AGENDA
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS MEETING
WEDNESDAY, MAY 29, 2019 – 10:00 A.M.

1. CALL TO ORDER

2. APPROVAL OF MINUTES OF APRIL 24, 2019

3. DISCUSSION ITEMS

A. Bicycle Safety Planning - - Melissa Theiss

B. Complex Coordinated Terrorist Attack Briefing - - Althea de Guzman

C. FY 2020-2023 Transportation Improvement Program – Summary of Local Project Recommendations - - Jason Lange

4. ACTION ITEMS

A. Resolution in Support of the Cahokia Mounds – Mississippian Culture National Historical Park - - Jim Wild

B. Approval of the East-West Gateway Council of Governments Public Involvement Plan - - Roz Rodgers

C. Consultant Selection for Alton Great Streets Planning - - Paul Hubbman

D. Modifications to the FY 2019-2022 Transportation Improvement Program (TIP), *Connected2045*, and the Related Air Quality Conformity Determination – Requested by Illinois and Missouri Sponsors - - Josh Schwenk

E. Regional Security Expenditures - - Nick Gragnani

5. OTHER BUSINESS

6. ADJOURNMENT

NEXT MEETING DATE: WEDNESDAY, JUNE 26, 2019

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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Vice Chair
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Planning Commission
Tom Smith
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Michael Walters
Madison County
John White
St. Charles County
Regional Citizens
Barbara Geisman
C. William Grogan
Richard Kellett
John A. Laker
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Erin Aleman
Illinois Department of
Transportation
Erika Kennett
Illinois Department of Commerce
and Economic Opportunity
Patrick McKenna
Missouri Department of
Transportation
Taulby Roach
Bi-State Development
Aaron Willard
Missouri Office of Administration
Executive Director
James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Project Notifications

Date: May 13, 2019

Attached is the Project Notification list for April 6, 2019 – May 10, 2019. The compiled list is a result of the weekly list of projects from the Missouri State Clearinghouse for comments. The listing contains a summary table which includes grant applications, announcements, and public notices. If you have any questions regarding this attachment, please contact Carol Lawrence in the Community Planning department.

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Project Notifications for East-West Gateway Council of Governments
April 6, 2019 – May 10, 2019

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE, LOCAL/OTHER	TOTAL
St. Charles County	St. Charles County #1910028	DNA Backlog Reduction Program DNA Capacity Enhancement & Backlog Reduction Program – St. Charles County	DOJ	$70,000		$70,000
City of St. Louis St. Louis County	Betty Jean Kerr People's Health Center, St. Louis, MO #1910046	Grants for New and Expanded Services under the Health Center Program Oral Health Integration with Mental Health Program Services	HHS	$300,000		$300,000
City of St. Louis	City of St. Louis Mental Health Board of Trustees St. Louis, MO #1910058	Comprehensive Community Mental Health Services for Children with Serious Emotional Disturbances (SED) System of Care St. Louis	HHS	$999897	Applicant: $333,300	$1,333,197
St. Louis County	The Dewight E. Patton Jr. Foundation Hazelwood, MO #1910061	Juvenile Mentoring Program Equip, Empower and Engage – Life Skills Group Mentoring Program	DOJ	$382,885	Applicant: $20,000 State: $1.00 Local: $16,000 Other: $6,000 Program Income: $2,000	$426,886
St. Louis County	St Louis County #1911043	DNA Backlog Reduction Program FY 2019 DNA Capacity Enhancement for Backlog Reduction	DOJ	$183,492	Applicant: $35,842	$219,334

MINUTES
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
APRIL 24, 2019

The regular meeting of the Board of Directors was held in the Council offices on Wednesday, April 24, 2019 at 10:00 a.m.

Members in Attendance
Mark Kern, *Chair*, Chairman, St. Clair County Board, IL Board
Steve Ehlmann, *Vice-Chair* , County Executive, St. Charles County, MO
Robert Elmore, *2nd Vice-Chair*, Chairman, Monroe County, IL Board
Tim Brinker, Presiding Commissioner, Franklin County, MO
Dennis Gannon, County Executive, Jefferson County, MO
Kurt Prenzler, Chairman, Madison County, IL Board
Steve Stenger, County Executive, St. Louis County, MO
Ron Counts, Jefferson County, MO
Barbara Geisman, Regional Citizen, City of St. Louis, MO
Bill Grogan, Regional Citizen, St. Clair County, IL
Reggie Jones, Mayor, City of Dellwood, St. Louis County, MO
Richard Kellett, Regjonal Citizen, St. Louis County
Mark Kupsky, Mayor, City of Fairview Heights, IL
John A. Laker, Regional Citizen, St. Clair County, IL
Roy Mosley, Board Member, St. Clair County, IL
Lewis Reed, President Board of Aldermen, City of St. Louis
Herb Simmons, President, SW IL Metropolitan and Regional Planning Commission
Tom Smith, Mayor, City of Waterloo, IL; President, SW IL Council of Mayors
Michael Walters, Regional Citizen, Madison County, IL
John White, Councilman, St. Charles County, MO
Tom Blair, MoDOT
Taulby Roach, President, Bi-State Development

Members Absent
Emeka Jackson-Hicks, Mayor, City of East St. Louis, IL
Erika Kennett, State of Illinois Department of Commerce and Opportunity
Lyda Krewson, Mayor, City of St. Louis, MO
Norm McCourt, President, St. Louis County Municipal League

Others in Attendance
Tom Caldwell, IDOT
Tom Curran, St. Louis County, MO
Gary Elmestad, St. Charles County, MO
Maurice Falls, City of St. Louis, MO
Noe Gonzalez, City of St. Louis, MO
Greg Horn, MoDOT
Kevin Jemison, IDOT
Bill Schnell, MoDOT

EWGCOG Staff:

Jim Wild, Royce Bauer, Jerry Blair, Dale Chambers, Joyce Collins-Catling, Brenden Giblin, Nick Gragnani, Larry Grither, Paul Hubbman, Dan Hutti, Gena Jain, Frank Johnson, Peter Koeppel, Jason Lange, Carol Lawrence, Mary Grace Lewandowski, Maureen McCarthy, Christopher Michael, Anna Musial, Rachael Pawlak, Sonya Pointer, John Posey, Roz Rodgers, Josh Schwenk, Lubna Shoaib, Himmer Soberanis, Christine Thomas, Michael Wohlstadter, Aaron Young, Jennifer Vuitel

CALL TO ORDER

Mr. Kern, Chairman, informed the BOD of the passing of longtime EWGCOG employee and friend, Dennis (DJ) Wilson. He mentioned that in addition to his 14-year tenure as EWGCOG's Communication Coordinator, DJ was seen and heard by many on TV as well as his radio broadcast show. He announced memorial services for DJ and asked for a moment of silence in his remembrance. The Board of Directors meeting was then called to order by the Chairman.

APPROVAL OF MINUTES OF MARCH 27, 2019

Motion approving March 27, 2019 Meeting Minutes was made by Mr. Smith, seconded by Mr. Kellett. Motion carried, all voting aye.

DISCUSSION ITEMS

I-270 Design-Build Approach
Justin Wolf, MoDOT, gave a brief update on the I-270 North Design-Build Project pointing out location and access, purpose for the design-build process highlighting the advantages (i.e., innovation promotion, faster construction, reduced costs, and improved quality), project goals discussing each of the five goal specifics, the expected outcome, and what's next pointing out that the I-270 North team will go "silent" between the end of June to early November, but will remain available throughout that time period. Mr. Wolf encouraged the committee to visit the website and to subscribe for email updates at www.i270north.org and also suggested inviting MoDOT to present to organizations. After a few brief comments and questions, Tom Blair, MoDOT, thanked the board for allowing Mr. Wolf to present project information.

Draft Long Range Transportation Plan Update, *Connected2045*, and *State of the System* Technical Supplement
Peter Koeppel, EWGCOG, reminded the committee that per federal law requirements, EWGCOG is tasked to update the region's long-range transportation plan every four years. He then briefly provided a walk-through of the Plan pointing out the four chapters of the plan highlighting background on regional context, fact sheets & strategies, investment plan (MO, IL, and Metro) projections, major projects identified, and air quality conformity as well as the State of the System supplement that covers federal requirements, and next steps. Mr. Koeppel mentioned that all documents are available for review on the EWGCOG website. He pointed out that the final version of the *Connected2045* will be presented at the June 26th Board meeting.

ACTION ITEMS

Approval of the FY 2020 Unified Planning Work Program and authorization to enter into agreements with funding agencies for the work identified in the UPWP
Royce Bauer, EWGCOG, briefly recapped that the draft UPWP was provided at the Board's March meeting. Since that time the document has been discussed and reviewed with both Missouri and Illinois funding agencies as well as participating jurisdictions/entities with a few minor corrections made. Ms. Bauer mentioned that no new substantive changes in the document are anticipated, and the document is available for review on the EWGCOG website. Staff is recommending approval of the proposed UPWP for fiscal year 2020 and that the Executive Director be authorized to negotiate and execute funding agreements and subrecipient awards as outlined in the document.

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

Modifications of the FY 209-2022 Transportation Improvement Program (TIP), *Connected2045*, and the Related Air quality Conformity Determination – Requested by Illinois and Missouri Sponsors
Josh Schwenk, EWGCOG, summarized the requests from the Illinois Department of Transportation (IDOT) and the Missouri Department of Transportation (MoDOT) to amend the FY 2019-2022 TIP, Connected2045, and related Air Quality Conformity Determination adding two new projects, modifying two existing projects, and adding two scoping projects

The projects are summarized below:

TIP #	Sponsor	Action	Description
6886U-19	IDOT	New	Madison; I-255/I-270 – Grey's Farm Pump Station and Fun & Sun Pump Station
583-00	IDOT	Modify	Regional-Illinois; District Wide Preliminary Engineering needs - Various locations
1012-01	IDOT	Modify	Regional-Illinois; District Wide Construction Engineering – Various locations
6936F-19	MoDOT	New	St. Louis; MO 115 – MO U to St. Louis City limits; Pavement, signal, drainage, and ADA work
6936G-19	MoDOT	Scoping	St. Louis; MO 115 – I-170 to Hanley Road; Pavement, drainage, signal, and ADA work
6936H-19	MoDOT	Scoping	St. Charles; I-64 – Prospect Road to Lake Saint Louis Blvd.; Pavement repairs

Staff recommends that the FY 2019-2022 TIP, *Connected2045*, and related Air Quality Conformity Determination be revised as requested.

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

Regional Security Expenditures
Nick Gragnani, EWGCOG, presented staff recommended expenditures of funds for the purchase of a Sandbag Machine and a video downlink test kit not to exceed $119,485 from the UASI grant program in support of regional security improving the region's disaster preparedness and response capabilities. Mr. Brinker requested the STARRS staff investigate the addition of a sandbag machine for Franklin County.

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

OTHER BUSINESS

Jim Wild mentioned that the committee has each been given an update to the Where We Stand. John Posey elaborated further that the Census Bureau provided the latest population ratio for St. Louis City and St. Louis County and the Research staff updated the Where We Stand accordingly. Mr. Wild noted over the last month or so EWGCOG has been recognized for its efforts and great work by staff from SW Illinois Leadership Council in March as one of the regional leaders in Transportation; the American Society of Landscape Architects gave its Civic Stewardship Award to EWGCOG in April for the Great Streets Initiative of which Paul Hubbman and Marcie Meystrik lead; and, also in April Forbes Magazine referenced the OneSTL Program in one of its articles as one of many examples of how to make Sustainability A Part of Your Business. He also mentioned that Bill Schnell will be retiring on June 1st after serving 36 years with MoDOT and offered congratulations to him.

ADJOURNMENT

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

Respectfully submitted,

James M. Wild
Secretary, Board of Directors

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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Chairman, St. Clair County Board
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C. William Grogan
Richard Kellett
John A. Laker
Non-voting Members
Erin Aleman
Illinois Department of
Transportation
Erika Kennett
Illinois Department of Commerce
and Economic Opportunity
Patrick McKenna
Missouri Department of
Transportation
Taulby Roach
Bi-State Development
Aaron Willard
Missouri Office of Administration
Executive Director
James M. Wild

Memo to: Board of Directors

From: Staff

Subject: FY 2020-2023 Transportation Improvement Program – Summary of Local Project Recommendations

Date: May 14, 2019

East-West Gateway conducted a call for applications for Surface Transportation Block Grant Program – Suballocated (STP-S) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects on November 29, 2018. The project applications were due on February 14, 2019.

Staff has completed the evaluation of local project applications, and the Transportation Planning Committees (TPC) in Illinois and Missouri made funding recommendations at their May meetings. The Illinois TPC recommended funding six CMAQ projects ($5.3 million federal) and 15 STP-S projects ($6.2 million federal). The Missouri TPC recommended funding 15 CMAQ projects ($27 million federal) and 56 STP-S projects ($60.9 million federal). **Attachment A** details the TPC recommendations.

Local projects recommended for funding by the TPC will be included in the draft FY 2020-2023 Transportation Improvement Program (TIP). The draft TIP will be presented to the Board of Directors on June 26 and released for public comment from June 28 through August 5. There will be a series of five open houses throughout the region during the comment period. Following the comment period, the TIP will be submitted to the Board of Directors for final approval on August 28.

