AGENDA
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
EXECUTIVE ADVISORY COMMITTEE
TUESDAY, AUGUST 21, 2018 – 2:00 PM

1. CALL TO ORDER

2. APPROVAL OF MINUTES OF JUNE 19, 2018

3. DISCUSSION ITEMS

A. HomeGrown STL - - Dr. Sean Joe

B. Draft FY 2019-2022 Transportation Improvement Program and Regional Air Quality Conformity Determination -- Jason Lange

4. ACTION ITEMS

A. Implementation of Recommendations from the May 30, 2018 Board Summit - - Jim Wild

B. Selection of the Locally Preferred Alternative for the Northside-Southside MetroLink Route - - Julia Suprock

C. Auditors' Report on Financial Statements for Calendar Year 2016 - - Royce Bauer

D. Amendment to FY 2019 Unified Planning Work Program - Addition of work program element 2.12a – Illinois Great Streets Planning Initiative - - Paul Hubbman

E. Amendment to FY 2019 Unified Planning Work Program – element 2.13 Great Streets Initiative - - Paul Hubbman

F. Amendment to the 2019 Unified Planning Work Program – element 2.39 Updating the All-Hazard Mitigation Plan for the Missouri Portion of the Region - - MaryGrace Lewandowski

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

H. Regional Security Expenditures - - Nick Gragnani

5. OTHER BUSINESS

6. ADJOURNMENT

NEXT MEETING DATE: TUESDAY, SEPTEMBER 18, 2018

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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Bi-State Development
Executive Director
James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Project Notifications

Date: August 13, 2018

Attached is the Project Notification list for June through August 10, 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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Template Project Reviews for East-West Gateway Council of Governments
June, July and through August 10, 2018

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE, LOCAL/OTHER	TOTAL
St. Louis, MO	Places for People St. Louis, MO #1812049	Substance Abuse and Mental Health Services Projects of Regional and National Significance Treatment, Linkage and Care (TLC) ACT team for Recovery for people with severe mental illness who are high utilizers of emergency rooms	HHS	$676,761	State: $389,095	$1,065,856
City of St. Louis, MO St. Louis, MO	Epworth Children and Family Services #1812050	Education and Prevention Grants to Reduce Sexual Abuse of Runaway, Homeless and Street Youth Epworth's Street Outreach Services	HHS	$150,000	Applicant: $16,978	$166,978
St. Louis, MO	St. Louis University #1812054	Forest Health Protection Design, fabrication and field demonstration of an aerial pore sampling system, integrated on an unmanned aerial system	USDA	$12,500	Local: $12,500	$25,000
St. Louis, MO	Young Women's Christian Association of Metropolitan St. Louis #1812065	Head Start Head Start and Early Head Start Services	HSS	$522,838	Applicant: $115,777	$638,605
St. Louis County, MO	The Dewight E. Patton Jr. Foundation Hazelwood,	Juvenile Mentoring Program Equip, Empower and Engage Program (3E) – Life Skills	DOJ	$375,696	Applicant: $6,000 Other:	$385,196

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE, LOCAL/OTHER	TOTAL
	MO #1812078				$1,000 Program Income: $2,500	
St. Louis, MO	MERS Missouri Goodwill Industries #1812083	Juvenile Mentoring Program MERS Missouri Goodwill Industries Juvenile Transition Program – Mentoring Services Expansion	DOJ	$500,000		$500,000
City of St. Louis, MO	Queen of Peace Center #1901015	Substance Abuse and Mental Health Services Projects of Regional and National Significance Queen of Peace Center Targeted Capacity Expansion: Medication Assisted Treatment – Prescription Drug and Opioid Addiction QMAT	HHS	$1,568,090		$1,568,090
St. Louis, MO	Criminal Justice Ministry #1901016	Substance Abuse and Mental Health Services Projects of Regional and National Significance STREET (St. Louis Targeted Response – Enhanced Evaluation & Treatment) program	HHS	$1,572,769		$1,572,769
City of St. Louis, MO	City of St. Louis #1901024	Airport Improvement Program Replacement of ARFF vehicle	DOT	$202,089	Applicant: $67,363	$269,452
City of St. Louis, MO	City of St. Louis #1901027	Airport Improvement Program Reconstruction of RW 12L-30R outer panels from TWL to TWJ; Replace RW 120L-30R electrical circuits	DOT	$10,187,066	Applicant: $3,401,613 Other: $17,775	$13,606,454
City of St. Louis, MO	City of St. Louis	Airport Improvement Program Design of the reconstruction of taxiway	DOT	$407466	Applicant: $135,822	$543,288

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE, LOCAL/OTHER	TOTAL
	#1901028	KILO from RW 12L-30R outer panels from TWL to TWJ; Replace RW 120L-30R electrical circuits				
St. Louis, MO & City of St. Louis	Bilingual International Assistant Services #1901037	Assistance for Torture Victims St. Louis Partnership for survivors – Wrap around, holistic, clinical services to survivors of torture in St. Louis City and County	HHS	$993,200	Applicant: $60,000 Local: $1,000,000 Other: $201,988 Program Income: $24,000	$2,279,188
St. Louis, MO	The Washington University St. Louis MO #1901038	Substance Abuse and Mental Health Services Projects of Regional and National Significance St. Louis Regional Infant Mental Health Consortium Project	HHS	$2,500,000	Applicant: $550,000	$3,050,000
Jefferson County, MO	Community Treatment Incorporated Festus, MO #1901047	Heath Center Program (Community Health Centers, Migrant Health Centers, Health Care for the Homeless, and Public Housing Primary Care Health Center Program	HHS	$269,250		$269,250
St. Charles County, MO	Preferred Family Healthcare, Inc., St. Charles MO #1901054	Heath Center Program (Community Health Centers, Migrant Health Centers, Health Care for the Homeless, and Public Housing Primary Care Health Center Cluster	HHS	$335,250		$335,250
St. Louis, MO	Fontbonne University, St. Louis MO #1901056	Special Education – Personnel Development to Improve Services and Results for Children with Disabilities Interprofessional Concentration in High-Intensity Needs to Prepare Speech-Language Pathologists and Special	ED	$1,249,999.31		$1,249,999.31

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE, LOCAL/OTHER	TOTAL
		Educators to Work with Learners using Augmentative Communication				
St. Louis, MO	Department of Public Safety, Jefferson City, MO #1901064	Project Safe Neighborhoods Project Safe Neighborhoods, Eastern District	DOJ	$184069		$184,069
St. Charles, MO	City of St. Charles, MO #1901065	National Infrastructure Investments Bangert Island Riverfront Transformation Project	DOT	$25,000,000	Applicant: $15,850,000 Local: $11,600,000	$52,450,000
St. Louis, MO	The Curators of the University of Missouri on behalf of UMSL St. Louis #1901080	Child Care Access Means Parents in School Triton Student Parent Success: A Multifaceted Approach to Persistence	ED	$132,963	Applicant: $31,322	$164,285
Jefferson, MO	Jefferson County, MO #1901089	Edward Byrne Memorial Justice Assistance Grant Program Jefferson County Sheriff's Office Communications Enhancement #5	DOJ	$27,236		$27,236
Franklin, MO	National Council on Alcoholism and Drug Abuse – St. Louis Area #1901092	Rural Health Care Services Outreach, Rural Health Network Development and Small Health Care Provider Quality Improvement Program Rural Franklin County Opioid Response Planning Project	HHS	$200,000		$200,000
St. Louis, MO	City of University City, MO	Edward Byrne Memorial Justice Assistance Grant Program	DOJ	$16,683		$16,583

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE, LOCAL/OTHER	TOTAL
	#1901094	Edward Byrne Memorial Justice Assistance Grant Program – FY 2018 Local Solicitation – Taser Gun Replacement Project				
City of St. Louis, MO	Grace Hill Settlement House #1902005	Head Start Head Start and Early Head Start	HHS	$4,294,016	Applicant: $1,073,505	$5,367,521
St. Louis, MO	Urban League of Metropolitan St. Louis #1902008	Head Start Head Start and Early Head Start	HHS	$2,821,872	Applicant: $705,468	$3,527,340
City of St. Louis, MO	City of St. Louis #1902022	Edward Byrne Memorial Justice Assistance Grant Program City of St. Louis Justice Assistance Program	DOJ	$435,554		$435,554
St. Louis, MO	St. Louis Economic Development Partnership #1902025	Investments for Public Works and Economic Development Facilities Expansion of STL Partnership Helix Center @ 39 North	DOC	$2,000,000	Applicant: $13,000,000	$15,000,000

MINUTES

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
EXECUTIVE ADVISORY COMMITTEE
JUNE 19, 2018

Members Present
Tom Curran, St. Louis County, MO, *Chair*
Tom Blair, MoDOT
David Courtway, Jefferson County, MO
Gary Elmestad, St. Charles County, MO
Norman Etling, St. Clair County, IL
Maurice Falls, City of St. Louis, MO
Barb Hohlt, St. Clair County, IL
Douglas Hulme, Madison County
Curtis Jones, IDOT
Edie Koch, Monroe County, IL
Jessica Mefford-Miller, Metro/Bi-State Development
Luke Sapa, City of St. Louis, MO
Bill Schnell, MoDOT
Wesley Stephens, MoDOT
Stephanie Leon-Streeter, St. Louis County, MO
Jonathan Zimmerman, Franklin County, MO

EWGCOG Staff:

Jim Wild, Royce Bauer, Jerry Blair, Dale Chambers, Joyce Collins-Catling, Ross Friedman, Nick Gragnani, Ajdin Hamzagic, Bonnie Harper, Paul Hubbman, Dan Hutti, Frank Johnson, Peter Koeppel, Jason Lange, Carol Lawrence, Mary Grace Lewandowski, Marcie Meystrik, Maureen McCarthy, Christopher Michael, Anna Musial, Sonya Pointer, Amir Poorfakhrael, Warren Sallade, Josh Schwenk, Lubna Shoaib, Michael Wohlstadter, Aaron Young

CALL TO ORDER

The Executive Advisory Committee was called to order by Tom Curran, Chair.

APPROVAL OF MINUTES OF MAY 22, 2018 MEETING

Motion was made by Mr. Elmestad, seconded by Mr. Schnell, to approve the minutes of the May 22, 2018 meeting. Motion carried, all voting aye.

DISCUSSION ITEMS

Missouri Department of Transportation
Tom Blair, MoDOT, representing Patrick McKenna, gave a brief update on MoDOT's long range plan, and the I-270 reconstruction. He pointed out, that due to the project's importance and size it is necessary to have the full support of the EWGCOG Board of Directors. He indicated that there is currently $230 million in the draft State Transportation Improvement Program (STIP) for the I-270 project which is anticipated to be approved at the July Commission meeting. Mr. Curran inquired if there was any input from a funding standpoint regarding SB1460. Mr. Blair stated that MoDOT is very positive about the support from the Governor's office. Mr. Elmestad pointed out that St. Charles County is very supportive of this project and initiatives, but expressed concern regarding the funding package being divided up in a more competitive process. He also expressed a need for other corridors such as I-70. Mr. Blair pointed out that with the new ballot measure, there is no list, but there is a process in place where the region decides where monies are spent.

I-70 Planning and Environmental Linkages
This discussion item was moved up to allow the MetroLink consultants time to arrive from another meeting. Wesley Stephen, MoDOT, thanked the Committee for the opportunity to examine the findings of the study which is nearing its completion. He discussed the vision, analysis, outcomes and recommendations for the Envision I-70 Study project. Mr. Stephen then pointed out that after several meetings including public meetings, it was determined that some adjustments needed to be made to the study. As a result, necessary steps were made to establish strategies that would effectively address the needs for the 40-mile corridor covered in this study. Mr. Curran asked if there was a target date for the completion of the study, and Mr. Stephen replied that they will be making recommendations at next week's EWGCOG Board of Directors meeting, and that there will be a White Paper issued in the next six months. Mr. Elmestad noted that there have been staffing changes at the City of St. Louis and inquired if the City is engaged in this study. Mr. Stephen answered that in terms of key influencers, they have met with members of the council and a number of others who are instrumental in developing the White Paper, and feels that all bases have been covered. Mr. Falls noted that he has spoken with Rich Bradley, President of the St. Louis City Board of Public Service, who is fully aware and engaged with the study.

MetroLink System-Wide Security Assessment
Lurae Stuart, WSP Project Lead, provided a brief introduction/background on the MetroLink Security Assessment and walked through the expected accomplishments for the assessment. She discussed the contract tasks noting challenges expected to be encountered and pointed out that the schedule runs from May through December. Ms. Stuart then gave an overview of key terms that will be used throughout the assessment and noted the team is currently meeting with stakeholders and taking inventory of good/bad perspectives of the MetroLink System, looking at security staffing, as well as the fare system. Additionally, the team will be reviewing peer agencies with comparable systems and comparable challenges. Ms. Stuart mentioned there is a CPTED Training session scheduled for June 28th and all are invited to attend. She said they are open to comments regarding the system and a survey will be sent out soon. Mr. Curran noted that Mr. Wild would be able to forward to the Committee any information received.

