraska. This coordination would optimize local rail traffic and allow the railroads to increase velocity through the St. Louis terminal, which creates a competitive advantage with other rail interchange locations such as Chicago.

Project Impact: This project would reduce freight train delays by 10.1 hours per day. The increase in velocity would reduce delays at highway-rail grade crossings due to passing trains, thereby decreasing traffic delays for nearby communities and reducing emissions from idling vehicles. The project would also consolidate six operator positions, eliminate tower facility expenses, and lower track maintenance. Overall, the project will enable freight and passenger trains to travel through the region more safely and efficiently while allowing rail traffic to be better integrated into system-wide patterns.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

St. Louis Lambert International Airport North Cargo Improvements (MO)

Project Location

Project Aerial

Project Status

Construction

Design

Planning Study

Concept Development

Project Funding

(D) MoDOT will issue a $6.1 million grant to fund construction.

Remaining projects are currently unfunded. No funding sources or partnerships have been identified.

Location: St. Louis County, Missouri

Estimated Cost: $20.7 million

Owner: St. Louis Lambert International Airport

Contact: Jerry Beckmann, Airport Deputy Director, (314) 551-5034

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: St. Louis Lambert International Airport (STL) in St. Louis County is the largest and most utilized airport in Missouri. Positioned within Foreign Trade Zone 102, it is an attractive destination for logistics businesses due to its multimodal transportation infrastructure combined with available and accessible land for business growth. Current air cargo facilities are conveniently located on both sides of the primary parallel runways and are designed to expedite the flow of freight and handle both current and next-generation air cargo aircraft.

Project Impact: St. Louis Lambert International Airport is moving forward with an international air cargo facility, which includes construction of a new terminal with ramp for freighter aircraft. The airport is also pursuing several infrastructure projects to improve service delivery for air cargo facilities including FedEx, UPS, and Forward Air. The airport continues to attract new businesses to increase its revenue base and utilize 1,000 acres of land for industrial development. These efforts include a development agreement with Bi-National Air Cargo to develop 60 acres of airport property referred to as the Northern Tract. The airport is also in the final stage of approval to become a USDA port of embarkation to allow live animal charters to depart from St. Louis. In addition to the airport, several industrial areas are located nearby including Aviator Business Park, Hazelwood Logistics Center, and Park 370 Business Center. The following projects further these goals to provide safe, efficient, and multimodal access near the St. Louis Lambert International Airport and industrial areas along with potential economic benefits for the region.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

St. Louis Lambert International Airport North Cargo Improvements (MO)

Project Description (A) ***Norfolk Southern Railroad Spur on Northern Tract:*** This project includes constructing a 1,200-foot long railroad spur from Norfolk Southern mainline track to connect to the Northern Tract of the airport. The spur would support the 60-acre logistics and air cargo center under development at this site. Estimated cost is $2.5 million.

Project Description (B) ***Banshee Road Reconstruction:*** This project includes rebuilding Banshee Road in order to accommodate heavy commercial truck traffic. The three-lane road currently has issues with drainage and roadway geometry that make it unconducive to major freight flows. The project would support the Northern Tract air cargo center. The project would also include a structure over Coldwater Creek. Estimated cost is $9.1 million.

Project Description (C) ***McDonnell Boulevard / Airport Road Intersection Reconstruction:*** This project includes reconstruction of the intersection of McDonnell Boulevard and Airport Road. The intersection plays a critical role in freight movement for the St. Louis Air Cargo Facility currently used by FedEx, UPS, and Forward Air. The existing intersection has a complex series of turning movements within a very confined area and also is the site of numerous crashes. The project would correct roadway geometry, eliminate difficult turning movements, and meet updated design standards in order to accommodate current and future users. Estimated cost is $3 million.

Project Description (D) ***Taxiway Victor Connector to Cargo Ramp:*** This project will construct a full-strength concrete taxiway capable of supporting the largest jets. It will provide common-use access to Trans States Airlines and Airport Terminal Services ramps, as well as the Bi-National Air Cargo ramp. The Missouri Department of Transportation has partnered with the airport to finance the Taxiway Victor Connection and will issue a grant to fund construction of the $6.1 million project.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-70 Improvements from I-64 Interchange (MO) to Stan Musial Veterans Memorial Bridge

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

The *Envision I-70* planning study is currently funded and on-going. No funding sources or partnerships have been identified beyond the planning study.

Location: St. Charles County; St. Louis County; City of St. Louis, Missouri

Estimated Cost: $500 million

Owner: Missouri Department of Transportation (MoDOT)

Contact: Tom Blair, MoDOT Assistant District Engineer, (314) 453-1803

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: The I-70 corridor is a transcontinental highway stretching from Pennsylvania to Utah. In the St. Louis region, I-70 is an important link for freight due to the proximity of major corporations, industrial areas, hospitals, universities, and St. Louis Lambert International Airport. A majority of the 40-mile corridor through Missouri also experiences moderate to heavy congestion during peak hours.

Project Description: A Planning and Environmental Linkages study for the I-70 corridor from the I-64 interchange in Wentzville, Missouri to the Stan Musial Veterans Memorial Bridge was included as a recommendation in the region's 2045 Long-Range Transportation Plan. The Missouri Department of Transportation, in partnership with Metro and East-West Gateway Council of Governments, is beginning the high-level *Envision I-70* study to advance this effort. The study will focus on developing a comprehensive multimodal vision that incorporates sustainable mobility, economic competitiveness, freight and port distribution needs, and the relationships between community character and transportation.

Project Impact: The study will provide a broad framework and implementation strategies to meet the desired future mobility and accessibility needs of this critical regional transportation link. Based on findings from the corridor plan, the project would address specific safety and congestion issues including pavement reconstruction and interchange improvements.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

America's Central Port Improvements (IL)

Project Location

Project Aerial

Project Status

Construction

Design

Planning Study

Concept Development

Project Funding

The Port is currently updating the Port Master Plan. No funding sources or partnerships have been identified beyond the planning study.

Location: Granite City, Illinois

Estimated Cost: $22.5 million

Owner: America's Central Port

Contact: Bill Stahlman, Director of Engineering, (618) 452-8450

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: America's Central Port in Granite City, Illinois is at the center of the multimodal freight transportation system in the United States with direct access to three major modes of transportation: rail, river, and road. The Port offers over 1.7 million square feet of rail-served warehouse space located in secured industrial park settings within Foreign Trade Zone 31.

Project Impact: The Port recently opened the new Madison Harbor expansion (formerly known as South Harbor) in 2016. The new harbor offers the northern-most lock-free and ice-free access to the Gulf of Mexico on the Mississippi River. It also offers additional opportunities for container-on-barge industry. America's Central Port is seeking several improvements to enhance the new expansion.

Project Description (A) ***Granite City Harbor Lead Track Revitalization:*** This project includes upgrades to the rail track that serves the Granite City Harbor and its four main terminals, including U.S. Steel, with track capable of handling 286,000 pound rail cars delivered by unit trains. The track will be replaced with a minimum of 115RE rail sections, new cross ties, and improved drainage. Approximately 9,800 feet of track, three at-grade crossings, and 14 turnouts would be upgraded. The project will allow tenants to operate more efficiently, reduce costs, and better compete in the global marketplace. Estimated cost is $8 million.

Project Description (B) ***Granite City Harbor General Cargo Dock Revitalization:*** This project includes upgrades to the general cargo dock at the Granite City Harbor that serves two main terminals,

America's Central Port Improvements (IL)

including U.S. Steel. A pipe pile fender system will be installed to protect the steel sheet pile wall, the deck will be paved over with reinforced concrete, an improved drainage system will be installed, and approximately 3,450 feet of railroad track will be upgraded to handle 286,000 pound rail cars. Estimated cost is $6.8 million.

Project Description (C) ***Union Pacific / Kansas City Southern Connection Through A&K Yard:*** This project includes construction of new railroad track from the Union Pacific / Kansas City Southern Railway mainline through the A&K Granite City rail yard into the Port. Approximately 3,200 feet of new railroad track will be laid along with a new No. 15 turnout at the mainline. The new connection will allow direct deliveries from two Class I rail carriers, providing lower shipping costs and transparent competition amongst all carriers for Port shippers. Estimated cost is $4.5 million.

Project Description (D) ***New Port Entrance at Illinois Route 3:*** This project includes construction of a new right-in, right-out entrance to the Port industrial park and roadway upgrades. The connection will provide for the safe movement and flow of traffic between Illinois Route 3 and the interior routes of E Street and 1st Street. Approximately 3,900 feet of new concrete roadway will realign traveling vehicles along 1st Street away from the warehouse loading docks to improve access, improve safety, and expand traffic volume capacity into the industrial campus of the Port. Estimated cost is $3.2 million.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

MidAmerica St. Louis Airport Distribution Improvements (IL)

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

This project is currently unfunded. No funding sources or partnerships have been identified.

Location: Mascoutah, Illinois

Estimated Cost: $45 million

Owner: MidAmerica St. Louis Airport

Contact: Tim Cantwell, Airport Director, (618) 266-5240

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: MidAmerica St. Louis Airport (BLV) is a commercial/cargo and passenger airport co-located with Scott Air Force Base in Mascoutah, Illinois. MidAmerica offers air cargo facility development of over 2,500 acres within Foreign Trade Zone 31 and an Enterprise Zone, making it an ideal location for modern freight needs with an emphasis on e-commerce businesses. Located along I-64 with on-site customs services and easy airplane-to-truck processes, the airport makes air cargo transfer highly efficient by reducing time on the ground and cost of operations. The airport serves major tenants including Boeing and North Bay Produce. To better accommodate these operations, and attain and retain clustered manufacturing and distribution businesses, the land surrounding the airport requires improved access to the freight network.

Project Description: This project includes building an approximately two-mile rail spur from the Norfolk Southern mainline at the southern edge of the airport, enabling freight rail access for businesses on the eastern side of the airport.

Project Impact: The improvements would provide MidAmerica St. Louis Airport and surrounding businesses easy access to the rail network, giving this cluster of existing businesses and available sites access to three of the four primary modes of freight transportation.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

J.S. McDonnell Connector Access Improvements (MO)

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

Final plans are expected to be complete in early 2018. No funding sources or partnerships have been confirmed for construction.

Location: Berkeley, Missouri

Estimated Cost: $2.4 million

Owner: St. Louis County Department of Transportation

Contact: Stephanie Leon Streeter, Deputy Director, (314) 615-8501

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: One of the St. Louis region's greatest assets is the extensive manufacturing base, particularly in defense and aerospace-related businesses. These facilities are served by a deteriorated roadway that forms part of a route between James S. McDonnell Boulevard and North Hanley Road, and forces manufacturers in the vicinity to use the I-170 ramp at Frost Avenue and the I-170 ramp off-ramp at Airport Road to make this connection. Part of this patchwork of roads traverses the Formerly Utilized Sites Remedial Action Program contamination area, requiring coordination with the U.S. Army Corps of Engineers to develop adequate procedures and specifications for any excavation necessary in this area.

Project Description: This project involves the replacement of a deteriorated roadway that forms part of a route between James S. McDonnell Boulevard and North Hanley Road. The reconstruction will improve truck access between these two important St. Louis County arterial roadways and will eliminate the current unsafe practice of using the I-170 ramp at Frost Avenue and the I-170 off-ramp at Airport Road to make this connection. In addition to roadway reconstruction, the deteriorated Norfolk Southern railroad crossing at the west end of Frost Avenue will need to be replaced. These improvements will improve access for multiple manufacturers in the vicinity.

Project Impact: The project supports existing and new facilities by linking to the freight network. This will also provide additional flexibility for freight flows within the manufacturing cluster north of St. Louis Lambert International Airport.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-64 Improvements from Greenmount Road to Illinois Route 158 (Air Mobility Drive) (IL)

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

This project is currently unfunded. No funding sources or partnerships have been identified.

