AGENDA
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
WEDNESDAY, FEBRUARY 28, 2018 – 10:00 AM

1. CALL TO ORDER

2. APPROVAL OF MINUTES OF JANUARY 31, 2018

3. DISCUSSION ITEMS

A. OneSTL Report to the Region - - Aaron Young

B. FY 2019-2022 Transportation Improvement Program Development - - Jason Lange

C. Regional Flu Surge Response – Nick Gragnani

D. Complex Coordinated Terrorist Attack (CCTA) Grant – Dale Chambers

4. ACTION ITEMS

A. 2018 Regional Safety Performance Targets - - Peter Koeppel

B. Modification of the FY 2018-2021 Transportation Improvement Program (TIP), *Connected2045*, and the Related Air Quality Conformity Determination – Requested by IDOT - - Josh Schwenk

5. OTHER BUSINESS

6. ADJOURNMENT

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Chair
Steve Stenger
County Executive
St. Louis County
Vice Chair
Mark A. Kern
Chairman, St. Clair County Board
2nd Vice Chair
Robert Elmore
Chairman, Board of Commissioners
Monroe County
Executive Committee
Steve Ehlmann
County Executive
St. Charles County
John Griesheimer
Presiding Commissioner
Franklin County
Lyda Krewson
Mayor, City of St. Louis
Kurt Prenzler
Chairman, Madison County Board
Ken Waller
County Executive
Jefferson County
Members
Chuck Caverly
St. Louis County Municipal League
Emeka Jackson-Hicks
Mayor, City of East St. Louis
Carol Johnson
Franklin County
Reggie Jones
St. Louis County
Mark Kupsky
Vice President,
Southwestern Illinois
Council of Mayors
Roy Mosley
St. Clair County
Lewis Reed
President, Board of Aldermen
City of St. Louis
Herbert Simmons
President, Southwestern Illinois
Metropolitan & Regional
Planning Commission
Tom Smith
President, Southwestern Illinois
Council of Mayors
Michael Walters
Madison County
John White
St. Charles County
Regional Citizens
Barbara Geisman
C. William Grogan
Richard Kellett
John A. Laker
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

Memo to: Board of Directors

From: Staff

Subject: Project Notifications

Date: February 14, 2018

Attached is the Project Notification list for January 2018. 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 Carol Lawrence in the Community Planning department.

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Project Notifications for East-West Gateway Council of Governments
January 2018

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE, LOCAL/OTHER	TOTAL
St. Louis, MO	Young Women's Christian Association of Metropolitan St. Louis #1807003	Head Start Head Start and Early Head Start Services	HHS	$18,009,072	Applicant: $4,502,269	$22,511,341
St. Louis, MO	Urban League of Metropolitan St. Louis #1807005	Head Start Head Start and Early Head Start	HHS	$4,976,848	Applicant: $1,244,212	$6,221,060
St. Louis County, MO	Child Center – Marygrove Florissant #1808001	Transitional Living for Homeless Youth Transitional Living Program	HHS	$186,000	State: $286,189 Other: $2,569,439	$3,041,628
St. Louis County, MO	Washington University #1808005	Substance Abuse and Mental Health Services Projects of Regional and National Significance CBI for Substance Abuse (SA) and HIV Prevention Services for At-Risk Ethnic/Racial Minorities	HHS	$283,875		$283,875
St. Louis County, MO	Washington University #1808006	Substance Abuse and Mental Health Services Projects of Regional and National Significance Project ARK Peer Navigation Services	HHS	$200,000		$200,000
St. Louis County, MO	Parkway C-2 School District	Drug-Free Communities Support Program Grants	HHS	$125,000	Applicant: $169,608	$294,608

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE, LOCAL/OTHER	TOTAL
	Chesterfield #1808007	Alliance for Healthy Communities – DFC Year 3				
St. Louis County, MO	Parkway C-2 School District Chesterfield #1808008	CARA Act – Comprehensive Addiction and Recovery Act of 2016 Alliance for Healthy Communities CARA Local Drug Crises Grant	HHS	$50,000		$50,000

MINUTES
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
JANUARY 31, 2018

The regular meeting of the Board of Directors was held in the Council offices on Wednesday, January 31, 2018 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
Tom Blair, MoDOT
Steve Ehlmann, County Executive, St. Charles County, MO
Robert Elmore, Chairman, Monroe County, IL Board
Barbara Geisman, Regional Citizen, City of St. Louis, MO
Bill Grogan, Regional Citizen, St. Clair County, IL
Emeka Jackson-Hicks, Mayor, City of East St. Louis, 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
Mark Kupsky, Mayor, City of Fairview Heights, IL; Vice-President, SW IL Council of Mayors
John A. Laker, Regional Citizen, St. Clair County, IL
Roy Mosley, Board Member, St. Clair County, IL
John Nations, President, Bi-State Development
Kurt Prenzler, Chairman, Madison County, IL Board
Lewis Reed, President, Board of Aldermen, City of St. Louis
Herb Simmons, President, SW IL Metropolitan and Regional Planning Commission
Ken Waller, County Executive, Jefferson County, MO
John White, Councilman, St. Charles County, MO

Members Absent
Chuck Caverly, President, St. Louis County Municipal League
Erika Kennett, State of Illinois Department of Commerce and Opportunity
Tom Smith, Mayor, City of Waterloo, IL; President, SW IL Council of Mayors
Michael Walters, Regional Citizen, Madison County, IL

Others in Attendance
Tom Curran, St. Louis County, MO
Gary Elmestad, St. Charles County, MO

Others in Attendance, ***cont'd***
Noe Gonzalez, City of St. Louis
Kevin Jemison, IDOT
Jessica Mefford-Miller, Metro
Julie Stone, Bi-State Development

EWGCOG Staff:

Jim Wild, Staci Alvarez, Royce Bauer, Jerry Blair, Tamar Brown, Joyce Collins-Catling, Dale Chambers, Ben Fleschert, Nick Gragnani, Larry Grither, Ajdin Hamzagic, Bonnie Harper, Ryan Hatch, Dan Hutti, Frank Johnson, Peter Koeppel, 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, Himmer Soberanis, Michael Wohlstadter, Aaron Young

CALL TO ORDER

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

WELCOME

Mr. Griesheimer welcomed everyone to the first meeting of 2018. He asks for thoughts and prayers for Tom Smith and his family in the passing of his mother.

APPROVAL OF MINUTES OF OCTOBER 25, 2017 and NOVEMBER 17, 2017 MEETINGS

Motion approving the October 25, 2017 and November 17, 2017 Minutes was made by Mr. White, seconded by Mr. Reed. Motion carried, all voting aye.

