



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

MEMORANDUM

TO: Missouri Transportation Planning Committee
FROM: East-West Gateway Staff
DATE: January 27, 2017
SUBJECT: Wednesday, February 1, 2017 meeting

The next meeting of the Missouri subcommittee of the Transportation Planning Committee (TPC) is scheduled for **Wednesday, February 1, 2017 at 2:00 p.m. at East-West Gateway Council of Governments offices.** (Reminder parking is available at Stadium-East Garage)

If you have any questions or concerns regarding the enclosed materials or the upcoming meeting please contact EWGCOG. The agenda for the meeting is as follows:

AGENDA

1. Call to order
2. I-270 North Environmental Assessment: What Next? – Wesley Stephen, MoDOT
3. 2017 Federal Certification Review – Jason Lange, EWG
4. Emerging Technology Study – Peter Koeppel, EWG
5. Section 5310 Update – Rachael Pawlak, EWG
6. Reasonable Progress – Melissa Theiss, EWG
7. Other Business
 - Next meeting scheduled for Wednesday, March 1, 2017 at 2 PM

Gateway Tower
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

314-421-6220
314-271-2160
Fax 314-231-6120

webmaster@ewgateway.org
www.ewgateway.org

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Missouri and Illinois

Joint Transportation Planning Committee Meeting Notes

February 2017

The Missouri and Illinois Joint Transportation Planning Committee (TPC) Meeting was held in the Council offices on Wednesday, February 1, 2017 at 2:00 p.m.

Missouri Members in Attendance

Wesley Stephen, MoDOT

Ted Medler, St. Louis County

Ron Williams, Franklin County

Chris Ehlen, Jefferson County

Amanda Brauer, St. Charles County

Jessica Medford-Miller, BSDA/Metro

Steve Ables, St. Louis County Municipal League

Greg Smith, St. Louis Regional Chamber

Members Absent

Grace Kyung, Trailnet

Tracy Beidleman, BSDA/Metro

Craig Tajkowski, St. Charles County

Mike Henderson, MoDOT

Maurice Falls, City of St. Louis

Rich Bradley, City of St. Louis

Others in Attendance:

John Kohler, City of St. Louis

EWGCOG Staff:

Peter Koeppel, Ryan Hatch Jason Lange, Larry Grither, Melissa Theiss, Rachael Pawlak, Anna Musial

CALL TO ORDER

The meeting was called to order by Ron Williams, Chair.

ITEMS

I-270 North Environmental Assessment: What Next? – Wesley Stephen gave an update on the I-270 North Corridor environmental study. The limits of the study start at the I-70 interchange, and head east to the Chain of Rocks Bridge, not including the I-70 interchange and the Chain of Rocks Bridge, which is owned by the Illinois Department of Transportation (IDOT). The corridor length is about 15.5 miles, and includes 19 interchanges.

Project Milestones – A corridor study was conducted in 2012, focused on goals and objectives. MODOT began the NEPA process in 2013. The first public meeting was held in March 2014, where conceptual alternatives were presented. Work stopped in 2015 due to funding constraints, but had been narrowed down to the preferred alternative. In mid-2016, MODOT re-started the process and completed the study in January 2017 with a public hearing addressing public comments. Hopefully in February 2017 FHWA will release a finding of no significant impact.

Purpose and Need – The project aims to address performance measures, as well as an aging system, and improve mobility, consistency in access, and safety. The interstate was built sixty years ago, with no substantial work completed other than resurfacings and some bridge repairs. Interchange proposals have demonstrated that they will meet new performance measures, including moving larger trucks. The required 30-day public

comment period ended January 6, and there were not a lot of comments but the substantive comments will be addressed.

The project will be design-build, and MODOT has already hired a project director internally to put together a design-build team, and then issue a request for proposals. Unfortunately there is only \$100 million available at this time, which will challenge the design-build team to prioritize sections. Hopefully there will be more funding available by the time of procurement. Right now, the \$100 million is split into two fiscal years with an additional \$18 million programmed for some bridges on the corridor, which could be folded into a larger funding package. The total project cost is \$703 million in current dollars. When the study started, MODOT had no funding, but it was still important to start the study, because now with the new act passed by Congress and other developments, \$100 million has been identified.

Q: Any updates on the bridge to Illinois?

A: Stephen – IDOT has begun a two-year NEPA study on the Chain of Rocks bridge. Hopefully when they get to construction in five or six years a fund source will have been identified. Costs for all border bridges, including maintenance, are split between bordering states, so MODOT will be responsible for 50%.

Q: John Kohler – Is the project considering any new, smart technologies?

A: Stephen – MODOT didn't specifically look at that during the NEPA study, but the design-build team could consider that or establish standards.