Location: O'Fallon, Illinois

Estimated Cost: $20 million

Owner: Illinois Department of Transportation (IDOT)

Contact: Jeff Keirn, IDOT Region 5 Engineer, (618) 346-3110

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: The I-64 corridor is an important link between major businesses and industrial areas near downtown St. Louis and the MidAmerica St. Louis Airport (BLV), approximately 20 miles to the east of downtown St. Louis. MidAmerica is a commercial/cargo and passenger airport co-located with Scott Air Force Base in Mascoutah, Illinois. Located along I-64 with on-site customs services and easy airplane-to-truck processes, the airport makes air cargo transfer highly efficient by reducing time on the ground and cost of operations.

The I-64 corridor is generally a minimum of six lanes from downtown St. Louis until the interchange with Greenmount Road in Illinois, which is located just west of the MidAmerica St. Louis Airport. For the remaining three-mile corridor to the airport, I-64 is only a four-lane section.

Project Description: This project would widen I-64 to six lanes from Greenmount Road to Illinois Route 158 (Air Mobility Drive). Other safety and capacity improvements would be incorporated into the project as appropriate.

Project Impact: The interstate widening would increase capacity and access to MidAmerica St. Louis Airport and surrounding developments. The airport offers air cargo facility development of over 2,500 acres within Foreign Trade Zone 31 and an Enterprise Zone, making it an ideal location for modern freight needs with an emphasis on e-commerce businesses.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Kaskaskia Regional Port District Improvements (IL)

Project Location

Project Aerial

Project Status

Construction

Design

Planning Study

Concept Development

Project Funding

(B) Terminal #1 has been approved for an $85,000 study to review outbound movement.

Other projects are currently unfunded. No funding sources or partnerships have been identified.

Location: New Athens, Illinois; Red Bud, Illinois

Estimated Cost: $3.61 million

Owner: Kaskaskia Regional Port District

Contact: Ed Weilbacher, General Manager, (618) 282-3807

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: Kaskaskia Regional Port District is the 8th largest inland port district in the country. The Port owns several facilities and partners with operators who lease, develop, and operate within the facilities. In addition to existing terminals, the Port is developing the new Fayetteville Port, which will serve as the closest river terminal to Scott Air Force Base and provide an additional 128 acres for development.

Project Impact: The projects provide improvements to meet existing customer needs and attract new industrial opportunities. The projects would enhance economic development opportunities on the Kaskaskia River, the fastest growing tributary in the inland waterway system.

Project Description (A) ***Fuel Pipeline Feasibility Study:*** This project includes a feasibility study for a proposed fuel pipeline to connect Scott Air Force Base with the uppermost terminal, the Fayetteville Terminal, on the Kaskaskia River. The pipeline would provide an alternate method for fuel delivery to the Air Force Base and allow for increased market choices in sourcing fuel. The pipeline could also serve a redundancy function for the Scott Air Force Base to ensure critical needs are satisfied at all times. Estimated cost for the feasibility study is $125,000.

Project Description (B) ***Outbound Conveyor Upgrade and Retrofit:*** This project includes upgrades to an outbound conveyor to accommodate new business prospects. Port Terminal #1 (River Mile 24.5) is located in rural New Athens, Illinois and was constructed in the late 1970s to

Kaskaskia Regional Port District Improvements (IL)

handle outbound coal. Over the years, more than 50 million tons of coal have been shipped through the facility. In the 1990s, the coal mines closed and this outbound terminal was out of service. Since then, a new inbound conveyor was installed to supply scrubber stone to the Prairie State Power Plant. Recently, other business prospects indicated interest in shipping outbound products through the facility, which would require structural upgrades, new conveyor belts, electrical upgrades, and other improvements as needed. The Kaskaskia Port District has been approved for an $85,000 planning grant for Terminal #1 to review the outbound movement to accommodate two movements at the same time. This will include adding a second track to the existing loop track and a second dump pit. Estimated cost is $1 million.

Project Description (C) ***Container-on-Barge Capacity:*** This project includes infrastructure improvements to Port Terminal #2 (River Mile 18.0) to develop a container-on-barge inbound and outbound handling facility. The Port has an existing 50-ton overheard crane that is ideally suited for handling containers. Additional infrastructure improvements would include a new scale, laydown yard, additional chassis, a staging area, and on-site handling equipment. Estimated cost is $2.1 million.

Project Description (D) ***Port Secondary Access:*** This project includes access expansion at Port Terminal #2 (River Mile 18.0) to accommodate a high volume of trucks entering and leaving the site each day. A second entrance and expansion at both Gateway FS and The Material Works would reduce congestion and facilitate additional truck movement through the terminal. Estimated cost is $385,000.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

North Riverfront Commerce Corridor Improvements (MO)

Project Location

Project Aerial

Project Status

Construction

Design

Planning Study

Concept Development

Project Funding

(A) $4.3 million STP funds (TIP 6744-18) are programmed for preliminary engineering (FY18) and construction (FY19) for Hall Street, Phase I. Additional CMAQ and STIP funds for improvements are outlined in the project description.

* Project status for Phase I only. Phase II in Concept Development.

Location: St. Louis, Missouri

Estimated Cost: $55 million

Owner: City of St. Louis, Missouri

Contact: Susan Taylor, St. Louis City Port Development, (314) 657-3744

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered one of the ***highest priorities*** *for the region.*

Project Need: The North Riverfront Commerce Corridor is a 3,000 acre multimodal logistics and business district located in the north end of downtown St. Louis. With access to highways, rail, and barge shipping, the area is home to dozens of major manufacturers and warehouses. The location also includes the BNSF Railway North St. Louis Yard, Norfolk Southern Luther Yard, and Terminal Railroad Association Bremen Yard and the Municipal River Terminal. Manufacturers and logistics companies within the corridor are part of a global supply chain and require access to markets on both sides of the Mississippi River, across the United States, and internationally. In addition, several existing and new shippers are in the process of expanding, resulting in a significant increase in the quantity and diversity of goods shipped throughout the region. Major industrial real estate in the area include North Riverfront Business Park, Hall Street, and North Broadway Distribution.

Project Impact: Despite these regional benefits, the North Riverfront Commerce Corridor suffers from mobility and circulation issues. The following projects were identified in the *2012 North Riverfront Commerce Corridor Land Use Plan* as a high priority. These projects will improve supply chain reliability, increase efficiency, and lower transportation costs.

Project Description (A) ***Hall Street and Riverview Drive Improvements:*** This project includes improvements to Hall Street, the primary corridor that trucks utilize to access I-70 from the Riverfront Corridor. The project will also include resurfacing, drainage improvements,

North Riverfront Commerce Corridor Improvements (MO)

improving at-grade rail crossings, ITS signage when at-grade crossings are blocked by trains, and evaluation of grade separation structures. In addition, Metropolitan Sewer District has begun planning $10 million in EPA-mandated improvements to existing North Riverfront storm and sanitary sewer networks. The project is segmented into the following two phases: (I) East Grand Avenue to Adelaide Avenue and (II) Adelaide Avenue to I-70. The Missouri Department of Transportation (MoDOT) has CMAQ funding for intersection improvements and signal reconstruction planned at the Hall Street and Riverview Drive intersection in 2018. MoDOT has STIP funding for pavement improvements on Riverview Drive from Hall Street to I-270 with construction planned in 2019. MoDOT also has funding for preliminary engineering for scoping pavement improvements on Hall Street from Adelaide Avenue to Riverview Drive with a tentative future construction date in 2020. Estimated cost for the total project is $45 million.

Project Description (B) ***Branch Street Improvements:*** This project includes improvements to Branch Street, which provides truck traffic access to the Municipal River Terminal. Connecting directly to I-70, the street provides convenient interstate access for trucks using the terminal and for freight users in the surrounding area. As trains have continued to grow in length, rail delays have increased and are impacting growth. The project improves the at-grade crossings and the speed and efficiency of current freight flows to prepare the area for future traffic demands. The project will also upgrade the current I-70 and Branch Street interchange to streamline the movement of goods and enhance the bicycle/pedestrian connection between the Riverfront Trail and city neighborhoods west of I-70. Estimated cost is $5 million.

Project Description (C) ***Municipal River Terminal Rail Access Improvements:*** This project seeks to better align tracks through the Municipal River Terminal, making it easier for trains to access and pass through the terminal. The project supports approximately 10,000 jobs and a significant number of businesses that operate out of the North Riverfront Commerce Corridor. DJN Intermodal, Affton Trucking, JB Hunt, SAIA, and many other trucking facilities are located along Hall Street. American Commerce Barge Lines transloads millions of tons of coal at its river terminal off Hall Street while both BNSF Railway and Norfolk Southern have large rail yards in the corridor. Proctor & Gamble is expanding its plant and other major industrial operations including Dial Henkel products, PD George chemicals, Alro Steel, ProPak, and the St. Louis Business Center. Estimated cost is $5 million.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Illinois Route 3 Access Improvements (IL)

Project Location

Project Aerial

Project Status

Construction

Design

Planning Study

Concept Development

Project Funding

(A) This project is currently unfunded. No funding sources or partnerships have been identified.

(B) Approximately $11 million in grants have been allocated for the Railroad Bypass.

Location: St. Clair County, Illinois

Estimated Cost: $145 to $195 million

Owner: Illinois Department of Transportation (IDOT), Village of Sauget

Contact: Jeff Keirn, IDOT Region 5 Engineer, (618) 346-3110
Richard Sauget, Village of Sauget Mayor, (618) 274-2990

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered one of the ***highest priorities*** *for the region.*

Project Need: Illinois Route 3 is the backbone of a nearly 60-mile long, five-mile wide economic corridor in Southwestern Illinois. The corridor provides access through the industrial heart of the region including Wood River, Granite City, East St. Louis, Sauget, and Dupo. The corridor is responsible for 215,000 jobs and a $9.2 billion annual payroll. A significant portion of the region's freight generators and users are located in the area, including America's Central Port, Union Pacific Dupo Intermodal Yard, American Milling, and business parks such as Gateway Commerce Center and Lakeview Commerce District.

Project Impact: The State of Illinois has made significant investments in recent years in this important north-south transportation link, but Illinois Route 3 is still in need of improvements. Completion of the Illinois Route 3 improvements will:

- Support long-term, high-paying job growth in manufacturing and transportation sectors
- Improve access to the I-70 Stan Musial Veterans Memorial Bridge, Sauget Industrial Park, and St. Louis Downtown Airport
- Accelerate the redevelopment of brownfield sites and underutilized properties along the corridor

Project Description (A) ***Illinois Route 3 Relocation:*** This project includes new construction of a 2.1-mile corridor of Illinois Route 3 from River Park Drive in East St. Louis, Illinois south to Monsanto Avenue in Sauget, Illinois. The project will consider a two-lane option and a four-lane option with potential phasing. The majority of the north section

Illinois Route 3 Access Improvements (IL)

between River Park Drive and Trendley Avenue would be on structure due to existing railroads. The south section between Trendley Avenue and Monsanto Avenue requires two grade separation structures over railroads. The proposed additional lanes and grade-separated structures will decrease congestion, improve safety, address clearance issues, and better accommodate truck and freight movements. Estimated cost is $125 million for the two-lane option and $170 million for the four-lane option.

Project Description (B) ***Falling Springs Road / Illinois Route 3 Railroad Bypass:*** This project includes construction of the Falling Springs Diversion bypass loop with a structure that carries traffic from Illinois Route 3 over the Alton & Southern Railroad between Monsanto Avenue and Queeny Avenue. Without improvements, this location will continue to experience significant delays due to the 20 to 30 minute traffic delays for each unit car train that results in hours of through-traffic delays each day. In addition, it is also anticipated that nearby rail barge offload facilities will increase the number of units in the immediate future. The project has multiple benefits to the region in terms of improving access to the growing business community, encouraging future business development, and opening up to 220 acres of dormant industrial land for active use adjacent to a community of chronic economic distress. The proposed project will bypass the existing heavily used Illinois Route 3 at-grade crossings using local roads such as Monsanto Avenue, Queeny Avenue, and Falling Springs Road. Work will include a grade-separated structure where two railroads (Alton & Southern Railroad and Terminal Railroad Association) converge, eliminating two public crossings along a segment of Falling Springs Road. A new segment of Falling Springs Road will be constructed and intersection improvements will also be needed to effectively move vehicles to the proposed grade separation to the east. Estimated cost is $20 to $25 million.