DISCUSSION ITEMS

2016 CMP Annual Regional Congestion Report
Larry Grither, EWGCOG, provided background information regarding the development and implementation of the Regional Congestion Management Process (CMP). He presented information regarding the Congestion Management Process, and his presentation highlighted the 2016 Annual Congestion Report detailing travel time indexes, data sources, identification of congested locations, arterial/freeway rankings comparing severity, total impact and variability, as well as other areas of the CMP network.

Jim Wild, EWGCOG, advised that this congestion plan is an analysis of what has already happened.

Metro Reimagined
Jessica Mefford-Miller, Metro, presented an overview of an operational study aiming to change the MetroBus network with a focus on the Missouri portion of the service system. She advised that this study is intended to create a blueprint for the operation of the MetroBus system and other potentially new complimentary services for the next 5-10 years. The goal of the plan is to continue the current focus of providing mobility options across St. Louis City and St. Louis County and creating enhanced frequency and customer friendly services that match ridership and consumer demand. The study will look at ridership needs, population and employment trends, as well as mobility on-demand services, and looking ahead to integrate those options into the current metro transit system. Although the transit system is diverse, buses will continue to be the core of the network service. The aim is to complete this project in May.

ACTION ITEMS

Election of Board Officers for 2018
Mr. Griesheimer advised that the Nominating Committee convened prior to the Board of Directors meeting with the recommendations for the 2018 Board Officers being: Steve Stenger, St. Louis County, MO, *Chair;* Mark Kern, St. Clair County, IL, *Vice-Chair;* Robert Elmore, Monroe County, IL, *2nd Vice-Chair.* Mr. Kern explained the reason that the rotation of Chairs was interrupted due to Mr. Greiseheimer (MO) serving in Mr. Prenzler's (IL) spot. Mr. Kern advised that the return of the chairman rotation between MO and IL will occur after this year.

Motion approving the recommendations was made by Mr. Kellett, seconded by Mr. Simmons. Motion carried, all voting aye.

After the motion was carried, Mr. Ehlmann asked for a reconsideration of the vote due to a difference in the slate of officers made during the Nominating Committee meeting. Mr. Waller expressed concern that the motion made during the Board of Directors meeting was not the same as what had been discussed and decided upon during the Nominating Committee meeting.

Discussion followed and the original action remained.

Surface Transportation Block Grant Program Evaluation
Rachael Pawlak, EWGCOG, summarized staff's recommendation for approval of the STP-S scoring criteria and evaluation process. She noted that staff has been working with the TPC to ensure our performance-based planning and programming efforts are consistent with both federal and region requirements and principles.

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

Amendment of the FY2018 Unified Planning Work Program to include element 2.10: MoDOT Traffic Engineering Assistance Program

Josh Schwenk, EWGCOG, summarized staff's recommendation to amend the FY 2018 UPWP to include element 2.10: MoDOT Traffic Engineering Assistance Program (TEAP). He advised that the four project recipients are Jefferson County, and the cities of Frontenac, Washington and St. Peters. The total element is estimated at $91,900 of which the TEAP will fund 80% of the cost of the projects up to $8,000 per project and the local project sponsors will provide the matching fund.

	Jefferson County	City of Frontenac	City of St. Peters	City of Washington
FHWA	$8,000	$8,000	$8,000	$8,000
Local Jurisdiction	$13,900	$2,000	$2,000	$42,000
TOTAL	$21,900	$10,000	$10,000	$50,000

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

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, EWGCOG, summarized staff's recommendation to revise the FY 2018-2021 TIP, *Connected2045*, and related Air Quality Conformity Determination be revised to add one new project and modify 12 existing projects at the request of IDOT and MoDOT.

TIP #	Sponsor	Action	Description
6686D-17	IDOT	Modify	St. Clair County -- IL 158 / 177 – At Plum Hill School Rd -- Add Left Turn Lane
6650C-17	IDOT	Modify	St. Clair County -- North Belt West – Frank Scott Pkwy to 17th Street – ADA Improvements
6804H-21	IDOT	Modify	St. Clair County -- IL 157 – Petroff Dr in Caseyville to 0.2 Mi n/o Hollywood Heights Rd -- Resurfacing
6884-18	Sullivan	Add	Franklin County - Main St Sidewalk – Elmont Rd to Community Center at Fair St -- construct 6' Sidewalk
6705D-17	MoDOT	Modify	St. Louis County -- I-270 – At I-70 and MO 180 Interchanges -- Rehabilitation of Concrete Pavement Ramps
6705DD-18	MoDOT	Modify	St. Louis County -- I-270 Ramp – I-270 SB to I-70 -- Replace Concrete Pavement
6788R-17	MoDOT	Modify	St. Charles County -- MO 94 – US 67 to MO H/J -- Pavement Improvements
6699B-17	MoDOT	Modify	St. Louis City -- MO D – Clara Ave to Grand Ave -- Signal Improvements at Various Locations
6705Z-17	MoDOT	Modify	St. Louis County -- MO 366 – At Westbound On Ramp at I-44 -- Bridge Replacement (Bridge A1008)
6651N-16	MoDOT	Modify	St. Louis County -- MO 109 – At MO 100 -- Bridge Improvements (A2738)
6705F-17	MoDOT	Modify	St. Louis City -- I-64 – 18th St to Broadway -- Bridges A1516, A1517, A1518, A1519, A1520 and A1521

TIP #	Sponsor	Action	Description
6811X-18	MoDOT	Modify	St. Louis County -- MO 364 – At Bennington Place in Maryland Heights -- Drainage Improvements
6811F-18	MoDOT	Modify	St. Charles County -- MO 79 – At Salt River Rd -- Bridge Improvements (A4729)

Motion approving the recommendation was made by Mr. Laker, seconded by Mr. Mosby. Motion carried, all voting aye.

Regional Security Expenditures

Nick Gragnani, STARRS, summarized staff's recommendation to authorize expenditure of funds not to exceed $327,276.86 funded from the U.S. Department of Homeland Security's Urban Area Security Initiative (UASI) and the Assistant Secretary of Preparedness and Response (ASPR) Hospital Preparedness grant programs.