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Attachment A
Illinois Transportation Planning Committee Recommendations
Illinois Local Program - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
Sorted in alphabetical order by sponsor

RECOMMENDED FOR FUNDING

County	Sponsor	ID #	Project Title - Description	Federal Cost	Total Cost
St. Clair	Bi-State Development/ Metro	6986A-22	Metro Bus Replacement - 2022 (A) - Replace Three Buses - St. Clair County Transit District	$1,207,966	$1,509,957
St. Clair	Bi-State Development/ Metro	6986B-20	Metro Bus Replacement - 2022 (B) - Replace Three Buses - St. Clair County Transit District	$1,207,966	$1,509,957
Madison	Glen Carbon	6986C-20	IL 159 - At Glen Carbon Rd/Cottonwood Rd - Add Right Turn Lanes (EB) (NB) - Sidewalk	$329,735	$412,192
Madison	Madison County Transit District	6986D-20	Bus Replacement - Replace Five 40' Buses	$1,760,000	$2,200,000
St. Clair	Smithton	6986F-20	IL 159 (N. Main St) - Barker St to Sunset Dr - Two Way Turn Lane - Shared Use Path (8')	$525,600	$657,000
St. Clair	St. Clair County	6986G-20	Old Collinsville Road - At Ashland Ave - Add Southbound Right Turn Lane	$238,290	$297,862
			Cumulative Cost:	**$5,269,557**	**$6,586,968**

NOT RECOMMENDED FOR FUNDING

County	Sponsor	ID #	Project Title - Description	Federal Cost	Total Cost
Madison	Collinsville	8400	Sugarloaf Road - At Sugar Ln - Roundabout - Shared Use Path (10')	$743,640	$929,550
Madison	Edwardsville	8401	IL 157 Multi-Use Path, Phase 3 - MCT Nature Trail to Lewis Rd - Shared Use Path (10')	$734,376	$917,970
Madison	Granite City	8403	Niedringhaus Avenue - At 21st St/Grand Ave - Roundabout - Sidewalk (5')	$681,264	$1,144,475
Madison	Granite City	8404	Maryville Rd - At Stratford Ln/Emert Ave - Roundabout - Sidewalk	$693,540	$1,203,656
St. Clair	O'Fallon	8407	Seven Hills Road - At Wesley Dr - Roundabout - Sidewalk (5')	$718,008	$897,510
St. Clair	St. Clair County Transit District	8410	Building Transit Ridership Through Reach & Rewards - Boundaries of St. Clair Co - Bus Revision Engagement Program - Partnership to Build Ridership - Two Yr Prg	$479,583	$588,479

APPLICATION WITHDRAWN BY SPONSOR

County	Sponsor	ID #	Project Title - Description	Federal Cost	Total Cost
Multi-State	Madison County Transit District	8406	Ridefinders Vanpool Workforce Initiative - IL - Vanpool Cost Assistance - Transportation from Low-Income Communities to Employment Ctrs - Operating Assistance	$72,000	$90,000

Attachment A
Illinois Transportation Planning Committee Recommendations
Illinois Local Program - Surface Transportation Block Grant Program - Suballocated (STP-S)
Sorted in alphabetical order by sponsor

RECOMMENDED FOR FUNDING

County	Sponsor	ID #	Project Title - Description	Federal Cost	Total Cost
Madison	Alton	6985A-23	Brown Street - Main St to Worden Ave - Resurfacing - Curb Ramps	$450,000	$826,500
St. Clair	Cahokia	6985B-23	Jerome Lane - Range Ln to Nash St - Resurfacing - Curb Ramps - Bike Lane (6')	$620,796	$951,887
St. Clair	Centreville	6985C-23	Bond Avenue Drainage and Sidewalks - Old Missouri Ave to City Limits - Sidewalks (5') - Reshape Ditches	$571,736	$876,662
Madison	Collinsville	6985D-23	Summit Avenue, Phase 1 - Notting Hill Rd to Alco Dr - Resurfacing - Sidewalks (5') - Curb/Gutter	$430,404	$828,872
Monroe	Columbia	6985E-23	Quarry Road, Phase 2 - Palmer Creek Dr to Rueck Rd - Resurfacing - Shoulders (4') - Shared Use Path (10')	$398,250	$605,000
Madison	East Alton	6985F-23	Wood River Avenue, Phase 2 - 2nd St to 3rd St - Reconstruction - Sidewalks (5')	$375,000	$670,000
Madison	Edwardsville	6985G-23	University Drive, Phase 1 - IL 157 to Devon Ct - Resurfacing - Sidewalks (5') - Reconstruction	$337,769	$617,859
Madison	Godfrey	6985H-23	Pierce Lane, Phase 5 - Stamper Ln to 850' North - Reconstruction - Sidewalk (5')	$396,975	$688,300
Madison	Granite City	6985I-23	Johnson Road, Phase 3 - Edgewood Ave to Wabash Ave - Resurfacing - Sidewalks (5') - Curb & Gutter	$357,087	$595,145
Madison	Highland	6985J-23	6th Street - Pine St to Olive St - Reconstruction - Sidewalk (5')	$511,000	$815,000
Madison	Madison	6985K-23	Sixth Street - Madison Ave to Alton Ave - Resurfacing - Sidewalks (5')	$360,071	$600,118
Madison	Maryville	6985L-23	Keebler Road, Phase 2 - Old Keebler Rd to Lorry Ln - Resurfacing - Sidewalks (6')	$330,601	$551,001
St. Clair	O'Fallon	6985M-23	Simmons Road Bridge - Over Ogles Creek - Replace Bridge	$674,250	$1,016,000
St. Clair	Shiloh	6985N-23	Seibert Road - Lebanon Ave to 200' E/O Johnson Rd - Resurfacing - Curb Ramps	$200,493	$330,766
St. Clair	St. Clair County	6985O-23	Hartman Ln, 80th St, Waterloo Rd - Over Harding Ditch, Richland Cr, Prairie Du Long Cr - Bridge Deck Preservation - Replace Wearing Surface	$174,750	$304,200
			Cumulative Cost:	**$6,189,182**	**$10,277,310**

NOT RECOMMENDED FOR FUNDING

County	Sponsor	ID #	Project Title - Description	Federal Cost	Total Cost
Madison	Bethalto	8301	Erwin Plegge Expressway - Old Bethalto Rd to Prairie St - Resurfacing - Curb Ramps - Ped Beacon	$395,000	$682,650
St. Clair	East St. Louis	8307	Martin Luther King Dr - Collinsville Ave to 10th St - Resurfacing - Ln Reduction (4 to 2) - BL (9') - Repl. Signals	$986,297	$1,512,322
Madison	Granite City	8310	Madison Avenue - 23rd St to 26th St - Resurfacing - Sidewalks (5')	$635,675	$1,059,459
Madison	Madison	8313	Madison Avenue, Phase 1 - 3rd St to 7th St - Resurfacing - Sidewalks (5')	$405,132	$675,220
Madison	Maryville	8315	Pleasant Ridge Road - W. Main St to 1300' South - Reconstruction - Sidewalk (5') - Storm Sewer	$719,655	$1,285,675
St. Clair	Sauget	8318	Sauget Lighting, Phase 2 - Queeny - Lighting	$438,895	$717,193
St. Clair	St. Clair County	8321	S. Green Mount Road - At Old Freeburg Rd - Realign Intersection	$370,073	$660,430
St. Clair	Swansea	8322	IL 159 - At Huntwood/Grimmig - Realign Grimmig Rd Intersection - Shared Use Path (10')	$528,000	$2,112,596
Madison	Troy	8323	Formosa Road - 730' N/O IL 162 to Spring Mill Dr - Overlay - Shoulders (6') - Patching	$357,000	$612,000

Attachment A
Missouri Transportation Planning Committee Recommendations
Missouri Local Program - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
Sorted in alphabetical order by sponsor

RECOMMENDED FOR FUNDING

County	Sponsor	ID #	Project Title - Description	Federal Cost	Total Cost
Multi-County	Bi-State Development/ Metro	6975A-22	Metro Bus Replacement - 2022(A) - Replace Ten Buses	$4,026,552	$5,033,190
Multi-County	Bi-State Development/ Metro	6975B-22	Metro Bus Replacement - 2022(B) - Replace Nine Buses	$3,623,897	$4,529,871
St. Louis	Des Peres	6976-20	Des Peres Road - At Old Des Peres Rd - Roundabout - Sidewalk	$1,320,160	$1,650,200
Multi-County	Jefferson County Port Authority	6977-21	Marine Vessel Engine Repower - 2021 - Repower Two Marine Vessels Serving Mississippi R and Missouri R. in Non-Attainment Area - 1 Towboat 1 Ferry	$577,598	$1,155,196
St. Charles	MoDOT	6979A-20	I-70 - At MO 94 (First Capitol Dr) - Convert Interchange to Diverging Diamond	$2,088,596	$2,610,745
St. Louis	MoDOT	6979B-20	MO 109 - At MO CC (Wild Horse Creek Rd)/S. Eatherton Rd - Roundabout	$3,278,000	$4,099,000
Multi-County	MoDOT	6979C-22	Signal Optimization 2022 - Various Locations Along MO 180, MO 21, MO N, MO U, MO EE & MO 267 in St. Louis Co; US 61/67 in Jeff Co.; MO K in St. Charles Co	$568,000	$710,000
Multi-County	MoDOT/Citizens for Modern Transit	6980-21	Increased Transit Ridership Through Reach and Rewards - STL City and STL County - Bus Revision Engagement Program - Partnership to Build Ridership - Two Yr Program	$442,414	$553,017
St. Charles	St. Charles County	6981A-22	Central School Road - At St. Peters Howell Rd - Intersection Improvements	$1,000,000	$1,820,000
St. Charles	St. Charles County	6981B-20	Gateway Greenlight Signal Optimization - 2020 - Various Locations Along Main St, Mexico Rd, TR Hughes Blvd, Tom Ginnever, and O'Fallon Rd	$120,000	$150,000
St. Charles	St. Charles County	6981C-20	Smart Parking Management System - Downtown St. Charles - Develop Smart Parking System - Parking Lot Sensors Msg Signs - Cameras - Phone App - Lease Electric Shuttle	$800,000	$1,000,000
St. Louis City	St. Louis	6982A-20	20th Street - Market St to St. Louis Ave - Cycletrack - Traffic Signals - Shared Use Path - Lighting - Sidewalk - Signal Interconnect	$5,000,000	$10,905,000
St. Louis City	St. Louis	6982B-20	Traffic Management Enhancements, Phase 4 - Various Locations Along Goodfellow, MLK Dr, Halls Ferry Rd - Traffic Monitoring Cameras - Signal Improvements	$2,880,000	$3,600,000
St. Louis	St. Louis County	6983-20	North County ITS - 2022 - Various Locations Along Howdershell Rd, Old Halls Ferry Rd, Shackelford Rd	$1,078,240	$1,347,800
St. Charles	Wentzville	6984-20	MO Z - At Interstate Dr - Add NB Right Turn Lane	$160,000	$200,000
			Cumulative Cost:	**$26,963,457**	**$39,364,019**

NOT RECOMMENDED FOR FUNDING

County	Sponsor	ID #	Project Title - Description	Federal Cost	Total Cost
St. Louis	MoDOT	8206	I-270 Pedestrian Bridge/Shared Use Path - Ped Bridge at S. Waterford; Shared Use Path: Dunn: Wash to W. Florissant; Pershall: Washington to Metro Transfer Ctr.	$1,802,424	$2,253,030
St. Charles	St. Charles	8210	I-70 Transit Parking Lot - Under I-70 at S. Fifth St - Construct 375 Space Park and Ride - Signage	$500,000	$1,710,000
St. Louis	St. Louis County	8216	Central County ITS - 2022 - Various Locations along Ross Ave, Campus Pkwy, Missouri Bottom Rd, Weidman Rd, Barrett Station Rd	$1,696,560	$2,120,700
St. Louis	St. Louis County	8218	South County ITS - 2022 - Various Locations Along Baptist Church, Baumgartner, Hoffmeister, Ripa, Heege, Midland, Vernon	$1,439,680	$1,799,600
St. Louis	Wildwood	8220	Wildwood Traffic Signal Updates - Taylor Rd: MO 100-Main St; Manchester: MO 100-Old Fairway - Traffic Signal Upgrades - Optimization	$576,000	$830,000

APPLICATION WITHDRAWN BY SPONSOR

County	Sponsor	ID #	Project Title - Description	Federal Cost	Total Cost
Multi-State	Madison County Transit District	8204	RideFinders Vanpool Workforce Initiative - MO - Vanpool Cost Assistance - Transportation from Low Income Communities to Employment Centers - Three Years Operating Assistance	$288,000	$360,000

Attachment A
Missouri Transportation Planning Committee Recommendations
Missouri Local Program - Surface Transportation Block Grant Program - Suballocated (STP-S)
Sorted in alphabetical order by sponsor

