

AGENDA
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
EXECUTIVE ADVISORY COMMITTEE
TUESDAY, APRIL 18, 2023 – 2:00 P.M.

- 1. CALL TO ORDER**
- 2. APPROVAL OF MINUTES OF MARCH 21, 2023**
- 3. DISCUSSION ITEMS**
 - A. Draft Connected 2050 and State of the System Appendix - - Saranya Konala
 - B. Air Quality Conformity 101 – Mary Grace Lewandowski and Carol Lawrence
 - C. Preliminary Survey Results for the Regional Crime Summit - - John Posey
- 4. ACTION ITEMS**
 - A. Approval of the FY 2024 Unified Planning Work Program (UPWP) and Authorization to Enter into Agreements for Work Identified in the UPWP - - Jim Wild
- 5. OTHER BUSINESS**
- 6. ADJOURNMENT**

The meeting can be attended by the public in person or accessed virtually using the link below.

Webinar Registration: <https://attendee.gotowebinar.com/register/2963975915688464725>

Webinar ID: 742-084-115 Phone: 1-415-930-5321

NEXT MEETING DATE: TUESDAY, MAY 23, 2023



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Memo to: Board of Directors
From: Staff
Subject: Project Notifications
Date: April 13, 2023

Attached is the Project Notification list for March 11 – April 7, 2023. The compiled list contains information about funding requests, grant applications and announcements/public notices. It is compiled from the weekly statewide project table sent out by the Missouri Federal Assistance Clearinghouse, Missouri Office of Administration, for comments. If you have any questions regarding this attachment, please contact Maureen McCarthy in the Community Planning department.

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**Project Reviews for East-West Gateway Council of Governments
March 11 – April 7, 2023**

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE, LOCAL/OTHER	TOTAL
City of St. Louis	Saint Louis Metropolitan Police Department #2308018	16.738 – Edward Byrne Memorial Justice Assistance Grant Program Increasing the Ability to Swiftly Identify Unlawfully Used Firearms and Their Sources and to Effectively Prosecute Individuals Engaged in Violent Crime	DOJ	\$700,000		\$700,000
St. Charles County	St. Charles County #2309043	16.741 - DNA Backlog Reduction Program St. Charles County Police Department Criminalistics Laboratory DNA Capacity Enhancement for Backlog Reduction	DOJ	\$100,000		\$100,000
City of St. Louis	Affinia Healthcare #2309052	93.243 - Substance Abuse and Mental Health Services Projects of Regional and National Significance SUD Services for Unhoused Individuals	HHS	\$500,000		\$500,000
Jefferson County	Jefferson County, MO #2309054	16.710 - Public Safety Partnership and Community Policing Grants Jefferson County Sheriff's office Mental Health Coordinator Project	DOJ	\$182,600		\$182,600

St. Charles County	St. Charles County Ambulance District #2309059	93.243 - Substance Abuse and Mental Health Services Projects of Regional and National Significance St. Charles County Mobile Integrated Healthcare (MIH) Network for SUD/OD and Behavioral Health	HHS	\$278,660		\$278,660
St. Louis County	St. Louis Economic Development Partnership #2309073	93.493 – Congressional Directives St. Louis Economic Development Partnership, MO for Faculties and Equipment at the Helix Incubator	HHS	\$3,360,000		\$3,360,000
City of St. Louis	City of St. Louis Mental Health Board of Trustees #2309074	93.104 - Comprehensive Community Mental Health Services for Children with Serious Emotional Disturbances (SED) System of Care St. Louis	HHS	\$999,865	Applicant: \$333,600	\$1,333,465
City of St. Louis	Heather Taylor #2309080	97.039 - Hazard Mitigation Grant Ellendale Flash Flood 2022 Buyouts	DHS	\$951,264.75	Local: \$317,088.25	\$1,268,353
City of St. Louis	Places for People, Inc. #2310007	93.243 - Substance Abuse and Mental Health Services Projects of Regional and National Significance ASPIRE: ACT Services to Promote Individuals' Recovery Experiences	HHS	\$678,000		\$678,000