Where We Stand Update on Mode Choice
Dan Hutti, EWGCOG, gave an overview of the regional statistics contained in the current *Where We Stand* update that looking at the proportion of workers who commute by non-single occupancy vehicles. The updated includes public transportation, carpooling, walking, biking, and telecommuting. He briefly discussed the major points of tables that rank the St. Louis region with peer regions going over percentages of commuters split by county, age, and race/ethnicity. The update is expected to be available online soon.

Regional Approach to Summit Themes
Jim Wild, EWGCOG, briefed the Committee on the Summit and noted that the final report is not available as yet. The Summit resulted in good conversation with interesting perspectives on all four of the focused/themed areas of the Summit (economic development, workforce and education, crime and public safety, and a common regional voice on statewide policy). Mr. Wild pointed out that the inclusion of the business community and not-for-profit/human services sectors was significant and they engaged in the conversation with the Board members for the remainder of the day. He indicated that the process will enable the region to collaborate and coordinate on the different issues by aligning and amplifying the work that's already being done in St. Louis. Mr. Wild noted that one of the recommendations coming out of the Summit is the formation of working groups in each of the four areas discussed at the Summit, similar to the approach used during the formation of the Freightway. He noted that if anyone is interested in becoming a part of those working groups, to please discuss with their executive.

ACTION ITEMS

Authorization to Enter Into a lease for Office Space
Royce Bauer, EWGCOG, stated that the Council's current lease is set to expire on December 31, 2018. She said that Council solicited lease proposals for space that would meet the needs of the Council. Our request for proposal called for a long term lease with adequate space to accommodate our staff and meeting space requirements in the downtown area with nearby parking. Proposals were received from Gateway Tower, St. Louis Place, 100 North Broadway, and One Metropolitan Square. After reviewing the proposals and the offered spaces, staff recommends that the Executive Director be authorized to negotiate and execute a 10 year lease for office space with Sovereign Partners, LLC for space in the Gateway Tower Building.

Motion approving the recommendation was made by Mr. Etling, seconded by Mr. Zimmerman. Motion carried, all voting aye.

Resolution to Approve and Adopt the Title VI Program
Jim Wild, EWGCOG, stated that as a federal-aid recipient, EWGCOG is required to develop a Title VI Program which demonstrates how the agency will ensure compliance with the non-discrimination requirements expressed in Title VI of the Civil Rights Act of 1964 as well as Executive Orders pertaining to Environmental Justice and Limited English Proficiency (collectively referred to as Title VI). He pointed out that this plan has to be updated every three years, and was last approved in 2016. Staff has completed the update which has been reviewed and concurred by the FTA. Staff recommends that the Board of Directors adopt the resolution that: (1) approves/adopts the Title VI Program, (2) authorizes the Executive Director to sign the Title VI Assurance, and (3) authorizes the Executive Director to make certain minor changes to the Title VI Program.

Motion approving the recommendation was made by Ms. Mefford-Miller, seconded by Ms. Hohlt. Motion carried, all voting aye.

Extension of September 30, 2018 Suspense Date for Locally Sponsored Projects
Josh Schwenk, EWGCOG, summarized staff's recommendation to provide nine -month extensions to the suspense dates of 18 projects, as referenced in the meeting materials. Federal funds for the projects must be obligated no later than June 30, 2019.

Motion approving the recommendation was made by Mr. Courtway, seconded by Mr. Zimmerman. Motion carried, all voting aye.

Amendments to the FY 2018-2021 Transportation Improvement Program (TIP), *Connected2045*, and the Related Air Quality Conformity Determination – Requested by Illinois and Missouri Sponsors
Josh Schwenk, EWGCOG, summarized staff's recommendation to revise the FY 2018-2021 TIP, *Connected2045*, and related Air Quality Conformity Determination to add three new projects.

This projects are summarized below:

TIP #	Sponsor	Action	Description
6853A-18	MoDOT	Add	Jefferson County -- MO 30 – West OF Ottomeyer Road -- Slide repair
6887S-18	MoDOT	Add	Franklin County -- MO K – Over Meramec River -- Bridge scour Repair (A3871)
6892A-18	MoDOT	Add	Jefferson County -- MO H – Over Big River -- Bridge scour Repair (A1031)

Motion approving the recommendation was made by Mr. Etling, seconded by Ms. Leon-Streeter. Motion carried, all voting aye.

Regional Security Expenditures
Nick Gragnani, EWGCOG, presented the request for the Board to approve the expenditure of funds to allow the Executive Director to enter into a contract with Hagerty Consulting, Inc. to develop the St. Louis Regional Complex Coordinated Terrorist Attack Response Plan and conduct training and exercises; for the purchase of 10 Automatic License Plate Reader Cameras from Turnkey Mobile; for the purchase of rope rescue equipment to include static kernmantel rope, prussik cord, tubular rescue webbing, from Kenco Fire Equipment, Inc.; for the purchase of various shoring equipment from Banner Fire, Inc.; and for the purchase of 300 Intrinsically Safe portable radio batteries from Warner Communications Corporation; for a total amount not to exceed **$1,005,471** from the CCTA and the UASI grant programs.

Motion approving the recommendation was made by Mr. Schnell, seconded by Mr. Falls. Motion carried, all voting aye.

OTHER BUSINESS

Jim Wild invited all to the July 6th Fireworks Viewing Party to be held our offices, and should please contact Joyce with your names.

ADJOURNMENT

Motion to adjourn the meeting was made by Mr. Schnell, seconded by Ms. Hohlt. Motion carried, all voting aye.

Respectfully submitted,

James M. Wild
Secretary, Board of Directors

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James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Draft FY 2019-2022 Transportation Improvement Program and Regional Air Quality Conformity Determination

Date: August 14, 2018

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

The draft FY 2019-2022 TIP has been developed using priorities, procedures, and policies approved by the Board of Directors through the adoption of the long-range transportation plan. Staff has worked with project sponsors, funding agencies, and advisory committees to develop the recommended program of projects.

Total Program Summary
The TIP contains 778 new and previously programmed projects totaling nearly $2.36 billion. The majority of these projects (587) are currently programmed in the FY 2018-2021 TIP and are presented for "reprogramming." With some adjustments, due primarily to revisions in project cost estimates and schedule modifications, all of the projects proposed by sponsors to retain their program status are recommended for reprogramming.

IDOT Program Summary
The Illinois Department of Transportation's (IDOT) proposed program contains 63 projects at a total cost of $289.4 million. This includes 45 reprogrammed or rescheduled projects and 18 new projects. Road and bridge projects sponsored by IDOT have been reviewed and included in the draft TIP as submitted.

Of IDOT's total program, approximately 80 percent is designated for preserving the existing infrastructure and 3 percent of the funding is designated for adding capacity to the system. Almost 11 percent of IDOT's funding will address operational and safety needs, while the remaining 6 percent is allocated toward funding set-asides like safety and maintenance. As projects are identified to use funds allocated to the set-asides, the projects will be amended to the TIP in the future.

MoDOT Program Summary
The Missouri Department of Transportation's (MoDOT) proposed program contains 183 projects at a total cost of $962.2 million. This includes 131 reprogrammed or rescheduled

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projects and 52 new projects. Road and bridge projects sponsored by MoDOT have been reviewed and included in the draft TIP as submitted.

MoDOT's total program designates 75 percent of the program for preserving the existing infrastructure. Nearly 13 percent of MoDOT's funding will address operational and safety needs. The remaining 12 percent of MoDOT's total program is allocated for projects such as studies, set asides, or payback projects including bonds for the Mississippi River Bridge, Safe and Sound Bridge Improvement Program, and I-64 reconstruction.

Transit Program Summary
In Missouri and Illinois, 180 transit projects (160 reprogrammed and 20 new) were submitted for programming. The total cost of the transit projects is $627.7 million.

Bi-State Development/Metro's proposed program consists of 105 projects at a total cost of $569.8 million, while the program submitted by the Madison County Transit District contains 24 projects at a total cost of $50.4 million. The majority of funding in Bi-State Development/Metro's and Madison County Transit District's programs comes from Federal Transit Administration Section 5307 funds. To present a more realistic financial picture, the TIP does not include transit illustrative projects that do not have committed funding.

The other 51 projects in the transit program ($7.5 million) are sponsored by not-for-profits and other transit agencies. The program includes projects funded through Section 5310 (Enhanced Mobility of Seniors and People with Disabilities), Section 5316 (Job Access and Reverse Commute), and Section 5317 (New Freedom). It also includes funding ($200,000) for work related to the completion of the Loop Trolley project.

Summary of Local Programs
The proposed local Illinois program contains 114 projects (78 reprogrammed and 36 new) at a total cost of $132.9 million. The 36 new projects have a total cost of $39.2 million ($25.7 million in federal funds).

The proposed local Missouri program contains 238 projects at a total cost of $346.5 million. Included are 173 reprogrammed projects and 65 new projects. The 65 new projects have a total cost of $149.1 million ($79.6 million in federal funds).

The draft TIP includes the Missouri and Illinois Transportation Planning Committees' recommendations for new locally sponsored projects funded through the Surface Transportation Block Grant Program – Suballocated (STP-S) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ).

Major Project Summary
Out of the 778 projects in the draft TIP, 11 projects (excluding paybacks) have programmed costs that are $25 million or higher. These projects account for 25 percent of the total program and are summarized below:

Sponsor/ TIP #	Title – Limits – Description	Total Cost 2019-2022 TIP	Year Construction Programmed
MoDOT/ 6050I-17	I-270 – Pavement, bridge, and ADA transition plan improvements along disconnected segments on I-270 north corridor - potential design-build	$198,761,000	2019, 2020, 2021
Bi-State Development/ Metro/ 6688A-18/ 6488B-17	Light rail vehicle upgrades and equipment	$64,538,454	2019, 2020, 2021
Bi-State Development/ Metro/ 5686-13	Bus/paratransit preventive maintenance program	$60,000,000	2019, 2020, 2021
MoDOT/ 6788K-18	I-70 – Eastbound Blanchette Bridge over Missouri River – Bridge rehabilitation	$46,203,000	2021
IDOT/ 5194-13	I-255 – 0.2 mi s/o Lake Blvd to 0.7 mi n/o I-64 – Resurfacing and bridge repair	$39,300,000	2020
MoDOT/ 4919A-13	I-64 – 18th St to Garrison Ave – Modify interchange configuration (Jefferson/22nd) and bridge replacement	$37,591,000	2020
IDOT/ 4384B-21	I-55/64 Collector-Distributor – Poplar St Bridge complex – Overlay and repairs to eastbound lanes	$33,000,000	2021
Dupo/ 4593-08	Davis Ferry Rd at I-255 – Build new interchange	$29,560,000	2019
IDOT/ 6803-17	I-64 at IL 111 – Utility relocation, bridge replacement, reconstruct interchange to diamond interchange	$28,500,000	2022
MoDOT/ 6705F-17	MO 100 – US 61/67 to Big Bend Blvd – Pavement resurfacing, ADA transition plan, signal replacement	$27,597,000	2021

Sponsor/ TIP #	Title – Limits – Description	Total Cost 2019-2022 TIP	Year Construction Programmed
MoDOT/ 6811Q-18	I-44/BL 44 – I-44: St. Louis County line to MO 30; BL 44 – St. Louis County line to MO 100 – Pavement resurfacing, guardrail upgrades, upgrade sidewalks	$25,114,000	2020
	TOTAL	**$590,164,454**	

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

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

Air Quality Conformity Analysis
Since the St. Louis region is designated as a non-attainment area for air quality, the TIP must be analyzed to determine its conformity with air quality plans and objectives. This analysis is currently underway. Council staff anticipates no problems with the air quality analysis once it is completed. The draft Air Quality Conformity Determination document will be completed by 12 PM on August 20.