An initial request has been submitted for engineering funding for approximately 10 percent of the total project cost, or approximately $1.8 million. About $11 million in grants have been allocated for various segments of the project, including a $9.2 million grant from the Illinois Commerce Commission Grade Crossing Protection Fund as part of the 2017-2020 cycle. Other grants originated from state intersection improvement funds, TARP, CMAQ, and STP funds (each are structured in the location, manner, and time in which they can be applied). Both the Alton & Southern Railroad and Terminal Railroad Association have come to an understanding on the alignment and project scope. This will enable IDOT, the railroads, and regional leaders to focus on funding solutions for the improvements.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-255 / Davis Street Ferry Road Interchange (IL)

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Anticipated Project Funding

$27.7 million STP funds (TIP 4593-08) are programmed for construction in FY18. *The local share is unfunded.*

Source	Million	Percent
Federal	$16.1	58%
State (IDOT)	$4.0	15%
Local	$7.6	27%

Location: Dupo, Illinois

Estimated Cost: $36 million

Owner: Illinois Department of Transportation (IDOT)

Contact: Jeff Keirn, IDOT Region 5 Engineer, (618) 346-3110

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: The new I-255 / Davis Street Ferry Road interchange would replace the existing interchange at Exit 9 (Old Illinois Route 3 / Main Street) with improved and safer geometry. A combination of the Union Pacific Railroad intermodal terminal in Dupo, the Columbia Quarry, and new and expanding truck facilities have added to the volume of heavy truck traffic traveling through Dupo. The new interchange will serve existing Dupo traffic as well as new traffic from industrial and commercial developments that are planned or underway. The existing interchange at Exit 9 was not configured optimally to handle the projected increase in truck traffic and village officials and emergency responders are aware of safety concerns at the existing ramp/crossroad intersections related to Exit 9 in Dupo.

Project Description: The proposed I-255 / Davis Street Ferry Road interchange project would include a diverging diamond interchange with a system of connecting roads to serve the emerging 2,000-acre industrial area along Davis Street Ferry Road. Improvements also include a future grade-separated structure at the southern end of the intermodal yard, crossing five rail tracks near Davis Street Ferry Road. The project will improve access and enable more cost-effective traffic into the intermodal facility, thus enhancing the ability of the Dupo Discovery Business Park to attract business development and further the potential for the creation of thousands of new jobs. Estimated cost is $25.3 million for construction. Estimated cost for the entire project including construction, right-of-way acquisitions, utility relocations, and design is $36 million.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-255 / Davis Street Ferry Road Interchange (IL)

Project Impact: By improving access from I-255 to Davis Street Ferry Road, truck traffic will be re-routed to improve safety, capacity, and traffic operations in Dupo. From an economic perspective, this project is a unique situation in the St. Louis region that will provide a competitive advantage to value-added rail freight movement and business development opportunities. The development is conservatively comprised of approximately 1,000 to 2,000 acres in the first several phases of the business park development with extensive adjacent acreage for additional future expansion. Phase I of Discovery Business Park includes approximately 9 million square feet of commercial, retail, office, and light industrial space on approximately 840 acres. Phase II of the project involves the development of 13 million square feet of commercial and industrial space on approximately 1,000 acres. Both phases combined would total an estimated 22 million square feet of building space on an estimated 1,840 acres. The surrounding development is estimated to bring thousands of jobs to the area as the project progresses. The interchange project would be a key benefit for the Dupo Intermodal Yard in order to expand operation and remain competitive, as well as support development near the proposed interchange.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-255 / Fish Lake (Ramsey Road) Interchange (IL)

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

This project is currently unfunded. No funding sources or partnerships have been identified.

Location: Columbia, Illinois

Estimated Cost: $27 million

Owner: Illinois Department of Transportation (IDOT)

Contact: Emily Fultz, Director of Community Development, (618) 281-7144

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: The Dupo Intermodal Yard in Illinois is one of the region's largest intermodal assets. Access to the yard includes several at-grade crossings with Union Pacific mainline tracks, casing delays to trucks serving the facility and creating safety issues for motorists. The site also lacks enough storage for intermodal containers, necessitating off-site storage. The storage issues, combined with congestion at the at-grade crossings, makes current expansion of the site unattractive. Without better access, Union Pacific may be forced to expand its facilities outside the St. Louis region in an attempt to meet growing intermodal demand.

Project Description: This project would improve the current Fish Lake (Ramsey Road) overpass into a full highway interchange. The interchange would provide additional access to the Union Pacific Dupo Intermodal Yard, enabling further expansion of the facility. The new highway interchange would also complement proposed improvements at the I-255 / Davis Street Ferry interchange.

Project Impact: The project would increase the growth of manufacturing and distribution businesses, which would mutually benefit the Village of Dupo as well as economic development south of I-255 in the City of Columbia.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-70 St. Louis County Improvements from Natural Bridge Road to Hanley Road (MO)

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

This project is currently unfunded. No funding sources or partnerships have been identified.

Location: St. Louis County, Missouri

Estimated Cost: $200 million

Owner: Missouri Department of Transportation (MoDOT)

Contact: Tom Blair, MoDOT Assistant District Engineer, (314) 453-1803

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: Interstate 70 is one of the most important national east-west freight corridors and is the backbone of a transportation system connecting the St. Louis region to other states and the entire nation. Each year, the I-70 corridor in Missouri carries more than 31.5 million tons of freight with a value in excess of $59 billion. The region's 2045 Long-Range Transportation Plan recommended a corridor and interchange study from Natural Bridge Road to Hanley Road. This segment of I-70 is an important link to St. Louis Lambert International Airport and major industrial areas including North Park, Aviator Business Park, and Hazelwood Logistics Center. Several large corporations are located in these industrial areas such as Boeing and Express Scripts.

Project Description: The project includes safety and pavement improvements along the 2.5-mile segment from Natural Bridge Road to Hanley Road. The project also incorporates I-170 interchange improvements that will address current congestion and bottleneck issues.

Project Impact: The project will help reduce congestion, increase safety, and improve capacity of this stretch of the interstate. Project improvements also enhance freight and cargo movement to significant freight generators and users such as the St. Louis Lambert International Airport, North Park development, Boeing campus, and other major industrial areas.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

St. Louis Lambert International Airport Access Improvements (MO)

Project Location

Project Aerial

Project Status

Construction

Design

Planning Study

Concept Development

Project Funding

Improvements are included in the region's 2045 Long-Range Transportation Plan, but these projects are currently unfunded. No funding sources or partnerships have been identified.

Location: St. Louis County, Missouri

Estimated Cost: $30.25 million

Owner: St. Louis Lambert International Airport

Contact: Jerry Beckmann, Airport Deputy Director, (314) 551-5034

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: St. Louis Lambert International Airport (STL), located in St. Louis County, is Missouri's largest and most used airport. It is positioned within Foreign Trade Zone 102 and is an attractive destination for logistics businesses due to its multimodal transportation infrastructure combined with available and accessible land.

Project Impact: St. Louis Lambert International Airport has over 1,000 acres of commercial and industrial land adjacent to the airport that is ideal for logistic businesses and airborne cargo users. The following projects will attract more freight-centered development.

Project Description (A) ***Cargo City Access Analysis:*** This project includes a study of the logistics center for air freight, Cargo City. Access to Cargo City from the interstate system is circuitous and not conducive to truck movements as entry requires trucks to intermingle with passenger vehicles. The project will analyze and develop alternatives for improving truck access to Cargo City from the interstate network. Estimated cost of the study is $250,000.

Project Description (B) ***Fee Fee Road Bridge Improvement:*** This project includes a proposed Fee Fee Road bridge over the Norfolk Southern mainline and a new intersection between Fee Fee Road (City of Bridgeton) and Missouri Bottom Road (City of Hazelwood). The existing intersection is substandard as the geometry is not suitable for heavy track traffic and the available land envelope does not provide any opportunity for improvements. The project would construct a new

St. Louis Lambert International Airport Access Improvements (MO)

intersection suitable for heavy vehicle movements, bridge the Norfolk Southern mainline, and connect to Fee Fee Road. The improvements will provide commercial vehicles access to 250 acres planned for commercial and industrial development at the airport. By creating a new intersection, development along Fee Fee Road becomes more attractive to heavy freight users. Estimated cost is $10 million.

Project Description (C) ***Gist Road Upgrade:*** This project includes upgrading and realigning Gist Road (City of Bridgeton) between the Norfolk Southern mainline and the I-270 bridge. Gist Road is a two-lane road with an asphalt surface designed for light vehicle traffic. The upgrade provides a signalized crossing at the Norfolk Southern mainline and expands the road to two-lane concrete pavement with a center turn lane suitable for heavy truck traffic. The project will provide interstate access to 300 acres identified for commercial and industrial development at the airport and strengthen the region's intermodal options. Estimated cost is $20 million.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Mississippi River Port Development Projects (MO)

Project Location

Project Aerial

Project Status

Construction

Design

Planning Study

Concept Development

Project Funding

All three projects have requested funding in the FY18-22 Capital Improvement Program.

Project	Million	Year
Project A	$8.5	FY18-FY22
Project B	$2.0	FY21
Project C	$5.0	FY18-FY22

Location: Jefferson County / St. Louis County / City of St. Louis, Missouri

Estimated Cost: $17.5 million

Owner: Jefferson County Port Authority, St. Louis County Port Authority, City of Saint Louis Port Authority

Contact: Neal Breitweiser, Director at Jefferson County, (636) 797-6168
Joe Bannister, Vice President for Real Estate, (314) 615-7692
Susan Taylor, Director at City of St. Louis, (314) 657-3740

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: Inland waterborne transportation is a key component of regional goods movement as the St. Louis region is centrally located on the Mississippi and Missouri Rivers. The region is ideally suited as a year-round, central node for consolidating agricultural and mining goods produced in the Midwest and northern Great Plains and shipping bulk cargo on the Mississippi River.

Project Impact: In 2010, about 31.8 million tons of waterborne cargo valued at approximately $9.5 billion moved through the St. Louis region. Three Missouri ports located in the St. Louis region - Jefferson County Port Authority, St. Louis County Port Authority, and City of Saint Louis Port Authority - are seeking to enhance waterborne freight flow.

Project Description (A) ***Crystal City Port Development with Access Roadway:*** This project includes land acquisition and preliminary engineering for a public freight harbor located on the Mississippi River approximately 20 miles south of downtown St. Louis in Crystal City, Missouri. The project will allow Jefferson County Port Authority to move forward with the phased construction of the proposed multimodal port facility that will capitalize on the transportation of bulk commodities and containers via barge, rail, and truck (and a small airport located within two miles). The proposed facility is well positioned for aggregate, sand, and grain shippers. The facility also has intersecting rail lines from the Union Pacific and BNSF Railway,

Mississippi River Port Development Projects (MO)

and these rail carriers also provide connections to the Norfolk Southern and CSX Railroad. The proposed Crystal City Port will assist in creating additional flexibility and connectivity to the region's freight system while assisting in repurposing existing industrial sites. The current roadway network available to provide access would force traffic supporting port operations through the core of Crystal City via narrow, often brick, two-lane roadways with skewed intersections. As a result of the planned regional port development and significant growth potential at the Crystal City Port, access improvements are needed to enhance traffic flow between the port and I-55 via a Crystal City connector. Overall, the Crystal City Port Development project provides freight movement options away from congestion in downtown St. Louis area and affords unobstructed access to the Gulf of Mexico. Estimated cost is $8.5 million. The FY18-FY22 Capital Improvement Program includes $8.5 million in funding for property acquisition, rail design, permitting, site work, and rail construction. Estimated total cost to complete the port is $240 million.

Project Description (B) ***City of St. Louis South Riverfront Site Preparation:*** This project includes clearing, remediation, and preparation of a site along the south riverfront for intermodal development. The National Geospatial-Intelligence Agency is expected to vacate the 20-acre site due to relocation and expansion of a new $1.75 billion facility. A portion of the site includes a rail yard with immediate access to the Union Pacific and Patriot Rail, a national shortline railroad. While the site does not currently provide river access, the location is an ideal spot for last-mile truck and rail transfer of goods. Both railroads have indicated strong support for an intermodal facility at the site. Estimated cost is $4 million. The FY18-FY22 Capital Improvement Program includes $2 million in funding for site preparation in FY22.