Action	Description	Amount
Contract	Hagerty Consultants - St. Louis Regional Health Care Coalition Emergency Response Plan	$59,821
Contract	University of Missouri Fire Rescue Training - All Hazard Incident Management Team and Sustainment Training for All Hazard Incident Management Teams training	$46,500
Contract	Rescue Training Incorporated - Tactical Medical Training	$44,800
Contract	University of Missouri Fire Rescue Training - Rope Rescue Level I/II; Confined Space Rescue Level I/II; Trench Rescue Level I/II; Structural Collapse Operations & Technician; Swiftwater Initial and Refresher courses	$77,800
Contract	Spec Rescue International - Boat Operator course	$5,085
Contract	S4 Risk Management - Swiftwater/Flood, Inland Helicopter Rescuer Training	$31,026
Purchase	Recon Robotics, Incorporated - micro robot	$15,145
Purchase	Air Shelters USA, LLC - inflatable shelter tent	$34,800
Purchase	ClorDiSys Solutions, Incorporated - ultraviolet disinfection unit	$12,300

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

OTHER BUSINESS

Mr. Greisheimer advised that there will be an infrastructure bill coming from Washington D.C. His understanding from congressional staff is that there is going to be a population threshold for counties that may affect inclusion in the infrastructure program. Jim Wild, EWGCOG, advised that a draft of the Trump administration's infrastructure funding plan had been released and the Association of Metropolitan Planning Organizations had distributed a summary of the funding plan prepared by Politico. A copy of the infrastructure document and the summary was distributed to the Board for their information. Mr. Wild noted that the proposal reflects 80% of the anticipated funding is to be provided by states and locals and only 20% from federal sources, which is a significant change from current infrastructure funding; however it is expected that several changes will be seen before a final law is approved.

Mr. Ehlmann asked for further clarification of the By-Laws requirement surrounding state rotation for chairman. Jim Wild, EWGCOG explained that there is no By-Law requirement but that this was a tradition considered by the Board providing fairness to both sides of the river; Mr. Kellett concurred that it's always been a courtesy, not a rule.

ADJOURNMENT

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

Respectfully submitted,

James M. Wild
Secretary, Board of Directors

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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James M. Wild

Memo To: Board of Directors

From: Staff

Subject: 2018 OneSTL Report to the Region

Date: February 14, 2018

In December 2013, the Board of Directors approved OneSTL, the regional plan for sustainable development. OneSTL provides a vision, goals and strategies related to a broad set of issues identified during the 2010-2013 planning process that began with 11 partners and included more than 50 organizations. East-West Gateway, along with its partner organizations, is releasing the 2018 OneSTL Report to the Region. The Report provides an update on OneSTL performance indicators and highlights initiatives that are helping to reach the goals of the Plan.

East-West Gateway staff monitors 57 indicators that reflect the goals and objectives in the Plan. Monitoring of the indicators is an ongoing process that involves collecting information from many sources. The indicators are measured from a baseline year (usually 2010) and track progress over time. As of December 2017, 59 percent of the indicators were moving in the desired direction. More information on the individual indicators can be found at www.onestl.org/indicators.

In 2017, five universities and four non-profits collaborated to host a regional sustainability summit. Over 300 people attended the two-day event held at Washington University in St. Louis' Eric P. Newman Education Center. The conference attendees reflected on what groups in the region are working on and where collaboration could have an additional impact. As a result of the Summit, six Working Groups were formed including Food Access, Biodiversity, Transit Oriented Development, Energy and Emissions, Materials and Recycling, and Water and Green Infrastructure. These Working Groups will implement projects aimed to move a set of Performance Indicators to a desired level, or target.

Also new in 2017 is the Sustainability Lab @ T-Rex, a partnership between OneSTL and T-Rex, the downtown St. Louis business incubator. The Lab is used to give OneSTL working groups the opportunity to meet regularly and share their successes and challenges; and is also used as a space to bring together businesses, non-profits and government employees for learning, creativity, and collaboration. Seven Labs were held in 2017 with over 350 attendees.

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2018 Report to the Region:

Measuring Our Progress

ONESTL

Many Communities. One Future.

PLAN FOR A PROSPEROUS, HEALTHY, VIBRANT ST. LOUIS REGION

What is OneSTL?

a plan

website/ resources

<u>OneSTL Network:</u>
Leadership Network
Communications Team
Working Groups

people

Sustainability Lab @

T-REX

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Leadership Network

- Applied Research Collaborative
- Citizens for Modern Transit
- City of St. Louis
- East-West Gateway
- Equal Housing Opportunity Council
- Focus St. Louis
- Great Rivers Greenway
- Heartlands Conservancy
- Metro
- St. Louis County
- Trailnet
- Rise
- Urban League
- United Way
- Federal Reserve Bank of St. Louis
- St. Louis Community Foundation/InvestSTL
- Madison and St. Clair Counties

Plan Themes

- Collaborative
- Prosperous
- Distinctive
- Inclusive
- Green
- Prepared
- Connected
- Efficient
- Educated

www.onestl.org

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2018 Report to the Region:

Measuring Our Progress

ONESTL
Many Communities. One Future.

PLAN FOR A PROSPEROUS, HEALTHY, VIBRANT ST. LOUIS REGION

WHAT'S INSIDE:

Executive Summary

2017 Updates—
- Sustainability Lab @ T-Rex
- 2017 Regional Sustainability Summit
- Indicators Summary

Working Group Summaries
- Water and Green Infrastructure
- Materials and Recycling
- Transit Oriented Development
- Energy and Emissions
- Biodiversity
- Food Access

Get Involved

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Get Involved

OneSTL.org/indicators

Theme *Prosperous*

Desired Trend **Current Trend**

Baseline (2010): 12.9%
Current (2015): 12.2%

Definition

Percent of residents living in poverty

Why is it Important?

Addressing poverty is a critical issue for a sustainable society. Residents living in poverty have a decreased quality of life which may include a day to day struggle for food and shelter. Poverty reduces the ability of residents to afford health care, higher education, and other necessities. Poverty also impacts the rest of society by increasing the need for government assistance, and reducing the ability of governments and nonprofits to meet societal needs.

How are we Doing?

The poverty rate in the St. Louis region was 12.2 percent in 2015, essentially the same as it was in 2010, when 12.9 percent of the region's residents were in poverty and about the same as in 2014 (12.7 percent). In 2015 the poverty threshold for a family of four was $24,257.[1]An estimated 316,000 individuals live below the poverty level in the 8-county St. Louis region. By county in the region, poverty rates range from 5.0 percent in Monroe County to 25.5 percent in the city of St. Louis.

Black individuals in the St. Louis MSA are more than three times as likely to be in poverty as white individuals. In 2015, 27.8 percent of black individuals in St. Louis were in poverty compared to 8.0 percent of white individuals. Between 2000 and 2012, the poverty rate in St. Louis increased almost every year, with an overall increase of 4.6 percentage points. In 2000, the rate was 9.3 percent and in 2012, it was 13.9 percent. From 2012 to 2015, the rate declined annually to 12.2 percent, about the same as it was in 2009. The rate for the United States followed a similar trend, increasing to a height of 15.9 percent in 2011 and 2012. In 2015, the St. Louis MSA ranked 36th among the 50 peer regions with a lower poverty rate than many of the peers and a rate 2.5 percentage points lower than the United States.