Public Participation
The public will be able to review the draft FY 2019-2022 TIP and Air Quality Conformity Determination through several different means. Five public open house meetings are planned throughout the region in the month of September. At these meetings, copies of the draft documents, as well as explanatory tables, charts, and maps, will be available for review, discussion, and comment. In addition to the open houses an online chat will take place. Staff will be available to answer questions about the TIP and Air Quality Conformity Determination during the open house meetings and online chat. The open house schedule is as follows:

- **Monday, September 10, 2018: 4:30 PM to 6:30 PM –** The Heights, 8001 Dale Ave., Richmond Heights, MO 63117

- **Thursday, September 13, 2018: 4:30 PM to 6:30 PM –** Fairview Heights City Hall, 10025 Bunkum Rd., Fairview Heights, IL 62208

- **Monday, September 17, 2018: 4:30 PM to 6:30 PM –** Pacific City Hall, 300 Hoven Dr., Pacific, MO 63069

- **Thursday, September 20, 2018: 4:30 PM to 6:30 PM –** Hillsboro City Hall, 101 Main St., Hillsboro, MO 63050

- **Wednesday, September 26, 2018: 4:30 PM to 6:30 PM –** O'Fallon (MO) City Hall, 100 N. Main St., O'Fallon, MO 63366

- **Thursday, September 27, 2018: 12:00 to 1:00 PM** – Online chat in cooperation with St. Louis Post-Dispatch

The locations and dates for the open house meetings will be posted on the Council's website, *Local Government Briefings* newsletter, Facebook and Twitter pages, and advertised in local newspapers. All of the documents, charts, tables and maps available at the public meetings will be available online. The public comment period begins on Friday, August 31, 2018 when the TIP and Air Quality Conformity documents are posted to the East-West Gateway website and will close Friday, October 5, 2018.

Draft FY 2019-2022 TIP and Air Quality Conformity Determination Documents
The FY 2019-2022 TIP is available on the East-West Gateway website:
http://www2.ewgateway.org/download/FY2019-2022-TIP-DRAFT/

The Air Quality Conformity Determination and Documentation will be available on the East-West Gateway website by 12 PM on Monday, August 20 at:
http://www2.ewgateway.org/download/FY2019-2022-AQCD-DRAFT/

Approval of Final FY 2019-2022 TIP and Air Quality Conformity Determination
Following the public meetings in September, staff will bring the Final FY 2019-2022 TIP and Air quality Conformity Determination to Board of Directors in October for final approval.

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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Memo to: Board of Directors

From: Staff

Subject: Implementation of Recommendations from the May 30, 2018 Board Summit

Date: August 14, 2018

On May 30, 2018, the Board of Directors for the East-West Gateway Council of Governments convened a summit to discuss the core challenges and opportunities facing the St. Louis region and develop direction for future action. The day-long session focused on four main areas identified by members of the Board as strategic priorities for the region:

- Economic Development
- Workforce and Education
- Crime and Public Safety
- Common Voice on State Policy

East-West Gateway's board members were joined by representatives from the business and nonprofit sectors to explore each of these topics. The facilitated discussion identified current initiatives, prioritized major needs and considered the question, "what would winning look like?"

The summit produced substantive conversations. More importantly, it generated consensus on jointly tackling challenges and harnessing opportunities in the areas of economic development, workforce and education, crime and public safety, and state policy. The primary approach recommended by participants was the formation of working groups that could take concrete actions on each of these regional priorities. The attached report captures the day's discussions and lays out the board's guidance for how more specific plans can be developed in the future. Briefly, the guidelines include:

1. **Build on current initiatives** identified by the Board of Directors during the summit meeting.
2. **Identify additional relevant initiatives** and groups in the region to bring to the planning table.
3. **Establish a coordinating structure** to ensure tracking and accountability for responsible parties to complete specified action steps.

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4. **Ensure that progress is measurable** with regular reporting on clearly defined performance indicators.
5. **Consider previous regional initiatives** as models for collaboration. Two prominent examples include the *OneSTL Plan for a Prosperous, Healthy, Vibrant St. Louis Region* and the Regional Freightway.
6. **Don't seek to reinvent the wheel**. Ensure that working groups build on prior efforts.

While our cross-jurisdictional role helps us serve as a convener, East-West Gateway is only one partner among many in this process. Moving the St. Louis area forward in these important areas will require an unprecedented level of collaboration that aligns and amplifies our resources and energy. This report serves as a starting point for future efforts among the government, nonprofit and business sectors to build an inclusive and opportunity-rich region.

Staff has developed a milestone based work plan, for the purpose of developing a strategy, determining an approach, and implementing the initiative. The work plan identifies tasks and milestones associated with developing a strategy (including vision, mission, and goals), organizing and conducting a stakeholder workshop, developing organizational options and gaining consensus, and presenting the results and a finalized Strategic Action Plan to the East-West Gateway Board.

Phased Approach to the Implementation of Summit Recommendations	
Phase I: Team Building (2-4 mo.)	• Mobilize champions • Organize and Unify Stakeholders • Deliver initial feasibility assessment and strategic action plan
Phase II: Design and Develop (6-12 mo.)	• Initial planning and strategy discussions • Define roles, metrics, and efforts • Establish regional policy, approaches, and partnerships
Phase III: Implement and Institutionalize	• Commence efforts • Monitor performance/impact of initiatives

Staff is recommending the Phase I - Study Teams for each of the priority teams (Economic Development, Workforce and Education, Crime and Public Safety, and

Common Voice on State Policy) consist of one representative appointed by each of the Executive Committee members, a representative from the St. Louis Regional Chamber and/or Regional Business Council, a representative from the United Way of Greater St. Louis, and representatives from other relevant organizations. The purpose of the teams is to mobilize champions, organize and unify stakeholders, and deliver an initial feasibility assessment and strategic action plan around the effort. Once activities related to Phase I are completed, a report will be made to the Board of Directors prior to work beginning on Phase II activities.

Staff Recommendation:
Staff recommends that the Board endorse the Phase I approach and authorize the Executive Director to commence the Phase I effort.

"ALIGNED IN OUR PURSUIT OF GREATNESS"

Report on Board of Directors Summit

May 30, 2018

EAST-WEST GATEWAY
Council of Governments

LANDES & ASSOCIATES

INTRODUCTION

On May 30, 2018, the Board of Directors for the East-West Gateway Council of Governments convened a summit to begin exploring current conditions and future possibilities for managing core challenges and opportunities facing the St. Louis region. The day-long session focused on four main areas that had been identified earlier in the year during an interview that was conducted by the St. Louis Business Journal with five members of the East-West Gateway board:

- Economic Development
- Workforce Development
- Crime and Safety
- Common Voice on State Policy

Prior to the summit, board members were asked to answer a number of questions in each of the four areas *(See following page)*. Their responses were captured in a PowerPoint presentation that was used during the day to expand on the original feedback and to identify priorities for future action.

In the 50 years of its existence, East-West Gateway has played a leadership role in addressing several strategic challenges for the region. Key examples include:

- East-West Gateway studied the importance of freight and logistics in the regional economy and convened working groups to develop recommendations for enhancing competitiveness in this key sector. These discussions led to the formation of the St. Louis Regional Freightway.
- The OneSTL planning initiative developed a set of goals and strategies in several strategic areas, including economic development, workforce development and public safety. OneSTL also provides a model for the use of performance metrics to track progress.
- East-West Gateway studied economic impacts associated with levee deficiencies in the Illinois counties of Madison, Monroe and St. Clair. This study contributed to the formation of the Southwestern Illinois Flood Prevention District.

These initiatives provide a model for how East-West Gateway can act as a convener to address strategic challenges as identified by the Board of Directors.

Going into the day, it was made clear that the purpose of the summit was not to conclude with definitive action plans, but rather to lay the ground work and provide direction for those plans to be developed at a later date. This report captures the board's guidance for future work.

The main sections in the report include:

1. Board Input from Survey & Summit
2. Formation of Working Groups
3. Core Concepts for Moving Forward

BOARD INPUT FROM SURVEY & SUMMIT

Survey and Discussion Questions

Economic Development

- Economic development can mean a lot of things to a lot of different people, what does "economic development" mean to you?
- What initiatives are you currently working on that are important to highlight as part of discussion about approaching economic development regionally?
- How can the region work together on economic development?
- If you had $100 million to spend on regional economic development, what would you do with it?

Workforce Development

- What initiatives are you currently working on that are important to highlight as part of discussion about approaching workforce development regionally?
- How can the region work together on workforce development?
- If you had $100 million to spend on regional workforce development, what would you do with it?

Crime and Safety

- What initiatives are you currently working on that are important to highlight as part of discussion about approaching crime and safety regionally?
- How can the region work together on crime and safety?
- If you had $100 million to spend on crime and safety, what would you do with it?

State Policy (Common Voice)

- What are the key areas that need to be addressed by state policy?
- Is there any specific state legislation that you would like to see the St. Louis region unite around?

Overall

- Of the four areas discussed (economic development, workforce development, crime and safety, and state policy), which would benefit the most from regional collaboration?
- If you had $100 million to spend on a regional collaborative effort, what would you do with it?

Responses to the questions listed above have been summarized in the following pages. Additional details can be seen in the PowerPoint used at the summit, which appears in Appendix A at the end of this report.

Economic Development

1. Development Incentives: The Board discussed the need to use development incentives in a way that creates or attracts new jobs to the region, as opposed to just moving them around the region. Proposals included a MOU against the pirating of jobs from other communities, as well as a regional TIF commission to ensure that developments are beneficial for the entire region.

2. Infrastructure: The Board discussed the need to both build new infrastructure and maintain the infrastructure we already have. Both current and proposed initiatives were discussed. The discussion of transportation included the I-70/I-270 study, transit expansion, and construction of a Waterloo-Murphysboro highway.

Participants urged a broad view of infrastructure that includes storm water, information technology, levees/floodplain development, parks, housing, solid waste (including the Bridgeton landfill), and education, as well as transportation. MSD Project Clear was cited as a notable infrastructure investment. Ports were also noted.

Reserving funds for use in responding to specific projects was recommended. Airport modernization was emphasized as a key need, along with incentives to expand international flights at St. Louis Lambert Airport. Utility and broadband communication upgrades were cited as important initiatives underway, along with IT infrastructure.

3. Types of Development: Interest was expressed in several types of economic development: fostering startups (technology incubators), growing existing businesses, and attracting businesses from outside the region, in part by establishing enhanced enterprise zones. A discussion of real estate development needs included redevelopment of abandoned properties, making large sites shovel-ready, and coordinating municipal zoning to preserve developable tracts. The need to include foreign trade in economic strategies was also mentioned.

4. Working together: It was acknowledged that there is a need to build, and sometimes rebuild, trust among various actors. Trust issues have arisen between local organizations, between government jurisdictions, and between the public and private sector that must be resolved to foster constructive collaboration. It was suggested that a process should be established for identifying and resolving those issues.

Some expressed a need to define the roles of different players in the public and private sectors. There were different ideas about which regional entity should lead or coordinate regional efforts on large projects, with some expressing a need for flexibility depending on the opportunities that present themselves. Sometimes, it could be the Chamber, other times the Regional Business Council, and yet other groups for other times.

We need to be strategically aligned in how those choices are made. That raises the need for a clear definition of “effective strategy regional collaboration,” including clarity on the respective roles for the public and private sectors. One area of clear overall agreement was the need for better coordination, regional marketing, and for a heightened focus on regional outcomes. Also needed is a communications strategy that demonstrates to constituents the value and potential of regional collaboration.

5. What does winning look like? Goals articulated include a growth in population and good-paying jobs, lower crime rates, and a positive national perception. Also expressed was a belief that while the city of St. Louis is no longer the geographic center of population and employment in the region, a healthy and vibrant central city remains a desirable outcome.

Economic Development: How would you spend $100 million?
Number of votes
Bring international flights to airport
13
Help technology startups: incubators and venture capital
13
Improvements for freight
6
Improve/maintain major highways e.g., I-70, I-270
5
Develop professional regional workforce development team
5
Reduce government fragmentation and generate savings
4
Expand water/sewer infrastructure
3
Promote Intelligent Transportation Systems (ITS) – Invest in smart and connected infrastructure
3
Expanding Metrolink
3
Build best broadband network
2
Waterloo-Murphysboro highway connection
2
International marketing
2
Targeted College Debt reduction fund
1
Greater State Funding for higher education
1
Certify region as Foreign Trade Zone.
0
Scholarships for low-income students.
0

Workforce Development

1. Youth training: Several existing efforts mentioned by the Board are focused on high school aged youth. These included initiatives like the CEO program in Monroe County, the Center for Advanced Professional Studies program (CAPS) and Manufacturing Day/Mania in St. Charles County, and the region's youth employment coalition effort, known as the St. Louis Internship Program. Also mentioned was the United Way's Talent for Tomorrow workforce initiative. Some participants expressed interest in early childhood programs that lay a foundation for future learning and skills training.

2. Workforce Training for Adults: Other existing efforts that were mentioned focused more specifically on adults. Initiatives mentioned included the St. Louis Mosaic Project connecting the immigrant population to the workforce, Launch Code and Coder Girl, and an initiative through the Scott Airforce Base that engages military, ex-military, and military spouses in the workforce. There was an interest in assisting current workers in career advancement, in addition to a focus on the unemployed.

3. Soft Skills: Many Board members expressed interest in seeing improvements in soft skills, including punctuality and the ability to work hard all day. Several new initiatives were recommended to foster soft skills development among youth (15 and 16-year-olds), such as jobs and mentorship programs that include time set aside for training and tutoring.