Project Description (C) ***St. Louis County Port Development North / South Sites:*** This project includes the exploration of building ports in northern and southern portions of St. Louis County. Estimated cost is $5 million. The FY18-FY22 Capital Improvement Program includes $1 million annually for the project. County locations not yet identified and therefore not depicted on project location or aerial maps. Estimated total cost to complete the project is $25 million.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Illinois Route 158 (Air Mobility Drive) Expansion from Route 161 to Route 177 (IL)

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

This project is currently unfunded. No funding sources or partnerships have been identified.

Location: Shiloh, Illinois

Estimated Cost: $10 million

Owner: Illinois Department of Transportation (IDOT)

Contact: Jeff Keirn, IDOT Region 5 Engineer, (618) 346-3110

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: MidAmerica St. Louis Airport (BLV) is a commercial/cargo and passenger airport co-located with Scott Air Force Base in Mascoutah, Illinois. MidAmerica Airport offers air cargo facility development of over 2,500 acres within Foreign Trade Zone 31 and an Enterprise Zone, making it an ideal location for modern freight needs. Located along I-64 with on-site customs services and easy airplane-to-truck processes, the airport makes air cargo transfer highly efficient by reducing time on the ground and cost of operations. To better accommodate growth and retain clustered manufacturing and distribution businesses, the land surrounding the airport requires improved access to the freight network.

Project Description: The project includes a 1-mile extension of Illinois Route 158 (Air Mobility Drive), the main gateway from I-64 to MidAmerica Airport and Scott Air Force Base. The extension from Illinois Route 161 (Carlyle Avenue) to Illinois Route 177 (Mascoutah Avenue) would extend a two-lane roadway along a primary growth corridor.

Project Impact: This location is one of the highest potential corridors for supporting industrial real estate development and freight transportation, and the roadway expansion would facilitate this future growth. In addition to growth at the airport, Scott Air Force Base also provides a $3 billion annual impact on the regional economy, a 40 percent increase in the past decade. The base expansion has fueled business growth and available property for expansion around the base and the airport has exceptional community support.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

North Park Access Improvements (MO)

Project Location

Project Aerial

Project Status

Construction

Design

Planning Study

Concept Development

Project Funding

This project is currently unfunded. No funding sources or partnerships have been identified.

Location: Berkeley, Missouri

Estimated Cost: $1.7 million

Owner: St. Louis County Department of Transportation

Contact: Stephanie Leon Streeter, Deputy Director, (314) 615-8501

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: North Park is a premier 550-acre business park located east of St. Louis Lambert International Airport at the junction of I-70 and I-170. The development is capable of hosting over 5 million square feet of building area within a Foreign Trade Zone and an Enhanced Enterprise Zone. North Park is the only urban redevelopment project in the nation located at the intersection of two major highways, an international airport, and a university. Hanley Road, the major corridor serving North Park and other businesses, requires improvements to accommodate existing and future businesses.

Project Description: This project includes phased safety and capacity improvements along Hanley Road from I-270 to Madison Avenue. This 2-mile corridor provides direct connections to I-270, I-170, and I-70 and links freight to North Park and other development zones east and west of the airport. The infrastructure improvements include repair and replacement of deteriorated roadway surface to improve drivability and drainage as well as adding a new Superpave wearing surface. The proposed roadway improvements would improve traffic safety and access, increase pedestrian safety, and support local businesses. Project design is complete and estimated cost for construction is $720,000.

Project Impact: North Park partners have invested over $291 million dollars, creating over 5,000 permanent jobs. Other nearby industrial areas include Aviator Business Park and Hazelwood Logistics Center. Several major corporations are located in North Park including Express Scripts Corporation, Schnucks, SFR, and Vaterott College.

2017 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Earth City Access Improvements (MO)

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Anticipated Project Funding

$2.25 million (TIP 6607B-17) is programmed for preliminary engineering and land acquisition but *construction is not funded.*

Source	Million	Percent
Federal	$1.8	80%
Local	$0.45	20%

Location: Earth City, Missouri

Estimated Cost: $2.25 million

Owner: St. Louis County Department of Transportation

Contact: Stephanie Leon Streeter, Deputy Director, (314) 615-8501

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: Earth City is one of the largest industrial areas in the St. Louis region. The site contains numerous industrial facilities as well as office complexes, agricultural land, and entertainment venues. The 12,700-acre site also has approximately nine miles of river frontage along the Missouri River, of which 0.4 miles is used for river barge shipping. St. Charles Rock Road, one of the major roads serving the Earth City area and I-270, requires improvements to accommodate existing and future business access and traffic volumes.

Project Description: The project includes critical preservation of the existing network through resurfacing the four-lane roadway as well as additional intersection improvements to enhance safety and capacity. Preliminary engineering is expected to be complete in FY17. Some right-of-way acquisition may be required in FY18, and then construction could begin as early as FY19. Construction is currently not funded.

Project Impact: Several major corporations are located in Earth City including UPS, FedEx, Spectrum Brands, Save-A-Lot, and U.S. Cellular. The 1.3-mile St. Charles Rock Road corridor from Taussig Road to Earth City Expressway (Missouri Route 141) also serves the City of Bridgeton industrial and warehouse district.

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

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James M. Wild

To: Board of Directors

From: Staff

Date: October 11, 2017

Subject: Functional Classification Update

Staff at East-West Gateway Council of Governments (EWGCOG) is recommending approval of a system-wide update to the functional classification system. Functional classification is the process by which all roadways are grouped according to the type of service they provide. The Federal Highway Administration (FHWA) requires the use of functional classification to determine eligibility for federal funding. There are three principal roadway classifications: arterial, collector, and local roads. To be eligible for federal funds, a roadway must be classified as a minor collector or higher in the urban area or a major collector or higher in the rural area.

In order to accurately reflect changes in land use and travel patterns, staff, along with MoDOT and IDOT, solicits revision applications from member agencies semi-annually and conducts a full system review every three to five years. County and municipal officials submitted applications requesting functional class changes to East-West Gateway during the month of May 2017. Staff worked with MoDOT, IDOT and local officials to prepare this recommended update.

The applications were reviewed in the context of FHWA guidelines including mobility, accessibility, and connectivity. Staff also visited sites to verify conditions. Requested changes are recommended where it is deemed that a road's current classification is no longer consistent with its function. In some cases, it was found that current conditions did not support a change in classification as requested.

At this time, a total of 57 changes in Missouri and six changes in Illinois are recommended to the system. In Illinois one application is not recommended because it does not meet the criteria for a change in classification at this time. A list showing the recommended changes is attached, along with a set of maps.

Once approved, the update will be sent to IDOT and MoDOT headquarters for final review and subsequent submittal to FHWA for approval.

Staff Recommendation:
Staff recommends adoption of the functional classification update for the St. Louis region as shown in the attached list and maps.

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East-West Gateway May 2017 Functional Classification Application Period

Recommended Functional Classification Modifications - Missouri

Map # - ID	Name	Segment Limits	Mileage	County	Requesting Agency	Federal-Aid Urbanized Area Boundary	Current Classification	Recommended Classification
1 - 1	Stadium Plaza Dr	Walnut St to Clark Ave	0.11	St. Louis City	EWGCOG	Urban	Minor Arterial	Non-Existent
1 - 2	S 7th St	Walnut St to Market St	0.06	St. Louis City	EWGCOG	Urban	Minor Arterial	Minor Collector
1 - 3	Memorial Dr SB	Washington Ave to Pine St	0.10	St. Louis City	EWGCOG	Urban	Minor Arterial	Major Collector
1 - 4	Memorial Dr NB	EB I-44 Exit Ramp to Washington Ave	0.16	St. Louis City	EWGCOG	Urban	Minor Arterial	Major Collector
1 - 5	Exit Ramp	OLD I-70 EB to Memorial Dr SB	0.06	St. Louis City	EWGCOG	Urban	Interstate	Non-Existent
1 - 6	Entrance Ramp	Memorial Dr NB to OLD I-70 WB	0.09	St. Louis City	EWGCOG	Urban	Interstate	Non-Existent
1 - 7	Entrance Ramp	Memorial Dr SB to I-44 WB	0.06	St. Louis City	EWGCOG	Urban	Non-Existent	Interstate
1 - 8	Memorial Dr NB	Chestnut St to Pine St	0.05	St. Louis City	EWGCOG	Urban	Minor Arterial	Local Road
1 - 9	Pine St	Memorial Dr (OLD SB) to Memorial Dr (OLD NB)	0.02	St. Louis City	EWGCOG	Urban	Major Collector	Non-Existent
1 - 10	Chestnut St	N 4th St to Memorial Dr NB	0.07	St. Louis City	St. Louis City	Urban	Major Collector	Local Road
1 - 11	Chestnut St	Memorial Dr (OLD SB) to Memorial Dr (OLD NB)	0.02	St. Louis City	St. Louis City	Urban	Major Collector	Non-Existent
1 - 12	Memorial Dr (OLD NB)	Walnut St to EB I-44 Exit Ramp	0.26	St. Louis City	EWGCOG	Urban	Minor Arterial	Non-Existent
1 - 13	Memorial Dr (OLD SB)	Chestnut St to Market St	0.06	St. Louis City	EWGCOG	Urban	Minor Arterial	Non-Existent
1 - 14	Market St	S 4th St to Memorial Dr NB	0.07	St. Louis City	EWGCOG	Urban	Principal Arterial	Local Road
1 - 15	Market St	Memorial Dr (OLD SB) to Memorial Dr (OLD NB)	0.02	St. Louis City	EWGCOG	Urban	Principal Arterial	Non-Existent
1 - 16	Memorial Dr NB	Walnut St to Market St	0.06	St. Louis City	EWGCOG	Urban	Minor Arterial	Local Road
1 - 17	Memorial Dr SB	Walnut St to Spruce St	0.17	St. Louis City	EWGCOG	Urban	Minor Arterial	Major Collector
1 - 18	Memorial Dr NB	EB I-44 Exit Ramp to Walnut St	0.19	St. Louis City	EWGCOG	Urban	Minor Arterial	Major Collector
1 - 19	Sidney St	Jefferson Ave to 7th Blvd St	0.91	St. Louis City	EWGCOG	Urban	Minor Collector	Major Collector

Recommended Functional Classification Modifications - Missouri								
Map # - ID	Name	Segment Limits	Mileage	County	Requesting Agency	Federal-Aid Urbanized Area Boundary	Current Classification	Recommended Classification
1 - 20	22nd St	MO Hwy D (Dr. Martin Luther King Dr) to Olive St	0.33	St. Louis City	St. Louis City	Urban	Local Road	Major Collector
1 - 21	Planned 22nd St	Olive St to Market St	0.16	St. Louis City	St. Louis City	Urban	Non-Existent	Planned Major Collector
1 - 22	22nd St	Market St to ~700' south	0.13	St. Louis City	St. Louis City	Urban	Local Road	Major Collector
1 - 23	Planned 22nd St	~700' south of Market St to Planned I-64 EB ramp (south of I-64)	0.18	St. Louis City	St. Louis City	Urban	Non-Existent	Planned Major Collector
1 - 24	Planned 22nd St	Planned I-64 EB ramp (south of I-64) to Scott Ave	0.08	St. Louis City	St. Louis City	Urban	Non-Existent	Planned Minor Collector
1 - 25	Clark Ave	Ewing Ave to ~800' east of Jefferson Ave	0.43	St. Louis City	St. Louis City	Urban	Local Road	Minor Collector
1 - 26	Planned Clark Ave	~800' east of Jefferson Ave to 21st St	0.16	St. Louis City	St. Louis City	Urban	Non-Existent	Planned Minor Collector
1 - 27	Clark Ave	21st St to 20th St	0.07	St. Louis City	St. Louis City	Urban	Local Road	Minor Collector
1 - 28	Scott Ave	Ewing Ave to planned 22nd St	0.49	St. Louis City	St. Louis City	Urban	Local Road	Minor Collector
1 - 29	Clark Ave	~800' east of Jefferson Ave to 22nd St	0.06	St. Louis City	EWGCOG	Urban	Local Road	Planned Removal
1 - 30	22nd St	~700' south of Market St to Clark Ave	0.04	St. Louis City	EWGCOG	Urban	Local Road	Planned Removal
1 - 31	Jefferson Ave / Parnell St	MO-115 (Natural Bridge Rd) to SH-D (Dr Martin Luther King Dr)	1.41	St. Louis City	EWGCOG	Urban	Minor Arterial	Principal Arterial
1 - 32	N Sarah St	St. Louis Ave to Forest Park Ave	1.92	St. Louis City	EWGCOG	Urban	Major Collector	Minor Collector
1 - 33	Fair Ave	Lee Ave to MO Hwy 115 (Natural Bridge Rd)	0.38	St. Louis City	EWGCOG	Urban	Major Collector	Minor Collector
1 - 34	Oakland Ave	Hampton Ave to Kingshighway Blvd	1.20	St. Louis City	EWGCOG	Urban	Minor Arterial	Major Collector
1 - 35	Euclid Ave	Forest Park Ave to Parkview Pl	0.08	St. Louis City	EWGCOG	Urban	Major Collector	Local Road
1 - 36	Euclid Ave	Parkview Pl to ~680' south (near Metrolink CWE station)	0.13	St. Louis City	EWGCOG	Urban	Major Collector	Non-Existent