City of St. Louis	LIV Recovery Sober Living #2310008	93.243 - Substance Abuse and Mental Health Services Projects of Regional and National Significance Transformation Project: Providing Community Outreach, Recovery Housing, and Outpatient SUD Treatment to underserved North City St. Louis	HHS	\$296,499	State: \$350,000 Other: \$8,000 Program Income: \$15,000	\$669,499
Franklin County	Foundation for Franklin County, Inc. #2310016	93.276 - Drug-Free Communities Support Program Grants HOPE DFC 6-10 Application	HHS	\$125,000	Other: \$141629	\$266,629

MINUTES

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS EXECUTIVE ADVISORY COMMITTEE MARCH 21, 2023

Voting Members Present

Norm Etling (**Chair**), St. Clair County, IL
Betherny Williams (**Vice-Chair**), City of St. Louis, MO
Chris Doucleff, Madison County, IL
John Greifzu, St. Charles County, MO
Paul Hampel, St. Louis County, MO
Kevin Jemison, IDOT
Jason Jonas, Jefferson County, MO
Darren Lamb, Franklin County, MO
Nathan Larson, Madison County, IL
Cindy Simmons, MoDOT
Charles Stewart, Bi-State Development/Metro

Non-Voting Members Present

Betsy Tracy, FHA IL (via webinar)

EWGCOG Staff:

Jim Wild, Staci Alvarez, Kristen Capps-Jones, Joyce Collins-Catling, Bailey DeJonge, Ben Fleschert, Lee Harris, Alex Hartig, Christie Holland, Saranya Konala, Jason Lange, Carol Lawrence, Mary Grace Lewandowski, Maureen McCarthy, Marcie Meystrik, Anna Musial, Rachael Pawlak, John Posey, Mary Rocchio, Warren Sallade, Lubna Shoaib, Himmer Soberanis, Melissa Theiss, Jennifer Vuitel, Derek Wetherell, Aaron Young

CALL TO ORDER

The Executive Advisory Committee was called to order Mr. Etling, Chair.

APPROVAL OF MINUTES OF FEBRUARY 14, 2023 MEETING

Motion was made by Mr. Lamb, seconded by Mr. Jemison, to approve the minutes of the February 14, 2023 meeting. Motion carried, all voting aye.

DISCUSSION ITEMS

Draft Fiscal Year 2024 Unified Planning Work Program

Jim Wild, EWGCOG, updated the committee on the draft document noting that it is being presented for review and comment. Mr. Wild highlighted the planning work activities, funding tables, and estimated costs (including in-house and planned project consultants). He further noted that the draft document has been submitted to IDOT, MoDOT, FHWA and FTA for their review and comment, and is available for public comment via the website. The document will be returned for final approval at the April meetings.

FY 2024-2027 Transportation Improvement Program - Submitted Local Project Applications

Jason Lange, EWGCOG, briefed the committee on the call for applications for the STP-S and CMAQ projects due on February 9, 2023. Mr. Lange pointed out that Illinois sponsors submitted 28 STP-S and 10 CMAQ application requests and Missouri sponsors submitted 71 STP-S and 22 CMAQ application requests. He also pointed out that staff is currently evaluating projects and will present project rankings to the TPC in early May for their consideration; the TPC's funding recommendations will be presented in the draft TIP document, for review, at the May committee and board meetings followed by public comment in June and ending with final approval at the August committee and board meetings.

Regional Crime Summit

Jim Wild, EWGCOG, provided the committee with a status update for the upcoming Crime Summit for the Region noting that a date has been set for an all-day Summit on May 17, 2023; location and final details are forthcoming. Mr. Wild pointed out that the day's emphasis will focus will panel discussions regarding various regional items, data, business organization, law enforcement, educational, and economic perceptions addressing violent crimes and violent crime deterrents. He noted that the keynote speaker will be Thomas Abt, Violence Reduction Center (University of Maryland) and Author of "Bleeding Out." Mr. Wild further pointed out that a commitment from everyone is needed to create a Violent Crime Reduction Program. Additionally, he mentioned that a survey was sent out last week asking for guidance for summit activities.

ACTION ITEMS – There was not a Quorum, therefore consensus by the committee was given to recommend these Action Items for board approval.