For Each Indicator:

- Definition
- Why is it Important?
- How are we Doing?

When Available:

- Trend Data
- Where We Stand Table

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OneSTL Indicators are tracked over time

Source: Small Area Income and Poverty Estimates, United States Census Bureau

Poverty

Individuals living in poverty as a percent of total population, 2016

1	**Memphis**	**19.4**
2	New Orleans	17.0
3	Riverside	16.4
4	Miami	15.4
5	Los Angeles	15.0
5	Phoenix	15.0
5	San Antonio	15.0
8	Detroit	14.9
9	Houston	14.8
10	Oklahoma City	14.7
10	Orlando	14.7
12	Sacramento	14.6
13	Cleveland	14.5
14	Columbus	14.2
14	Las Vegas	14.2
14	Tampa	14.2
United States		**14.0**
17	Birmingham	13.9
17	Milwaukee	13.9
19	Buffalo	13.8
20	New York	13.5
21	Indianapolis	13.3
22	Atlanta	13.1
23	Philadelphia	12.9
24	Dallas	12.7
24	Louisville	12.7
26	Cincinnati	12.6
27	Jacksonville	12.5
28	Chicago	12.4
29	Charlotte	12.3
29	San Diego	12.3
31	Providence	12.0
32	Richmond	11.9
33	Nashville	11.6
34	**St. Louis**	**11.4**
34	Virginia Beach	11.4
36	Austin	10.9
36	Kansas City	10.9
36	Portland	10.9
39	Pittsburgh	10.8
40	Baltimore	10.4
41	Hartford	10.1
42	Raleigh	10.0
43	Boston	9.6
43	Seattle	9.6
45	Denver	9.4
45	San Jose	9.4
47	San Francisco	9.2

ure.

Collaborative	Baseline		Current	
OneSTL Network Membership	2013	0	2017	299
Sustainability Lab @ T-Rex	2017	52	-	
Stronger Neighborhoods	2011	34%	-	
Access to Information	2014	2,208	2017	5,854

Prosperous	Baseline		Current	
Economic Resiliency	2010	0.888	2015	0.892
Access to Jobs	2006-2010	88.0%	2012-2016	87.3%
Poverty	2010	12.9%	2016	11.3%
Quality Jobs	2010	39.5%	2016	39.9%
Employment	2010	1,117,934	2016	1,162,128
Unemployment	2010	9.5%	2016	4.6%
Income	2010	$46,041	2016	$49,519
GMP	2010	$134.1 billion	2016	$140.7 billion
Racial Disparity	2010	1.88	2016	1.82

Some Indicator Trends

Improving Economy

- ❑ *Employment is Up*
- ❑ *Unemployment is Down*
- ❑ *Per Capita Income is Up*
- ❑ *Gross Metro. Product is Up*
- ❑ *Crime is lower*

- However -

- ❑ *Access/travel times are Up*
- ❑ *Vehicle Miles Traveled is Up*
- ❑ *Quality Jobs is Unchanged*

Equity is not Improving

- ❑ *Concentrated Poverty is increasing*
- ❑ *Housing is less Affordable*
- ❑ *Income gap is increasing*
- ❑ *Healthy food is less available*

Cities are taking action

- ❑ *Planning for Climate Change*
- ❑ *Becoming Storm Ready*
- ❑ *Adopting Complete Streets*
- ❑ *Becoming Tree Cities*

ONESTL
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2017 OneSTL Activities

Regional Sustainability Summit

- *April 5, 2017*
- *Eric P. Newman Education Center at Washington University*
- *More than 300 attendees*
- *More than 100 organizations*
- *Was momentum to create Sustainability Lab and OneSTL Working Groups*

OneSTL Working Groups

- *Helps focus activities*
- *Led by partners*
- *Action oriented*
- *www.onestltargets.org*

Sustainability Lab @ T-Rex

- *T-Rex is a new link to technology sector*
- *Monthly event, more than 350 attendees in 2017*
- *Recurring content on food access, energy equity, and sustainability in business*
- *Informational topics such as Road to Tomorrow, EcoVillages and Media Literacy*

ONESTL
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OneSTL Working Groups

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WATER AND GREEN INFRASTRUCTURE

Target = 100% of land in STL Region has active organizations and quality watershed plans in progress by 2025/plans completed by 2030.

Activities

- Maintain database of regional water quality efforts
- Maintain resources on water quality, best management practices, and watershed planning
- Produce informational videos such as Labarque Creek restoration

MATERIALS AND RECYCLING

Target = Reduce tonnage of waste going to landfills within our wasteshed by 30% by 2030 over a 2015 baseline.

Activities

- Create Waste Diversion Ambassadors
- Create a central, regional database and website for information on recycling and hard-to-recycle items
- Conduct a regional public outreach and education campaign on recycling

TRANSIT ORIENTED DEVELOPMENT

Target = By 2023, increase the number of destinations such as jobs, residences, and other resources or amenities within a 1/4 mile or five minute safe and accessible walk by 30 percent at 20 stations from a 2018 baseline.

Activities:

- Define local context and definition of transit-oriented development
- Develop a process to measure and assess stations and station areas

BI·STATE DEVELOPMENT

EAST-WEST GATEWAY Council of Governments

Planning and Urban Design Agency

Madison County Transit

Saint Louis COUNTY Department of Planning

ENERGY AND EMISSIONS

Target = Reduce greenhouse gas emissions by 28% by 2025 and 80% by 2050 (2005 baseline).

Activities:

- Seek public and private endorsements
- Support those institutions as they strive to meet their own goals
- Create a regional Greenhouse Gas Inventory
- Form sub-committees based on results of the Inventory (i.e. building efficiency, transportation efficiency, and energy source)

Washington University in St. Louis

Missouri Gateway Chapter

SITTON ENERGY SOLUTIONS

FOOD ACCESS

Target = By 2027, reduce by half the number of census tracts where residents are low-income, lack vehicle access, are a certain distance from a healthy food outlet, and availability of healthy food is low.

Actions:

- Develop “alternative food retail models”
- Work with grocery stores to address community concerns
- Increase food production in North St. Louis
- Increase knowledge of healthy food

BIODIVERSITY

Target = By 2025, 100% of counties in St. Louis region are using the Regional Biodiversity Atlas to actively guide their planning, policies and practices in ways that increase habitat connectivity, ecological functionality, and quality of life for all.

Actions:

- Build a regional inventory of biodiversity data
- Develop a regional atlas of priorities
- Build community awareness and engagement around biodiversity
- Identify pilot projects to take action in the priority areas

For more information visit OneSTL.org

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Many Communities. One Future.