4. Improving the workforce development system: Several recommendations offered seek to improve the systems that connect people and jobs. A need was seen for regular meetings of economic development and workforce development specialists from across the region to create a networked and collaborative team that pools resources and shares information. Specific recommendations included fixing the Missouri's workforce online system (jobs.mo.gov) and developing a web-based ecosystem where people can find job services and make connections (like Facebook for workforce development). A centralized hub is needed with all of this information in one place.

Other attendees suggested there is a need to better articulate the pathway to finding a job and that job seekers need more help in understanding how to use the workforce development system.

Transportation needs for job seekers were discussed. A participant articulated a need to better align college degrees with business needs.

5. Marginalized Groups: A portion of the discussion focused on assistance for groups that have been excluded from opportunities in the labor market including immigrants and individuals with criminal backgrounds. A participant expressed a belief that not everyone will or should go to college, and skills training are needed for those who are not college bound.

6. What does winning look like? Board members are interested in seeing see long-term improvements in soft skills, which can be quantified and tracked through an existing survey, and income improvements. They expressed specific interest in seeing an increase in tax revenue, greater access to livable wages, and reduced racial disparities. Another key point was the need to align college degrees more closely with the needs of businesses. Ultimately, there is a desire to have the region's workforce seen as an asset nationally.

Workforce Development: How would you spend $100 million?
Number of votes
Put funding towards internships and apprenticeships
8
Training centers for jobs of the future
7
Coding/IT in early grades
6
Summer jobs for 16-18 year olds
6
Increased transportation connectsion to employment
6
Public school career exploration, job shadowing and mentoring
5
Early childhood programs
5
Training for underskilled workers
4
Summer enrichment programs
3
Year-round youth employment
3
Alternative transportation i.e. Uber/Lyft/Rideshare
3
Job coaches
2
Improving wages
2
Daycare
2
50/50 salary match for long-term unemployed
2
Finance a study by historians, not educators to determine what transpired and what mistakes were made over the...
1
Robotics teams
0
Scholarships to help workers complete college degrees
0

Crime and Public Safety

1. Partnerships: Several existing initiatives are already in place that leverage partnerships between municipal, county, state, and federal law enforcement agencies. The city of St. Louis, for example, has engaged in partnerships with federal agencies, including the U.S. Marshal Department, the FBI, and federal prosecutors. The Board also briefly discussed a new initiative on crime prevention that is a partnership between Civic Progress, the Regional Business Council, and the Regional Chamber. The St. Louis Area Police Chiefs Association is promoting CALEA accreditation for smaller forces.

Other partnerships include a prescription drug monitoring program to address the opioid epidemic. In addition, cooperation on MetroLink is challenging, but progress is being made.

2. Technology: Some board members expressed a desire to see greater use of information technology to support law enforcement efforts. This discussion included using big data to better inform law enforcement agencies and support their crime fighting efforts. There is a desire to change state policy to allow for cameras to be placed on bridges, highways and other states owned and operated roads. Some Board members also expressed support for body cameras for police.

3. Minor Crimes: Several board members would also like to see to changes in the handling of minor crimes and put more emphasis on major crimes. Board members recommended that jail time for traffic tickets ought to be avoided. There was also a suggestion to develop a system that would make it easier to comply with minor offenses (e.g. automated text reminders to pay fines).

4. Community-Based Efforts: Law enforcement agencies alone cannot solve the region's crime issues. Prevention begins with education and opportunity. Board members discussed several community-based efforts, outside of policing, that can help with crime and public safety. There was a desire to see more support for programs that create community networks, like National Night Out, and to update school programs, like D.A.R.E. Others suggested using a little bit of money to recruit and boost diversity within police departments.

5. What does winning look like? In the long-term, the Board would like to see less crime, specifically fewer homicides, throughout the region. There was an expressed desire to see processing improvements in the justice system, specifically, speeding up the time it takes to get from an arrest to a disposition hearing. There was also a desire to see improved public perception of the police and safety throughout the region.

Specific metrics were cited as indicators of "winning," which included reducing homicides by 50%, six months or less from arrest to disposition for violent crimes, three months or less for misdemeanors, 95% of people polled support police, and 95% agree they feel safe in the region.

Crime and Public Safety: How would you spend $100 million?
Number of votes
Fixed street-level video cameras tied to real-time crime center
8
Encouraging African-Americans and other underrepresented groups to serve as police officers.
8
Hire more law enforcement officers, including detectives
6
Equipment: radios, car computers, body cameras, license plate readers
6
Education, mental health, jobs, housing, youth development, living wages
6
Continuing to support community programs that enhance community networks. (e.g. National Night Out and community-based policing)
5
Training and exercises for police officers
4
Update the training/curriculum for programs that police officers conduct in schools.
3
Teen employment program
2
Upgrades to equipment including Kevlar vests
1
Terrorism early warning center.
1
Expand Metro Air Support unit to 2 helicopters
1
Prevention, education, workforce development
1
Pension reform
1
Build out Gateway Greenlight and add terminals at police departments to trace perpetrators.
0

State Policy (Common Voice)

1. Common legislative agenda: Although the Board acknowledged that there are different interests throughout the region, there was a desire for regional leaders to unite around a few legislative pieces that are of regional importance.

Questions remain on what should be prioritized, but several legislative items were proposed including repealing SB-43, finding common ground on gun violence, and retaining current tax rates. Another topic of discussion was deciding how to deal with online sales taxation, which recently got a boost from a ruling issued by the U.S. Supreme Court. Also raised was the idea of state legislation that would empower the region to ensure that tax increment financing and other incentives benefit the entire region, as opposed to just moving jobs around.

2. Partnership: The Municipal League has helped to reconvene the "St. Louis Caucus," which is made up of local representatives in the Missouri House. They have come together for several meetings over the last year and a half.

Others suggested organizing a broader effort that includes partners and sister agencies in the Kansas City Region, although there was some disagreement about this.

There was a recommendation to get all regional leaders from both Missouri and Illinois to show up together at each state's legislatures as a statement to get legislators to pay attention to causes that benefit the region.

3. What does winning look like? The Board expressed an interest in being seen as a region that works together, not against each other, and as a region that works towards perpetuating positive trends. There was an expressed interest in aligning state and local resources to reduce the region's crime rate. One participant emphasized the need to make sure that the region receives its fair share of state funding, which a clear and compelling indicator of success.

Common Voice: What can we work on together?
Number of votes
Transit funding.
8
Invest in economic development e.g., conventions and businesses.
7
Transportation infrastructure and funding for critical services.
7
Funding for transportation modes other than roads and highways.
7
Gun laws: No open carry, reinstate permit carry, no campus carry.
5
Authorize regional TIF commissions.
4
Require DESE to report test scores of students with > 90% attendance.
4
More education funding including higher education.
4
Support legislation that streamlines sales and use tax (including Internet sales)
4
Fix Illinois state pension crisis.
3
Repeal Missouri SB43 which caused NAACP travel advisory.
3
Finding common ground on approaches to gun-related crime.
2
Adopt sensible tax policy (retain current tax rates).
2
Fund Missouri Technology Corporation.
1
In-school suspension for disruptive students.
1
Legislature should reconsider reaccreditation of St. Louis Public Schools
0

FORMATION OF WORKING GROUPS

The primary direction coming from the summit is to form and manage working groups that will be responsible for creating concrete action plans for each of the four core areas of economic development, workforce development, crime and public safety and a common voice for state policy.

Recommended Guidelines for Working Groups

1. Build on current initiatives identified by the Board of Directors during the summit meeting

2. Identify additional relevant initiatives and groups in the region to bring to the planning table

3. Establish a coordinating structure to ensure tracking and accountability for responsible parties to complete specified action steps

4. Ensure that progress is measurable, with regular reporting on clearly defined performance indicators

5. Consider using previous regional initiatives that offer a model for collaboration. Two prominent examples include:
    a. The *OneSTL Plan for a Prosperous, Healthy, Vibrant St. Louis Region* completed by East-West Gateway in 2012. OneSTL provides goals, objectives and strategies in each of the target areas, as well as a system for tracking performance. OneSTL also provides a model for convening committees to work on specific topics. Additionally, it provides a two-part vision statement that is relevant to the theme of unity that emerged from of the summit:
        i. The St. Louis region is many connected communities at the confluence of two great rivers, sharing one prosperous, healthy and vibrant future.
        ii. Together, we will build an inclusive and opportunity-rich region that embraces our unique heritage, geography, and diverse communities.

    b. The Regional Freightway provides a model of how working groups studied an issue, identified gaps, and established an initiative within existing structures for addressing these gaps.

    c. East-West Gateway studied economic impacts associated with levee deficiencies in the Illinois counties of Madison, Monroe and St. Clair. This study contributed to the formation of the Southwestern Illinois Flood Prevention District.

6. In general, the working groups will be directed to ensure that they build on prior efforts, rather than reinventing the wheel

CORE CONCEPTS FOR MOVING FORWARD

Collaboration and Coordination

The conversation at the summit focused heavily on the essential need for taking a region-wide collaborative approach to dealing with the core issues to be explored and addressed. There is no shortage of sincere outspoken sentiment about the necessity for collaboration. Nevertheless, in order to put substantive teeth into that sentiment, it is important to make a distinction between an amiable "spirit of collaboration" and a functional "structure for coordination."

Given the inherent complexity of a multi-level, region-wide initiative for working on the core areas examined at the summit, a structure for coordination must include the following components:

- Clear and credible goals and objectives that align all involved around a common direction and desired outcomes
- A process to support timely action and constructive accountability to ensure follow-through on commitments and agreements
- A sensitivity to the realities of the pressures and responsibilities that the various political leaders throughout the region have to address the needs and interests of their respective constituencies

As a practical matter, this structure requires a primary regional entity with the flexibility to oversee work within a framework for situational leadership among partners with equal status. Because of its unique function, structure, and region-wide representation, the East-West Gateway Council of Governments stands ready to serve in that role should regional leaders make that determination.

Align and Amplify

To be sure, there are numerous existing well-coordinated efforts tackling and making progress on a number of vital fronts, some of which are noted in this report. That said, input from the summit revealed a strong desire and determination to set sights higher and dig deeper into ways that the disparate parts of the region can ALIGN and AMPLIFY their energy and resources for a more cohesive and coordinated approach to working on substantive and sustainable solutions.

To provide a conceptual framework for aligning and amplifying the collective energy and resources of the region, summit facilitator, Les Landes, introduced a triangular model that highlights the three main components of engagement and alignment, illustrated below:

The key to appreciating the value of the model is that all three elements have to be in harmony to optimize the performance of any collective undertaking:

- Communication without motivation and organization is a waste of breath
- Motivation without communication and organization is a waste of energy
- Organization without communication and motivation is a waste of time

Winning

"Begin with the end in mind." That's a frequently cited phrase from the famous book, *The 7 Habits of Highly Effective People*, by Stephen Covey. At the summit, the board addressed a core question that goes to the heart of Covey's directive – "What does winning look like?"

That question can be defined as an observable expression of a vision statement, and it is important to build critical numbers and indicators around that vision. Without a clear picture of the end game, it's difficult to determine how well an initiative may be progressing toward the desired outcomes.

The board examined that question for each of the topical areas, and they identified a number of specific outcomes that would define "winning" as they saw it. The working groups that are convened to address topical issues should be guided by the outcome indicators that the Board expressed in the summit, and they should build those outcomes into the planning process.

Communication Strategy

Among the most ardent themes from the summit was the imperative to develop a clear, compelling, cohesive and consistent communication strategy that allows the region to "control our own narrative."

A recommended action going forward is the development of plan to articulate, package and distribute information clearly and effectively. The plan also will include specific direction on how to conduct effective dialogue with the various partners that will play an instrumental role in moving the initiative forward.

Setting the Stage

In 1914, just ten years after our famous world's fair, the citizens of St. Louis came together again in an extraordinary undertaking to celebrate the city's 150th birthday. The historic occasion was marked by a number of momentous developments that have important implications for the work going forward from the East-West Gateway summit held on May 30.

The sheer magnitude of what occurred throughout the course of the celebration was inspiring on its own. At one of the main events, more than 7,000 people participated in a massive production that was staged at the bottom of Art Hill in Forest Park with tens of thousands of spectators sitting in bleachers that were constructed across the entire hillside.

The community-wide collaboration and inclusiveness that brought the event to life was apparent on many fronts. One outstanding feature was the decision of the city's leaders that all people were given equal status and opportunity to participate in the festivities without regard to race or social status. There were no separate sections for people of color, and a number of seats were reserved at no cost for anyone who could not afford the attendance charge.

The most notable outgrowth from that monumental production was the eventual creation of the St. Louis Municipal Opera Theatre in 1919. Better known today as The Muny, this year the renowned venue is celebrating its 100th season of uninterrupted entertainment in a setting that is unparalleled in the nation.