2023 Transit Asset Management Targets (TAM)

Christie Holland, EWGCOG, provided the committee with staff's recommendation for approval of the 2023 TAM performance measures per requirements set forth in the FTA's Final Rule for TAM targets. Ms. Holland briefly discussed the background for the establishment of TAM targets required of all public transportation providers, State DOTs, and MPOs. She also highlighted percentages and scores for rolling stock (revenue vehicles), equipment (non-revenue service vehicles), facilities, and infrastructure (track segments) used for determining targets. She noted that more detailed information is available in the TAM Plans.

Staff recommends board approval for the TAM targets established for the EWG region.

Modification to the FY 2023-2026 Transportation Improvement Program, *Connected2045*, and the related Air Quality Conformity Determination – Transportation Alternatives Program

Melissa Theiss, EWGCOG, provided the committee with the request to revise the FY 2023-2026 TAP Program. Ms. Theiss noted that EWG announced a call for project applications for federal funding through the TAP on June 1, 2022; solicitation process concluded on August 19, 2022. EWG received 21 applications from Illinois sponsors and 40 applications from Missouri sponsors. She also pointed out that staff evaluated projects using criteria based on the principles in *Connected2045*, and that funding recommendations from TPC were made at the January 2023 meeting resulting in eight projects recommended by IL TPC and 21 projects recommended by MO TPC. Ms. Theiss noted that two projects recommended for TAP funding in IL have also been applied for funding through ITEP; a contingency list of projects for TAP funding has been developed and is available for review in the event funding is awarded for these projects. Online public comment period was from January 27th to February 15th resulting in 39 comments; these comments are summarized and available for review.

Staff recommends board approval to revise the document adding 29 new projects.

Functional Classification Update

Ben Fleschert, EWGCOG, provided the committee with an update regarding modification requests in functional classification. Mr. Fleschert noted that three changes in Missouri are recommended to the system; staff along with MoDOT and IDOT have reviewed revision applications received from member agencies, as well as County and municipal officials according to the FHWA guidelines.

Mr. Jonas inquired about the omission of a previously submitted request from Jefferson County; Ms. Shoaib noted that staff would perform a system-wide review and contact someone regarding the request.

Staff recommends board adoption of the functional classification update as provided/presented.

Modifications to the FY 2023-2026 Transportation Improvement Program (TIP), *Connected2045*, and the Related Air Quality Conformity Determination – Requested by Illinois and Missouri Sponsors

Jason Lange, EWGCOG, provided the committee with requests from the Illinois Department of Transportation (IDOT) and the Missouri Department of Transportation (MoDOT) to amend the TIP by adding one new project, modifying two projects, adding one scoping project, and delay one project. The project summary is as follows:

TIP #	Sponsor	Action	Description
6805E	IDOT	Add	Monroe; Palmer Road at Ghent Road; Construct roundabout
5327-12	IDOT	Modify	Madison; IL 162 At IL 157; Relocate road from IL 157 south Junction
7100S-24	IDOT	Modify	St. Clair; Old US 50 – Over tributary to Silver Creek (west of Summerfield Rd); Culvert replacement

7265J-23	MoDOT	Scoping	Multi-County; I-44/I-170 – Along various locations in St. Louis City, Franklin County, and St. Louis County; Scoping for striping upgrades
6990Q-19	MoDOT	Delayed	Multi-County; I-55 – Lindbergh Blvd to I-44; Resurfacing, upgrade Pedestrian facilities, bridge rehab

Staff recommends board approval of the presented amendments.

Regional Security Expenditures

Kristen Capps-Jones, EWGCOG, provided the committee with six requests to expend funds in support of regional security that will improve the region’s disaster preparedness and response capabilities as follows: 12-month Critical Infrastructure Coordinator position with St. Louis County; 12-month Intelligence Analyst position with St. Charles County; 12-month part-time Project Manager for the St. Louis Regional License Plate Recognition Database and Mugshot Recognition Technology Databases position with the City of Richmond Heights; 12-month Regional Cybersecurity Analyst position with St. Louis County; US&R Initial Training Series contract with Spec International of Virginia Beach, VA; and the purchase of five (5) Load Cell Indicator Kits from Banner Fire Equipment of Roxana, IL in an amount not to exceed \$590,300 from the UASI grant program.