RECOMMENDED FOR FUNDING					
County	Sponsor	ID #	Project Title - Description	Federal Cost	Total Cost
St. Charles	Augusta	6937-22	High/Jackson/Locust Sidewalk - High: Mt Pleasant Est.-Jackson; Jack: High-Locust; Locust: Jackson-Church Rd - Sidewalks (5')	$501,788	$736,235
St. Louis	Ballwin	6938-22	New Ballwin Road - Manchester Rd (MO 100) to Twigwood Dr - Resurfacing - Curb Ramps	$652,863	$954,812
Multi-County	Bi-State Development/ Metro	6939A-22	Call-A-Ride Van Replacement - 2022 (A) - Replace Nine Call-A-Ride Vans	$971,910	$1,214,888
Multi-County	Bi-State Development/ Metro	6939B-22	Call-A-Ride Van Replacement - 2022 (B) - Replace Nine Call-A-Ride Vans	$971,910	$1,214,888
St. Louis	Creve Coeur	6940-22	New Ballas Road, Phase 1 - Olive Blvd to Craig Rd - Slab Replacement - Diamond Grind - Repl. Sidewalk (5')	$960,000	$1,350,000
St. Charles	Dardenne Prairie	6941-21	Stump Road - Feise Rd to MO N - Reconstruction - Sidewalks (5') - Left Turn Ln	$910,436	$2,276,090
Jefferson	De Soto	6942-22	N. Main St - Skyline Dr to Valley Pl - Resurfacing - Sidewalk (6') - Lighting	$652,243	$943,714
St. Louis	Edmundson	6943-22	Edmundson Road - Natural Bridge to Holman Ln - Resurfacing - Sidewalk (6') - Lighting	$557,428	$806,529
St. Louis	Fenton	6944-21	Larkin Williams Road - South Highway Dr To Wolfner Dr Whitetopping - Sidewalk (5')	$1,300,890	$1,626,112
St. Louis	Ferguson	6945-21	S. Dade Avenue - Airport Rd to Suburban Ave - Resurfacing - Curb Ramps	$540,142	$675,178
Jefferson	Festus	6946-22	W. Main Street - Park Ave to Mill St - Resurfacing - Sidewalks (6') - Lighting	$623,052	$901,478
Jefferson	Festus Special Road District	6947-22	Cherry Street - MO Z to Front St - Overlay	$121,900	$175,339
Franklin	Franklin County	6948-21	Hendricks Road Bridge - Over North Fork of Meramec River - Replace Bridge	$668,650	$835,813
St. Louis	Glendale	6949-21	E. Essex Avenue - Sappington Rd to Dickson St - Resurfacing - Sidewalk (5')	$778,570	$973,213
St. Louis	Great Rivers Greenway	6950-23	Maline Greenway - Ted Jones Trail to W. Florissant Ave - Shared Use Path (10') - Sidewalk (5')	$2,000,000	$10,126,000
St. Louis	Hazelwood	5951-21	Phantom Drive, Phase 2 - James S. McDonnell Blvd to Hazelwood Logistics Ctr Dr - Ln Reduction 4 to 2 Lns - Sidewalk (6')	$899,383	$1,798,766
Jefferson	Jefferson County	6952E-21	Old Lemay Ferry Road - E. Four Ridge Rd to Kneff Rd - Safety Improvements - Shoulders (4') - High Friction Treatment	$843,446	$1,054,308
Jefferson	Jefferson County	6952A-21	Allen Road Bridge - Over Sandy Creek - Replace Bridge	$1,124,000	$1,405,000
Jefferson	Jefferson County	6952B-21	Hunning Road - Elizabeth Ln to Approx. 300' N/O Cinphany Ct - Realign Curve - Shoulders (4') - Guardrail	$940,800	$1,176,000
Jefferson	Jefferson County	6952C-21	Laguna Palma Road Bridge - Over Boyd Branch - Replace Bridge	$840,000	$1,050,000
Jefferson	Jefferson County	6952D-21	McGehan Road Bridge - Over Tributary of Joachim Creek - Replace Bridge	$856,000	$1,070,000
Jefferson	Jefferson County	6952F-21	Old Lemay Ferry Road - 0.42 Mi. S/O Regency Woods Pl to E. Four Ridge/Frisco Hill Rd - Safety Improvements - Shoulder (4') - High Friction Treatment	$885,899	$1,107,375
Jefferson	Jefferson County	6952G-21	Seckman Road, Phase 2 - 700' W/O Outer Rd to 400' E/O Mastodon Park Ent. - Shoulder (8') - Overlay - Curb & Gutter - Safety Impr.	$949,998	$1,357,140
St. Louis	Kirkwood	6953-22	W. Essex Avenue - Kirkwood Rd (US 61/67) to Geyer Rd - Reconstruction - Replace Sidewalk (5') - Bike Lane	$1,517,600	$2,107,000
St. Louis	Ladue	6954-22	Dielman Road - Tamarack Dr to Ladue Rd - Resurfacing - Sidewalk (5')	$992,729	$1,375,911
St. Charles	Lake Saint Louis	6955-22	Lake Saint Louis Blvd, Phase 3 - Blue Cove Terrace to Peruque Creek - Bridge Reconstruction - Turn Ln at Bent Oak Dr/Bent Oak Cutoff	$950,000	$2,286,673
St. Louis	Maryland Heights	6956-23	Adie Road - US 67 (Lindbergh Blvd) to Dorsett Rd - Reconstruction - Sidewalks (5') - Replace Culvert	$820,000	$1,790,000
Franklin	Oak Grove Village	6957-22	E. Springfield Rd - MO 185 to North City Limits - Resurfacing - Shoulders (6')	$505,330	$822,966
St. Louis	Overland	6958-22	Woodson Road - Midland Blvd to Lackland Rd - Reconstruction - Lighting - Repl. Sidewalk (5-15')	$1,251,298	$1,921,122
Franklin	Pacific	6959-21	MO N - Westlake Village Dr to Candlewick Ln - Resurfacing - Lighting - Storm Sewer - Bike Ln (5')	$857,568	$1,071,960
St. Charles	St. Charles	6960-23	S. Fifth Street - Fairgrounds Rd to San Juan Dr - Reconstruction - Sidewalk (5') - Shared Use Path (10')	$1,500,000	$3,000,000
St. Charles	St. Charles County	6961-22	Interstate Drive - Prospect Rd to E/O Quail Ridge Park Ent. - Reconstruction - Shoulder (6') - Sidewalk (5')	$900,000	$4,030,000
St. Charles	St. Charles County	6962-23	MO 94/364 - Muegge Rd to Zumbehl - New Interchange at Muegge - New EB Ln on MO 94	$1,000,000	$15,658,540
St. Louis City	St. Louis	6849A-23	Jefferson Avenue, Phase 1 - Market St to Cass Ave - Resurfacing - Sidewalks Impr. (6') - Ln Reduct. 6 to 4	$7,125,000	$10,925,000

Attachment A
Missouri Transportation Planning Committee Recommendations
Missouri Local Program - Surface Transportation Block Grant Program - Suballocated (STP-S)
Sorted in alphabetical order by sponsor

RECOMMENDED FOR FUNDING					
County	Sponsor	ID #	Project Title - Description	Federal Cost	Total Cost
St. Louis	St. Louis County	6963E-23	McKelvey Road - 2023 - Natural Bridge Rd to I-270 - Resurfacing - Curb Ramps	$1,121,210	$2,992,600
St. Louis	St. Louis County	6963A-23	Big Bend Road (East) - 2023 - Laclede Station Rd to E. Lockwood Ave - Resurfacing - Curb Ramps	$819,140	$1,387,200
St. Louis	St. Louis County	6963B-23	Big Bend Road (West) - 2023 - Kirkwood Rd (US61/67) to Couch Ave - Resurfacing - Curb Ramps	$1,145,880	$2,239,800
St. Louis	St. Louis County	6963C-23	Craig Road - 2023 - Lackland Rd to Olive Blvd (MO 340) - Resurfacing - Curb Ramps - Signals	$1,340,160	$3,974,500
St. Louis	St. Louis County	6963D-23	Ferguson Avenue - 2023 - St. Charles Rock Rd (MO 180) to Page Ave (MO D) - Resurfacing - Curb Ramps	$735,120	$1,092,900
St. Louis	St. Louis County	6963F-23	Midland Blvd - 2023 - Page Ave (MO D) to Canton Ave - Resurfacing - Curb Ramps	$748,020	$1,360,800
St. Louis	St. Louis County	6963G-23	New Florissant Road - 2023 - Lindbergh Blvd (US 67) to Washington St - Resurfacing - Curb Ramps	$1,185,140	$2,326,000
St. Louis	St. Louis County	6963H-23	Paul & S. Elizabeth Ave - 2023 - Chambers to Bermuda Resurfacing - Curb Ramps	$784,980	$1,528,200
St. Louis	St. Louis County	6963I-23	Redman Road - 2023 - Old Halls Ferry Rd to W/O MO 367 - Resurfacing - Curb Ramps	$1,210,990	$2,587,900
St. Louis	St. Louis County	6963J-21	West Florissant Avenue - At Chambers Rd - Sidewalk (5') - Lighting - Shared Use Path (8') - Intersection & Bus Stop Impr.	$3,571,924	$5,102,749
St. Charles	St. Peters	6964-22	MO 370 - At Salt River Road - New Interchange - WB and SB	$945,000	$3,304,748
St. Charles	St. Peters	6965-23	Spencer Road - Thoele Rd/Springwood Dr to Willot Rd - Reconstruction - Mini Roundabouts - Sidewalk (6')	$1,207,340	$1,509,176
St. Louis	Sunset Hills	6966-21	West Watson Road - Gravois Rd (MO 30) to Weber Hill Rd - Resurfacing - Shared Use Path (10') - Sidewalk (5')	$1,028,960	$1,286,200
St. Louis	Town & Country	6967-21	Topping Road, Phase 2 - Kent Manor Dr to Pingry Pl - Resurfacing - Shared Use Path (8')	$844,878	$1,877,505
Franklin	Union	6968-22	N. Oak Street - E. Springfield Ave to US 50 Resurfacing - Sidewalks (6-10')	$309,249	$452,276
St. Louis	University City	6969-21	Canton Avenue - North & South Rd to N. Hanley Rd - Resurfacing - Sidewalks (5')	$735,017	$918,771
St. Louis	Vinita Park	6752A-21	North & South Road/Midland Sidewalks, Phase 2 - N/S: Page to Midland; Midland: N/S to Delport - Sidewalks (5-6')	$848,000	$1,060,000
Franklin	Washington	6970-21	Jefferson Street - Fifth St to MO 100 - Resurfacing - Sidewalk (5') - Curb & Gutter	$1,175,940	$1,469,925
Franklin	Washington	6971-21	Westlink Drive - Bluff Rd to W. Main St. - Overlay - Improve Intersection at Bluff Rd	$438,200	$547,750
St. Charles	Wentzville	6972-21	Peine Road - 60' E/O Forest Way Dr to 675' W/O Stewart Springs Dr - Resurfacing - Shoulders (3') - Curve Impr.	$1,250,000	$2,500,000
St. Charles	Wentzville	6973-21	W. Pearce (I-70 N. Outer Rd) - May Rd to 200' W/O Faith Church Ent. - Resurfacing - Shoulders (2') - Fencing	$1,120,000	$1,400,001
St. Louis	Wildwood	6974-23	Wild Horse Creek Road Bridge - Over Wild Horse Creek - Replace Bridge	$1,360,000	$1,980,000
			Cumulative Cost:	**$60,895,981**	**$122,717,051**

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Missouri Transportation Planning Committee Recommendations
Missouri Local Program - Surface Transportation Block Grant Program - Suballocated (STP-S)
Sorted in alphabetical order by sponsor

NOT RECOMMENDED FOR FUNDING					
County	Sponsor	ID #	Project Title - Description	Federal Cost	Total Cost
Multi-County	Bi-State Development/ Metro	8086	Metrolink Station Improvements - Forest Park Station - Improves Access to Regional Metrolink System	$2,193,860	$2,742,325
St. Louis	Chesterfield	8058	Schoettler Sidewalk - Schoett: Windsor Valley to Greenleaf - Sidewalk (5') - Curb Ramp/ Sidewalk Impr along Sch. Valley/Highcroft	$784,000	$980,000
St. Louis	Clayton	8001	Brentwood/Central/Bemiston - Brntwd: Forsyth to Maryland; Central: MD to Shaw Pk; Bemiston: Bonhomme to Maryland - Resurfacing	$1,063,776	$1,717,041
Jefferson	Festus Special Road District	8062	Front Street - MO Z to Cherry Ln - Overlay	$151,754	$216,015
St. Louis	Florissant	8003	Rue St. Denis - N. Lafayette St to N. New Florissant Rd - Resurfacing - Sidewalk (5-6') - Curb & Gutter	$778,400	$973,000
St. Louis	Frontenac	8063	Geyer Rd, Phase 2 - Hermitage Hill Rd to Huntleigh Manor Ln - Resurfacing - Sidewalk (6') - Storm Sewer	$1,161,230	$1,658,900
St. Louis	Glendale	8066	Sappington Road - Manchester Ave (MO 100) to Lockwood Ave - Resurfacing - Curb Ramps	$581,193	$726,491
St. Louis	Hazelwood	8006	Missouri Bottom Road - Taussig Ave to Tulip Tree Ln - Stabilize Failed Hillside Next to Rd - Reopen Rd	$2,900,103	$4,833,506
Jefferson	Herculaneum	8052	Reservoir Street Sidewalk - Joachim Ave to Broadway Ave - Sidewalk (6') - Lighting	$297,022	$433,406
St. Louis	Manchester	8011	Manchester Road (MO 100) Sidewalk, Phase 1 - MO 100: Baxter Rd to Henry Ave; Henry: MO 100 to Park Ln - Sidewalks (5-6') - Ped Bridge	$944,956	$1,355,215
St. Louis	Maryland Heights	8013	Creve Coeur Mill Road - MO 141 to N/O St. Louis Water Works Rd - Resurfacing - RR Xing Improvement	$665,000	$1,110,000
St. Charles	New Melle	8014	MO Z Sidewalk, Phase 2 - Francis St to Fiddlecreek Rd (At Library) - Sidewalk (5') - Storm Sewer - Ped Lighting	$325,129	$475,001
St. Charles	O'Fallon	8015	Main Street, Phase 2 - Pitman St to N/O Terra Ln - Resurfacing - Curb Ramps - Repl. Sidewalks (4-7')	$1,919,448	$2,399,310
St. Charles	O'Fallon	8073	Guthrie Road - Mexico Rd to Bluff Brook Dr - Improve Curves - Sidewalk (5') - Traffic Signal	$2,741,600	$3,427,000
St. Louis	Pine Lawn	8074	Natural Bridge (MO 115) Sidewalks - Lucas and Hunt Rd (MO U) to Jennings Stn Rd - Sidewalks (5') - Lighting - Mid Block Xings	$2,367,545	$2,959,431
St. Louis	St. Ann	8017	Pear Tree Lane - Country Ln to City Limit Reconstruction - Curb Ramps	$560,000	$700,000
St. Charles	St. Charles	8018	Hawks Nest Drive - W. Clay St to Zumbehl Rd - Reconstruction - Slab Replacement - Sidewalk (5')	$2,400,000	$3,000,000
St. Louis	St. Louis County	8024	Charbonier Road - 2023 - 800' NW of Howdershell to 260' SE of Downing Ave - Resurfacing - Curb Ramps	$631,280	$922,900
St. Louis	St. Louis County	8026	Dorsett Road (East) - 2023 - I-270 to Old Dorsett Rd - Resurfacing - Curb Ramps	$1,452,600	$3,445,400
St. Louis	St. Louis County	8027	Edison/Spirit of St. Louis - 2023 - S/O Chesterfield Airport Rd to Goddard Ave - Resurfacing	$663,920	$947,200
St. Louis	St. Louis County	8029	Imperial Drive Bridge - Over Dellwood Creek - Replace Bridge	$952,640	$1,190,800
St. Louis	St. Louis County	8035	Sappington Road - 2023 - Lindbergh Blvd (US 67) to Gravois Rd (MO 30) - Resurfacing - Curb Ramps	$637,360	$921,600
St. Louis	St. Louis County	8037	West Florissant Avenue, Segment 5 - Lang Dr to Ferguson Ave - Shared Use Path (8') - Sidewalk (5') - Lighting	$3,823,086	$5,461,552
St. Charles	St. Peters	8039	MO 370 - At Salt River Road - New Interchange - EB and NB	$5,400,000	$14,050,642
St. Charles	St. Peters	8075	Jungs Station Road - Kings Crossing to Country Mill Ct - Slab Replacement - Sidewalks (5') - Diamond Grind	$1,612,590	$2,015,737
St. Charles	St. Peters	8076	Mexico Road Sidewalk - First Executive Ave to Approx. 350' W/O Jungermann Rd - Sidewalk (6') South Side	$1,011,322	$1,264,153
St. Charles	St. Peters	8077	Mid Rivers Mall Dr - MO N to N/O MO 364 - Shared Use Path (10') East Side	$879,526	$1,177,251
Franklin	Union	8056	S. Oak Street - US 50 to E. Porterford Rd - Resurfacing - Curb Ramps	$214,848	$307,429
St. Louis	Webster Groves	8057	Big Bend Road Sidewalk - S. Elm Ave to E/O RR Tracks (S/O Baker Ave) - Replace Sidewalks (6-8') - Lighting	$329,636	$483,250
St. Charles	Weldon Spring	8080	Sammelman Road - 500' W/O Lucerne Manor Dr to Pitman Hill Rd - Reconstruction - Shared Use Path (10') - Bike Ln (4')	$547,281	$1,216,180
St. Louis	Wildwood	8047	Wildwood MO 109 - At MO BA (South) - Roundabout - Shared Use Path (10')	$900,000	$1,500,000