Remaining faithful to the principles of inclusiveness set out in 1914 for the city's birthday celebration, The Muny's mission statement today reads *"To enrich lives by producing exceptional musical theater, accessible to all, continuing its remarkable tradition in Forest Park."*

In the 1930s, the motto "Alone in its Greatness" became part of The Muny identity. Fast forward to the recent East-West Gateway summit, The Muny motto beckons our community to join arms once again in a powerful partnership to realize the historic potential of this remarkable region.

It would be a stretch of hubris to claim that our region is "alone in its greatness" when viewed through the panoramic lens of the national landscape. Nevertheless, we do have both the ability and the responsibility to be ***aligned in our pursuit of greatness***.

Grounded in a clear, compelling vision and an unwavering commitment from our region's leaders to work in lockstep collaboration, the work going forward from this summit has the potential to forge a legacy of greatness that elevates St. Louis to a more prominent role on the center stage of our nation.

"Aligned in Our Pursuit of Greatness"

Report on Board of Directors Summit
May 30, 2018

Appendix A

Survey Results

Economic Development

What is Economic Development?

- Good-paying jobs
- Attracting businesses to the region
- Fostering startups
- Growing existing businesses
- Real estate development
- Quality of life: includes education, parks, housing
- Infrastructure/access is key
- Address racial inequities
- Proper incentives that benefit the entire region

Economic Development: Current Initiatives

Infrastructure

- Sewer extensions
  - MSD Project Clear
- Transportation enhancements
- Expand port activity
- Study I-70/I-270
- Waterloo-Murphysboro highway connection
- Fund road improvements for development sites
- Transit expansion
- Utility and broadband communication upgrades
- IT infrastructure

Land Use

- Redevelop abandoned properties
- Make large sites “shovel-ready”
- Coordinate municipal zoning to preserve developable tracts

Economic Development: Current Initiatives

Business Development

- Enhanced enterprise zones
- Economic development training
- Business attention/recruitment
- Promote foreign trade
- Tech incubators
- Industrial incubator

Other Interests

- Reform development incentives
- Reducing violent crime

Economic Development: How can we work together?

- Regional Chamber should lead regional proposals like Amazon.
- EWG should convene leaders to coordinate economic development.
- Understand economic center of region is near Galleria.
- EWG Board should unanimously approve large regional projects (Amazon).
- Build collaborative and networked regional economic development team/reduce fragmentation.
- Build trust among organizations and leaders. Who leads when? What is everybody's role?
  - Should someone be first among equals?
- Better definition of a strategic approach to regional collaboration on large projects.
- Open approach that gets down to the field level.
- Focus on regional outcomes.
- Better coordination among private sector and public sector economic development.

Economic Development: How can we work together?

- Understanding the resources that are available.
- Design a communications strategy that demonstrates to constituents the value of regional collaboration.

Economic Development: What can we work on together?

- Airport modernization/ international flights
- Deal with Bridgeton Landfill
- Coordinate floodplain development/levees
- Marketing the region
- Technology incubators
- Regional incentive reform for TIF, abatement, etc.
- Expanding the definition of infrastructure to include human capital (schools, workforce).
- Agreement among entities that supports effective regional incentives (don't shift businesses around the region)
- Explore ways to align incentive use between Missouri and Illinois.
- Establish forum for mayors, elected officials to discuss economic development issues and initiatives, share information.

Economic Development: How would you spend $100m?

Infrastructure

1. Expand water/sewer infrastructure (3)
2. **Improvements for freight (6)**
3. **Improve/maintain major highways e.g., I-70, I-270 (5)**
4. **Bring international flights to airport (13)**
5. Promote Intelligent Transportation Systems (ITS) – Invest in smart and connected infrastructure (3)
6. Build best broadband network (2)
7. Waterloo-Murphysboro highway connection (2)

Business Development

8. International marketing (2)
9. **Help technology startups: incubators and venture capital (13)**
10. Certify region as Foreign Trade Zone. (0)

Other Interests

11. **Develop professional regional workforce development team (5)**
12. Scholarships for low-income students. (0)
13. **Reduce government fragmentation and generate savings (4)**
14. Targeted College Debt reduction fund (1)
15. Expanding Metrolink (3)
16. Greater State Funding for higher education (1)

What does winning look like?

- Population growth for the MSA higher than national avg.
- Consistent economic growth.
- Lower crime rates for the metro region.
- Number of new jobs created.
- Positive national perception.
- Vibrant center of St. Louis.

Workforce Development

Workforce Development: Current Initiatives

- Partnerships provide training in coding, welding, EMT, IT, culinary
- Programming for over 55 workforce
- Apprenticeship/pre-apprentice programs: build diversity
- Workforce Innovation Boards (WIB) partner with public school on STEM
- Soft skills task force
- Training/matching for jobs that don't require college degree
- Multi-county coordination: job fairs, marketing, WIB meetings
- Business services team: meet needs of business for skilled workers
- Prisoner re-entry
- Early childhood initiatives
- Missouri Talent for Tomorrow
- CEO/entrepreneurship programs
- Center for Advanced Professional Studies program (high schools in St. Charles)
- Regional Youth Employment Coalition

Workforce Development: Current Initiatives

- Mosaic Initiatives
- Scott Airforce Base initiatives for retiring military
- Launchcode and Coder Girl
- Manufacturing Day (Manufacturing Mania)

Workforce Development: How can we work together?

- Coordinate regional activities to raise awareness of initiatives among job seekers and civic leaders
- Consistent training on in-demand skills would show that the region is united in its approach
- Pool resources
- Share information
- Fix the jobs.mo.gov system used in Missouri and make it more efficient for users, job seekers, employers.
- Establish regular meetings between economic development and workforce development professionals in the region.
- Develop more emphasis at state/fed level for resources for incumbent workers.

Workforce Development: What can we work on together?

- Enforce truancy laws
- Seek national workforce grants as a region: share dollars among urban and rural
- Broader backing/awareness of Community College's annual State of the St. Louis Workforce report
- Increase skills of underemployed workers
- Fund apprenticeships/internships and measure results
- Align education/training spending with employers' needs
- Need system to match jobseekers' skills with unfilled jobs
- Create a centralized, interconnected information hub for workforce resources (a Facebook for workforce development).
- Develop a regional approach to improving soft skills among K-12 students.
- Provide more workforce resources for marginalized workers
- Increase coordination in reaching out to businesses with workforce services.
- Connect teenage workers with employment opportunities with appropriate mentoring/tutoring on soft skills.
- Develop better understanding among workers of job market availability, by sector, and the pathways to a job.

Workforce Development: How would you spend $100m?

Education

1. Coding/IT in early grades (6)
2. Robotics teams (0)
3. Public school career exploration, job shadowing and mentoring (5)
4. Summer enrichment programs (3)
5. Early childhood programs (5)

Job Training/Experience

6. **Summer jobs for 16/17/18 year olds. (6)**
7. Training for underskilled workers (4)
8. Year-round youth employment (3)
9. Job coaches (2)
10. **Training centers for jobs of the future (7)**
11. Scholarships to help workers complete college degrees (0)

Other Interests

12. Improving wages (2)
13. Daycare (2)
14. 50/50 salary match for long-term unemployed (2)
15. Alternative transportation i.e., Uber/Lyft/Rideshare. (3)
16. Finance a study by historians, not educators, to determine what transpired and what mistakes were made over the last 40 years in the St. Louis, Normandy, and Riverview Garden school districts. (1)
17. **Put funding towards internships and apprenticeships. (8)**
18. **Increased transportation connections to employment. (6)**

What would winning look like?

- Increased tax revenue.
- An entire generation capable of getting up, getting to work on time, and doing a reasonable job for 8 hours at whatever level they are capable of.
- The region's workforce is seen as an asset nationwide.
- Measurable improvement soft skills among entry-level workers.
- Every person has access to a job that provides a living wage.
- Better alignment between college degrees and the needs for targeted business growth.
- Reduction in disparity in income among racial groups. (economic parity)

Crime and Safety

Crime and Safety: Current Initiatives

Collaboration

- Work with STL Air Support on video cameras for catching criminals
- Regular meetings: police, prosecutors, other partners
- Regional drug task force; regional SWAT team
- Regional task forces: DEA, FBI, US Marshals
- STARRS
- Integrate resources from forestry, streets, parks, health, homeless services

Training

- Prop P funds police recruitment, retention, training, equipment
- Training on active shooter situations
- Racial bias training
- Crisis intervention training

Crime and Safety: Current Initiatives

Other Interests

- CALEA accreditation
- Cadet recruitment programs
- Hot-spot policing for areas with most violent crime
- Comprehensive background checks
- RBC, Civic Progress place-based crime prevention initiative

Crime and Safety: How can we work together?

- St. Louis Area Police Chiefs Association should generate intergovernmental approaches on violent crime, with regular regional planning
- 55 police departments—reduce fragmentation
- Pool resources to address issues with crime and safety
- Request assistance as needed from State Highway Patrol; study effectiveness of previous assistance
- Understand that prevention begins with education and opportunity
- Continued relationship building between law enforcement at the city, state and federal level for coordinated operations.
- Adopt better focus on non-policing, non-law enforcement solutions to crime prevention. (Community-based crime reduction grants)
- Work with municipal and county courts to develop a system that makes it easier to comply with fines/citations for traffic and other minor misdemeanors.
- Use big data to adopt a more proactive approach to crime prevention.

Crime and Safety: What can we work on together?

- Continue cooperation on Prescription Drug Monitoring Program to address opioid epidemic
- Continue working together on bomb & arson, joint helicopter use, MetroLink policing; continue working with STARRS
- Cooperation on MetroLink: challenging, but making progress
- Hiring and training standards for smaller police forces; work toward accreditation of municipal police departments
- Hire more police officers
- Expand job opportunities
- Work for repeal of open carry, re-institution of permit carry.
- Passing state legislation that allows installation of cameras on state-owned roads and highways.

Crime and Safety: How would you spend $100m?

Equipment and Support

1. **Hire more law enforcement officers, including detectives (6)**
2. Upgrades to equipment including Kevlar vests (1)
3. **Fixed street-level video cameras tied to real-time crime center (8)**
4. Terrorism early warning center. (1)
5. Training and exercises for police officers (4)
6. Expand Metro Air Support unit to 2 helicopters (1)
7. Build out Gateway Greenlight and add terminals at police departments to trace perpetrators. (0)
8. **Equipment: radios, car computers, body cameras, license plate readers (6)**

Prevention

9. **Education, mental health, jobs, housing, youth development, living wages (6)**
10. Prevention, education, workforce development (1)
11. Teen employment program (2)

Other Interests

12. Pension reform (1)
13. **Encouraging African-Americans and other underrepresented groups to serve as police officers. (8)**
14. Continuing to support community programs that enhance community networks. (e.g. National Night Out and community-based policing) (5)
15. Update the training/curriculum for programs that police officers conduct in schools. (3)

What would winning look like?

- Actual number of homicide decreased by 50 percent (2018 baseline)
- Decrease in violent crime rates.
- Six months or less from arrest to disposition for violent crime, three months for misdemeanors.
- 95 percent of people polled agree that they support the police.
- 95 percent of people polled agree that they feel safe in the St. Louis region.

Speaking with One Voice

Current Initiatives

- St. Louis Regional Caucus (supported by Municipal League of Metro St. Louis)

One Voice: How can we work together?

- Ensure that the St. Louis region gets fair share of resources relative to taxes paid.
- Dialogue with rural legislators who do not share common agenda with St. Louis.
- Overcome partisan divide to promote common agenda
- Collaborate and coordinate to create a legislative agenda for the St. Louis region. (joint lobbying from Missouri and Illinois)
  - Finding 5 legislative bills that we can make a unified push around.

One Voice: What can we work on together?

Economic Development

1. Authorize regional TIF commissions. (4)

2. Fund Missouri Technology Corporation. (1)

3. Invest in economic development e.g., conventions and businesses. (7)

Education and Workforce Development

4. In-school suspension for disruptive students. (1)

5. Legislature should reconsider reaccreditation of St. Louis Public Schools (0)

6. Require DESE to report test scores of students with > 90% attendance. (4)

7. More education funding including higher education. (4)

What winning looks like

- Being recognized nationwide as a region that works together.
- Getting the state and local jurisdictions working together to solve crime problems.
- We stop having meetings on reversing trends and start having meetings on perpetuating trends.

One Voice: What can we work on together?