OneSTL Performance Indicators

2018 Report to the Region

See more on the indicators at onestl.org/indcators

Color	Current Trend Type
	Current Trend is in-line with the Desired Trend
	No Change from baseline to year or no statistically significant change
	Current Trend is the opposite of the Desired Trend

Collaborative		Baseline		Current	
OneSTL Network Membership	Number of OneSTL Network Members	2013	0	2017	299
Sustainability Lab @ T-Rex	Average number of monthly attendees	2017	52	-	
Stronger Neighborhoods	Percent of residents living within the service area of a Community Development Corporation	2011	34%	-	
Access to Information	Number of OneSTL.org users in the St. Louis Metro Area	2014	2,208	2017	5,854

Prosperous		Baseline		Current	
Economic Resiliency	Diversity of employment by sector (1= high resiliency and 0= low resiliency)	2010	0.888	2015	0.892
Access to Jobs	Percent of residents living within a reasonable travel time to work	2006-2010	88.0%	2012-2016	87.3%
Poverty	Percent of residents living in poverty	2010	12.9%	2016	11.3%
Quality Jobs	Percent of jobs with a median wage higher than self-sufficiency wage	2010	39.5%	2016	39.9%
Employment	Number of full-time equivalent (FTE) jobs	2010	1,117,934	2016	1,162,128
Unemployment	Unemployment Rate	2010	9.5%	2016	4.6%
Income	Personal income per capita (2016 dollars)	2010	$46,041	2016	$49,519
Gross Metropolitan Product (GMP)	The market value of goods and services produced in the region (2009 chained dollars)	2010	$134.1 billion	2016	$140.7 billion
Racial Disparity	Ratio of white median household income to black median household income	2010	1.88	2016	1.82

Distinctive		Baseline		Current	
H+T Affordability	Proportion of household income spent on housing and transportation costs	2006-2010	50.6%	2012-2016	46.4%
Access to Open Space	Percent of population that reside within 1 mile of a park or public open space for rural areas or ½ mile for urban areas	2007-2011	74.5%	-	
Crime	Crime Rate - combined violent and property crime rates per 100,000 population	2010	3,657	2015	3,019
Healthy and Active	Percent of adults meeting recommended exercise standard	2011	49.5%	2015	50.7%

Inclusive		Baseline		Current	
Stably Integrated Communities	Residents who live in stably integrated communities	Method Under Development			
Housing Choice	Availability of housing at a variety of price points	Method Under Development			
Concentrated Poverty	Percent of poor residents living in census tracts with >40% poverty rate	2006-2010	13.8%	2012-2016	14.0%
Income Inequality	Gini Index	2010	0.454	2016	0.467
Housing Affordability	Percent of low-income households paying 30 percent or more of income on housing.	2006-2010	65.4%	2011-2015	66.8%

Prepared		Baseline		Current	
Floodplain Management	Number of local governments participating in the Community Rating System by the NFIP	2010	1	2017	7
Heat/Cold Mortality	Number of heat- and cold-related deaths	2008-2012	24	2012-2016	25.6
Hazard Mitigation	Percent of local governments participating in a current local hazard mitigation plan	2010	84.3%	2017	52.7%
Development in Potentially Hazardous Areas	Percent of development in 500-year flood zone, potential landslide areas, and potential earthquake liquefaction areas	2006	15.5%	2011	16.1%
Addressing Climate Change	Percent of local governments that have taken action to address climate change	2010	8.8%	2017	11.8%
StormReady	Percent of local governments that are certified StormReady by the National Weather Service	2010	2.5%	2017	5.4%

OneSTL Performance Indicators

2018 Report to the Region

See more on the indicators at onestl.org/indcators

Color	Current Trend Type
	Current Trend is in-line with the Desired Trend
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	Current Trend is the opposite of the Desired Trend

Connected		Baseline		Current	
Transportation Choice	Total percent of workers commuting via walking, biking, transit, rideshare, or who work from home.	2010	16.2%	2016	16.6%
Residential Transit Access	Percent of households within 1/4 mile of a transit stop	2007-2011	42.0%	2012-2016	42.0%
Employment Transit Access	Percent of jobs within 1/4 mile of a transit stop	2011	69.2%	2017	68.6%
Transit Oriented Development (TOD)	Measure of relationship between change in density and change in ridership at MetroLink stations	Method Under Development			
VMT per capita	Vehicle miles traveled per capita per day	2010	25.6	2016	26.6
Bikeability	Number of miles of on-road bike facilities and shared-use paths	2013	654 miles	2017	884 miles
Complete Streets	Percent of local governments with complete streets policies	2010	3.4%	2017	10.8%
Transit Ridership	Annual transit boardings system-wide (MetroLink/Bus System/Call-A-Ride)	2010	43 million	2016	46.7 million

Green		Baseline		Current	
Developed Land per Capita	Number of developed acres per capita	2006	0.257 acres	2011	0.261 acres
Air Quality	Average number of days per year the EPA Air Quality Index exceeds 100 for ozone	2009-2011	30.3 days	2015-2017	16 days
Rainscaping	Acres of land treated for stormwater overflow using water quality best management practices	2010	578 acres	2017	6917 acres
Tree Cities	Percent of municipalities that are certified by Tree City USA	2010	20.9%	2016	25.4%
Tree Canopy	Percent of land with tree canopy cover	2010/2012	39.0%	-	
Watershed Plans	Number of watersheds with a plan or active organization	2010	8	2016	19
Water Quality	Rivers and streams impaired (polluted), in miles	2012	709.5	2015	711.9
Sustainable Codes	Percent of local governments that have energy conservation and/or a green construction codes	2013	86.8%	2017	87.2%
Greenhouse Gas Emissions	Total carbon dioxide equivalent emissions per capita	2008/2010	23.58 $MTCO_2e$	-	

Efficient		Baseline		Current	
Access to Healthy Food Choices	Percent of total population that live in a low income census tract and reside far from a supermarket/large grocery store (more than one mile for urban areas or 10 miles for rural areas)	2010	7.2%	2015	8.40%
Energy Use	Total residential gas and electric energy use in BTUs per customer	2010	111.4 million BTUs	2011	106.6 million BTUs
Energy Diversity	Percent of electricity supplied by renewable sources	2010	3.2%	2016	6.4%
Waste Diversion Rate	Percent of waste diverted through source reduction, recycling, reuse, or composting	2010	53.7%	2016	56.2%
Government Resiliency	General local government debt to revenue ratio for counties	2007	1	2012	1.1
Building Energy Efficiency	Square footage of 3rd party verified green commercial and institutional buildings and sites (LEED, ENERGY STAR, and SITES)	2013	32.3 million sq. ft.	2015	43.1 million sq. ft.