Attachment A
Missouri Transportation Planning Committee Recommendations
Missouri Local Program - Surface Transportation Block Grant Program - Suballocated (STP-S)
Sorted in alphabetical order by sponsor

MISSOURI STP-S PROJECTS WITHDRAWN BY SPONSOR					
County	Sponsor	ID #	Project Title - Description	Federal Cost	Total Cost
St. Louis	St. Louis County	8021	Airport Road - 2023 - I-170 to W/O New Florissant - Resurfacing - Curb Ramps	$1,425,000	$5,758,800

MISSOURI 10% FUNDING INCREASE REQUEST - NOT RECOMMENDED					
County	Sponsor	ID #	Project Title - Description	Federal Cost	Total Cost
St. Louis	Valley Park	6751-18	St. Louis Avenue, Ph. 1 - 7th St to the Levee Closure Structure - Reconstruction/Sidewalks	$102,000	$127,500

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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Memo to: Board of Directors

From: Staff

Subject: Resolution in Support of the Cahokia Mounds – Mississippian Culture National Historical Park

Date: May 14, 2019

HeartLands Conservancy has been focused on protecting and restoring the natural resources that sustain the communities of southwestern Illinois since 1989. The organization was founded as the nonprofit arm of a federal Resource Conservation & Development (RC&D) program. In 2011, when the RC&D program was de-funded, Heartlands Conservancy evolved into an independent charitable organization focused on natural and cultural resource conservation and policy.

In 2014 the HeartLands Conservancy completed The Mounds - America's First Cities Feasibility Study. The study outlined the feasibility of elevating Cahokia Mounds, and associated Mound Centers, to a National Designation within the auspices of the National Park Service. As a result of significant public engagement and outreach with communities, tribes, and municipalities; HeartLands Conservancy is now pursuing the designation of the Cahokia Mounds – Mississippian Culture National Historical Park.

In their pursuit of a national designation the Conservancy is asking for a resolution from the East-West Gateway Council of Governments to express support for the Cahokia Mounds - Mississippian Culture Initiative; and call upon Congress to pass legislation creating the Cahokia Mounds - Mississippian Culture National Historical Park or, alternatively, call upon the President to designate the Cahokia Mounds as a National Monument, in partnership with the State of Illinois.

Staff Recommendation: Staff recommends that the Board adopt the attached resolution in support of the Cahokia Mounds – Mississippian Culture National Historical Park.

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St. Louis, MO 63102-2451

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RESOLUTION NO. 2019-1
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
SUPPORT FOR PRESERVING THE CAHOKIA MOUNDS – MISSISSIPIAN CULTURE NATIONAL HISTORICAL PARK

A resolution of East-West Gateway Council of Governments to: (1) express support for the Cahokia Mounds - Mississippian Culture Initiative; and (2), call upon Congress to pass legislation creating the Cahokia Mounds - Mississippian Culture National Historical Park or, alternatively, call upon the President to exercise his authority by Executive Order through the Antiquities Act of 1906 to designate the Cahokia Mounds as a National Monument, in partnership with the State of Illinois.

WHEREAS, long before Lewis and Clark, our region was home to the ancient societies of Mississippian Culture and the beginnings of urbanism in the eastern woodlands; it was from these societies that today's great Indian Nations sprang, with cultural connections from the Great Lakes to the Gulf of Mexico and along the mighty Mississippi; the beginnings of this urban civilization was spread over 6 counties of eastern Missouri and southwestern Illinois; and

WHEREAS, the fertile American Bottom stretches bluff to bluff at the confluence of America's greatest rivers, the Mississippi and Missouri Rivers, cradling the birth of millennia of agriculture and the rise of the Mississippian Culture; Cahokia Mounds and its mound complexes thrived on the cultivation and trading of corn, with their surplus allowing them to rise and become the "Center of the Universe" of the Mississippian Culture, trading to the north, south, east, and west; and

WHEREAS, dating from the Mississippian period (800-1350 AD), Cahokia Mounds, covering 3,950 acres, is the earliest and largest pre-Columbian archaeological site north of Mexico and the pre-eminent example of a cultural, religious, and economic center of the pre-historic Mississippian cultural tradition, designation would capitalize on this investment; and

WHEREAS, Cahokia Mounds and its ancient non-contiguous satellite settlements are today in need of additional protection to secure the most significant remnants of the largest Native American civilization on the North American continent north of Mexico from active and passive threats; and

WHEREAS, with guidance from the Indian Nations, federal agencies, Illinois and Missouri state agencies, and local units of government, HeartLands Conservancy developed a thorough, compelling, and rigorous study that met National Park Service standards and criteria demonstrating the feasibility of elevating the status and national designation of Cahokia Mounds; the surrounding mound complexes in the region and their significance, suitability, and feasibility as a potential formal unit of the National Park Service would ensure that these precious ancient archaeological resources are protected and accessible for all people to experience; and

WHEREAS, HeartLands Conservancy conducted 13 official public meetings, dozens of community meetings, media interviews, stakeholder meetings, outreach to 13 tribes/nations, received over two thousand surveys and letters of support, have engaged over 4,300 social media followers, and received support for the study's recommendations, showing that local communities would benefit from

revitalized and protected sites with enhanced interpretive and educational programs to teach about the Mississippian Culture, its ancestral significance, and the numerous associated historic traces and cultural themes; and

WHEREAS, the study captured the significance of the region and its ancient history by demonstrating that, through cooperative protection and partnerships, it can remain connected and intact in order to properly interpret remaining sites as well as offering opportunities to protect, enhance, interpret the natural environment along the Mounds Heritage Trail corridor; and

WHEREAS, national parks generate $31 billion for local economies each year and are shown to invigorate neighborhood historic renovation and spur business growth; they also provide opportunities for tourism and economic development, natural resource conservation, and improvements of the quality of life for residents of nearby communities; and

WHEREAS, there are no other mounds within the National Park Service that represent the Mississippian Culture as holistically and uniquely as the Cahokia Mounds; combined with the surrounding satellite mound centers, Cahokia emerges as the most significant and unsurpassed example of its time period; and

WHEREAS, the great region of southwestern Illinois and eastern Missouri will, with the assistance of the Indian Nations, become a center of cultural outreach and enrichment by embracing our nation's earliest heritage and re-engaging our ancient past as a foundation for the 21st century; and

WHEREAS, legislation will be introduced in Congress to create the Cahokia Mounds - Mississippian Culture National Historical Park near Collinsville in southwestern Illinois, which, with thematically-connected non-contiguous mound complexes in the St. Louis Metropolitan Region, will recognize the significance of the Mississippian Culture and its unique national significance in agriculture, ancestral ties, and its status as one of America's first cities; and

WHEREAS, there is a strong consensus that now is the time for immediate action to further develop the Cahokia Mounds and thematically-connected mound complexes to realize their full potential;;

NOW, THEREFORE, BE IT RESOLVED BY the East-West Gateway Council of Governments Board of Directors:

1. The East-West Gateway Board of Directors urges the citizens of this community to actively join HeartLands Conservancy, the Governor of Illinois, and the Illinois Department of Natural Resources in the Cahokia Mounds - Mississippian Culture Initiative.

2. The East-West Gateway Board of Directors urges Congress to elevate the national status of the Cahokia Mounds and thematically-connected mound complexes that are deemed suitable and nationally-significant as a non-contiguous National Historical Park, the Cahokia Mounds - Mississippian Culture National Historical Park in partnership with the State of Illinois.

Alternatively the East-West Gateway Board of Directors calls upon the President to exercise his authority by Executive Order through the Antiquities Act of 1906 to designate the Cahokia Mounds as a National Monument.

3. The Executive Director shall deliver suitable copies of this resolution to the Governor of Illinois, Illinois General Assembly, the members of the Illinois congressional delegation, National Park Service Director, the Secretary of the Interior, and the President of the United States.

CERTIFICATION OF AUTHORIZING RESOLUTION NO. 2019-1

The undersigned duly qualified Executive Director of East-West Gateway Council of Governments, acting on behalf of East-West Gateway Council of Governments, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the East-West Gateway Council of Governments Board of Directors held on May 29, 2019.

James M. Wild
Name

Executive Director
Title

Signature

Date

The Mounds - America's First Cities

A Feasibilty Study

A study outlining the feasibility of elevating Cahokia Mounds, and associated Mound Centers, to a National Designation within the auspices of the National Park Service.

HEARTLANDS CONSERVANCY
Investing In The Nature Of Southwestern Illinois

Executive Summary

2014

Funders

HeartLands Conservancy has received generous funding for The Mounds - America's First Cities: A Feasibility Study. Thank you all for your support.

Great Rivers Greenway
Illinois Archaeological Survey
The Crown Family
The Grand Victoria Foundation
The Kemper Foundation
The Kerr Foundation
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The Oerter Foundation
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Anonymous Donors

Project Team

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Ed Weilbacher, Special Projects, Team Lead
Laura L. Lyon, CNU, Special Projects, Research & Strategic Planner
Megan Reichmann, AICP, Community & Environmental Planner
Sarah Vogt, Environmental Programs Technician & GIS

Mark Lynott, Ph.D., Archaeology & National Park Service Liaison
John Kelly, Ph.D., Archaeology & Regional Liaison
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HeartLands Conservancy

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January 2014 revised 3.14.14
Image Credits: Bill Iseminger, Bryan Werner, Cahokia Mounds Historic Site, HeartLands Conservancy, Missouri Historical Society, The Mounds Project Team, The Museum Society, and National Geographic. Credits are located in the full report.

The Mounds - America's First Cities

A Feasibilty Study

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INTRODUCTION

Starting around A.D. 800, many agricultural communities sprang up along the Mississippi and in other fertile river valleys across the Southeast and Midwest. Cahokia became the largest by far.

CAHOKIA MOUNDS' CURRENT DESIGNATIONS

- Illinois purchased first 144 acres in 1925: became an **Illinois State Park**
- U.S. **National Historic Landmark**: July 19, 1964
  1 of 2,507 in US: 1 of 85 in IL, 1 of 37 in MO
- U.S. **National Register of Historic Places**: October 15, 1966: 1 of 1,700 in IL
- **Illinois State Historic Site** 1975: 1 of 56 in IL
- **UNESCO World Heritage Site**: 1982:
  1 of 981 Globally
  1 of 21 in US
  1 of 1 in the Midwest

GLOBAL SIGNIFICANCE

Throughout the history of humankind, certain episodes and events stand out as particularly important in the evolution of societies - human adaptations, social organization, or cultural fluorescence. Students of world archaeology easily recognize the importance of the Ancient Civilizations of the Near East, Egypt, Greece, Rome, and China.

When attention is turned to the Western Hemisphere, great achievements in the archaeological record are often limited to the Inca, the Maya, and the Aztecs. In North America, four archaeological complexes stand out as the greatest achievements in the ancient history of the continent: Poverty Point, Ohio Hopewell Culture, Chaco Canyon, and Cahokia Mounds.

OUR REGION'S CAHOKIA: THE CENTER OF THE UNIVERSE

Some of the mounds built between AD 1000-1400 stand as earthen monuments and remnants of Mississippian - **North America's greatest ancient culture** and ancestral to many of today's great Indian nations. Our region represents one of the most important cultural landscapes of this ancient continent. The **two largest Mississippian "Mound Cities" were in our immediate region**, situated at the country's crossroads along the Mississippi River: East St. Louis and Cahokia.