Crime and Safety

8. Gun laws: No open carry, reinstate permit carry, no campus carry. (5)

9. Finding common ground on approaches to gun-related crime. (2)

Other Interests

10. Fix Illinois state pension crisis. (3)

11. Repeal Missouri SB43 which caused NAACP travel advisory. (3)

12. Adopt sensible tax policy (retain current tax rates). (2)

Transportation

14. Transportation infrastructure and funding for critical services. (7)

15. Funding for transportation modes other than roads and highways. (7)

16. Transit funding. (8)

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Memo to: Board of Directors

From: Staff

Subject: Selection of the Locally Preferred Alternative for the Northside-Southside MetroLink Route

Date: August 14, 2018

In 2007, the Council completed a transit study in the Northside-Southside Corridor that identified a light rail route extending from Goodfellow/I-70 south to Bayless/I-55 as a Locally Preferred Alternative (LPA). That LPA was adopted by the Board in October 2007. Late in 2016 Council staff, at the request of the city of St. Louis, initiated a conceptual design study in the same corridor to reaffirm and update the earlier study's findings, to examine alternatives that would serve the new National Geospatial-Intelligence Agency site, and to identify a modified LPA in the corridor that would be competitive for discretionary federal transit funds. That study is now being completed.

The technical analysis examined engineering, traffic and parking issues, identified station locations and evaluated development potential at those stations, forecasted ridership, and developed capital and operating cost estimates. An attached Executive Summary briefly discusses the study findings.

In April 2017 city of St. Louis voters approved a ½ cent economic development sales tax, sixty percent of which was dedicated to a Northside-Southside MetroLink route. This sales tax was intended to provide the local match needed for the discretionary federal transit, or New Starts, funds. From the beginning of the conceptual design study it was clear that the local match generated by the sales tax was insufficient to fund the entire LPA identified in the 2007 study. A fundamental purpose of the present study was to identify a modified LPA that was financially feasible and could effectively compete for federal funds. The modified LPA represents a first phase of the larger Northside-Southside MetroLink route.

Based on the technical analysis and the goals and objectives established during the study, staff recommends that the Board adopt as the LPA a street-running MetroLink

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alignment extending from Natural Bridge/Grand on the north to Jefferson/Chippewa on the south. The recommended alignment operates within the following road segments, from north to south:

- Northside: Natural Bridge, Jefferson/Parnell, Cass, 14th Street
- Downtown: Convention Plaza, 9th/10th Street (one-way pair), Clark
- Southside: 14th Street, Chouteau, Jefferson

Total capital cost for the alignment is $667 million, in 2017 dollars.

The Board's LPA decision will enable the City to advance the project to the environmental documentation stage, during which an Environmental Impact Statement will be prepared. Subsequent to that stage, the City may request entrance into the Federal Transit Administration's project development, or New Starts, process. It is in the New Starts process that projects compete nationally for discretionary federal transit funds.

Staff Recommendation: Staff recommends that the Board of Directors adopt the alignment defined above as the Locally Preferred Alternative for the Northside-Southside MetroLink corridor.

NORTHSIDE-SOUTHSIDE

LIGHT RAIL PROJECT FOR THE ST. LOUIS REGION

EXECUTIVE SUMMARY - DRAFT - SUMMER 2018

NORTH SOUTH SIDE

PROJECT OVERVIEW

The Northside-Southside Study was an 18-month effort, led by the East-West Gateway Council of Governments, to study light rail (LRT) investment in the corridor connecting Goodfellow and I-70 on the Northside of St. Louis to Bayless and I-55 on the Southside. This study builds on the recommendations of the 2008 Northside-Southside Study.

Following extensive technical analysis and community outreach, a recommended first phase of Northside-Southside LRT investment has been identified, as shown in the map below. The proposed light rail would operate in dedicated lanes in the middle of the street between Grand Boulevard on the Northside, along 9th and 10th Streets downtown, to Chippewa Street on the Southside. There are two alignment options (Cass or Florissant Avenues) through North St. Louis that will be studied in future project phases; Cass Avenue is the preferred alignment going into that analysis.

KEY STATS

Number of Stations: 16

Span of Service:
4 AM - **1** AM / **7** days a week

Frequency:
12 minutes (rush hour)
20 minutes (non-rush hour)

Travel Time (one way):
approximately **25** minutes

	CASS	FLORISSANT
Length	8.29 miles	8.0 miles
Capital Costs (2017)	$667 M	$660 M
Annual Operating and Maintenance Costs (2017)	$17 M	$14 M
Average Daily Ridership (2025)	9,000	8,200
Number of Residents in Station Areas (2015)	47,100	47,000
Number of Jobs in Station Areas (2015)	65,500	64,900

FAQs

Why Grand Avenue to Chippewa Street?

While the 2008 study recommended a 17-mile LRT investment between Goodfellow to Bayless, this study found that the route from Grand to Chippewa is the best balance of cost, ridership and benefits – and is financially feasible as an initial investment in the full 17-mile Northside-Southside corridor.

Why Cass and Florissant?

Two alignment options through the NGA / North St. Louis area will be carried forward for additional analysis in later project phases: Cass Avenue (the preferred alternative) and Florissant Avenue. While the Northside-Southside study also considered options along St. Louis Avenue and Delmar Boulevard, Cass and Florissant Avenues were identified as the preferred options because they:

- Align with the Choice Neighborhoods designation and other redevelopment activity
- Better serve existing neighborhoods
- Best serve the planned entrances to the NGA site
- Reflect community preference

Why LRT?

LRT is needed to carry the anticipated number of riders in the Northside-Southside corridor, and has a strong track record of catalyzing economic development.

How will this be paid for?

It is anticipated that the federal government will pay for approximately half of the capital cost of the Northside-Southside LRT through the New Starts Capital Investment Grant Program that is administered by the Federal Transit Administration. The Economic Development sales tax and other local and regional sources would pay for the balance of the capital costs.

Operating and maintenance funding will likely come from the same mix of fare revenue and local, regional, state, and federal sources as existing Metro service.

How does this connect to the existing Metro service?

MetroBus riders will be able to access the Northside-Southside LRT at almost every station along its route. Riders can transfer to the Red and Blue Lines along 9th and 10th Streets in the downtown and at the Civic Center station.

Will the stations be enclosed or use turnstiles?

Currently, the design of the Northside-Southside stations, which will be at street-level (unlike existing MetroLink stations), does not include turnstiles; this is consistent with how nearly all street-level light rail stations operate in cities across the country.

How was the community engaged?

More than 7,000 people participated in the Northside-Southside Study through community events, business outreach, presentations, pop-up events, social media, and online engagement forums.

TIMELINE

Northside-Southside LRT could be operating by 2029. This study is the first step; next steps are outlined in the graphic below.

2019 - 2021	2020 - 2022	2022 - 2025	2025 - 2029
Environmental Review	Project Development	Engineering	Construction

BENEFITS

FOR NEIGHBORHOODS

- **Economic development:** Will support increased development in station areas, including affordable and market-rate housing and new businesses
- **Employment access:** Will better connect residents to jobs at NGA, in downtown St. Louis, and along the Central Corridor from downtown St. Louis through the Central West End to Clayton; a disproportionate number of corridor residents rely on transit for mobility
- **Safer neighborhoods:** More pedestrians on the street makes neighborhoods safer through increased activity
- **Increased property value:** LRT investment has resulted in increased property value in communities across the country, including Denver, Dallas, Minneapolis/St. Paul, and Charlotte

FOR BUSINESSES

- **Expanded connections**: Access to a wider pool of customers and employees
- **Improved employee performance**: Improves on-time performance of employees through improved transit service reliability and frequency
- **More customers:** Generates increased foot traffic in station areas
- **Improved site flexibility:** Reduces the demand for parking, allowing for more flexibility in selecting commercial, retail, and office locations

FOR RIDERS

- **Reliability:** Improves reliability and frequency, compared to current corridor bus service
- **Connections:** Optimize and expand transfers within the Metro system
- **Speed:** Provides faster trips, compared to current corridor bus service

FOR DRIVERS

- **Less congestion:** Fewer cars on the road means less congestion
- **Safer roads:** Fewer cars on the road means fewer car crashes

FOR THE REGION

- **Balanced growth while increasing tax revenue:** Will help address unemployment problems in some of the region's most troubled neighborhoods through expanded access to jobs and, consequently, the social and safety issues that are linked to poverty
- **Expanded access to regionally-important employment destinations:** Reliable, frequent service to NGA, Cortex, downtown, and the Central Corridor
- **Another step towards an expanded regional transit system:** Designed to link up to the high-capacity transit corridors that St. Louis County has identified for potential future investment

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Memo to: Board of Directors

From: Staff

Subject: Auditors' Report on Financial Statements for Calendar Year 2017

Date: August 14, 2018

Kerber, Eck & Braeckel has completed the Council's annual audit for calendar year 2017. The audit was conducted in accordance with generally accepted auditing standards and government auditing standards issued by the Comptroller General of the United States. The auditors' report is available for your review at http://www2.ewgateway.org/secure/fr/8-18/financialstatements-123117.pdf.

There were no material weaknesses or significant deficiencies identified in the administration of federal awards and no material weaknesses were found in the financial statements as presented. An unqualified opinion was issued on the financial statements as of December 31, 2017.

This report will be made available to our funding agencies in accordance with the requirements of *Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*.

Staff Recommendation: Staff recommends that the Board of Directors accept the auditors' report for the year ended December 31, 2017.

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Memo to: Board of Directors

From: Staff

Subject: Amendment to FY 2019 Unified Planning Work Program - Addition of work program element 2.12a – Illinois Great Streets Planning Initiative

Date: August 14, 2018

On June 28, 2018 EWG was selected to receive Illinois Statewide Planning and Research (SPR) funds for a Great Streets project in Illinois. The project total is expected to be $599,356 which includes the SPR funds of $479,485 and local match of $119,871 to be provided by EWG ($26,871) and the selected Illinois project sponsor ($93,000).

The project will include a program introduction phase, an open competitive project selection phase, consultant selection and procurement, and Great Streets Initiative planning for the selected community. It is anticipated that one community will be selected for the project. Work is expected to extend into fiscal year 2020.

To conduct this work it will be necessary to add a work element to the Council's Unified Planning Work Program (UPWP) defining the project, estimated costs, activities, and work products. The proposed work element is attached.

Staff Recommendation: Staff recommends that the FY 2019 Unified Planning Work Program be amended to include work element 2.12a Illinois Great Streets Planning Initiative and the Executive director be authorized to enter into a grant agreement with the Illinois Department of Transportation for the project.

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ILLINOIS GREAT STREETS PLANNING INITIATIVE
2.12a

Activities:

1. Conduct local official and agency outreach to expand community awareness of Great Streets program and principles; work and develop partnerships with other agencies interested in communicating with and educating local governments about Great Streets.

2. Review project applications and select one or more projects to advance through planning, work with the selected project sponsor(s) and peer agencies to refine the scope of work for the project(s).

3. In cooperation with the project sponsor, conduct the consultant selection process.

4. Conduct the project(s) planning process and administer / manage consultant work and contract(s) during the process. *(Staff and consultant)*

5. Create and provide program / project educational / informational materials, as needed.

Products/Outcomes:

A. Educational resources for community outreach and partnership activities *(ongoing)*

B. Select project, refine project scope, and consultant selection *(April 2019)*

C. Complete FY 2019/FY 2020 Great Streets planning process and documents (March 2020)

ILLINOIS GREAT STREETS PLANNING INITIATIVE
2.12a

Estimated Costs:

Federal:

Trans Planning Funds

IDOT	$479,485
Subtotal	$479,485

Local:

EWG	$26,871
TBD	$93,000
Subtotal	$119,871
TOTAL	$599,356

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Memo to: Board of Directors

From: Staff

Subject: FY 2019 Unified Planning Work Program Amendment – 2.13 Great Streets Initiative

Date: August 14, 2018

Consistent with the Council's FY19 Unified Planning Work Program work element 2.13, Great Streets Initiative the Council seeks authorization to accept matching funds for planning assistance in the City of St. Louis Bevo community along Gravois Boulevard. The consultant contract amount will not exceed $500,000, which will include the local match portion of $100,000, to be provided by the City of St. Louis ($85,000) and the Bevo Community Improvement District (CID) ($15,000).

Staff Recommendation: Staff recommends that the Executive Director be authorized to accept local match in the amount of $15,000 from the Bevo Community Improvement District and enter into a local match agreement with the City of St. Louis for an amount not to exceed $85,000 for the Bevo Area Great Streets planning project.

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GREAT STREETS INITIATIVE
2.13

Activities:

1. Continue to support implementation efforts of previously planned projects; review project planning, design, and engineering activities for consistency with Great Streets principles; assist communities in developing multi-jurisdictional agreements, district plans, and construction projects in previously planned Great Streets corridors; support implementation funding efforts of the various project sponsors.

2. Review project planning, design process, and built project performance for lessons learned.

3. Conduct local official and agency outreach to expand community awareness of Great Streets program and principles; work and develop partnerships with other agencies interested in communicating with and educating local governments about Great Streets.