Educated		Baseline		Current	
Volunteer Rate	Percent of residents who volunteer	2010	32.1%	2015	25.4%
Cultural/Arts Institutions	Cultural/arts nonprofit revenue per capita in constant dollars	2010	$105.90	2012	$114.69
Voter Participation	Voter turnout among registered voters in the presidential election	2008	69.5%	2016	67.5%
School Quality	Percent of third grade public school students who meet reading proficiency standards	2016	55.6%	2017	57.2%
High School Graduation	Percent of public high school students who graduate within four years	2010-2011	79.5%	2016-2017	86.9%
College Attainment	Percent of adults age 25 and over with a bachelor's or graduate degree	2010	29.9%	2016	34.1%

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Memo to: Board of Directors

From: Staff

Subject: 2018 Regional Safety Performance Targets

Date: February 14, 2018

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015 and guides how project planning and programming is conducted by state departments of transportation (DOTs) and metropolitan planning organizations (MPOs). The FAST Act continues the National Highway Performance Program (NHPP) established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) which requires a performance-driven, outcome-based planning and programming process. A crucial element of the NHPP process is the establishment of performance targets and measures to achieve desired outcomes across the transportation system. These performance targets are intended to ensure state DOTs and MPOs invest resources in transportation projects that make progress toward the achievement of national goals including: safety, infrastructure condition/state of good repair, congestion reduction, transportation system reliability, freight movement/economic vitality, environmental sustainability, and reduced project delivery delays.

State DOTs and MPOs are given separate responsibilities for establishing performance targets and using a set of performance measures to track progress toward meeting those targets for safety, bridge and pavement condition, air quality, freight movement, and system reliability.

The Safety Performance Measure (Safety PM) requires state DOTs and MPOs to establish safety targets as five-year rolling averages on all public roads for:

- number of fatalities;
- rate of fatalities per 100 million vehicle miles traveled (VMT);
- number of serious injuries;
- rate of serious injuries per 100 million VMT; and
- number of non-motorized fatalities and non-motorized serious injuries.

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State DOTs are required to establish quantitative targets. The actual target should be set to what the state believes it can achieve; the rule does not specify or provide guidance for how ambitious the targets should be. Each year the Federal Highway Administration (FHWA) will evaluate whether states have met or made significant progress toward meeting their safety targets. FHWA will consider states to be in compliance if they have met or improved from the baseline in at least four of the five required performance targets. Each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority (funding) equal to the baseline year Highway Safety Improvement Program (HSIP) apportionment to fund only safety projects.

By contrast, MPOs can either choose to set quantitative regional targets or commit to help implement the state's target by planning for and programming safety projects. As the MPO for the St. Louis region the East-West Gateway Board of Directors has until the end of February 2018 to establish its targets. After that, the agency is required to update its safety targets each year in a report to the state DOTs. East-West Gateway will also need to integrate the Safety PM into its planning processes by including it in the metropolitan transportation plan, *Connected2045*. In addition, East-West Gateway is required to show how investments in the transportation improvement program (TIP) help achieve the Safety PM targets.

While developing the regional safety targets, staff analyzed state targets set by both IDOT and MoDOT and compared those to statewide and regional trends in both traffic safety and transportation funding for safety projects. MoDOT's targets (7% fatality reduction, 4% serious injury reduction, and a 4 % non-motorized reduction) are ambitious, but seem unlikely to be achieved in the period of one year given current trends and levels of proposed funding. IDOT's targets (2% reductions in fatalities, serious injuries, and non-motorized fatalities and serious injuries) fall more in line with setting targets for the region as a whole given current trends and levels of proposed funding.

Taking a conservative approach to setting the targets given current trends and levels of proposed funding, staff is recommending the Board establish quantitative safety targets for the East-West Gateway planning area as follows:

2018 Regional Safety Performance Targets for the St. Louis Metropolitan Area	
Target Annual Reduction Values	
Fatality Reduction	2%
Serious Injury Reduction	2%
Reduction in Bike/Pedestrian Fatalities and Serious Injuries Combined	2%

2018 Safety Performance Targets	
Fatalities	261.2
Fatality Rate (per 100 Million VMT)	0.9
Serious Injuries	1,732.6
Serious Injury Rate (per 100 Million VMT)	5.94
Number of Bike/Pedestrian Fatalities and Serious Injuries Combined	205.3

These targets can be reset by East-West Gateway every year to reflect the most current trends in the data as well as funding availability.

A summary of the Safety PM requirements as set out in the FHWA final rule is attached. Also, with the requirement to establish performance targets and performance measures to track progress toward meeting targets for bridge and pavement condition, air quality, freight movement, and system reliability staff will be coming back to the Board later this year with recommendations on how to proceed.

Staff Recommendation: Staff recommends approval of 2018 regional safety performance targets and target annual reduction values.

Safety Performance Measures Fact Sheet

Safety Performance Measures

Number of Fatalities: The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.

Rate of Fatalities: The ratio of total number of fatalities to the number of vehicle miles travelled (VMT, in 100 million VMT) in a calendar year.

Number of Serious Injuries: The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.

Rate of Serious Injuries: The ratio of total number of serious injuries to the number of VMT (in 100 million VMT) in a calendar year.

Number of Non-motorized Fatalities and Non-motorized Serious Injuries: The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

Five Performance Measures	
✓	Number of Fatalities
✓	Rate of Fatalities per 100 million VMT
✓	Number of Serious Injuries
✓	Rate of Serious Injuries per 100 million VMT
✓	Number of Non-motorized Fatalities and Non-motorized Serious Injuries

Data Sources

Fatality Data: Fatality Analysis Reporting System (FARS). Final FARS data is to be used if it is available, otherwise FARS Annual Report File (ARF) data may be used, which is generally available one year before Final FARS data.

Volume Data: State VMT data is derived from the Highway Performance Monitoring System (HPMS). Metropolitan Planning Organization (MPO) VMT, if applicable, is estimated by the MPO.

Serious Injury Data: State motor vehicle crash database. Agencies must use the definition for "Suspected Serious Injury (A)" from the MMUCC, 4th edition by April 14, 2019. Prior to April 14, 2019 agencies may use injuries classified as "A" on the KABCO scale through use of NHTSA conversion tables. However, agencies are encouraged to begin using the MMUCC, 4th edition definition and attributes at the beginning of 2019 for a complete and consistent data file for the calendar year.