Amidst unique environs and at the center of the Mississippian River network, **Cahokia Mounds rose to be the largest city**, and served as a cultural and trade center spanning the present day areas of southwestern Illinois, and eastern Missouri. By the end of the eleventh century AD the population of **Cahokia, America's First City**, grew to be the same size as its contemporary, London, England. For reasons unknown, the population of Cahokia Mississippian Culture, dissipated and the center and its satellite towns were abandoned by 1400 AD. The largest remaining mound (Monks Mound) stood tall in the prairies as the **highest structure on the North American continent until 1867**. Slowly over time many of Cahokian homesteads, artifacts, and mounds in the American Bottom and along the adjacent bluffs were erased.

OUR DISAPPEARING MOUNDS & CULTURAL HERITAGE

Over the last 250 years, countless mounds and sites were destroyed in favor of development; the mounds were used for infilling low and wet areas and for construction of buildings and railroads. Since 1811, enthusiasts and archaeologists have documented the mounds and

in some instances, their demise. From 1811 to 1909 alone, over forty mounds disappeared due to urbanization and development, including destruction of the entire mound group in Old North St. Louis.

Recent investigations further reveal the great significance and contributions of the advanced cultural developments at Cahokia and its satellite mound centers. The recent discoveries at the former site of the **St. Louis National Stockyards** (part of the East St. Louis Mounds Group) have demonstrated that there are still amazing parts of the archaeological record to be uncovered.

THE TIME IS NOW TO PROTECT THESE RESOURCES

In spite of legislative efforts, unprotected mounds in the region continue to be destroyed. As a result, the significant loss to this ancient cultural landscape and our national heritage continues. The current National Historic Landmark designation affords some limited protection around Cahokia Mounds State Historic Site proper, and the Illinois Burial Act has provided some protection. But many other mound sites - private or publicly owned - are threatened as new roads are built and development further encroaches on the remaining cultural resources of the region. **The preservation of the greater mounds community - the Mississippian mounds - are a national responsibility.**

Above: Archaeological Research at Cahokia Mounds with Dr. John Kelly & Big Mound Plaza in North St. Louis at New Mississippi Bridge. Below: Final image of the removal of Big Mound from MOHS; Sugarloaf Mound St. Louis, owned by the Osage Nation.

HeartLands Conservancy assembled a multidisciplinary project team and advisory committees to compile data for **The Mounds – America's First Cities: A Feasibility Study** (hence forth referred to as the STUDY). Over the past 18 months with guidance from the American Indian Tribes/Nations, Illinois and Missouri state and federal agencies, and local communities, the Project Team completed an intensive work plan to gather input and support for elevating the Mississippian mounds in the St. Louis Metro region to a unit of the National Park Service.

When the entire initiative is complete, its success will ensure that the epicenter of America's pre-Columbian Mississippian civilization will be protected. It will secure the story of our ancient heartlands - both built and unbuilt - to be shared within our community and with our global neighbors.

PROJECT OVERVIEW

CASE STUDIES VISITED AND/OR RESEARCHED
Throughout the process, the Project Team has sought advice on models and case studies to review, inform and guide our process. The following sites were selected as case studies:

- Casa Grande, AZ
- Cabrillo Point, CA
- Pullman Site, IL
- Lincoln Home, IL
- Poverty Point, LA
- Chaco Canyon, NM
- Rio Grande Heritage Area, NM
- Pueblo Cultural Center, NM
- Hopewell Culture Historical Park, OH
- Standing Bear, OK
- Chickasaw Cultural Center, OK

PROJECT PROCESS & KEY OUTCOMES

Through case studies, research, and intensive community outreach, the STUDY seeks an appropriate national designation and process by which to protect, connect, interpret, promote, and preserve the ancient Mississippian civilization that once thrived in the region.

The Project Team conducted a lengthy public outreach campaign along with an extensive research and review of data on the bi-state region's archaeological maps and resources from the last three centuries. Findings were displayed onto the project map through GIS (see page 9). During work sessions with the public, American Indian Nations/ Tribes, Steering and Technical Advisory Committees, mound centers were prioritized into primary, secondary, and tertiary sites. The Project Team developed a matrix (see page 13) to record significance, suitability, recommendations, opportunities, and challenges.

Through extensive engagement with the public-at-large, communities, civic leaders, and American Indian Tribes/Nations, the Project Team determined the following **priority recommendations and key outcomes**:

- Garner support for an elevated national designation for Cahokia Mounds State Historic site whilst developing satellite and destination sites to cover a larger thematic designation for the Mounds region;
- Create a multi-partner public/private effort (including existing Cahokia State Historic Site) for implementation/management in programming, maintenance, and acquisition;
- Protect natural and cultural resources: acquisition/control of key sites is urgent and necessary (Priority sites are Cahokia, East St. Louis, Emerald/Lebanon, Pulcher/Dupo, and Sugar Loaf West);
- Develop marker program for destroyed mounds;
- Enhance and improve the community's quality of life through national-level designation and sustainable economic development;
- Ensure proper adjacent development; do no harm;
- Ensure stewardship of this Bi-State, multi-cultural initiative;
- Expand partners and route of Mounds Heritage Trail;
- Develop welcome/interpretive center (St. Louis National Stockyards);
- Continue to work with local, state, and federal agencies for input;
- Continue to engage legislators in both Missouri and Illinois;
- Leverage resources through broader interpretation and grant opportunities;
- Gather and seek sponsors at local, state, and federal levels;
- Grow the project brand.

PROJECT ACCOMPLISHMENTS

- Established Steering and Technical Advisory Committees of Community Leaders and Experts;
- Held **9 Community Meetings** throughout the Bi-state region;
- Held **3 Regional Open Houses**;
- Held **Final Open Houses**;
- **Mapped 550+ Mounds**;
- Mapped recreational, natural and cultural resources;
- **Collected 500+ Surveys** results indicate;
  - o Very little support of "No action" approach;
  - o Public and legislators agree **action is necessary**;
  - o **Support for National Designations**;
  - o No significant negative impact found if action is taken;
  - o Support for Archaeo-Tourism, Eco-Tourism, and multi-generational Interpretation opportunities ;
- Outreach at Information booths;
- Outreach at Regional Special Events;
- Attended and presented at Archaeological Conferences
- Outreach at Cahokia Mounds Special Events;
- Established social media presence: Facebook **https://www.facebook.com/TheMounds**;
- Engaged Legislators in Missouri & Illinois;
- Engaged Missouri & Illinois Park Districts;
- Engaged **11+ Indian Nations and Tribes;**
  - o Absentee Shawnee Tribe - Shawnee, OK;
  - o Cherokee Nation - Tahlequah, OK;
  - o Chickasaw Nation - Ada, OK;
  - o Eastern Shawnee Tribe - Seneca, MO;
  - o Loyal Shawnee Cultural - White Oak, OK;
  - o Miami Tribe - Miami, OK;
  - o Osage Nation/Tribe - Pawhuska, OK;
  - o Ottawa Tribe - Miami, OK;
  - o Peoria Tribe - Miami, OK;
  - o Ponca Tribe - White Eagle/Red Rock, OK;
  - o Quapaw Tribe - Miami, OK.

There are no other mounds within the National Park Service that represent the Mississippian Culture as holistically and uniquely as Cahokia Mounds. Combined with the surrounding satellite mound centers, Cahokia Mounds emerges as the most significant and unsurpassed example of its time period.

Above: The Mounds Project Team with Midwest Region NPS Office's Bob Bryson and Director Mike Reynolds.
Below: Riders on the Mounds Heritage Trail image by Trailnet

CONFLUENCE OF CULTURES

Above: National Geographic's Ancient Human Migration
Below: National Geographic's Western Hemishere Bird Migration

THE CONFLUENCE

The most significant physical natural resource feature in the region is the center of the world's third largest river system -- the confluence of the Illinois, Mississippi, and Missouri Rivers. This confluence was important to aboriginal American populations and remained so to Euro-American settlers.

No other river system in North America connects so many diverse regions. From the Great Lakes to the Gulf of Mexico, the Mississippi and Illinois Rivers bisect the continent while the Missouri River connects the Old Northwest Territories and the Rocky Mountains. This 3,740 mile river system and watershed covering 1.2 million square miles is the world's second largest drainage basin. The meeting of these great rivers shaped the United States as no other natural feature could. It has seen a crossroads of diverse cultures, traditions, customs, beliefs, trade economies, and folk life - beginning with ancient pre-Columbian Mississippian onto Siouan, Spanish to French, English to American, and others.

This prime location of Cahokia Mounds and satelite sites in the American Bottom grew admidst diverse natural resources including prairie, forest, and wetlands that provided ample food resources for the large aboriginal population. The area, a natural travel corridor along the Missouri, Illinois and Mississippi Rivers, became an early center of transport and trading in central North America. The higher elevation of Cahokia protected it from most excessive floods. The prairie landscape and rich alluvial soils were suitable for growing crops. Nearby forests, savannas, streams, and lakes provided wood for fuel, and abundant fish and wildlife for food.

CAHOKIA: CITY OF THE SUN

The significance of Cahokia for purposes of this study lies not only in its sheer size, but rather in its role as **the single most important aboriginal site north of Mexico.** This role is key in understanding the global phenomenon of urbanism and its beginnings. This urbanization process began in the St. Louis region at the beginning of the eleventh century at Cahokia and its sister community of Pulcher/Dupo mounds group. Cahokia was rapidly transformed into a city with an epicenter of four large plazas and their attendant mounds centered around Monks Mound and covering nearly 4000 acres.

Cahokia became a pilgrimage spot, a place to come and participate in the

rituals linked to the origins of the cosmos - linking to the natural world and to the other communities at great distances. Residential areas and other smaller plazas and mounds along with cemetery areas and mortuary mounds were part of a well differentiated city of crafts-people skilled in the manufacture of ritual items for the elite and others participating in rituals at Cahokia. Toward the end of the twelfth century as other Mississippian urban centers developed outside the region, Cahokia rose to dominate. Cahokia, the City of the Sun influenced cultures to the far reaches of the cardinal points in a myriad of ways. However, by the end of the fourteenth century it was no longer a community but a mosaic of monuments to an urban phenomenon that would not be witnessed again in the area until almost four centuries later when the French began to create St. Louis.

CONNECTING ANCIENT & TODAY'S COMMUNITIES

The modern landscape of the greater St. Louis region now envelopes these ancient mound centers. While development has impacted some of the cultural resources to a devastating extent, the hopeful news is that in some areas much of what lies beneath remains.

Despite hundreds of years of changes, there are still places where the current landscape provides both a physical and visual connection to its rich past. The ancient city of Cahokia represents a preserved portion of that subtly hidden past. Much like today's communities, the older towns, villages, and farmsteads were connected by a network of ancient trails and natural waterways. As part of the STUDY and an early action item of the project, the Mounds Heritage Trail, which follows both new and old alignments link today's communities with the ancient traces once again.

The larger ancient towns of St. Louis, East St. Louis, Pulcher, Mitchell, and Emerald were residential and religious nodes that encompassed the core of communities. Each town has their own history and configuration as a community. They make-up not only places where people lived, interacted, worshiped, and died, but the mounds that are a visible part of today's landscape stand as earthen monuments commemorating their peoples' existence and tenure in this region - our heritage.

STUDY AREA

This STUDY mapped over 550 mound sites in the bi-state region. This is the first time such an endeavor has been completed in over 100 years. Priority sites were selected to begin to investigate connectivity, interpretation, and opportunities.

Cahokia Mounds, some 13 km [8 miles] north-east of St. Louis, Missouri, is the largest pre-Columbian settlement north of Mexico. It was occupied primarily during the Mississippian period (800–1400), when it covered nearly 1,600 ha [4,000 acres] and included some 120 mounds. It is a striking example... with many satellite mound centers and numerous outlying hamlets and villages. This agricultural society may have had a population of 10–20,000 at its peak between 1050 and 1150AD. Primary features at the site include Monks Mound, the largest prehistoric earthwork in the Americas, covering over 5 ha [12.5 acres] and standing 30 m high [100 feet].

– UNESCO World Heritage Site
Designated: 1982

Above: Archaeological Dig in the Right of Way of the new Route 3 and the New Mississippi RIver Bridge with the Gateway Arch in the background. Below: A figurine possibly a fertility goddess, found at the East St. Louis dig site is made of a type of pipestone called Missouri flint clay. It portrays a kneeling woman holding a marine shell cup.

- Courtesy of the Illinois State Archaeological Survey, University of Illinois

The Mounds: America's First Cities - A Feasibility Study
Mound Sites
(brown-public; purple-private)
Destroyed
Intact
Partially Intact
Unknown
Metrolink Stations
Metrolink
Railroads
Existing Trail
Planned Trail
Historic Kaskaskia-Cahokia Trail
Scenic Byways
National Trails
Streams
Lakes & Rivers
Parks & Open Spaces
Historic Districts
County Boundry
Cahokia Mounds State Historic Site
Cahokia Mounds National Historic Landmark Boundary
0 1 2 4 Miles
THE MOUNDS
AMERICA'S FIRST CITIES
HEARTLANDS CONSERVANCY
Illinois
Mitchell
Cahokia Mounds
St. Louis City
East St. Louis
Sugar Loaf West
Lebanon/ Emerald Mound
Dupo/Pulcher Mound Group
Columbia
JERSEY
MADISON
ST. CLAIR
MONROE
Godfrey
Alton
Bethalto
Meadowbrook
Hamel
Roxana
Hartford
South Roxana
Edwardsville
Florissant
Spanish Lake
Hazelwood
Bellefontaine Neighbors
Ferguson
Berkeley
Jennings
Granite City
Madison
Maryville
Troy
St. Jacob
Marine
Glen Carbon
Collinsville
Overland
University City
Clayton
Richmond Heights
Brooklyn
National City
Fairmont City
Washington Park
Caseyville
Venice
Alorton
Centreville
Cahokia
Fairview Heights
O'Fallon
Lebanon
Summerfield
Shiloh
Swansea
Belleville
Mascoutah
Millstadt
Webster Groves
Affton
East Carondelet
Lemay
Concord
Mehlville
Oakville

RECOMMENDATIONS

NATIONAL DESIGNATION CRITERIA

Most units of the National Park Service (NPS) have been established by an act of Congress, with the president confirming the action by signing the act into law. The exception to this process, under the Antiquities Act, allows the President to designate and protect areas as National Monuments by executive order. Regardless of the method used, all units are to be of national importance. **All potential units seeking formal inclusion must establish national significance, suitability, and feasibility.** The STUDY has taken the initiative to evaluate each priority mound group utilizing the NPS criteria. A potential unit should meet all four of the standards as listed in the chart to the right.