Staff recommends board approval for the expenditure of funds as presented.

OTHER BUSINESS

None

ADJOURNMENT

Motion to adjourn the meeting was made by Mr. Lamb seconded by Mr. Doucleff. 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

Memo to: Board of Directors
From: Staff
Subject: Draft Connected 2050 and State of the System Appendix
Date: April 13, 2023

Federal law requires that East-West Gateway Council of Governments update the region's long-range transportation plan every four years. The last plan, Connected2045 update, was adopted by the Board in June 2019.

Connected 2050 is a long-range vision for how our region's transportation system will develop over the next 26 years. All transportation projects using federal funds must be identified in the long-range plan, or be consistent with the plan's principles. This plan update, with a horizon year of 2050 establishes

- twelve principles to guide regional transportation decisions,
- strategies to direct transportation system evaluation and decision-making through a performance-based planning framework,
- the region's capacity to finance major transportation improvements,
- priority projects that can be funded within the region's anticipated financial resources, and
- conformity between the plan and state and regional air quality goals.

The State of the System Appendix to Connected 2050 details the analysis that went into the plan's development and highlights the Council's transportation planning activities.

Connected 2050 identifies \$31.2 billion in recommended investments between 2024 and 2050, including approximately \$24.5 billion in highway and transit preservation and operations spending, and \$6.7 billion for 46 major transportation projects. All recommended investments fit within the plan's fiscal constraint. The plan also includes 5 illustrative projects and several corridors where improvements may be warranted and further study is recommended. All cost and revenue estimates are in year of expenditure (YOE) dollars.

Finally, staff is conducting an Air Quality Conformity Determination as part of the development of Connected 2050. In accordance with the Clean Air Act Amendments of 1990 and related Federal regulations, the long range plan and Transportation Improvement Program (TIP) must be found to be in conformity with all applicable State Implementation Plans (SIPs) and with the mobile source emissions budgets as established by the SIPs before

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Board of Directors
April 13, 2023
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the long range plan or TIP may be approved by the MPO and the Federal Highway Administration. The conformity determination is still in progress and will be released when completed.

Subsequent to completion of the air quality analysis, on or around May 8, 2023, there will be a 30-day public comment period for Connected 2050 and its Air Quality Conformity Determination. The final version of Connected 2050 will be presented for final board approval at its June 28, 2023 meeting.

The draft Connected 2050 document and associated State of the System appendix will be published on the EWG website on April 18, 2023. The documents will be accessible at:

Connected 2050:

<https://www.ewgateway.org/wp-content/uploads/2023/04/2050-LRTP-Draft.pdf>

State of the System:

<https://www.ewgateway.org/wp-content/uploads/2023/04/2050-State-Of-The-System-Draft.pdf>

Printed copies of the draft of Connected 2050 will be distributed to board members at the April 26 meeting and will be available to members of the public upon request. Chapter 5 of Connected 2050, which contains the investment plan, is attached to this memo.

Connected 2050 Guiding Principles



Our Communities and Region



Economic
Vitality



Thriving
Neighborhoods and
Communities



A Vibrant
Downtown and
Central Core



A Healthy and
Sustainable
Environment



Our Transportation System



Safe
and Secure



Choices and
Access for All



Seamless, Efficient,
and Reliable



Well-Maintained
and Resilient



Our Process



Collaborative



Equitable



Innovative



Performance-
Based



Chapter 5: Investment Plan

The investment plan in *Connected 2050* was developed through technical evaluation and public and stakeholder input. The projects included reflect the guiding principles that are the building blocks of the document, and they serve as a blueprint for the region depicting the long-term investments necessary to provide transportation benefits to the traveling public and promote a prosperous and healthy St. Louis.