Number of Non-motorized Fatalities and Non-motorized Serious Injuries: FARS and State motor vehicle crash database. The number of non-motorized fatalities is the total number of fatalities with the FARS person attribute codes: (5) Pedestrian, (6) Bicyclist, (7) Other Cyclist, and (8) Person on Personal Conveyance. The number of non-motorized serious injuries is the total number of serious injuries where the injured person is, or is equivalent to, a pedestrian (2.2.36) or a pedalcyclist (2.2.39) as defined in ANSI D16.1-2007.

What You Need to Know About Establishing Targets

States:

- States will first establish statewide targets in their August 31, 2017 HSIP Annual Report for calendar year 2018, and annually thereafter.
- Targets are applicable to all public roads regardless of functional classification or ownership.
- For common performance measures (number of fatalities, rate of fatalities and number of serious injuries), targets must be identical to the targets established for the NHTSA Highway Safety Grants program in the Highway Safety Plan.
- States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any or all of the measures. If a State choses to do so, it is required to report the urbanized area boundaries used and evaluate and report progress for each target. Urbanized and non-urbanized area targets are not included in the significant progress determination.

Coordination and Collaboration:

- Performance management connects the Highway Safety Improvement Program (HSIP) and Highway Safety Plan (HSP) to the Strategic Highway Safety Plan (SHSP) to promote a coordinated relationship for common performance measures, resulting in comprehensive transportation and safety planning.
- The State DOT and MPOs in the State must coordinate when establishing targets, to the maximum extent practicable.
- A wide range of stakeholders should work together to establish targets. This includes, the State DOT, State Highway Safety Office, MPOs, FHWA Division Office, NHTSA Regional Office, Law Enforcement Agencies and EMS (Include all 4 E's of Highway Safety)
- Set targets that are data-driven and realistic, maintain momentum and remain focused.

What You Need to Know About Establishing Targets (continued)

MPOs:

- MPOs must establish targets specific to the MPO planning area for the same five safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes each target. The MPO can chose between:
  - agreeing to support the State target; ***OR***
  - establishing specific numeric targets for a safety performance measure (number or rate);
  - MPOs may select either option for each individual safety performance measure.
- MPOs that choose to establish a rate target must report the VMT estimate used to establish that target and the methodology to develop the VMT estimate. MPOs should make maximum use of data prepared for HPMS when preparing the rate-based target denominator. If an MPO develops data specifically for the denominator, it should use methods to compute VMT that are consistent with those used for other Federal reporting purposes.
- MPO targets are reported to the State DOT, which must be able to provide them to FHWA, upon request. MPO targets are not included in the assessment of whether a State met or made significant progress toward meetings its targets.

Performance Measure	State Target			MPO Target *For Each Performance Measure, Support State Target **or** Establish MPO-Specific Target*
	Target Reported in HSIP Annual Report for FHWA		Target Reported in Highway Safety Plan for NHTSA	
Number of Fatalities	✓	=	✓	✓
Rate of Fatalities	✓	=	✓	✓
Number of Serious Injuries	✓	=	✓	✓
Rate of Serious Injuries	✓		Not required	✓
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	✓		Not required	✓

Example Target Calculations

5-Year Rolling Average: Each target is based on a 5-year rolling average, which is the average of 5 individual, consecutive points of data. The 5-year rolling average provides a better understanding of the overall data over time without eliminating years with significant increases or decreases; and provides a mechanism for accounting for regression to the mean. If a particularly high or low number of fatalities and/or serious injuries occur in one year, a return to a level consistent with the average in the previous year may occur.

The ***number targets*** are calculated by adding the number for the measure for each of the most recent 5 consecutive years ending in the year for which the targets are established, dividing by 5, and rounding to the ***tenth*** decimal place. The ***rate targets*** are calculated similarly yet rounded to the ***thousandth*** decimal place. This more accurately reveals the change from one 5-year average to another that might otherwise be obscured if the number was truncated.

Example: Number of Fatalities

Year	2011	2012	2013	2014	2015
Number of Fatalities	471	468	493	468	462*

**From FARS Annual Report File, if Final FARS is not available*

To determine the target for number of fatalities:

- Add the number of fatalities for the most recent 5 consecutive calendar years ending in the year for which the targets are established: **471 + 468 + 493 + 468 + 462 = 2,362**
- Divide by five and round to the nearest tenth decimal place: **2,362 / 5 = 472.4**

Example: Rate of Fatalities

Year	2011	2012	2013	2014	2015
Number of Fatalities	471	468	493	468	462*
100 VMT	454	490	466	492	495
Rate of Fatalities	1.04	0.96	1.06	0.95	0.93

**From FARS Annual Report File, if Final FARS is not available*

To determine the target for rate of fatalities:

- Add the rate of fatalities for the most recent 5 consecutive calendar years ending in the year for which the targets are established: **1.04 + 0.96 + 1.06 + 0.95 + 0.93 = 4.94**
- Divide by five and round to the nearest thousandth decimal place: **4.94 / 5 = 0.988**

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Memo 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 IDOT

Date: February 14, 2018

The Illinois Department of Transportation (IDOT) has requested modifications to the FY 2018-2021 TIP, *Connected2045*, and related Air Quality Conformity Determination. In all, they are requesting to add seven new projects and modify seven existing projects.

Illinois New Projects

IDOT is requesting to add seven new projects. One project (TIP# 6650D-18) will utilize IDOT's ADA set-aside. Two projects (TIP# 6450B-18 & 6450C-18) will utilize IDOT's bridge deck sealing set-aside. Funding for the other projects is coming from a combination of bid savings and unused line items from other projects. Also, projects were delayed to state FY 2019 (July 1, 2018 to June 30, 2019), but remain programmed in federal FY 2018 (October 1, 2017 to September 30, 2018). IDOT is advancing or adding projects to state FY 2018 to utilize available funds.

These projects are summarized below:

New Projects - Illinois					
Sponsor / TIP #	**Title – Limits**	**Description of Work**	**County**	**Federal Cost**	**Total Cost**
IDOT / 6650D-18	US 50 – 3rd St to Seven Hills Rd in O'Fallon	ADA improvements	St. Clair	$320,000	$400,000
IDOT / 6450B-18	Bridge Deck Sealing – Various locations in Madison County	Bridge deck sealing	Madison	$420,000	$525,000
IDOT / 6450C-18	Bridge Deck Sealing – Various locations in St. Clair County	Bridge deck sealing	St. Clair	$320,000	$400,000
IDOT / 6804W-18	IL 4 – 0.4 miles north of I-64 to 0.2	Resurfacing	St. Clair	$1,280,000	$1,600,000

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New Projects - Illinois					
Sponsor / TIP #	**Title – Limits**	**Description of Work**	**County**	**Federal Cost**	**Total Cost**
	miles south of IL 161				
IDOT / 6804M-18	IL 161 – 0.2 miles east of Dutch Hollow Rd to 0.1 miles east of IL 159	Resurfacing, ADA improvements	St. Clair	$3,680,000	$4,600,000
IDOT / 6804Y-18	IL 160 – Highland Rd to Clinton County line	Resurfacing	Madison	$2,320,000	$2,900,000
IDOT / 6804Z-18	IL 140 – 0.1 miles east of S Moreland Rd to 0.2 miles west of IL 159	Resurfacing	Madison	$1,840,000	$2,300,000
			TOTAL:	**$10,180,000**	**$12,725,000**

Illinois Modified Projects

IDOT has requested to modify seven projects in the TIP. Six of these are being accelerated to FY 2018 from later fiscal years. One project (TIP# 6804R-18) is being modified to reflect a cost increase of greater than 15 percent. Funding for the other projects is coming from a combination of bid savings and unused line items from other projects.