4. Review project applications and select one or more projects to advance through planning, work with the selected project sponsor(s) and peer agencies to refine the scope of work for the project(s), and conduct the consultant selection process.

5. Conduct the project(s) planning process and administer / manage consultant work and contract(s) during the process. *(Staff and consultant)*

6. Review projects submitted for TIP funding to determine their consistency with Great Streets principles, and provide technical assistance to local governments that will enable them to better incorporate those principles into project design.

7. Maintain and update the web-based digital design guide, as appropriate.

8. Provide Great Streets-related technical support for the OneSTL implementation effort, if needed.

9. Conduct project selection activities for possible FY 2020 project(s).

10. Create and provide program / project educational / informational materials, as needed.

GREAT STREETS INITIATIVE
2.13

Products/Outcomes:

A. Continued review of lessons learned from previous demonstration projects *(ongoing)*

B. Educational resources for community outreach and partnership activities *(ongoing)*

C. Selected FY 2019 project, refined project scope, and consultant selected *(January 2019)*

D. Completed FY 2019 Great Streets planning process and documents *(June 2019)*

E. Solicitation for and review of project applications for project to be conducted in FY 2020, if required *(June 2019)*

Estimated Costs:

Federal:

Trans Planning Funds

MoDOT	$540,000
Subtotal	$540,000

Local:

EWG	$35,000
City of St. Louis	$85,000
Bevo CID	$15,000
Subtotal	$135,000
TOTAL	$675,000

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James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Amendment to the 2019 Unified Planning Work Program - 2.39 Updating the All-Hazard Mitigation Plan for the Missouri Portion of the Region

Date: August 14, 2019

The regional All-Hazard Mitigation Plan for the St. Louis area in Missouri is required to be updated by May 2020. The last update was completed in 2015. Staff requests that the funding for the work element 2.39: Updating the All-Hazard Mitigation Plan for the Missouri Portion of the Region in the FY 2019 Unified Planning Work Program (UPWP) be increased by $6,453.00.

We anticipate that the work will begin in October and be completed by May 2020. The available funding has changed to $101,590 from the Missouri State Emergency Management Agency and $33,863 from East-West Gateway. The updated UPWP element describing the work tasks is attached.

Staff Recommendation: Staff recommends that the 2019 Unified Planning Work Program be amended to revise work element 2.39: Updating the All-Hazard Mitigation Plan for the Missouri Portion of the Region as attached. Staff further recommends that the Executive Director be authorized to enter into a funding agreement with SEMA to conduct the necessary work.

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UPDATING THE ALL-HAZARD MITIGATION PLAN FOR THE MISSOURI PORTION OF THE REGION
2.39

Activities:

1. Review and revise the All-Hazard Mitigation Plan to reflect changes in development, progress in local mitigation efforts, and changes in priorities.

2. Continued participation in the SEMA / FEMA and Missouri Association Council of Governments coordinated effort to maintain the All Hazard Mitigation Plan for the Missouri portion of the St. Louis region pursuant to the Disaster Mitigation Act of 2000.

3. Review and monitor hazard mitigation actions, grants, and the regulatory environment.

4. Monitor and review new and additional data and maps relating to hazard vulnerability and specific mitigation projects.

5. Respond to inquiries from participating communities, school districts, and community college districts on mitigation inquiries and ideas.

6. Work closely with SEMA, FEMA personnel on mitigation planning updates beginning October 2019.

Products/Outcomes:

A. Information for participating communities regarding FEMA regulations and policy changes as it relates to hazard mitigation requirements and guidelines *(ongoing)*

B. Complete draft plan update (*March 2020*); and final plan (May *2020*)

C. Increased awareness of citizens and public officials concerning mitigation strategies to reduce or eliminate the effects of natural disasters in the Missouri counties and communities of the region *(ongoing)*

D. Dissemination and sharing of mitigation strategies and hazard data to participating communities *(ongoing)*

UPDATING THE ALL-HAZARD MITIGATION PLAN FOR THE MISSOURI PORTION OF THE REGION
2.39

Estimated Costs:

Federal:

Est.	FEMA/SEMA	$101,590
	Subtotal	$101,590

Local:

Est.	EWG	$33,863
	Subtotal	$33,863
	TOTAL	$135,453

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Memo to: Board of Directors

From: Staff

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

Date: August 14, 2018

Bi-State Development (Metro), Illinois Department of Transportation (IDOT), Madison County Transit District (MCTD), Missouri Department of Transportation (MoDOT), and City of Wentzville have requested to amend the FY 2018-2021 TIP, *Connected2045*, and related Air Quality Conformity Determination. In all, they are requesting to add 14 new projects, modify five existing projects, add two scoping projects, and modify two existing scoping projects.

Illinois New Projects

IDOT has requested to add five new projects. Funding for the two ADA improvement projects (TIP# 6650F-19 & 6650G-19) are coming from IDOT's ADA set-aside. Funding for the other projects is coming from a statewide line item distributed to the IDOT districts.

MCTD has requested to add one new project for the East Gate Park and Ride Lot. This project is included in the draft FY 2019-2022 TIP, but MCTD wishes to start right of way acquisition as soon as possible.

These projects are summarized below:

New Projects - Illinois					
Sponsor / TIP #	**Title – Limits**	**Description of Work**	**County**	**Federal Cost**	**Total Cost**
IDOT / 6650F-19	IL 203 – Pontoon Rd to 21st St	ADA improvements	Madison	$280,000	$350,000

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New Projects - Illinois					
Sponsor / TIP #	**Title – Limits**	**Description of Work**	**County**	**Federal Cost**	**Total Cost**
IDOT / 6650G-19	IL 3 – 20th St to Niedringhaus Ave	ADA improvements & traffic signal replacement	Madison	$240,000	$300,000
IDOT / 6886J-18	I-55 – 1.3 miles north of IL 140 to Macoupin County line	Crack and joint sealing	Madison	$112,500	$125,000
IDOT / 6886K-18	IL 13 – Over Kaskaskia River west of New Athens	Bridge painting	St. Clair	$780,000	$975,000
IDOT / 6886L-19	I-255 – Over Collinsville Rd	Bridge painting	Madison	$296,000	$370,000
MCTD / 6667N-18	East Gate Park & Ride	Lot acquisition – Construction	Madison	$2,800,000	$3,500,000
			TOTAL:	**$4,508,500**	**$5,620,000**

Missouri New Projects

MoDOT has requested to add seven new projects. MoDOT intends to use advance construction[1] for TIP# 6852R-18 & 6892C-18, meaning that the projects initially will be funded with 100 percent state funds from MoDOT's operations budget until federal funds become available.

The City of Wentzville was recently awarded $5 million in MoDOT Cost Share funds in relation to its David Hoekel Parkway interchange project at I-70. This project was amended to the TIP in May (TIP# 6100D). Wentzville has requested to add a project for the relocation of the north I-70 outer road and grading for the future interchange. MoDOT will be making a payment of up to $2.5 million to Wentzville for this project. The remainder of the Cost Share funds will be paid to Wentzville for their work to construct bridges and roads related to the new interchange at I-70. This project is included in the draft FY 2019-2022 TIP. This project is regionally significant and it is included in the current air quality conformity determination.

These projects are summarized on the next page:

[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.

New Projects - Missouri					
Sponsor / TIP #	**Title – Limits**	**Description of Work**	**County**	**Federal Cost**	**Total Cost**
MoDOT / 6852R-18	US 61 – I-55 to St. Genevieve County line	Pavement repair & guardrail upgrades	Jefferson	$0	$1,738,000
MoDOT / 6887B-19	MO 30 – Between Rivermont Trail & Local Hillsboro Road	Add J turn and acceleration lane	Jefferson	$1,073,700	$1,193,000
MoDOT / 6887C-19	I-55 – MO A to US 67	Add southbound auxiliary lane	Jefferson	$3,247,200	$3,608,000
MoDOT / 6887D-19	US 61 – 400 feet north of to 600 feet south of Bauman Drive	Add turn lane & ADA transition plan	Jefferson	$1,201,500	$1,335,000
MoDOT / 6887Y-19	MO 109 – MO 100 to Cambury Lane	Add bicycle & pedestrian trail	St. Louis	$354,000	$750,000
MoDOT / 6892C-18	US 61 – Over Joachim Creek between Scenic Drive & Joachim Road	Bridge replacement & slide repair	Jefferson	$0	$11,844,000
MoDOT / 6892T-19	I-70 – 0.19 miles west of to 0.22 miles west of Mid Rivers Mall Drive	Add 12 inch pipe and drop inlet to drain median	St. Charles	$603,000	$670,000
Wentzville / 6100E-19	David Hoekel Parkway, Phase 1 (Grading) – 0.5 miles west of Point Prairie Road	Grading for future interchange at I-70 and relocation of north outer road (MoDOT to pay Wentzville up to $2.5 million for work at a later date)	St. Charles	$1,149,236	$4,923,378
			TOTAL:	**$7,628,636**	**$26,061,378**

Missouri Modified Projects

Metro has requested to modify four projects in the TIP. Two of these projects (5931-14 & 6438-15) are decreasing in funds due to cost savings in the design and bidding process. Funds from those projects will be reallocated to the Union Station tunnel rehabilitation projects (5172A-14 & 5596A-15 respectively) which are increasing in cost due to unanticipated easement costs and inflation of the cost of key elements. 5172A-14 will also be utilizing $1,078,400 of Metro's unallocated Section 5337 funds.

MoDOT has requested to modify one project in the TIP. TIP# 6811L-18 is shifting right of way funds from FY 2018 to FY 2019.

These projects are summarized below:

Modified Projects - Missouri				
Sponsor / TIP # / County	**Project Title - Limits**	**Description of Work**	**Current Cost/ Revised Cost**	**Reason for Change**
Metro / 5931-14 / Multi-State	MetroLink Improvements	Track rehabilitation	$6,546,866 / $2,596,866	Cost decrease due to cost savings. Funds reallocated to TIP# 5172A-14
Metro / 5172A-14 / St. Louis City	Tunnels and Bridges Rehab – Union Station, downtown tunnels	Rehab tunnels and bridges	$7,805,897 / $13,103,896	Cost increase greater than 15%
Metro / 6438-15 / Multi-County	Facility Rehabilitation	Facility rehabilitation	$7,257,383 / $2,411,877	Cost decrease due to cost savings. Funds reallocated to TIP# 5596A-15
Metro / 5596A-15 / St. Louis City	Tunnels and Bridges Rehab – Union Station Tunnel	Rehab tunnels and bridges	$11,225,495 / $15,237,035	Cost increase greater than 15%
MoDOT / 6811L-18 / St. Charles	MO 94 – MO 370 to BNSF Railroad in Orchard Farm	Pavement resurfacing & adding shoulders	$3,731,000 / $2,648,000	Shift right of way from FY 2018 to FY 2019. Cost decrease greater than 15%

Missouri Scoping Projects

MoDOT has requested to add two new scoping projects to the 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).

These scoping projects are summarized below:

New Scoping Projects - Missouri					
Sponsor / TIP #	**Project Title - Limits**	**Description of Work**	**County**	**Fed / Total Cost for Design**	**Est. Cost Range for Construction**
MoDOT / 6892U-18	MO 100 – Bremerton Road to Black Creek	Pedestrian & streetscape enhancements, pedestrian tunnel under MO 100 at Mary Drive	St. Louis	$0 / $5,000	$10 million – $15 million
MoDOT / 6892V-18	MO 100 – US 61/67 to Kenmore Drive	Pedestrian & streetscape enhancements	St. Louis	$0 / $5,000	$1 million – $2 million

MoDOT has also requested to modify two existing scoping projects in the TIP. These projects have experienced cost increases due to additional design work.

These scoping projects are summarized below:

Modified Scoping Projects - Missouri					
Sponsor / TIP #	**Project Title - Limits**	**Description of Work**	**County**	**Current Cost/ Revised Cost**	**Reason for Change**
MoDOT / 5905-13	I-70 – Wentzville Parkway to MO Z	Relocate I-70	St. Charles	$1,257,000 / $2,862,000	Cost increase greater than 15%
MoDOT / 6788G-17	MO D – I-170 to St. Louis City limits	Pavement & ADA transition plan improvements	St. Louis	$502,000 / $1,501,000	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 14 new projects, modify five projects, add two scoping projects, and modify two existing scoping projects as summarized above and detailed in the attachment. These projects are exempt with respect to air quality in accordance with federal regulations (40 CFR 93.126), are not regionally significant, or are regionally significant and are currently included in the regional air quality model.