Recommended Functional Classification Modifications - Missouri								
Map # - ID	Name	Segment Limits	Mileage	County	Requesting Agency	Federal-Aid Urbanized Area Boundary	Current Classification	Recommended Classification
1 - 37	Euclid Ave	~680' south of Parkview Pl to Barnes Jewish Hospital Plaza	0.08	St. Louis City	EWGCOG	Urban	Major Collector	Local Road
1 - 38	Bruno Ave	St. Louis City/St. Louis County line to McCausland Ave	0.11	St. Louis City	EWGCOG	Urban	Major Collector	Minor Collector
1 - 39	Arsenal Ave	Jamieson Ave to Ivanhoe Ave	0.18	St. Louis City	EWGCOG	Urban	Principal Arterial	Minor Arterial
1 - 40	Etzel Ave	St. Louis City/St. Louis County line to Skinker Pkwy	0.01	St. Louis City	EWGCOG	Urban	Major Collector	Minor Collector
2 - 1	St. Lukes Hospital Dr	MO Hwy 141 to Dead-end at hospital	0.20	St. Louis	EWGCOG	Urban	Minor Collector	Local Road
2 - 2	S Brentwood Blvd	Maryland Ave to Forsyth Blvd	0.10	St. Louis	EWGCOG	Urban	Minor Arterial	Major Collector
2 - 3	S Central Ave	Maryland Ave to Forsyth Blvd	0.10	St. Louis	EWGCOG	Urban	Local Road	Major Collector
2 - 4	S Bemiston Ave	Maryland Ave to Bonhomme Ave	0.28	St. Louis	EWGCOG	Urban	Local Road	Minor Collector
3 - 1	Saline Rd	Jefferson/StL County line to Matthews Blvd	0.93	Jefferson	EWGCOG	Urban	Major Collector	Minor Collector
3 - 2	Old MO Hwy 21	MO Hwy 21 Outer Rd to MO Hwy 21	0.28	Jefferson	EWGCOG	Urban	Principal Arterial	Minor Arterial
3 - 3	S Byrnesville Rd	Byrnesville Rd to Irish Ln	0.18	Jefferson	EWGCOG	Rural	Local Road	Major Collector
3 - 4	Byrnesville Rd	Old Byrnesville Rd to S Byrnesville Rd	0.06	Jefferson	EWGCOG	Rural	Major Collector	Minor Collector
3 - 5	Old Byrnesville Rd	Byrnesville Rd to Irish Ln	0.20	Jefferson	EWGCOG	Rural	Major Collector	Local Road
3 - 6	Irish Ln	Old Byrnesville Rd to S Byrnesville Rd	0.08	Jefferson	EWGCOG	Rural	Major Collector	Local Road
4 - 7	MO Hwy JJ	MO Hwy V to Jefferson/St. Francois County line	1.02	Jefferson	EWGCOG	Rural	Local Road	Minor Collector
5 - 1	Duchesne Dr	Randolph St to Mel Wetter Pkwy	0.40	St. Charles	EWGCOG	Urban	Local Road	Major Collector
5 - 2	Randolph St	Concordia Ln to Duchesne Dr	0.44	St. Charles	EWGCOG	Urban	Major Collector	Minor Collector
5 - 3	Sherman Dr	Old MO Hwy 94 to MO Hwy 94	0.03	St. Charles	EWGCOG	Urban	Local Road	Major Collector

Recommended Functional Classification Modifications - Missouri								
Map # - ID	Name	Segment Limits	Mileage	County	Requesting Agency	Federal-Aid Urbanized Area Boundary	Current Classification	Recommended Classification
5 - 4	Mexico Rd	Muegge Rd to I-70 South Outer Rd (Veterans Memorial Pkwy)	0.31	St. Charles	EWGCOG	Urban	Minor Arterial	Major Collector
5 - 5	Old Monroe Rd (Old MO Hwy 79 Rd)	St. Charles/Lincoln County line to MO Hwy 79	0.84	St. Charles	EWGCOG	Rural	Minor Collector	Local Road
6 - 1	MO Hwy Z	Franklin/Gasconade County line to MO Hwy 100	1.47	Franklin	EWGCOG	Rural	Local Road	Minor Collector

Recommended Functional Classification Modifications - Illinois								
Map # - ID	Name	Segment Limits	Mileage	County	Requesting Agency	Federal-Aid Urbanized Area Boundary	Current Classification	Recommended Classification
7 - 1	US Hwy 67	IL / MO state line to IL Hwy 143 (Landmarks Blvd)	0.73	Madison	EWGCOG	Urban	Principal Arterial	Expressway
7 - 2	St. Louis St	IL Hwy 159 (N Main St) to W Vandalia St	0.15	Madison	Edwardsville	Urban	Local Road	Minor Collector
8 - 3	Benton St	20th St to Niedringhaus Ave	0.18	Madison	EWGCOG	Urban	Major Collector	Local Road
8 - 4	Benton St	Niedringhaus Ave to 18th St	0.06	Madison	EWGCOG	Urban	Minor Collector	Local Road
8 - 5	18th St	Benton St to Cleveland Blvd	0.06	Madison	EWGCOG	Urban	Minor Collector	Local Road
8 - 6	Cleveland Blvd	18th St to Niedringhaus Ave	0.12	Madison	EWGCOG	Urban	Local Road	Minor Collector

Not Recommended Functional Classification Modification - Illinois								
Map # - ID	Name	Segment Limits	Mileage	County	Requesting Agency	Federal-Aid Urbanized Area Boundary	Current Classification	Recommended Classification
	N 2nd St	W Union St to St. Louis St	0.53	Madison	Edwardsville	Urban	Local Road	Local Road

Map 1 - City of St. Louis, Missouri

EAST-WEST GATEWAY
Council of Governments

LEGEND

- Local Roads
- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Planned Major Collector
- Planned Minor Collector
- Road Removed
- County Boundary
- River

Proposed changes to Functional Classification are indicated by yellow highlighting on road segments. This map is entirely within the 2010 urban area boundary.

0 0.5 1
Miles

October 2017

Location

City of St. Louis and St. Louis County, Missouri

Map 2 - St Louis County, Missouri

EAST-WEST GATEWAY
Council of Governments

LEGEND

- Local Roads
- Interstate
- Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Proposed changes to Functional Classification are indicated by yellow highlighting on road segments. This map is entirely within the 2010 urban area boundary.

0 0.5 1
Miles

October 2017

Location

City of St. Louis and St. Louis County, Missouri

Map 3 - Jefferson County, Missouri

EAST-WEST GATEWAY
Council of Governments

LEGEND

- Local Roads
- Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- County Boundary
- 2010 Urban Boundary
- River / Lake

Proposed changes to Functional Classification are indicated by yellow highlighting on road segments.

0 0.5 1
Miles

October 2017

Location

Map 4 - Jefferson County, Missouri

EAST-WEST GATEWAY
Council of Governments

LEGEND

- Local Roads
- Expressway
- Minor Arterial
- Major Collector
- Minor Collector
- County Boundary
- 2010 Urban Boundary

Proposed changes to Functional Classification are indicated by yellow highlighting on road segments.

0 0.5 1
Miles

September 2017

Location

Map 5 - St. Charles County, Missouri

EAST-WEST GATEWAY
Council of Governments

LINCOLN COUNTY, MISSOURI

CALHOUN COUNTY, ILLINOIS

SAINT LOUIS COUNTY, MISSOURI

5

79

M

MAIN ST

370

2

1

TECUMSEH ST

70

HARRY S TRUMAN BLVD

SAINT PATRICK RD

MID RIVERS MALL DR

MEXCO RD

JUNGERMAN RD

W LEGGE RD

4

K

94

3

64

364

BRYAN RD

LEGEND

- Local Roads
- Interstate
- Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Planned Major Collector
- County Boundary
- 2010 Urban Boundary
- River / Lake

Proposed changes to Functional Classification are indicated by yellow highlighting on road segments.

0 0.5 1
Miles

October 2017

Location

Map 6 - Franklin County, Missouri

EAST-WEST GATEWAY
Council of Governments

LEGEND

- Local Roads
- Minor Arterial
- Major Collector
- Minor Collector
- County Boundary
- River / Lake

Proposed changes to Functional Classification are indicated by yellow highlighting on road segments. This map is entirely outside of the 2010 urban area boundary.

0 0.5 1
Miles

October 2017

Location

Map 7 - Madison County, Illinois

EAST-WEST GATEWAY
Council of Governments

LEGEND

- Local Roads
- Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- County Boundary
- 2010 Urban Boundary
- River / Lake

Proposed changes to Functional Classification are indicated by yellow highlighting on road segments.

0 0.5 1
Miles

October 2017

Location

Madison County, Illinois

Map 8 - Granite City, Illinois

EAST-WEST GATEWAY
Council of Governments

LEGEND

- Local Roads
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Proposed changes to Functional Classification are indicated by yellow highlighting on road segments. This map is entirely within the 2010 urban area boundary.

0 0.1 0.2
Miles

October 2017

Location

Madison County, Illinois

EAST-WEST GATEWAY
Council of Governments

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To: Board of Directors

From: Staff

Subject: MetroLink System-wide Security Audit

Date: October 11, 2017

At their June 28, 2017 meeting the East-West Gateway Board of Directors amended the FY 2017-2020 Transportation Improvement Program (TIP) to add a Rail Station Barrier System (Feasibility and Design) Study project costing $3,600,000 (TIP# 6812-17) at the request of Bi-State Development. The purpose of the project was for Bi-State to perform a feasibility study and begin design efforts on a barrier system for the 37 stations on the MetroLink system.

Since the action to add the project to the TIP several discussions regarding the scope and implementation of the study have taken place. It has been determined that rather than a Rail Station Barrier System (Feasibility and Design) Study the effort will now consist of a two phase approach. Phase 1 will be a System-wide MetroLink Security Audit that will focus on, but not be limited to, inventorying physical conditions/characteristics of the stations, identifying current policy/procedural protocols, data collection and analysis, and assessing current human capital related to safety and security of the system. The security audit will result in recommendations related to addressing identified challenges/weaknesses. Phase 2 of the effort will consist of prioritization, design, and implementation of the recommendations from Phase 1. The new approach will allow for an objective analysis of the security of the system, including access control, and the implementation of treatments/activities to address observed problems rather than perceived weaknesses.

In addition to a revised approach County Board Chairman Kern, Mayor Krewson, and County Executive Stenger have asked that the procurement and management of the study be done through the East-West Gateway planning process, and that the funding for the project be provided to East-West Gateway from Bi-State Development for the purpose of implementing the study and implementation phases of the effort. Bi-State Development agrees with the approach and will work with Council staff to make the funding available.

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Staff will seek an amendment to the UPWP at the January Board of Directors meeting.

Staff Recommendation: Staff recommends that the Rail Station Barrier System (Feasibility and Design) Study (TIP# 6812-17) in the FY 2018-2021 TIP be modified to be called a MetroLink System-wide Security Audit and reflect the scope of work as identified above and that the implementation of the study, including procurement and management, be led by East-West Gateway Council of Governments.