These projects are summarized below:

Modified Projects - Illinois				
Sponsor / TIP # / County	**Project Title - Limits**	**Description of Work**	**Current Cost/ Revised Cost**	**Reason for Change**
IDOT / 6804J-21 / St Clair	US 50 – IL 4 N Junction in Lebanon to 0.3 miles west of Old US 50	Resurfacing	$1,200,000 / $900,000	Accelerate from FY 2021 to FY 2018
IDOT / 6681-20 / Madison	IL 4 – Macoupin County to 0.3 miles south of I-55	Resurfacing	$2,500,000 / $1,700,000	Accelerate from FY 2020 to FY 2018
IDOT / 6680-20 / Madison	US 40 – 0.2 miles east of Bethany Ln to 0.1 miles east of IL 4 Ramp	Resurfacing	$1,600,000 / $1,200,000	Accelerate from FY 2019 to FY 2018
IDOT / 6674-18 / Madison	US 40 – Over East Fork Silver Creek 0.4 miles west of IL 4	Bridge deck waterproofing	$400,000 / $400,000	Accelerate from FY 2019 to FY 2018
IDOT /	IL 161 – IL 158 E	Resurfacing	$3,200,000 /	Accelerate from

Modified Projects - Illinois				
Sponsor / TIP # / County	**Project Title - Limits**	**Description of Work**	**Current Cost/ Revised Cost**	**Reason for Change**
6684-20 / 6684A-18 / St Clair	Junction to 0.2 miles east of IL 4		$2,700,000	FY 2019 to FY 2018
IDOT / 6804C-18 / St Clair	US 50 – IL 4 to 0.1 miles west of Rieder Rd	Resurfacing	$1,400,000 / $1,500,000	Accelerate from FY 2020 to FY 2018
IDOT / 6804R-18 / St Clair	IL 15 – 0.4 miles west of IL 163 to 0.5 miles east of I-255	Resurfacing and median barrier	$3,500,000 / $4,500,000	Cost Increase Greater than 15%

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

Amendment # **0118-049**
TIP # **6650D-18**
Sponsor # **C-98-223-18**

PROJECT SPONSOR: **IDOT**

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

TITLE: **US 50**

LIMITS: 3rd St to Seven Hills Rd in O'Fallon

DESCRIPTION: ADA Improvements

COUNTY: St. Clair

FUNDING SOURCE: Surface Transportation Block Grant (STBG)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$320,000	$80,000	$400,000
Total	$320,000	$80,000	$400,000

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

STAFF RECOMMENDATION: Approval

Amendment # **0118-050**
TIP # **6450B-18**
Sponsor # **C-98-145-18**

PROJECT SPONSOR: **IDOT**

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

TITLE: **Bridge Deck Sealing**

LIMITS: Various locations in Madison County

DESCRIPTION: Bridge deck sealing

COUNTY: Madison

FUNDING SOURCE: Surface Transportation Block Grant (STBG)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$420,000	$105,000	$525,000
Total	$420,000	$105,000	$525,000

AIR QUALITY CONFORMITY: Not Regionally Significant

STAFF RECOMMENDATION: Approval

Amendment # **0118-051**
TIP # **6450C-18**
Sponsor # **C-98-187-18**

PROJECT SPONSOR: **IDOT**

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

TITLE: **Bridge Deck Sealing**

LIMITS: Various locations in St. Clair County

DESCRIPTION: Bridge deck sealing

COUNTY: St. Clair

FUNDING SOURCE: Surface Transportation Block Grant (STBG)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$320,000	$80,000	$400,000
Total	$320,000	$80,000	$400,000

AIR QUALITY CONFORMITY: Not Regionally Significant

STAFF RECOMMENDATION: Approval

Amendment # **0118-052**
TIP # **6804W-18**
Sponsor # **C-98-208-18**

PROJECT SPONSOR: **IDOT**

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

TITLE: **IL 4**

LIMITS: 0.4 miles north of I-64 to 0.2 miles south of IL 161

DESCRIPTION: Resurfacing

COUNTY: St. Clair

FUNDING SOURCE: Surface Transportation Block Grant (STBG)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$1,280,000	$320,000	$1,600,000
Total	$1,280,000	$320,000	$1,600,000

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

STAFF RECOMMENDATION: Approval

Amendment # **0118-053**
TIP # **6804M-18**
Sponsor # **C-98-074-14**

PROJECT SPONSOR: **IDOT**

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

TITLE: **IL 161**

LIMITS: 0.2 miles east of Dutch Hollow Rd to 0.1 miles east of IL 159

DESCRIPTION: Resurfacing, ADA improvements

COUNTY: St. Clair

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$3,680,000	$920,000	$4,600,000
Total	$3,680,000	$920,000	$4,600,000

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

STAFF RECOMMENDATION: Approval

Amendment # **0118-054**
TIP # **6804Y-18**
Sponsor # **C-98-214-18**

PROJECT SPONSOR: **IDOT**

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

TITLE: **IL 160**

LIMITS: Highland Rd to Clinton County line

DESCRIPTION: Resurfacing

COUNTY: Madison

FUNDING SOURCE: Surface Transportation Block Grant (STBG)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$2,320,000	$580,000	$2,900,000
Total	$2,320,000	$580,000	$2,900,000

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

STAFF RECOMMENDATION: Approval

Amendment # **0118-055**
TIP # **6804Z-18**
Sponsor # **C-98-209-18**

PROJECT SPONSOR: **IDOT**

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

TITLE: **IL 140**

LIMITS: 0.1 miles east of S Moreland Rd to 0.2 miles west of IL 159

DESCRIPTION: Resurfacing

COUNTY: Madison

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$1,840,000	$460,000	$2,300,000
Total	$1,840,000	$460,000	$2,300,000

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

STAFF RECOMMENDATION: Approval