Above: Case Study - Hopewell Culture Historical Park
Far Right: Cahokia Mounds & Thematically Connected Sites

The STUDY's objective was to seek input from the public and review the sites through the criteria of the National Park Service to see if an elevated National Designation is feasible. **The simple answer is YES there is tremendous support and YES it is feasible**. **Cahokia meets all NPS criteria**, even as a stand alone site. The other sites where reviewed and it was concluded that they too are **nationally significant if they are thematically connected to Cahokia - demonstrating the larger culture and advancements. They are stronger as a whole.** They all can stand as a noncontiguous National Historical Park together. There are several approaches that can be taken to achieve the elevated National Designation. We are continuing to be prepared for all opportunities. The process could even set forth designation for future significant archaeological discoveries that are thematically connected.

RECOMMENDATIONS FOR AN ELEVATED NATIONAL DESIGNATION

The Project Team has prioritized primary mound centers in a matrix (page 13). It summarizes the Project Team's research and findings. Input to the matrix has been provided by the Advisory Committees, peer researchers, local and state agencies and presented to the National Park Service (NPS).

- Given the significance of NPS' other Paleo-Indian and pre-Columbian sites, which are at least National Monuments, and that Cahokia Mounds is more significant; **Cahokia Mounds is under-designated**;
- Given Cahokia Mounds State Historic Site has already been accepted as nationally significant and uniquely suitable through designations as National Historic Landmark and UNESCO World Heritage site, and given that Cahokia Mounds and Mississippian Culture is thematically different than that of the Jefferson National Expansion Memorial; it is the **highest priority for inclusion as an independent NPS unit**;
- Given the contemporary settlement, jurisdictions, boundaries, and ownership, **a traditional National Park (i.e. Yellowstone) or National Landscape is not be appropriate for the entire STUDY Area**;
- Given the status of other aboriginal sites, **Cahokia Mounds should be elevated singly as a National Monument, and/or elevated with thematically-connected sites as a National Historical Park** (i.e. Hopewell Culture Historical Park);
- Given other existing non-contiguous mounds centers in urbanized areas (East St Louis, Emerald, Pulcher/Dupo, Sugarloaf Mound), **thematically-connected, and future archaeological finds (those deemed significant and suitable), should be included through the national designation legislation**;
- Given the richness of resources, **East St. Louis/Old National Stockyards should be considered as an opportunity to interpret, protect, and educate** people about the region's centuries of settlement, resources, and art through a welcome/cultural center;
- Given the multitude of mounds and interested parties, **an additional overlay of connectivity and branding may be sought** (i.e. National Heritage Area, National Trail, etc.) beyond an elevated designation;
- Given diverse ownership, financial resources, and variety of stakeholders, **utilize contemporary multi-partner stewardship models** in management, partnership, ownership and administration;
- Given the potential mutually beneficial outcomes, the Illinois Historic Preservation Agency (IHPA), as well as other entities, will **consider partnering and collaborating with NPS**.

PRIORITIZATION FOR AN ELEVATED NATIONAL DESIGNATION FOR CAHOKIA AND SATELLITE SITES

NPS Criteria as relate to Priority Mound Sites	Cahokia Mounds, IL	East St. Louis/ Fairmont City IL	Pulcher/Dupo, IL	Mitchell, IL	Emerald/ Lebanon, IL	St. Louis, North St. Louis MO	Sugarloaf West, South St. Louis, MO
It is an outstanding example of a particular type of resource.	YES	YES	YES	Maybe	YES	NO	MAYBE
It possesses exceptional value or quality in illustrating or interpreting the natural or cultural themes of our Nation's heritage.	YES	YES	YES	Maybe	YES	NO	MAYBE
It offers superlative opportunities for recreation, for public use and enjoyment, or for scientific study.	YES	YES* Current scientific & For future recreation & enjoyment	YES	NO	YES	NO	MAYBE* opportunities may be limited by Osage
It retains a high degree of integrity as a true, accurate, and relatively unspoiled example of the resource.	YES	Maybe	YES	NO	YES	NO	YES* with removal of residence
Site is Nationally siginificant, suitable and Feasible to be submitted as a unit of the NPS.	YES	MAYBE	MAYBE	NO	MAYBE	NO	MAYBE
Site can provide thematic connectivity.	YES	YES	YES	YES	YES	YES	YES
Current Designation	UNESCO World Heritage Site National Historic Landmark National Registered Historic Site State Historic Site Indian Sacred Site	TBD	National Registered Historic Site	National Registered Historic Site	State Historic Site National Registered Historic Site	TBD	National Registered Historic Site
Potential NPS Designation	National Monument National Historical Park National Archaeological Park	Part of a National Historical Park w/ Cahokia	Part of a National Historical Park w/ Cahokia	part of a National Trail w/ Cahokia	Part of a National Historical Park w/ Cahokia	Part of a National Trail w/ Cahokia	Part of a National Historical Park w/ Cahokia
Ownership	State (IHPA, IDOT, IDNR)/ Non-profits/ Private	Primarily Private/ Nonprofits/ State (IDOT)	Private	Private/ State (IDOT)	Private/ State (IHPA)	Private/ State (MoDOT)	Osage Tribe
Opportunities	Interested in partnering w/ NPS Can grow within boundaries MHT Trail/Recreation National Road Monk's Mound Woodhenge Demonstration farming / Heritage seed bank Partner as local food source Existing mounds Unique Archaeological Resource Interpretive Center Ecological/natural resources Interpretation	Potential for development St. Louis National Stockyards National Road, Great River Road, National Trails, & Scenic Byways Land Existing mounds Welcome Center Interpretive Center	Potential For development Area protected by State law City supportive of City ParK & MHT Trailhead Kakskaskia Trail nearby African American Cemetery Existing Mounds Ecological connectivity Interpretation	Route 66 Existing Mound Interpretation	Agricultural Interpretation Ancient Trace Trails / Recreation Park Existing Mounds	Big Mound History & Plaza Developed / no mounds Urban Setting Connects to the Mississippi riverfront Trails Potential to reconstruct main mound group Good Historic maps for placing interpretation	Interested in partnering with MoDOT Parks Part of MHT South leg of Riverfront Trail Neighborhood connections Bluff experience of Mississippi River Trails / Recreation Expansion of Site Interpretation
Primary Challenge	Develop defined Innovative Partnership/Land Acquistion	Land Acquistion	Land Acquistion with willing seller	Programming, Land Acquistion	Land Acquistion	Many Owners to Develop Interpretive Programming	Develop Defined Innovative Partnership

IMPACTS

Above: Cahokia's Influence throughout the Region and beyond
Below: Historic Waterways with Priority Mound Centers

ECONOMIC IMPACT STUDY

HeartLands Conservancy engaged Development Strategies to conduct a baseline economic impact analysis of Cahokia Mounds' operations and its visitors have on the State of Illinois, the greater St. Louis region, and the Metro East. Specifically, the report documents the direct and indirect, or multiplier, impacts that are triggered by Cahokia Mounds and its visitors. It also estimates major taxes that are likely to accrue to Illinois as a result of these impacts. Using this baseline analysis, the report evaluates the potential economic impacts from increased attendance under different strategies/initiatives including:

- Changing the designation of Cahokia Mounds to a formal National Park Service unit;
- Creating satellite mounds sites and interpretive centers;
- Establishing a welcome and interpretive center at an archaeological site at the former St. Louis National Stockyards;
- Increasing regional trail connectivity;
- Enhancing marketing or upgrading the existing site and museum.

Development Strategies relied upon case studies of similar historic sites and other published data for this analysis. This report, however, is not intended to address the other significant quality of life, social, environmental, civic, governmental and aesthetic impacts that Cahokia Mounds certainly has in the region or specific real estate development potential based on new initiatives that would support increased attendance to Cahokia Mounds.

The conservation of important historic and natural sites across the country is important to retaining national history and unique sites that cannot be rebuilt. The conservation of Cahokia Mounds and satellite sites ensures that past cultures are honored and not completely forgotten; and that the area will remain unencumbered by inappropriate development. In many ways, these sites are invaluable and outside the realm of economic impact multipliers. East St. Louis/Fairmont City have long been known as economically disadvantaged areas that have not seen a significant amount of new development in many decades. While little new development can occur at Cahokia Mounds, the surrounding areas and the proposed satellite sites are prime locations to introduce new, quality development into the area, alleviating active and passive threats to these cultural resources.

Baseline Economic Impacts on Illinois
Cahokia Mounds' direct spending of $1.7 million along with $4.9 million in spending from patrons from outside of Illinois triggered almost two times that amount in added economic activity in the state. This added activity indirectly supported 112 jobs within the state. In total, Cahokia Mounds' average annual operational and payroll spending in Illinois along with visitor spending:

- Generate $19.6 million in economic activity,
- Generate $6.1 million in household earnings, and
- Supports, both directly and indirectly, 179 jobs within Illinois

Baseline Economic Impacts on the St. Louis Region
Cahokia Mounds' direct annual spending of $1.7 million along with $4.0 million in spending from patrons from outside of the St. Louis metropolitan area triggered 1.9 times that amount in added economic activity in the metropolitan area. This added activity indirectly supported 104 jobs within the metropolitan area. In total, Cahokia Mounds' average operational and payroll spending in the metropolitan area along with visitor spending:

- Generate $16.5 million in economic activity,
- Generate $5.2 million in household earnings, and
- Supports, both directly and indirectly, 169 jobs within the region.

Baseline Economic Impacts on Metro East, IL
Cahokia Mounds' direct spending of $1.7 million along with $3.4 million in spending from patrons from outside Metro East triggered 1.4 times that amount in added economic activity in the region. This added activity indirectly supported 71 jobs within Metro East. In total, Cahokia Mounds' average operational and payroll spending along with visitor spending:

- Generate $12.2 million in economic activity,
- Generate $3.4 million in household earnings, and
- Supports, both directly and indirectly, 133 jobs within Metro East, IL.

Above: Final Days of Big Mound being removed in St. Louis
Below: Research & Interpretation at Cahokia Mounds

Above: Monks Mound with multiple jurisdictional boundaries
Below: East St. Louis Site & Old St. Louis National Stockyards Site

IMPACTS OF POTENTIAL INCREASED PATRONAGE

The draft demonstrates Cahokia Mounds spends approximately $1.7 million annually to support its operations and attracts an average of 300,000 visitors per year, which is more than the attendance of seven Cardinals' games at Busch Stadium. The combined operational and visitor spending stimulates overall economic impact in Illinois of some $19.6 million per year with $6.1 million in household earnings supporting 179 jobs in the state. These jobs are the equivalent of 25 small businesses in the state of Illinois. This activity also generates an estimated $336,000 in annual taxes for state government.

Visitation trends and case studies indicate that attendance could increase 10, 25 and 40 percent in additional visitors in the subsequent three years assuming a series of investments or programmatic enhancements take place including, "upgrading/elevating" the designation to a formal National Parks Service (NPS) unit, leveraging the UNESCO designation, forming strategic partnerships, continue to modernize museum facilities, and improving trails and connectivity to the site. Additionally, if a satellite site and welcome/visitor center were to be developed near the new Interstate 70 Mississippi Bridge on the former St. Louis National Stockyards site in Fairmont City, Illinois, the site could attract an additional 40,000 to 70,000 visitors annually.

QUALITATIVE, NATURAL & CULTURAL RESOURCES IMPACT

While the economic multiplier analyses infers the number of jobs created and direct economic impact of new monies spent in the area, these analyses typically do not capture impact on the ongoing sustainability, revitalization, and overall quality of life in an area. On initial review, no negative impacts to natural or cultural resources have been identified due to the proposed National Designation recommendations. Implementation of any alternative would, by law, comply with local, state and federal regulations, including laws pertaining to health and safety, thereby also having no negative impacts. The implementation of the recommendations could, in fact, result in many positive impacts to preserve, conserve, and improve more natural and cultural resources. It would be most likely beneficial and help protect and prevent further demolition of significant archeological resources.

Improvements to the offerings at Cahokia Mounds, an elevation of the site to a National Historical Park, and investments in satellite sites will help further spread knowledge about the Mississippian culture in the

Midwest. Though not easily quantified, the knowledge gained from new learning opportunities is beneficial to all levels of society. In addition to education, Cahokia Mounds and satellite sites will offer unique recreation opportunities to the east side of the region—especially to areas that have not seen significant recreation infrastructure improvements. The health benefits of increased exercise are not typically included in economic multiplier calculations, yet the benefit of the trail system tie-in is very important to both physical and financial health to the surrounding communities. The conservation of Cahokia Mounds and satellite sites ensures that past cultures are not completely forgotten and that the area will remain unencumbered by other development. In many ways, these sites are invaluable and outside the realm of economic impact multipliers. While little new development can occur at Cahokia Mounds, the surrounding areas and the proposed satellite sites are prime locations to introduce new, quality development into the area.