Furthermore, staff recommends that the Executive Director be authorized to enter into a funding agreement with Bi-State Development to provide the federal and local funding for the project not to exceed $3,600,000.

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Council of Governments
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James M. Wild

To: Board of Directors

From: Staff

Subject: Modification of the FY 2018-2021 Transportation Improvement Program (TIP), *Connected2045*, and the Related Air Quality Conformity Determination – Requested by Illinois and Missouri Sponsors

Date: October 10, 2017

The Illinois Department of Transportation (IDOT), Missouri Department of Transportation (MoDOT), Madison County Transit District (MCTD), and City of Washington have requested modifications to the FY 2018-2021 TIP, *Connected2045*, and related Air Quality Conformity Determination. In all, they are requesting to add 14 new projects and five scoping projects, modify one project, and remove one project.

Illinois New Projects

MCTD has requested to add one new project to the FY 2018-2021 TIP. The funding for this project is coming from previously unallocated Section 5307 funds. Transit agencies receive Section 5307 funding for projects such as replacement of buses that have reached the end of their service life as well as vehicle maintenance and other improvements to transit facilities.

IDOT has requested to add nine new projects. Four projects are funded through the Highway Safety Improvement Program (HSIP) set-aside (TIP# 6686-17). These projects are addressing safety issues by reconstructing shoulders and replacing guardrail end sections. The remaining five projects are funded through bid savings on previously awarded projects from IDOT's FY 2018 program, which began July 1, 2017.

The new projects are summarized on the next page:

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New Projects - Illinois					
Sponsor / TIP #	**Title – Limits**	**Description of Work**	**County**	**Federal Cost**	**Total Cost**
Madison County Transit District / 6883-18	Associated Capital Maintenance	Spare Parts Associated with the Procurement of Heavy-Duty Buses	Madison	$146,400	$183,000
IDOT / 6804R-18	IL 15 – 0.4 Mi W/O IL 163 to 0.5 Mi E/O I-255	Resurfacing and Median Barrier	St. Clair	$2,800,000	$3,500,000
IDOT / 6686J-18	I-255/US 50/IL 3 – Mississippi River to IL 3 in Dupo	Shoulder Reconstruction	Multi-County-IL	$2,700,000	$3,000,000
IDOT / 6686K-18	Guardrail – Various Locations	Guardrail End Section Replacement	Multi-County-IL	$900,000	$1,000,000
IDOT / 6686L-18	Guardrail – Various Locations	Guardrail End Section Replacement	Multi-County-IL	$900,000	$1,000,000
IDOT / 6686M-18	Guardrail – Various Locations	Guardrail End Section Replacement	Multi-County-IL	$900,000	$1,000,000
IDOT / 6804S-18	IL 3 Ramp – NB IL 3 to NB I-55/ EB I-64 Collector Distributor	Bridge Painting	St. Clair	$585,000	$650,000
IDOT / 6804T-18	I-270 – Old Troy Rd 1.3 Mi W/O I-55	Bridge Painting	Madison	$473,000	$526,000

New Projects - Illinois					
Sponsor / TIP #	**Title – Limits**	**Description of Work**	**County**	**Federal Cost**	**Total Cost**
IDOT / 6804U-18	IL 161, I-255, US 50 – IL 161 Over Silver Creek Overflow 1.8 Mi E/O IL 158, I-255 Over McBride Ave, I-255 Ramp Over Blue Water Ditch	Bridge Painting	St. Clair	$223,000	$291,000
IDOT / 6804V-18	I-70/US 40 – Baumann Rd	New Bridge Deck	Madison	$900,000	$1,000,000
			TOTAL	**$10,527,400**	**$12,150,000**

Illinois Modified Project

IDOT has requested to modify one project in the FY 2018-2021 TIP.

This project is summarized below:

Modified Project - Illinois				
Sponsor / TIP # / County	**Project Title - Limits**	**Description of Work**	**Current Cost/ Revised Cost**	**Reason for Change**
IDOT / 6649-19/ St Clair	IL 15 – Richland Creek 1 Mi E/O IL 159	New Bridge Deck	$4,000,000 / $5,500,000	Engineering estimate for construction is higher than anticipated

Missouri New Projects

The City of Washington is requesting remove its Westlink Drive resurfacing project from the FY 2018-2021 TIP (TIP# 6790-17) and replace it with a sidewalk project along West Main. The project is funded with Surface Transportation Program – Small Urban (STP-N). STP-N funds are allocated to cities that are not within the urbanized area, but have a population greater than 5,000.

MoDOT is requesting to add three new projects. MoDOT is using bid savings on previously awarded projects from its FY 2018 program, which began July 1, 2017. As well as Federal Lands Access Program (FLAP) to raise the southbound lanes and add a signalized intersection along US 67. FLAP provides resources for transportation facilities that improve access to, are adjacent to, or are located within Federal lands. FLAP projects are selected by a Programming Decision Committee established in each State. MoDOT intends to use advance construction[1] for two projects meaning that the projects will initially be funded with 100% state funds from MoDOT's operations budget until federal funds become available.

These projects are summarized below:

New Projects - Missouri					
Sponsor / TIP #	**Title – Limits**	**Description of Work**	**County**	**Federal Cost**	**Total Cost**
Washington/ 6790A-18	West Main Street - Sidewalk – North Side of West Main from Catawba Pl to Tiemann Dr	New Sidewalk	Franklin	$120,518	$150,647
MODOT / 6852S-18/ 6852SS-18	US 67 – Mississippi River to N/O Machens Club Dr	Raise Southbound Lanes & Add Signalized Intersection	St. Charles	$2,802,400	$3,228,000
MODOT / 6788E-17	OR 44 – 0.3 Mi E/O Williams Rd	Repair Votaw Levee	St. Louis	$0	$1,092,000
MODOT / 6788F-17	MO 364 – 0.7 Mi W/O to 0.5 Mi E/O Mid Rivers Mall Drive	Pavement and Shoulder Improvements	St. Charles	$0	$1,493,000
			TOTAL	**$2.922,918**	**$5,963,647**

[1] Advance construction is a mechanism that enables a sponsor to start construction using non-federal funds, with the understanding that it may later convert the project to federal-aid funding and receive federal reimbursement. To be eligible for conversion, the project must qualify for federal funds.

Missouri Scoping Projects

MoDOT is requesting to add five new scoping projects to the FY 2018-2021 TIP. MoDOT's scoping policy is intended to ensure that projects have defined scopes and construction cost estimates before they are committed to the TIP. At this time, there is no construction funding committed to these projects and the projects entail preliminary engineering only (30 percent engineering). MoDOT intends to use advance construction for these scoping projects.

The scoping projects are summarized below:

Scoping Projects - Missouri					
Sponsor / TIP #	**Project Title - Limits**	**Description of Work**	**County**	**Fed/Total Cost for Design**	**Est. Cost Range for Construction**
MODOT / 6852O-18	MO MM – MO 100 to MO T	Pavement Resurfacing, Curve Corrections, Replace Culvert, Guardrail Upgrades	Franklin	$0/ $275,000	$2 million to $5 million
MODOT / 6852P-18	MO YY – MO Y to MO 185	Pavement Repair & Guardrail Upgrades	Franklin	$0/ $250,000	$1 million to $2 million
MODOT / 6852Q-18	MO OO – MO 100 to First Street	Pavement Resurfacing & Guardrail Upgrades	Franklin	$0/ $250,000	$2 million to $5 million
MODOT / 6852R-18	US 61 – I-55 to St Genevieve County Line	Pavement Resurfacing & Guardrail Upgrades	Jefferson	$0/ $175,000	$2 million to $5 million
MODOT / 6852T-18	MO 364 – Jungs Station Rd to Missouri River	Ramp Additions (Slip Ramp) & Striping	St. Charles	$0/ $20,000	$2 million to $5 million

Staff Recommendation: Staff recommends that the FY 2018-2021 TIP, *Connected2045*, and related Air Quality Conformity Determination be revised to add 14 new projects, add five scoping projects, modify one project, and remove one project as summarized above and detailed in the attachment. These projects are not regionally significant, or are exempt with respect to air quality in accordance with federal regulations (40 CFR 93.126).

Amendment # **1017-034**
TIP # **6883-18**

PROJECT SPONSOR: **Madison County Transit District**

ACTION REQUESTED: Revise FY 2018 of the FY 2018-2021 TIP to add a project

TITLE: **Associated Capital Maintenance**

LIMITS: N/A

DESCRIPTION: Spare Parts Associated with the Procurement of Heavy-Duty Buses

COUNTY: Madison

FUNDING SOURCE: Section 5307 Program (S5307)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$146,400	$36,600	$183,000
Total	$146,400	$36,600	$183,000

AIR QUALITY CONFORMITY: Exempt – Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.) (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # **1017-035**
TIP # **6804R-18**
Sponsor # **C-98-025-17**

PROJECT SPONSOR: **IDOT**

ACTION REQUESTED: Revise FY 2018 of the FY 2018-2021 TIP to add a project

TITLE: **IL 15**

LIMITS: 0.4 Mi W/O IL 163 to 0.5 Mi E/O I-255

DESCRIPTION: Resurfacing and Median Barrier

COUNTY: St. Clair

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$2,800,000	$700,000	$3,500,000
Total	$2,800,000	$700,000	$3,500,000

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

STAFF RECOMMENDATION: Approval

Amendment # **1017-036**
TIP # **6686J-18**
Sponsor # **C-98-071-15**

PROJECT SPONSOR: **IDOT**

ACTION REQUESTED: Revise FY 2018 of the FY 2018-2021 TIP to add a project

TITLE: **I-255/US 50/IL 3**

LIMITS: Mississippi River to IL 3 in Dupo

DESCRIPTION: Shoulder Reconstruction

COUNTY: Multi-County-IL

FUNDING SOURCE: Highway Safety Improvement Program (HSIP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$2,700,000	$300,000	$3,000,000
Total	$2,700,000	$300,000	$3,000,000

AIR QUALITY CONFORMITY: Exempt – Highway Safety Improvement Program implementation (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # **1017-037**
TIP # **6686K-18**

PROJECT SPONSOR: **IDOT**

ACTION REQUESTED: Revise FY 2018 of the FY 2018-2021 TIP to add a project

TITLE: **Guardrail**

LIMITS: Various Locations

DESCRIPTION: Guardrail End Section Replacement

COUNTY: Multi-County-IL

FUNDING SOURCE: Highway Safety Improvement Program (HSIP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$900,000	$100,000	$1,000,000
Total	$900,000	$100,000	$1,000,000

AIR QUALITY CONFORMITY: Exempt – Highway Safety Improvement Program implementation (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # **1017-038**
TIP # **6686L-18**

PROJECT SPONSOR: **IDOT**

ACTION REQUESTED: Revise FY 2018 of the FY 2018-2021 TIP to add a project

TITLE: **Guardrail**

LIMITS: Various Locations

DESCRIPTION: Guardrail End Section Replacements

COUNTY: Multi-County-IL

FUNDING SOURCE: Highway Safety Improvement Program (HSIP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$900,000	$100,000	$1,000,000
Total	$900,000	$100,000	$1,000,000

AIR QUALITY CONFORMITY: Exempt – Highway Safety Improvement Program implementation (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # **1017-039**
TIP # **6686M-18**

PROJECT SPONSOR: **IDOT**

ACTION REQUESTED: Revise FY 2018 of the FY 2018-2021 TIP to add a project

TITLE: **Guardrail**

LIMITS: Various Locations

DESCRIPTION: Guardrail End Section Replacements

COUNTY: Multi-County-IL

FUNDING SOURCE: Highway Safety Improvement Program (HSIP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$900,000	$100,000	$1,000,000
Total	$900,000	$100,000	$1,000,000

AIR QUALITY CONFORMITY: Exempt – Highway Safety Improvement Program implementation (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # **1017-040**
TIP # **6804S-18**
Sponsor # **C-98-195-18**