Amendment # **0818-083**
TIP # **6650F-19**
Sponsor # **C-98-276-18**

PROJECT SPONSOR: **IDOT**

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

TITLE: **IL 203**

LIMITS: Pontoon Road to 21st Street

DESCRIPTION: ADA improvements

COUNTY: Madison

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$280,000	$70,000	$350,000
Total	$280,000	$70,000	$350,000

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

STAFF RECOMMENDATION: Approval

Amendment # **0818-084**
TIP # **6650G-19**
Sponsor # **C-98-314-18**

PROJECT SPONSOR: **IDOT**

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

TITLE: **IL 3**

LIMITS: 20th Street to Niedringhaus Avenue

DESCRIPTION: ADA improvements & traffic signal replacement

COUNTY: Madison

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$240,000	$60,000	$300,000
Total	$240,000	$60,000	$300,000

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

STAFF RECOMMENDATION: Approval

Amendment # **0818-085**
TIP # **6886J-18**
Sponsor # **C-98-183-18**

PROJECT SPONSOR: **IDOT**

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

TITLE: **I-55**

LIMITS: 1.3 miles north of IL 140 to Macoupin County line

DESCRIPTION: Crack & joint sealing

COUNTY: Madison

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$112,500	$12,500	$125,000
Total	$112,500	$12,500	$125,000

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

STAFF RECOMMENDATION: Approval

Amendment # **0818-086**
TIP # **6886K-18**
Sponsor # **C-98-342-18**

PROJECT SPONSOR: **IDOT**

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

TITLE: **IL 13**

LIMITS: Over Kaskaskia River west of New Athens

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	$780,000	$195,000	$975,000
Total	$780,000	$195,000	$975,000

AIR QUALITY CONFORMITY: Not Regionally Significant

STAFF RECOMMENDATION: Approval

Amendment # **0818-087**
TIP # **6886L-19**
Sponsor # **C-98-344-18**

PROJECT SPONSOR: **IDOT**

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

TITLE: **I-255**

LIMITS: Over Collinsville Rd

DESCRIPTION: Bridge painting

COUNTY: Madison

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$296,000	$74,000	$370,000
Total	$296,000	$74,000	$370,000

AIR QUALITY CONFORMITY: Not Regionally Significant

STAFF RECOMMENDATION: Approval

Amendment # **0818-096**
TIP # **6667N-18**
Sponsor # **N/A**

PROJECT SPONSOR: **Madison County Transit District**

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

TITLE: **East Gate Park & Ride**

LIMITS: East Gate Shopping Center in East Alton

DESCRIPTION: Lot acquisition – Construction

COUNTY: Madison

FUNDING SOURCE: Section 5307 (S5307)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$400,000	$100,000	$500,000
Implementation	$2,400,000	$600,000	$3,000,000
Total	$2,800,000	$700,000	$3,500,000

AIR QUALITY CONFORMITY: Not regionally significant

STAFF RECOMMENDATION: Approval

Amendment # **0818-088**
TIP # **6852R-18**
Sponsor # **6P3371**

PROJECT SPONSOR: **MoDOT**

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

TITLE: **US 61**

LIMITS: I-55 to St Genevieve County line

DESCRIPTION: Pavement repair & guardrail upgrades

COUNTY: Jefferson

FUNDING SOURCE: State Advance Construction – (STAC*)

	Federal	Match	Total
PE	$0	$238,000	$238,000
ROW	$0	$0	$0
Implementation	$0	$1,500,000	$1,500,000
Total	$0	$1,738,000	$1,738,000

*$1,310,000 to be converted to National Highway Performance Program (NHPP) at a later date.

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

STAFF RECOMMENDATION: Approval

Amendment # **0818-089**
TIP # **6887B-19**
Sponsor # **6S3390**

PROJECT SPONSOR: **MoDOT**

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

TITLE: **MO 30**

LIMITS: Between Rivermont Trail & Local Hillsboro Road

DESCRIPTION: Add J turn and acceleration lane

COUNTY: Jefferson

FUNDING SOURCE: Highway Safety Improvement Program (HSIP)

	Federal	Match	Total
PE	$171,000	$19,000	$190,000
ROW	$0	$0	$0
Implementation	$902,700	$100,300	$1,003,000
Total	$1,073,700	$119,300	$1,193,000

AIR QUALITY CONFORMITY: Not Regionally Significant

STAFF RECOMMENDATION: Approval

Amendment # **0818-090**
TIP # **6887C-19**
Sponsor # **6I3389**

PROJECT SPONSOR: **MoDOT**

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

TITLE: **I-55**

LIMITS: MO A to US 67

DESCRIPTION: Add southbound auxiliary lane

COUNTY: Jefferson

FUNDING SOURCE: Highway Safety Improvement Program (HSIP)

	Federal	Match	Total
PE	$646,200	$71,800	$718,000
ROW	$735,300	$81,700	$817,000
Implementation	$1,865,700	$207,300	$2,073,000
Total	$3,247,200	$360,800	$3,608,000

AIR QUALITY CONFORMITY: Not Regionally Significant

STAFF RECOMMENDATION: Approval

Amendment # **0818-091**
TIP # **6887D-19**
Sponsor # **6S3391**

PROJECT SPONSOR: **MoDOT**

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

TITLE: **US 61**

LIMITS: 400 feet north of to 600 feet south of Bauman Drive

DESCRIPTION: Add turn lane & ADA transition plan

COUNTY: Jefferson

FUNDING SOURCE: Highway Safety Improvement Program (HSIP)

	Federal	Match	Total
PE	$180,900	$20,100	$201,000
ROW	$8,100	$900	$9,000
Implementation	$1,012,500	$112,500	$1,125,000
Total	$1,201,500	$133,500	$1,335,000

AIR QUALITY CONFORMITY: Not Regionally Significant

STAFF RECOMMENDATION: Approval

Amendment # **0818-092**
TIP # **6887Y-19**
Sponsor # **6S3141C**

PROJECT SPONSOR: **MoDOT**

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

TITLE: **MO 109**

LIMITS: MO 100 to Cambury Lane

DESCRIPTION: Add bicycle & pedestrian trail

COUNTY: St. Louis

FUNDING SOURCE: Surface Transportation Block Grant (STBG)

	Federal	Match	Total
PE	$47,200	$52,800	$100,000
ROW	$0	$0	$0
Implementation	$306,800	$343,200	$650,000
Total	$354,000	$396,000	$750,000

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

STAFF RECOMMENDATION: Approval

Amendment # **0818-093**
TIP # **6892C-18**
Sponsor # **6S3289**

PROJECT SPONSOR: **MoDOT**

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

TITLE: **US 61**

LIMITS: Over Joachim Creek between Scenic Drive & Joachim Road

DESCRIPTION: Bridge replacement & slide repair

COUNTY: Jefferson

FUNDING SOURCE: State Advance Construction – (STAC*)

	Federal	Match	Total
PE	$0	$1,549,000	$1,549,000
ROW	$0	$925,000	$925,000
Implementation	$0	$9,370,000	$9,370,000
Total	$0	$11,844,000	$11,844,000

*$9,435,000 to be converted to National Highway Performance Program (NHPP) at a later date.

AIR QUALITY CONFORMITY: Exempt – Widening narrow pavements or reconstructing bridges (no additional travel lanes) (§93.126)

STAFF RECOMMENDATION: Approval

Amendment # **0818-094**
TIP # **6892T-19**
Sponsor # **6I3410**

PROJECT SPONSOR: **MoDOT**

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

TITLE: **I-70**

LIMITS: 0.19 miles west of to 0.22 miles west of Mid Rivers Mall Drive

DESCRIPTION: Add 12 inch pipe and drop inlet to drain median

COUNTY: St. Charles

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	$63,000	$7,000	$70,000
ROW	$0	$0	$0
Implementation	$540,000	$60,000	$600,000
Total	$603,000	$67,000	$670,000

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

STAFF RECOMMENDATION: Approval

Amendment # **0818-095**
TIP # **6100E-19**
Sponsor # **6I3201**

PROJECT SPONSOR: **Wentzville**

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

TITLE: **David Hoekel Parkway, Phase 1 (Grading)**

LIMITS: 0.5 miles west of Point Prairie Road

DESCRIPTION: Grading for future interchange at I-70 and relocation of north outer road

COUNTY: St. Charles

FUNDING SOURCE: National Highway Performance Program (NHPP)[2]

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$1,149,236	$3,774,142	$4,923,378
Total	$1,149,236	$3,774,142	$4,923,378

AIR QUALITY CONFORMITY: Regionally Significant

STAFF

[2] Wentzville was awarded $5,000,000 in MoDOT Cost Share funds. MoDOT will issue a payment of up to $2.5 million for this phase. This payment is part of TIP #6100D-18 which was approved by the EWG Board of Directors in May 2018.

RECOMMENDATION: Approval

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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Memo to: Board of Directors

From: Staff

Subject: Regional Security Expenditures

Date: August 14, 2018

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 purchases totaling **$156,570**. Also attached is a summary description of all budgeted expenditures from the UASI grants (Attachment B).

1. **Automatic License Plate Reader Server** – Last June the Board approved the purchase of Automatic License Plate Reader Cameras for the St. Louis Metropolitan Police Department. We are now requesting approval to purchase a Dell computer server that will be used to support the License Plate Reader Cameras operations. The server will be installed within the St. Louis Metropolitan Police Department's Real Time Crime Center. Total Cost will not exceed **$20,585.**

2. **Law Enforcement Tactical Communication Headsets –** We are requesting approval to purchase 20 Law Enforcement Tactical Communication Headsets for the St. Clair County/Belleville, Illinois Law Enforcement Specialty Response Team. The headsets will work with the team's Motorola XTS-5000 portable radios. Total costs will not exceed **$11,900**.

3. **Sandbag Machine –** We are requesting approval to purchase a sandbag machine for the St. Clair County, Illinois Emergency Management Agency. This brings a total of seven sandbag machines in the region; one in the City of St. Louis, Jefferson, Madison, Monroe and St. Charles Counties and two in St. Clair County, Illinois. Total cost will not exceed **$95,485**

4. **Urban Search and Rescue (US&R) Baseline Training -** The five US&R Teams in the St. Louis metropolitan region need to provide on-going support baseline rescue training for the current and new team members. Therefore, we are requesting approval to train a total of 60 fire personnel in the St. Louis metropolitan area to the

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Rescue Specialist position. This baseline training includes Technical Rescuer: Core; Rope Rescue Level I and II; and Boat Rescue Operations Technician. Total costs will not exceed **$28,600.**

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

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

- for the purchase of one Dell Power Edge Server with necessary hardware and accessories from Dell, Incorporated in an amount not to exceed **$20,585**;

- for the purchase of 20 Law Enforcement Tactical Headsets from ABM Supply in an amount not to exceed **$11,900**;

- for the purchase of a Sandbag Machine from Express Scale Parts, Incorporated in an amount not to exceed **$95,485**; and,

- to allow the Executive Director to enter into a contract with the University of Missouri, Fire Rescue Training Institute to provide baseline rescue training courses Technical Rescuer: Core; Rope Rescue Level I and II; and Boat Rescue Operations Technician in an amount not to exceed **$28,600**;

for a total amount not to exceed **$156,570** from the UASI grant program.

ATTACHMENT A

Expenditures for Equipment and Services
August 2, 2018

Vendor	Description	Jurisdiction/Agency	Quantity	Cost
Emergency Response Equipment (UASI)				
Dell, Inc (Round Rock, TX)	Dell Server	St. Louis City	1	$20,585
ABM Supply (Lenexa, KS)	Tactical headsets	St. Clair County	20	$11,900
Express Scale Parts, Inc (Lenexa, KS)	Sandbag machine	St. Clair County	1	$95,485
Emergency Response Training (UASI)				
University of Missouri Fire Rescue Training Institute (Columbia, MO)	Urban search and rescue training courses	Regional	1	$28,600
			TOTAL EXPENDITURES	**$ 156,570.00**

Total UASI Expenditures: $156,570

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2016

		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	$18,792,753	$18,445,240	$0	$347,513	$0
	Mass Casualty	1,172,980	1,091,753	0	81,227	$0
	Incident Management Teams	2,436,812	2,211,194	95,485	130,133	$0
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:	9,402,894	9,048,059	32,485	322,350	$0
	Tactical vehicles:	4,514,819	4,514,819	0	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:	8,758,026	8,579,774	0	178,252	
	Microwave system:	9,338,047	9,188,047	0	150,000	
	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	

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2016

	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.	2,942,741	2,821,898	0	120,843
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.	2,296,305	2,177,244	0	119,061
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.	$2,270,308	$2,270,308	$0	$0

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2016

	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.	$ 3,834,597	$3,288,721	$0	$545,876
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.	2,738,666	2,667,466	0	71,200
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.	471,500	371,500	0	100,000
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.	4,342,008	4,129,689	28,600	183,719
Totals:	$83,289,473	[1] $80,762,729	$156,570	$2,370,174

[1] This total represents the sum of UASI funds awarded for equipment and contractual obligations for fiscal years 2003 - 2017. 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.