Above: Character Image for Interpretive & Trail Enhancements
Below: Economic Benefits of elevating Cahokia Mounds

Cahokia + elevated national designation	**+10% Visitorship**	**+25% Visitorship**	**+40% Visitorship** (Cahokia has had approx 500,000 visitors in the past, post UNESCO designation & interpretive center opening)
+ site 0% visitors net increase from East St. Louis/ Fairmont City Mound Group Interpretive Site	**+ site 40K visitors annually net from East St. Louis/Fairmont City Mound Group Interpretive Site**	**+ site 60K visitors annually net increase from East St. Louis/Fairmont City Mound Group Interpretive Site**	**+ site 75K visitors annually net increase from East St. Louis/Fairmont City Mound Group Interpretive Site**
For Illinois • Generate $19.6 million in economic activity, • Generate $6.1 million in household earnings, and • Supports, both directly and indirectly, 179 jobs within the state	**For Illinois** +$3.6 million in overall economic output, +$1.1 million in household earnings, +27 direct/indirect jobs for Illinois;	**For Illinois** +$6.8 million in overall economic output, +$2.0 million in household earnings, +62 direct/indirect jobs for Illinois;	**For Illinois** +$16 million in overall economic output, +$4.7 million in household earnings, +144 direct/indirect jobs for Illinois;
For St. Louis Region • Generate $16.5 million in economic activity, • Generate $5.2 million in household earnings, and • Supports, both directly and indirectly, 169 jobs within the metro area.	**For St. Louis Region** +$2.8 million in overall economic output, +$821,000 in household earnings, and +29 direct/indirect jobs for the St. Louis metropolitan area;	**For St. Louis Region** +$5.4 million in overall economic output, +$1.6 in household earnings, and +56 direct/indirect jobs for the St. Louis metropolitan area;	**For St. Louis Region** +$12.6 million in overall economic output, +$3.6 million in household earnings, and +131 direct/indirect jobs for the St. Louis metropolitan area;
For Metro-East • Generate $12.2 million in economic activity, • Generate $3.4 million in household earnings, and • Supports, both directly and indirectly, 133 jobs within Metro East	**For Metro-East** +$2.0 million in overall economic output, +$489,000 in household earnings, +23 direct/indirect jobs for Metro East;	**For Metro-East** +$3.9 million in overall economic output, +$939,000 in household earnings, +44 direct/indirect jobs for Metro East;	**For Metro-East** +$9 million in overall economic output, +$2.2 million in household earnings, +101 direct/indirect jobs for Metro East;

NEXT STEPS

Important Dates to Build Upon

2014 Fairmont City, IL Centennial

2014 St. Louis' 250th Anniversary

2015 Gateway Arch's 50th Anniversary of the Completion

2016 National Park Service's Centennial

2018 State of Illinois' Bicentennial

2020 State of Missouri's Bicentennial

REMAINING TASKS

- Continue Discussions with National Park Service
- Continue to actively gain Local and National Support
- Continue to Engage Legislators, Cities, and Community Outreach
- Continue to Engage Partnering Agencies & Organizations
- Install more Mounds Heritage Trail Signage in Missouri & Illinois
- Participate in Regional Cultural and Special Events
- Develop Exhibits at Schools and Libraries
- Develop Fundraising Campaign
- Assist in the Special Resource Study by National Parks Service
- Initiate Next Steps:
  - o Develop Partnership Framework
  - o Draft Legislation as necessary
  - o Introduce Legislation with Support of Leadership
  - o Implement Early Action Items of the Approved Alternative
  - o Develop Mound Preservation & Acquisition Plan

The Next Steps of the STUDY shall advance the understanding of, interaction with, and preservation of the world-class cultural legacy associated with the Mississippian Society, circa 800 - 1400, within the greater St. Louis region through the Mississippian Culture Initiative and the following objectives over the next 1-3 years:

Attain appropriate national designation for Cahokia Mounds as well as thematically connected, publically-owned, sites within the greater St. Louis region.

Organize a diverse partnership, whose purpose shall be to provide technical leadership, to identify projects, and to leverage financial resources and focus public and private investment in a manner which best advances the initiative.

Provide leadership in the voluntary protection of remaining mound sites; including lands in both public and private ownership.

Plan and implement efforts which physically and/or interactively connect sites associated with the Mississippian Culture, including signage, streetscapes, trails, driving tours and web applications.

Link to other efforts to preserve and promote the Mississippian Culture along the Mississippi River and the Mississippi Watershed.

FUNDING NEEDS

The next steps include further public outreach (meetings, exhibits, educational materials, etc.), further outreach to the American Indian Nation/Tribes, and early implementation of the recommendations. The proposed funding needs for the next twelve months is $100,000.

PROPOSED NEXT STEPS FOR COMMUNITY OUTREACH

Collaborate with The American Indian Tribes

While the Project Team has successfully reached out to the American Indian Tribes, these are ongoing relationships to grow and strengthen. In sharing their wisdom, histories, contemporary culture and knowledge, interpretation, methodology, and future planning will be enriched.

Grow the Mounds Heritage Trail

The Project Team seeks to expand the Mounds Heritage Trail through neighborhoods and communities along new alignments connecting more mound centers to the north, west, and east in the bi-state region. Opportunities to leverage signage, programming, planning, and interpretation on both sides of the river are being discussed.

Partner with Educational, Cultural Institutions, & Universities

Work with the area cultural and educational institutions on service teaming and programming opportunities during the project development. Amongst others, Southern Illinois University Edwardsville and Washington University in St. Louis have expressed an interest in involving their students, including working with the Washington University's Buder Center staff and American Indian students to focus on aspects of contemporary American Indian culture and ancient Mississippian culture.

Expand Outreach with Information Tables, Presentations, & Exhibits

The Project Team has committed to participating in presentations and information tables throughout the region. To grow outreach opportunities, traditional and nontraditional venues and special events have been identified to attend for the first half of 2014. The Project Team will give presentations to bring awareness to the significance of the Mississippian Culture and provide an interactive forum for discussion. Mobile exhibits placed in community venues, libraries, and schools provide more intimate interaction with the materials.

Cahokia Mounds is the largest pre-Columbian city north of Mexico. Cahokia, along with its surrounding ancient communities, transformed the region into a dominant religious, political, economic and cultural center. It is the only Mississippian Culture site that is a UNESCO World Heritage Site. Combined with the surrounding satellite mound centers, Cahokia Mounds emerges as the most significant and unsurpassed example of its time period.

THE MOUNDS
AMERICA'S FIRST CITIES

www.facebook.com/TheMounds
www.facebook.com/HeartLandsConservancy
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Investing In The Nature Of Southwestern Illinois

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Memo to: Board of Directors

From: Staff

Subject: East-West Gateway Council of Governments Public Involvement Plan

Date: May 14, 2019

East-West Gateway Council of Governments is required by the Federal Highway Administration to develop, submit, and implement a public involvement plan. In the summer of 2018, East-West Gateway initiated an update to the current Public Involvement Plan that engaged an Advisory Committee, the public, and fellow agency staff. Assuming approval, the document before the board today will replace the existing plan, which was passed by the Board of Directors in 2014.

East-West Gateway views public involvement as central to good decision making and integral to ensuring the investments made by the agency align with the priorities of the public. The Plan explains East-West Gateway's role in the region and provides mission and vision statements to guide the agency's public involvement efforts. The mission states East-West Gateway will strive to "create meaningful engagement opportunities that are accessible to everyone." This includes low-income, minority, elderly, and limited English proficient populations, and individuals living with disabilities.

The Public Involvement Plan sets forth goals, objectives, and strategies designed to translate this mission into action across East-West Gateway's many activities, projects, and plans. The Plan also outlines current outreach practices as well as new approaches and gives an overview of the agency's primary plans and products. Implementation of this plan will be ongoing and continuous.

At the March Board of Directors meeting, staff presented the draft plan, the process for its development, and its goals. The draft plan was open for a 45-day public comment period from March 27 to May 10, 2019. Comments received from members of the advisory committee, the public, and staff have been incorporated into the plan. The Public Involvement Plan can be viewed online at http://www2.ewgateway.org/download/pipreport2019.pdf.

Staff Recommendation: Staff recommends approval of the update to the East-West Gateway Public Involvement Plan.

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Public Comments on the PIP

The Public Involvement Plan (PIP) was made available for an official public comment period from March 27 to May 10, 2019. Comments received were as follows:

Comment #1

- I recommend publishing the annual recurring dates for public comment periods so that local officials can prepare to engage citizens more effectively.
- More outreach to counties whose population knows nothing about what East-West Gateway does.
- Where will results of this open house and comments be published?

MPO Response

- East-West Gateway publishes the public comment periods for all of its plans and programs using a variety of methods, including on the agency website and social media accounts, in the Local Government Briefings newsletter, in local newspapers, and through outreach to partners and stakeholders.
- As a result of the conversation with public officials from Jefferson County and input from Advisory Committee members during the development of the Plan, staff is planning to expand the number of presentations it gives to various civic, governmental and community organizations. Staff is also working with the executive director to present to the Jefferson County Council.
- The comments received from the open house and public comment period will be published along with the final version of the Plan following its approval by the Board of Directors.

Comment #2

- I appreciate the effort with Title VI and language barriers. I am curious what you will be doing to prevent race, class, and educational attainment discrimination (meetings with childcare, meetings near public transit, meetings in a variety of locations, reading level of materials, etc.). It would be helpful for you to expand on those strategies to include more populations that are frequently discriminated against.

MPO Response

- East-West Gateway is committed to involving all residents of the St. Louis region in the transportation planning process, including individuals that are low-income, minority, elderly, limited English proficient, or living with a disability. The “Goals and Strategies” and “Overview of Current Engagement Practices” sections of the Public Involvement outline the methods East-West Gateway uses to ensure this commitment. Several examples are outlined below:

- Staff schedules meetings in locations that are accessible by transit and in accordance with the Americans with Disabilities Act. Staff also selects locations throughout the counties of the East-West Gateway region and holds meetings in the later afternoon/early evening to allow working individuals to attend.
- The federal funding utilized by East-West Gateway does not allow for the provision of childcare services. However, the agency tries to accommodate parents with small children at public meetings when appropriate.
- Certain materials, such as information on the agency's Title VI Plan, are available in Spanish. The agency will also accommodate any requests for translated materials that it receives.
- Staff recently revamped several brochures that it uses to educate the public about East-West Gateway with a specific focus on making the language more understandable and accessible.
- While East-West Gateway frequently leverages technology for public involvement, the agency also understands that not all residents of the region have access to or the ability to use such technologies. Therefore, the agency uses a mix of traditional and online outreach tools. For example, surveys conducted by East-West Gateway are always made available in both print and online.

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Memo to: Board of Directors

From: Staff

Subject: Consultant Selection for Alton Great Streets planning

Date: May 14, 2019

In 2006, the Council launched the Great Streets Initiative, encouraging communities to incorporate a wide range of issues and goals for their significant streets through planning assistance. Council staff identified the City of Alton in the area of Broadway and 3rd Streets as the location for Great Streets Initiative planning, consistent with the Council's Unified Planning Work Program.

To solicit consulting services for the study, the Council released a Request for Proposals (RFP) on March 8, 2019, with a closing date of April 8. Eleven consulting teams responded to the RFP:

- BatesForum as the lead consultant with subconsultants Development Strategies, EFK Moen, CBB Transportation, David Mason & Associates, and Shockey Consulting
- Design Workshop as the lead consultant with subcontractors Development Strategies, TND Engineering, Michael King, Added Dimension, SMS Engineers, and RSM Design
- Farr Associates as lead consultant with subconsultants Shockey Consulting, CBB Transportation, Site Design Group, Greensfelder, Zimmerman Volk Associates, Recast City, and Landmark Illinois.
- Heartlands Conservancy as lead consultant with subconsultants Dover Kohl & Partners, Gibbs Planning Group, Partners for Economic Development, Hall Planning & Engineering, Kaskaskia Engineering Group, Site/C Landscape Architecture, H3 Studio, and Cork Tree Creative
- Object Territories as lead consultant with subconsultants DG2 Design, Lochmueller Group, HR & A Advisors, and Project Controls Group

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- Phronesis as lead consultant with subconsultants CED Solutions, SE3, Parson & Associates, and Benton Lloyd Chung
- RDG Planning + Design as lead consultant with subconsultants Lochmueller Group, Economic & Planning Systems, Venice Communications, and Engineering Design Source
- SmithGroup as lead consultant with subconsultants Christner, Sam Schwartz, HR & A Advisors, MUSE, Selbert Perkins Design, and Vector Communications
- Stantec as lead consultant with subconsultants Shockey Consulting, Lochmueller Group, W-ZHA, Larisa Ortiz Associates, ZVA, and UrbanWorks
- TranSystems as lead consultant with subconsultants SMS Engineers, Planning Design Studio, Development Strategies, and StratCommRx
- WSP USA, Inc. as lead consultant with subconsultants PGAV Planners, Lion CSG, Ten8 Group, FPA Group, and Active Strategies

A selection committee representing the City of Alton, Madison County Transit, RiverBend Growth Association, and the Council reviewed and scored the proposals. The teams led by BatesForum, Design Workshop, and WSP were interviewed on May 10. Subsequently, the selection committee recommended that the contract be awarded to the team led by Design Workshop.

The Council will be the responsible contracting party.

Staff Recommendation: Staff recommends that the Executive Director be authorized to negotiate and enter into a contract with Design Workshop. The contract amount will not exceed $465,000. In the event that the Council cannot reach agreement with Design Workshop, staff recommends the Executive Director be authorized to negotiate and enter into a contract with WSP.

Staff also recommends that the Executive Director be authorized to enter into a funding agreement with the City of Alton for the required 20% match funding, in an amount not to exceed $93,000.

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Memo to: Board of Directors

From: Staff

Subject: Modifications to the FY 2019-2022 Transportation Improvement Program (TIP), *Connected2045*, and the Related Air Quality Conformity Determination – Requested by Illinois and Missouri sponsors

Date: May 14, 2019

The Illinois Department of Transportation (IDOT) and Missouri Department of Transportation (MoDOT) have requested to amend the FY 2019-2022 TIP, *Connected2045*, and related Air Quality Conformity Determination. In all, they are requesting to add five new projects, modify three existing projects, and add three scoping projects.

Illinois New Project

IDOT has requested to add one new preliminary engineering project for the IL 3 Connector. This project is using unspent funds from a $4.8 million earmark from 2005[1].