Projects using federal transportation funds must be identified in *Connected 2050*'s investment plan, or otherwise be consistent with the Plan's priority. The transportation investment plan establishes priorities for major state highway and regional transit system projects through the Plan's horizon year of 2050. The listing only incorporates state Departments of Transportation (DOTs) and Metro projects that are regionally significant and would be included in the modeling of the metropolitan area's transportation network. Major projects address safety, system expansion, major rehabilitation/reconstruction, bicycle/pedestrian improvements, and congestion. Decisions on local projects competing for federal funds are made through the annual Transportation Improvement Program (TIP) selection process, which evaluates projects according to the Plan's principles and performance management framework. Projects included in the TIP are also considered to be part of the LRTP.

Fiscally Constrained Priority Investments

By federal law, both the LRTP and the annual TIP must be fiscally constrained. This means that reasonably anticipated revenues must be sufficient to cover project costs, including the costs of maintaining and operating the transportation system. Applying fiscal constraint ensures that the investment plan is more than a project wish list and provides a level of certainty concerning the nature and timing of future investments. Priority projects are those that are affordable within anticipated resources

Illustrative Projects

Projects that are beyond the region's anticipated financial ability are labeled as Illustrative, and should advance into the priority list if additional funding becomes available.

Corridor and Planning Studies

Projects that need further study to determine a preferred alternative are included as future Corridor or Planning Studies. These will likely generate future LRTP priority projects.

Transportation Funding Sources

Transportation funding comes from a variety of federal and state sources. For roadways, the bulk of these are system user fees such as motor fuel taxes, registration and licensing fees, and motor vehicle sales taxes. For transit, local sales taxes make up the majority of revenue. Many of these funding sources have seen significant increases over the last few years. The most recent federal transportation legislation, the Infrastructure, Investment and Jobs Act (IIJA), saw historic federal funding levels with sizable increases in existing funding programs and the addition of several new funding programs aimed at increasing equity in transportation, building out a robust electric charging network, and expanding broadband access across the nation. Illinois doubled its state motor fuel tax and increased other transportation user fees as part of a robust infrastructure investment program called, "Rebuild Illinois," and Missouri increased the state motor fuel tax by 12.5 cents over a 5-year period beginning in 2019. These increased revenue sources give both Illinois and Missouri an opportunity to make significant improvements to the transportation system in the coming years. Unfortunately, transit does not fare nearly as well as highways when it comes to funding. While Illinois chooses to invest in public transportation, with \$4.6 billion in state resources from the Rebuild Illinois funding going to mass transit, the state of Missouri allocated only \$8.7 million to mass transit in the governor's 2023 budget.

Project Selection

Connected 2050 consists of a four-step framework to help collect, screen, score, and prioritize projects for the long-range transportation plan. The framework builds on the previous evaluation process, with updates to reflect the new guiding principles and best practices from MPOs around the country.