PROJECT SPONSOR: **IDOT**

ACTION REQUESTED: Revise FY 2018 of the FY 2018-2021 TIP to add a project

TITLE: **IL 3 Ramp**

LIMITS: NB IL 3 to NB I-55/EB I-64 Collector Distributor

DESCRIPTION: Bridge Painting

COUNTY: St. Clair

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$585,000	$65,000	$650,000
Total	$585,000	$65,000	$650,000

AIR QUALITY CONFORMITY: Not Regionally Significant

STAFF RECOMMENDATION: Approval

Amendment # **1017-041**
TIP # **6804T-18**
Sponsor # **C-98-193-18**

PROJECT SPONSOR: **IDOT**

ACTION REQUESTED: Revise FY 2018 of the FY 2018-2021 TIP to add a project

TITLE: **I-270**

LIMITS: Old Troy Rd 1.3 Mi W/O I-55

DESCRIPTION: Bridge Painting

COUNTY: Madison

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$473,000	$53,000	$526,000
Total	$473,000	$53,000	$526,000

AIR QUALITY CONFORMITY: Not Regionally Significant

STAFF RECOMMENDATION: Approval

Amendment # **1017-042**
TIP # **6804U-18**
Sponsor # **C-98-194-18**

PROJECT SPONSOR: **IDOT**

ACTION REQUESTED: Revise FY 2018 of the FY 2018-2021 TIP to add a project

TITLE: **IL 161, I-255, US 50**

LIMITS: IL 161 Over Silver Creek Overflow 1.8 Mi E/O IL 158, I-255 Over McBride Ave, I-255 Ramp Over Blue Water Ditch

DESCRIPTION: Bridge Painting

COUNTY: St. Clair

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$223,000	$68,000	$291,000
Total	$223,000	$68,000	$291,000

AIR QUALITY CONFORMITY: Not Regionally Significant

STAFF RECOMMENDATION: Approval

Amendment # **1017-043**
TIP # **6804V-18**

PROJECT SPONSOR: **IDOT**

ACTION REQUESTED: Revise FY 2018 of the FY 2018-2021 TIP to add a project

TITLE: **I-70/US 40**

LIMITS: Baumann Rd

DESCRIPTION: New Bridge Deck

COUNTY: Madison

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$900,000	$100,000	$1,000,000
Total	$900,000	$100,000	$1,000,000

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

STAFF RECOMMENDATION: Approval

Amendment # **1017-044**
TIP # **6790A-18**

PROJECT SPONSOR: **City of Washington**

ACTION REQUESTED: Revise FY 2018 of the FY 2018-2021 TIP to add a project

TITLE: **West Main Street - Sidewalk**

LIMITS: North Side of West Main from Catawba Pl to Tiemann Dr

DESCRIPTION: New Sidewalk

COUNTY: Franklin

FUNDING SOURCE: Surface Transportation Program – Small Urban (STP-N)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$120,518	$30,129	$150,647
Total	$120,518	$30,129	$150,647

AIR QUALITY CONFORMITY: Exempt – Bicycle and pedestrian facilities (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # **1017-045**
TIP # **6852S-18 / 6852SS-18**
Sponsor # **6P3372**

PROJECT SPONSOR: **MODOT**

ACTION REQUESTED: Revise FY 2018, FY 2019, & FY 2020 of the FY 2018-2021 TIP to add a project

TITLE: **US 67**

LIMITS: Mississippi River to N/O Machens Club Dr

DESCRIPTION: Raise Southbound Lanes & Add Signalized Intersection

COUNTY: St.. Charles

FUNDING SOURCE: National Highway Performance Program (NHPP) / Federal Lands Access Program (FLAP)

	Federal	Match	Total
PE	$368,000	$92,000	$460,000
ROW	$16,000	$4,000	$20,000
Implementation	$2,418,400	$329,600	$2,748,000
Total	$2,802,400	$425,600	$3,228,000

AIR QUALITY CONFORMITY: Exempt – Projects that correct, improve, or eliminate a hazardous location or feature (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # **1017-046**
TIP # **6852E-17**
Sponsor # **6S3208**

PROJECT SPONSOR: **MODOT**

ACTION REQUESTED: Revise FY 2018 of the FY 2018-2021 TIP to modify a project

TITLE: **I-44 Outer Road**

LIMITS: 0.3 Mi E/O Williams Rd

DESCRIPTION: Repair Votaw Levee

COUNTY: St. Louis

FUNDING SOURCE: State Advance Construction – (STAC*)

	Federal	Match	Total
PE	$0	$72,000	$72,000
ROW	$0	$0	$0
Implementation	$0	$1,020,000	$1,020,000
Total	$0	$1,092,000	$1,092,000

*$874,000 to be converted to National Highway Performance Program (NHPP) at a later date.

AIR QUALITY CONFORMITY: Exempt – Projects that correct, improve, or eliminate a hazardous location or feature (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # **1017-047**
TIP # **6852F-17**
Sponsor # **6P3211**

PROJECT SPONSOR: **MODOT**

ACTION REQUESTED: Revise FY 2018 of the FY 2018-2021 TIP to modify a project

TITLE: **MO 364**

LIMITS: 0.7 Mi W/O to 0.5 Mi E/O Mid Rivers Mall Drive

DESCRIPTION: Pavement and Shoulder Improvements

COUNTY: St. Charles

FUNDING SOURCE: State Advance Construction – (STAC*)

	Federal	Match	Total
PE	$0	$195,000	$195,000
ROW	$0	$0	$0
Implementation	$0	$1,298,000	$1,298,000
Total	$0	$1,493,000	$1,493,000

*$845,000 to be converted to National Highway Performance Program (NHPP) at a later date.

AIR QUALITY CONFORMITY: Not Regionally Significant
STAFF RECOMMENDATION: Approval

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Bi-State Development
Executive Director
James M. Wild

To: Board of Directors

From: Staff

Subject: Calendar Year 2018 East-West Gateway Budget

Date: October 11, 2017

The agency budget will be considered at the upcoming annual meeting by the membership of East-West Gateway, following a recommendation by the Board of Directors. Attached is the Council's proposed budget for the year beginning January 1, 2018. We are proposing a budget of $11,047,860. Approximately 25 percent of this budget will pay for public safety planning, equipment, software and training that will be provided to our member local governments and area first responder entities. An additional 21 percent for transportation, economic development, and environmental work, will be passed through to other public agencies or fund consulting services. The Council's staff and operating costs is projected to be approximately $5.6 million.

East-West Gateway's budget includes expenditures for work activities included in the FY 2018 Unified Planning Work Program, as well as those activities anticipated to be in the FY 2019 UPWP. We've estimated funding for the major recurring transportation, environmental, hospital preparedness, and homeland security programs along with the non-recurring projects that are anticipated during the year. Funds in the amount of $693,700 will be provided in the form of cash or in-kind contributions from the states of Illinois and Missouri, Bi-State Development Agency, and other local jurisdictions as match for the federal transportation planning and environmental programs.

In addition to the state and local funds, the transportation project assessment fee, and the per capita contribution by member counties will also be utilized to meet the required federal match. The voluntary contribution by member counties will remain at 12.5 cents per capita. The contribution represents less than 3.0 percent of the budgeted agency resources for 2018.

Salaries and benefits totaling approximately $4,822,190 include funding for 57 full time employees (FTE). The proposed budget also includes a 1.5% pay plan adjustment, a 2.0% raise based on merit, with a projected increase in health insurance of 8.0%. The wage adjustment and merit raise, along with the associated incremental benefit costs are projected to be $136,650. We estimate that the impact to our net position for 2018 is

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$18,300 and the balance of $118,350 would be provided from our federal and state grant funds. The revised Position Classification Schedule is attached.

Staff Recommendation: Adoption of the proposed CY2018 budget as proposed; recommend the proposed Calendar Year 2018 budget for adoption at the Annual Meeting on November 17, 2017; and approval of the Position Classification Schedule to incorporate the pay plan adjustment, effective January 1, 2018, into our Personnel Plan.

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS

Budget Summary

Resources and Expenditures

Calendar Years 2016 - 2018

	2016 Audited	2017 Estimated	2018 Proposed
RESOURCES:			
Federal Grants	$ 6,959,902	$ 6,835,910	$ 8,599,280
State Grants/Appropriations	315,830	315,820	270,235
Local and Private Resources			
Cash-Per Capita	321,407	321,407	321,407
Transportation Project Assessment Fee	245,316	231,420	180,000
Cash-Other	430,838	1,389,028	1,335,578
In-Kind Services	255,678	270,376	282,910
Miscellaneous Income	27,102	49,929	51,205
Total Resources	8,556,073	9,413,890	11,040,615
EXPENDITURES:			
Operating Expenses	8,569,311	9,462,320	11,047,860
Total Expenditures	8,569,311	9,462,320	11,047,860
Deficit	(13,238)	(48,430)	(7,245)
Net Assets - Beginning of Year	3,349,511	3,336,273	3,287,843
Net Assets - End of Year	$ 3,336,273	$ 3,287,843	$ 3,280,598

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS

Detail of Budgeted Resources

Calendar Year 2018

FEDERAL GRANTS (Federal portion only):		
U.S. Department of Transportation		
Federal Transit Administration		
Pass Thru: Bi-State Development Agency	$ 252,827	
Federal Highway Administration		
Pass Thru: Missouri Department of Transportation	3,674,720	
Illinois Department of Transportation	908,755	
U.S. Department of Homeland Security		
Federal Emergency Management Agency	503,859	
Pass Thru: Missouri Office of Homeland Security	2,851,253	
U.S. Department of Health & Human Services		
Pass Thru: Missouri Dept of Health & Senior Services	280,343	
U.S. Environmental Protection Agency		
Pass Thru: Missouri Department of Natural Resources	36,944	
Illinois Environmental Protection Agency	37,343	
U.S. Department of Agriculture		
Pass Thru: Mid-America Regional Council	25,298	
U.S. Department of Housing and Urban Development		
Pass Thru: Missouri Department of Economic Development/MACOG	27,938	
		$ 8,599,280
STATE APPROPRIATIONS/GRANTS		
Illinois	227,189	
Missouri	43,046	
		270,235
LOCAL RESOURCES:		
Per Capita (12.5 cents per capita)		
City of St. Louis	39,912	
Franklin County	12,686	
Jefferson County	27,342	
Madison County	33,660	
Monroe County	4,120	
St. Charles County	45,061	
St. Clair County	33,757	
St. Louis County	124,869	
		321,407
Transportation Project Assessment Fee		180,000
Other		1,335,578
In-kind Services		282,910
Miscellaneous Income [1]		51,205
TOTAL RESOURCES		$ 11,040,615

[1] (interest, meeting receipts, etc.)