This project is summarized below:

New Project - Illinois					
Sponsor / TIP #	**Title – Limits**	**Description of Work**	**County**	**Federal Cost**	**Total Cost**
IDOT / 4707A-17	IL 3 Connector – Collinsville Road to IL 3/North First Street	Preliminary engineering (SAFETEA-LU Earmark Sec. 1702 # 2870)	St. Clair	$1,643,200	$2,054,000
			TOTAL:	**$1,643,200**	**$2,054,000**

Illinois Modified Project

IDOT has requested to modify one existing project in the TIP. This project is being advanced from FY 2021 to FY 2019 and increased in cost due to a revised estimate. This increased cost will be covered by bid savings from other projects.

This project is summarized on the next page:

[1] A total of $3.6 million of this earmark is now programmed which includes $2 million previously programmed in 2017 and the $1.6 million in this amendment.

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Modified Project - Illinois				
Sponsor / TIP # / County	**Project Title - Limits**	**Description of Work**	**Current Cost / Revised Cost**	**Reason for Change**
IDOT / 6804I-21 / Multi-County-Illinois	I-255 – 0.74 miles north of I-64 to Collinsville Road	Resurfacing, bridge new deck, bridge rehabilitation, ramp repair	$20,800,000 / $25,000,000	Advance from FY 2021 to FY 2019, increase cost due to a revised estimate.

Missouri New Projects

MoDOT has requested to add four new projects. MoDOT intends to use advance construction[2] for TIP# 6936J-19 and 6936K-19, meaning that these projects initially will be funded with 100 percent state funds from MoDOT's operations budget until federal funds become available. The funding for the other projects was made available by shifting funding for the I-270 design-build project from FY 2019 to FY 2020.

These projects are summarized below:

New Projects - Missouri					
Sponsor / TIP #	**Title – Limits**	**Description of Work**	**County**	**Federal Cost**	**Total Cost**
MoDOT / 6936H-19	I-64 – Prospect Road to Lake Saint Louis Boulevard	Pavement repairs	St. Charles	$2,770,200	$3,078,000
MoDOT / 6936I-19	US 61 – MO 231 to Richardson Road	Construct two way left turn lanes, guardrail upgrades	Jefferson	$2,216,700	$2,463,000
MoDOT / 6936J-19	Various ITS Improvements – At various locations	ITS improvements to dynamic message signs	Multi-County-Missouri	$0	$895,000
MoDOT / 6936K-19	Various ITS Improvements – At various locations	ITS improvements to CCTV cameras	Multi-County-Missouri	$0	$775,000
			TOTAL:	**$4,986,900**	**$7,211,000**

Missouri Modified Projects

MoDOT has requested to modify two existing projects in the TIP.

[2] 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.

These projects are summarized on the next page:

Modified Projects - Missouri				
Sponsor / TIP # / County	**Project Title - Limits**	**Description of Work**	**Current Cost / Revised Cost**	**Reason for Change**
MoDOT / 6705J-17 / St. Charles	I-70 – West of Wentzville Parkway to Lake Saint Louis Boulevard	Pavement resurfacing	$12,898,000 / $8,338,000	Advance construction from FY 2020 to FY 2019, decrease cost due to refined scope of work and cost estimate.
MoDOT / 6807T-18 / St. Louis City	MO 115 – St. Louis City limits to I-70	Pavement resurfacing and safety improvements	$1,559,000 / $4,878,000	Increase cost greater than 15% due to addition of intersection safety improvements and pedestrian upgrades to project scope

Missouri Scoping Projects

MoDOT has requested to add three 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). The funding for TIP# 6936N-19 is being provided by St. Charles County.

These scoping projects are summarized below:

Scoping Projects - Missouri					
Sponsor / TIP #	**Project Title - Limits**	**Description of Work**	**County**	**Fed / Total Cost for Design**	**Est. Cost Range for Construction**
MoDOT / 6936L-19	I-255 – Jefferson Barracks Bridge over Mississippi River	Bridge rehabilitation	Multi-State	$1,350,000 / $1,500,000	$45 million - $47 million
MoDOT / 6936M-19	I-70 – Warren County line to Mississippi River	Replacement of structural steel signs	Multi-County-Missouri	$675,000 / $750,000	$1 million – $3 million

Scoping Projects - Missouri					
Sponsor / TIP #	**Project Title - Limits**	**Description of Work**	**County**	**Fed / Total Cost for Design**	**Est. Cost Range for Construction**
MoDOT / 6936N-19	MO 94/MO 364 – At Muegge Road	Interchange reconfiguration	St. Charles	$0 / $2,515,000	$15 million - $18 million

Staff Recommendation: Staff recommends that the FY 2019-2022 TIP, *Connected2045*, and related Air Quality Conformity Determination be revised to add five new projects, modify three existing projects, and add three scoping project 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) or are not regionally significant.

Amendment # **0519-018**
TIP # **4707A-17**
Sponsor # **P-98-006-07**

PROJECT SPONSOR: **IDOT**

ACTION REQUESTED: Revise FY 2019 of the FY 2019-2022 TIP to add a project

TITLE: **IL 3 Connector**

LIMITS: Collinsville Road to IL 3/North First Street

DESCRIPTION: Preliminary engineering – SAFETEA-LU Earmark Sec. 1702 #2870

COUNTY: St. Clair

FUNDING SOURCE: High Priority Project (HPP)

	Federal	Match[3]	Total
PE	$1,643,200	$410,800	$2,054,000
ROW	$0	$0	$0
Implementation	$0	$0	$0
Total	$1,643,200	$410,800	$2,054,000

AIR QUALITY CONFORMITY: Exempt – Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action (§ 93.126)

STAFF RECOMMENDATION: Approval

[3] IDOT is using Transportation Development Credits (TDCs) for match. TDCs are toll credits which are permitted to be used as soft match for the non-federal share of a project's cost under Section 120(i) of Title 23 of the United States Code. By using toll credits to substitute for the required non-federal share on a federal-aid project, the federal share can effectively be increased to 100 percent.

Amendment # **0519-019**
TIP # **6936H-19**
Sponsor # **6I3423**

PROJECT SPONSOR: **MoDOT**

ACTION REQUESTED: Revise FY 2019 and FY 2020 of the FY 2019-2022 TIP to add a project

TITLE: **I-64**

LIMITS: Prospect Road to Lake Saint Louis Boulevard

DESCRIPTION: Pavement repairs

COUNTY: St. Charles

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	$346,500	$38,500	$385,000
ROW	$0	$0	$0
Implementation	$2,423,700	$269,300	$2,693,000
Total	$2,770,200	$307,800	$3,078,000

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

STAFF RECOMMENDATION: Approval

Amendment # **0519-020**
TIP # **6936I-19**
Sponsor # **6S3433**

PROJECT SPONSOR: **MoDOT**

ACTION REQUESTED: Revise FY 2019, FY 2020, and FY 2021 of the FY 2019-2022 TIP to add a project

TITLE: **US 61**

LIMITS: MO 231 to Richardson Road

DESCRIPTION: Construct two way left turn lanes, guardrail upgrades

COUNTY: Jefferson

FUNDING SOURCE: Highway Safety Improvement Program (HSIP)

	Federal	Match	Total
PE	$434,700	$48,300	$483,000
ROW	$351,000	$39,000	$390,000
Implementation	$1,431,000	$159,000	$1,590,000
Total	$2,216,700	$246,300	$2,463,000

AIR QUALITY CONFORMITY: Not Regionally Significant

STAFF RECOMMENDATION: Approval

Amendment # **0519-021**
TIP # **6936J-19**
Sponsor # **6Q3467**

PROJECT SPONSOR: **MoDOT**

ACTION REQUESTED: Revise FY 2019 and FY 2020 of the FY 2019-2022 TIP to add a project

TITLE: **Various ITS Improvements**

LIMITS: At various locations

DESCRIPTION: ITS improvements to dynamic message signs

COUNTY: Multi-County-Missouri

FUNDING SOURCE: State Advance Construction (STAC*)

	Federal	Match	Total
PE	$0	$125,000	$125,000
ROW	$0	$0	$0
Implementation	$0	$770,000	$770,000
Total	$0	$895,000	$895,000

*$716,000 to be converted to Surface Transportation Block Grant (STBG) at a later date.

AIR QUALITY CONFORMITY: Not Regionally Significant

STAFF RECOMMENDATION: Approval

Amendment # **0519-022**
TIP # **6936K-19**
Sponsor # **6Q3472**

PROJECT SPONSOR: **MoDOT**

ACTION REQUESTED: Revise FY 2019 and FY 2020 of the FY 2019-2022 TIP to add a project

TITLE: **Various ITS Improvements**

LIMITS: At various locations

DESCRIPTION: ITS improvements to CCTV cameras

COUNTY: Multi-County-Missouri

FUNDING SOURCE: State Advance Construction (STAC*)

	Federal	Match	Total
PE	$0	$29,000	$29,000
ROW	$0	$0	$0
Implementation	$0	$746,000	$746,000
Total	$0	$775,000	$775,000

*$620,000 to be converted to Surface Transportation Block Grant (STBG) at a later date.

AIR QUALITY CONFORMITY: Not Regionally Significant

STAFF 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: May 14, 2019

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 **$238,982**. Also attached is a summary description of all budgeted expenditures from the UASI grants (Attachment B).

We are requesting approval to enter into sub-grant award agreements with St. Louis and St. Charles Counties, and the City of Richmond Heights Missouri to fund the following three positions within the St. Louis Terrorism Fusion Center – Terrorism Early Warning Group.

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

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

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grant funds become limited. In addition, the Coordinator provides regular TEW intelligence bulletins to local police, fire, public health and related health care agencies. The CI/KR Coordinator position continues to be an extremely valuable resource in the overall effort to prevent and prepare for critical incidents in the region.

Therefore, we are requesting approval to enter into an agreement with St. Louis County, Missouri to provide funding to support the CI/KR Coordinator in the St. Louis Fusion Center. The total cost for salary and benefits for the Critical Infrastructure Coordinator position will not exceed **$115,000** for the period of July 1, 2019 through July 31, 2020.

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

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

The Intelligence Analyst position continues to be an extremely valuable resource in the overall effort to prevent and prepare for critical incidents in the region. Therefore, we are requesting approval to enter into an agreement with St. Charles County, Missouri to provide funding to support the Intelligence Analyst position in the St. Louis Terrorism Fusion Center. The total cost for salary and benefits for the Intelligence Analyst position will not exceed **$80,000** for the period of August 1, 2019 through July 31, 2020.

Project Manager for St. Louis Regional License Plate Recognition Database (LPRD) and Mugshot Recognition Technology (SMRT) Databases – The Project Manager for the LPRD and SMRT is a part time position within the St. Louis Fusion

Center. The position facilitates and oversees the implementation of the regional law enforcement license plate reader and mugshot recognition databases. Duties include facilitating an independent audit of LPRD/SMRT users and ensure compliance with the Fusion Center's privacy policies and end user agreements. Maintaining these databases allows all law enforcement agencies across the region to share critical suspect information. The LPRD /SMRT Manager requires an in-depth knowledge of the operations, capabilities, restrictions and maintenance of the LPRD and SMRT systems. The position will work with regional law enforcement agencies to solicit their participation while managing the progress of the system.

The City of Richmond Heights Police Department has agreed to provide the LPRD/SMRT Project Manager on a part time basis and has agreed to accept a sub-grant award for the funding. Therefore, we are requesting approval to enter into a sub-grant award with the City of Richmond Heights, Missouri for a total cost not exceed **$43,982**, for the period of July 1, 2019 through June 30, 2021.

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 a sub-award to St. Louis County, Missouri for the Critical Infrastructure (CI) Key Resource (KR) Coordinator position in an amount not to exceed **$115,000**;

- for a sub-award to St. Charles County, Missouri for the Intelligence Analyst position in an amount not to exceed **$80,000**; and,

- for a sub-award to Richmond Heights, Missouri for the Automated License Plate Reader and Mugshot Recognition Technology System Project Manager in an amount not to exceed **$43,982**;

for a total amount not to exceed **$238,982** from the UASI grant program.

ATTACHMENT A

Expenditures for Equipment and Services
May 14, 2019

Vendor	Description	Jurisdiction/Agency	Quantity	Cost
Emergency Response Equipment & Supplies (UASI)				
St. Louis County (MO)	CI/KR position / Fusion Center	St. Louis County	1	$115,000
St. Charles County (MO)	Intelligence Analyst position - Fusion Center	St. Charles County	1	$80,000
City of Richmond Heights (MO)	LPRD / SMRT position - Fusion Center	St. Louis County	1	$43,982
			TOTAL EXPENDITURES	**$ 238,982**

Total UASI Expenditures: $238,982

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2018

		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	$18,818,353	$18,445,240	$0	$373,113
	Mass Casualty	1,197,008	1,115,781	0	81,227
	Incident Management Teams	2,545,312	2,402,164	0	143,148
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:	10,297,089	9,417,001	0	880,088
	Tactical vehicles:	4,514,819	4,514,819	0	0
Interoperable Communications					
A variety of projects come within the description of Interoperable Communications. Radio caches, satellite phones and video conferencing and the Land Mobile Radio Communications Plan are included, as well as a microwave tower backbone system.	Radios, phones, video conf. etc:	8,758,026	8,579,774	0	178,252
	Microwave & downlink systems:	9,529,911	9,212,047	0	317,864
	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 2018

	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.	2,980,365	2,822,834	0	157,531
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.	$2,301,886	$2,270,308	$0	$31,578

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2018

	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.	$ 4,379,139	$3,288,721	$238,982	$1,090,418
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.	4,351,049	4,158,289	0	192,760
Totals:	$85,156,445	[1] $81,400,205	$238,982	$3,756,240

[1] This total represents the sum of UASI funds awarded for equipment and contractual obligations for fiscal years 2003 - 2018. 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.