Q: Will there be any right-of-way involved?

A: Stephen – Yes, but not a lot. Towards the West the outer roads are very close to established neighborhoods, and to a lesser extent on the north side. It will be designed to reduce acquisition costs.

Q: Jason Lange – Has the first phase (\$100 million) been identified yet?

A: Stephen – No, the project director and his team will have to determine that and how to get the best result with the funds available. This will be a long-term project if full funding is not identified.

2017 Federal Certification Review – Jason Lange summarized the Federal Certification Review that took place January 24-26. Every four years the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) review East-West Gateway's (EWG) planning processes. FTA and FHWA provided an on-site review, with public open house held the evening of January 24, and three members of the public attended. The Certification Review covered several topics related to EWG planning processes and work products, such as the Unified Planning Work Program, Long Range Transportation Plan, Congestion Management process, Title VI, public engagement, and more. Overall, the review went well. FTA and FHWA have sixty days to submit a full report, and the TPC will be updated once EWG receives the final report.

Q: Ron Williams – Do they come back after the final report?

A: Jason Lange – No, they go over what will be in the report during the review in case there are questions, and once finalized, will send the report to EWG.

Emerging Technology Study – Peter Koepfel presented an update on the Emerging Transportation Technology Study that EWG kicked off in December. The study is a high-level look at new transportation technologies and the implications for EWG's planning processes. The study is being done now, leading up to next long-range plan (LRP) in 2019.

The first goal is to understand where we are now as a region, and surveys have been sent out locally. EWG will also be conducting interviews with regional and national transportation leaders to get a feel for what the emerging trends are, competing ideas, timeline to implementation, and which trends are likely to be adopted. A literature review will be completed to explore what academic research is out there and experiences of other regions. Through the study, EWG is hoping to find recommendations for planning

processes (within local context) and ideas on how transportation spending in 2040 will look differently than it does now. The study could also be helpful in applying for pilot programs through the Department of Transportation (USDOT), determining how to prioritize projects in the Transportation Improvement Program (TIP) and LRP, and identifying implications for performance-based planning. The study should be wrapped up by the end of June, and EWG will keep the TPC updated in the interim.

Q: Will the survey information be compiled into a document?

A: Peter Koepfel – Yes, there will be a summary report.

Section 5310 Update – Rachael Pawlak presented an overview of the Section 5310 program applications. Section 5310 provides funding for both capital and operating expenses for projects that improve the mobility of seniors and people with disabilities. There are two categories: Traditional projects, which are typically vehicle acquisition projects, and New Freedom projects, which can be aimed at improving access to fixed-route buses, for example. The FAST Act requires that 55% of the Section 5310 allocation be spent on Traditional projects, and 45% be spent on New Freedom projects. A call for projects was issued on November 30, 2016 and applications were due January 17, 2017. Applications are currently under review, being checked for sponsor and project eligibility. For Traditional projects, 21 agencies have submitted applications requesting 71 vehicles. These are mostly replacements, but a few expansion projects. \$2.74 million was requested, and there is approximately \$1.32 million available. For New Freedom projects, 14 agencies have submitted applications for 20 projects. \$4.8 million was requested, and there is approximately \$1.14 million available. EWG will present project recommendations at the March TPC meeting and then will go to the Board of Directors at their March meeting for approval of inclusion in the TIP.

Q: Is the score a weighted average, based on the application?

A: Rachael Pawlak – Since there are two project categories, all Traditional projects are scored and ranked against each other, and all New Freedom projects are scored and ranked against each other.

Reasonable Progress – Melissa Theiss gave an overview of the Policy on Reasonable Progress and an update on progress made so far in fiscal year 2017. The policy was implemented to help EWG monitor the progress of projects programmed in the current fiscal year, to make sure they are reaching important milestones and not missing deadlines that could put them at risk of losing federal funds. So far this fiscal year, 18 projects have obligated \$4.2 million in federal funds. This is similar to where we were last year, except there are more projects obligated and less funds obligated. Most of the projects obligated so far are lower-cost engineering and right-of-way projects. There are significantly more construction projects this year, with two-thirds of projects programmed this fiscal year in the construction phase.

Other Business –

Jason Lange – Surface Transportation Program (STP-S) and Congestion Mitigation & Air Quality (CMAQ) applications are due March 2. EWG received thirty preliminary applications, which were due a few days ago, and we hope to have those returned to sponsors by February 9.

Q: Have there been questions on the new applications?

A: Jason Lange – Yes, there have been a few. Our project workshops start tomorrow.

The next meeting is scheduled for Wednesday, March 1, 2:00 pm.

Meeting Adjourned.