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS

Detail of Budgeted Expenditures

Calendar Years 2016-2018

	2016	2017		2018
	Audited	Budget	Estimated	Budget
Salaries, Benefits	$ 4,463,206	$ 4,789,049	$ 4,534,225	$ 4,822,190
Public Agencies, Planning Consultants	1,516,740	5,672,320	2,565,615	3,309,510
Grant Funded Equipment and Software	1,598,690	1,482,628	1,384,998	1,528,060
Public Agency Training	46,704	169,000	42,378	300,000
In-Kind Services (Match)	255,678	255,186	270,376	282,910
Office Lease, Utilities, Maintenance	257,131	259,420	259,750	260,520
Travel	30,915	28,549	41,274	73,965
Auditing	50,000	55,000	50,000	55,000
Supplies	41,225	39,741	34,190	54,285
Meetings, Conferences	64,767	41,526	47,958	52,380
Professional Services	9,911	32,200	29,000	48,910
Office relocation expense	-	-	-	40,000
Depreciation, Amortization	34,340	34,290	33,865	35,785
Public Notices	20,452	13,344	21,760	26,490
Dues, Memberships	19,628	24,172	20,283	23,535
Data Access Services	39,692	34,175	36,255	21,445
Reproduction	11,664	18,430	11,362	19,870
Communications and Cellular Service	25,758	18,125	17,638	17,050
Pension Administration Fee	16,150	15,800	15,800	15,800
Equipment Maintenance & Rental	15,392	17,160	13,476	15,385
Business Insurance	10,838	10,200	12,750	13,125
Postage	5,750	9,337	8,092	10,820
Employee Training, Recruitment, & Relocation	1,208	10,650	4,492	10,650
Technical Publications	3,066	3,658	4,075	6,575
Interest & Miscellaneous Expenses	30,406	3,950	2,708	3,600
	$ 8,569,311	$ 13,037,910	$ 9,462,320	$ 11,047,860

TABLE A
POSITION CLASSIFICATION SCHEDULE
Effective 01/01/2018

	Proposed			Current (01/01/2016)		
Position	Grade	Minimum Annual	Maximum Annual	Grade	Minimum Annual	Maximum Annual
Transportation Analyst V	30	85,752	127,320	30	84,480	125,436
Transportation Analyst IV	26	70,380	104,508	26	69,336	102,960
Transportation Analyst III	24	63,804	94,656	24	62,856	93,252
Transportation Analyst II	19	49,992	73,932	19	49,248	72,840
Transportation Analyst I	16	43,188	63,804	16	42,552	62,856
Information Systems Analyst V	28	77,688	115,332	28	76,536	113,628
Information Systems Analyst IV	25	67,008	99,456	25	66,012	97,992
Information Systems Analyst III	22	57,864	85,752	22	57,012	84,480
Information Systems Analyst II	17	45,348	67,008	17	44,676	66,012
Information Systems Analyst I	14	39,168	57,864	14	38,592	57,012
Planner V	28	77,688	115,332	28	76,536	113,628
Planner IV	24	63,804	94,656	24	62,856	93,252
Planner III	22	57,864	85,752	22	57,012	84,480
Planner II	16	43,188	63,804	16	42,552	62,856
Planner I	13	37,308	55,116	13	36,756	54,300
Research Assistant II	8	29,220	43,188	8	28,788	42,552
Research Assistant I	3	22,908	33,828	3	22,572	33,324
Public Administrator VI	30	85,752	127,320	30	84,480	125,436
Public Administrator V	27	73,932	109,788	27	72,840	108,168
Public Administrator IV	22	57,864	85,752	22	57,012	84,480
Public Administrator III	20	52,500	77,688	20	51,720	76,536
Public Administrator II	15	41,124	60,756	15	40,512	59,856
Public Administrator I	12	35,532	52,500	12	35,004	51,720
Program Aide II	8	29,220	43,188	8	28,788	42,552
Program Aide I	3	22,908	33,828	3	22,572	33,324
Community Relations Coordinator V	26	70,380	104,508	26	69,336	102,960
Community Relations Coordinator IV	21	55,116	81,612	21	54,300	80,400
Community Relations Coordinator III	19	49,992	73,932	19	49,248	72,840
Community Relations Coordinator II	14	39,168	57,864	14	38,592	57,012
Community Relations Coordinator I	12	35,532	52,500	12	35,004	51,720
Public Safety Administrator V	29	81,612	121,176	29	80,400	119,388
Public Safety Administrator IV	24	63,804	94,656	24	62,856	93,252
Public Safety Administrator III	22	57,864	85,752	22	57,012	84,480
Public Safety Administrator II	17	45,348	67,008	17	44,676	66,012
Public Safety Administrator I	14	39,168	57,864	14	38,592	57,012
Accountant III	19	49,992	73,932	19	49,248	72,840
Accountant I	14	39,168	57,864	14	38,592	57,012
Accounting Specialist III	11	33,828	49,992	11	33,324	49,248
Accounting Specialist II	8	29,220	43,188	8	28,788	42,552
Accounting Specialist I	5	25,260	37,308	5	24,888	36,756
Accounting Clerk	2	21,816	32,244	2	21,492	31,764

TABLE A
POSITION CLASSIFICATION SCHEDULE
Effective 01/01/2018

	Proposed			Current (01/01/2016)		
Position	Grade	Minimum Annual	Maximum Annual	Grade	Minimum Annual	Maximum Annual
Executive Assistant	12	35,532	52,500	12	35,004	51,720
Administrative Assistant II	8	29,220	43,188	8	28,788	42,552
Adminstrative Assistant I	5	25,260	37,308	5	24,888	36,756
Office Clerk	2	21,816	32,244	2	21,492	31,764
Graphic Designer III	17	45,348	67,008	17	44,676	66,012
Graphic Designer II	14	39,168	57,864	14	38,592	57,012
Graphic Designer I	7	27,840	41,124	7	27,432	40,512
Graphic Aide	2	21,816	32,244	2	21,492	31,764
Printer II	9	30,696	45,348	9	30,240	44,676
Printer I	3	22,908	33,828	3	22,572	33,324
Printing Aide	1	20,784	30,696	1	20,472	30,240

EAST-WEST GATEWAY
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Monroe County
Lyda Krewson
Mayor, City of St. Louis
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Transportation
Erika Kennett
Illinois Department of Commerce
and Economic Opportunity
Patrick McKenna
Missouri Department of
Transportation
John Nations
Bi-State Development
Executive Director
James M. Wild

To: Board of Directors

From: Staff

Subject: Regional Security Expenditures

Date: October 11, 2017

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 this purchase totaling **$377,398**. Also attached is a summary description of all budgeted expenditures from the UASI grants (Attachment B).

1. **St. Louis Regional Fusion Center** - We are requesting approval to enter into a sub-grant award with St. Louis and St. Charles Counties, Missouri to fund the following two positions within the St. Louis Fusion Center:

   - **Critical Infrastructure (CI) Coordinator position** - The CI Coordinator facilitates emergency planning and preparedness activities among key resource (KR) and critical infrastructure (CI) sites within the region. The coordinator meets regularly with the CI/KR committee which consists of representatives from AmerenUE, Federal Reserve Bank, Monsanto, Master Card, FBI, and various chemical storage facilities and transportation systems. The position provides assistance to hospitals, public health and related health care agencies providing guidance on their vulnerabilities to a terrorist attack. The overarching goal of this position is to provide information on hardening security at vulnerable facilities and provide guidance on how to deter a terrorist attack to the region's susceptible critical infrastructure.

     Additionally, one of the key roles of the CI Coordinator is to work with the Department of Homeland Security (DHS) in providing regional CI/KR data. DHS uses this data to determine the region's Threat, Vulnerability and Consequence to a terrorist attack. The Coordinator participates in quarterly Department of Homeland Security (DHS) conference calls on critical infrastructure and key resource identification. Because Homeland Security grant funding is tied to the region's existing critical infrastructure and key resources, these DHS data calls are critical to keeping the region's infrastructure data up to date. This has allowed the region to maintain a level of grant funding which is

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critical as grant funds become limited. In addition, the Coordinator provides regular intelligence bulletins to local police, fire, public health and related health care agencies. The CI Coordinator position continues to be an extremely valuable resource in the overall effort to prevent and prepare for critical incidents in the region. Therefore, we are requesting approval to enter into an agreement with St. Louis County, Missouri to provide funding to support the CI Coordinator in the St. Louis Fusion Center. The total cost for salary and benefits for the Critical Infrastructure Coordinator position will not exceed **$152,000** for the period of January 1, 2018 through June 30, 2019.

- **Intelligence Analyst –** This position is crucial to the function of the St. Louis Fusion Center, which analyzes information and identifies trends to share timely law enforcement intelligence data with federal, state and local law enforcement entities. Duties of an Intelligence Analyst include, but not limited to:

  - Researching tactics, techniques and procedures of domestic and international terrorist groups
  - Developing Safety Alerts and Bulletins for St. Louis regional law enforcement agencies
  - Answering daily requests for information from private sector, local, state and federal sources
  - Interaction and research with other Fusion Centers around the country to develop timely and accurate intelligence products
  - Analysis of received federal law enforcement data for determination of relevance for the St. Louis region
  - Interaction, analysis, and dissemination of cyber-crime threat information

  The Intelligence Analyst position continues to be an extremely valuable resource in the overall effort to prevent and prepare for critical incidents in the region. Therefore, we are requesting approval to enter into an agreement with St. Charles County, Missouri to provide funding to support the Intelligence Analyst position in the St. Louis Fusion Center. The total cost for salary and benefits for the Intelligence Analyst position will not exceed **$112,500** for the period of February 1, 2018 through July 31, 2019.

2. **Self-Contained Breathing Apparatus (SCBA) Cylinders –** We are requesting approval to purchase 40 Scott SCBA Cylinders for the seven hazmat teams that are staged in the St. Louis region. The existing SCBA Cylinders are nearing the end of

the manufacture's serviceable life and must be replaced. Total cost will not exceed **$41,950**.

3. **SCBA Air-Paks –** We are requesting approval to purchase of five Scott Air-Paks for the Madison County, Illinois Hazmat Team. The Air-Paks are complete SCBA ensembles consisting of the cylinder, harness, facemask and regulator. Total cost will not exceed **$28,685**.

4. **Law Enforcement Tactical Operations Equipment –** We are requesting approval to purchase the following equipment for the St Louis regional law enforcement tactical operations agencies:

   - Four Handheld Thermal Imaging Cameras for the Jefferson County Sheriff's Department. Total cost will not exceed **$17,972**
   - Four Night Vision Monoculars for the St. Louis County Police Department. Total cost will not exceed **$14,216**
   - A Telescoping, Extendable Pole Camera for the St. Louis County Police Department. Total cost will not exceed **$10,075**

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

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

- allow the Executive Director to enter into a sub-award agreement with St. Louis County for the costs associated with the Critical Infrastructure Coordinator position in an amount not to exceed **$152,000**;
- allow the Executive Director to enter into a sub-award agreement with St. Charles County, Missouri for the Intelligence Analyst position within the St. Louis Fusion Center in an amount not to exceed **$112,500**;
- for the purchase of 40 Scott SCBA Cylinders from Leo M. Ellebracht Company in an amount not to exceed **$41,950**;

- for the purchase of five Scott Air-Paks from Leo M. Ellebracht Company in an amount not to exceed **$28,685**;

- for the purchase of four Handheld Thermal Imaging Cameras from Botach, Incorporated in an amount not to exceed **$17,972**;

- for the purchase of four Night Vision Monoculars from Ed Roehr Safety Products in an amount not to exceed **$14,216**; and

- for the purchase of a Telescoping, Extendable Pole Camera from EyeOn, LLC in an amount not to exceed **$10,075**;

for a total amount not to exceed **$377,398** from the UASI grant programs.

ATTACHMENT A

Expenditures for Equipment and Services
October 9, 2017

Vendor	Description	Jurisdiction/Agency	Quantity	Cost
Emergency Response Planning & Equipment (UASI)				
St. Louis County, MO	Critical Infrastructure Subaward	Regional	1	$152,000
St. Charles County, MO	Intelligence Analyst Subaward	Regional	1	$112,500
Leo M. Ellebracht Co. (Wentzville, MO)	SCBA Cylinders	Regional	40	$41,950
Leo M. Ellebracht Co. (Wentzville, MO)	SCBA Air-Paks	Madison County, IL	5	$28,685
Botach, Incorporated (Los Angeles, CA)	Handheld Thermal Imaging Cameras	Jefferson County, MO	4	$17,972
Ed Roehr Safety Products (St. Louis, MO)	Night Vision Monoculars	St. Louis County, MO	4	$14,216
EyeOn, LLC (Issaquah, WA)	Telescoping Extendable Pole Camera	St. Louis County, MO	1	$10,075
			TOTAL EXPENDITURES	**$377,398**

Total UASI Expenditures: $377,398

		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	$18,524,651	$18,296,886	$70,635	$157,130
	Mass Casualty	1,172,980	1,091,753	0	81,227
	Incident Management Teams	2,355,312	2,211,194	0	144,118
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:	9,008,351	8,844,350	42,263	121,738
	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:	9,438,047	9,188,047	0	250,000
	Radio Plan:	694,300	674,300	0	$20,000
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

	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.	2,846,739	2,764,402	0	82,337
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	2,177,244	0	72,355
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.	$2,371,808	$2,270,308	$0	$101,500

	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.	$ 3,378,332	$3,024,221	$264,500	$89,611
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.	4,015,608	3,907,918	0	107,690
Totals:	$81,520,455	[1] $79,832,099	$377,398	$1,310,958

[1] This total represents the sum of UASI funds awarded for equipment and contractual obligations for fiscal years 2003 - 2016. 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.