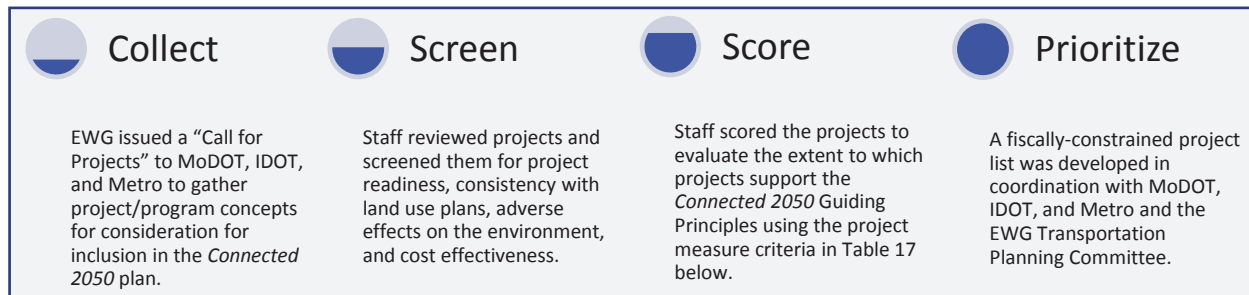












Table 17: Connected 2050 Project Scoring Methodology

Guiding Principles	Project Measures	Points
 Economic Vitality	<ul style="list-style-type: none"> supports regional freight movement and connections supports access to employment centers or tourism sites supports regional access to planned economic development opportunities supports access to jobs for Transportation Equity Populations* 	12
 Thriving Neighborhoods and Communities	<ul style="list-style-type: none"> increases access to parks, education, groceries, healthcare, or essential services* supports community life and placemaking* reduces adverse impacts of transportation on communities* improves multimodal connectivity* 	12
 A Vibrant Downtown and Central Core	<ul style="list-style-type: none"> improves access to, or travel options within, the downtown or central core 	4
 A Healthy and Sustainable Environment	<ul style="list-style-type: none"> improves air quality and/or reduces greenhouse gas emissions* supports improved water quality does not adversely affect ecologically significant areas 	8
 Safe and Secure	<ul style="list-style-type: none"> reduces traffic-related fatalities and serious injuries improves safety for people walking and biking supports crime prevention and security (including reducing terrorism risk) 	18
 Choices and Access for All	<ul style="list-style-type: none"> improves access for people with disabilities* improves transit services, transit rider experience and/or connections to transit enhances bicycling and/or walking supports other alternatives to driving alone (e.g carpool, rideshare) enhances multimodal travel options for Transportation Equity Populations* 	18
 Seamless, Efficient, and Reliable	<ul style="list-style-type: none"> improves travel time reliability supports efficient management of the system (e.g. traveler information systems) improves freight reliability improves intermodal freight connections 	12
 Well-Maintained and Resilient	<ul style="list-style-type: none"> addresses bridge preservation need addresses pavement preservation need addresses transit preservation need addresses transit preservation need improves evacuations (e.g., due to terrorism, weather, etc.) supports transportation infrastructure to withstand extreme weather 	16
TOTAL		100

  The guiding principle “Equitable” is addressed within several of the guiding principle categories. Points are embedded within the various categories to support equity, denoted with an asterisk (*). In total, 13 points are allocated for equity-related considerations. The other process-related guiding principles – “Collaborative”, “Innovative”, and “Performance-Based” – do not have specific points assigned but are addressed through the overall planning process.

Financial Capacity Analysis

EWG considered 51 projects costing more than \$5.9 billion, in developing this investment plan. Many proposed projects emerged as preferred alternatives from corridor and other planning studies. Although this investment plan only incorporates regionally-significant state Departments of Transportation (DOT) and Metro projects, local agency projects are also evaluated according to how well they support the region’s guiding principles.

To establish the LRTP’s fiscal constraint, or the region’s capacity to fund transportation improvements, EWG staff prepared forecasts of IDOT, Metro, and MoDOT revenues through the life of the plan. All three partner agencies provided baseline financial forecasts that EWG staff adapted for LRTP use. Estimates for available revenues over the life of the plan are approximately \$34.9 Billion, much of which will be utilized for safety and preservation work. However, increased funding levels will allow for a significant increase in system improvement projects over the last LRTP. Each project’s forecasted costs and revenues are expressed in expected year of expenditure dollars.

Based on technical evaluation of the submitted projects, collaboration with MoDOT, IDOT, and Metro, and after applying the fiscal constraint, 46 priority projects costing nearly \$4.6 Billion (\$6.7 Billion in year of expenditure dollars), were selected for inclusion in the investment plan, and were allocated to one of three funding/ implementation periods: Tier I, Tier II, Tier III (Tables 20-22). In addition, \$24.5 Billion in year of expenditure dollars has been allocated to preserve and maintain existing transportation assets and operations.

Projects that did not fit within the region’s financial resources were placed in an illustrative project list, which is shown in Table 23. These projects represent long-term priority projects that should advance into the priority list if additional funding becomes available.

Financial Outlook by Agency

Illinois Department of Transportation (IDOT)

IDOT will have an estimated \$6.6 billion in revenue available through 2050 to spend in the St. Louis region. Approximately \$3.7 billion of the total will be dedicated to rehabilitating, reconstructing, upgrading existing facilities, making safety improvements, and other operating costs, leaving about \$2.9 billion available for major highway projects. These figures represent an overall increase of nearly 47 percent for the Illinois portion of the region compared to the previous plan. Still, there are some projects submitted by IDOT that will not be able to be funded with existing revenue sources. These projects will be placed in the illustrative portion of the investment plan.

Figure 33. IDOT Revenue (2024-2050) \$6.6 Billion

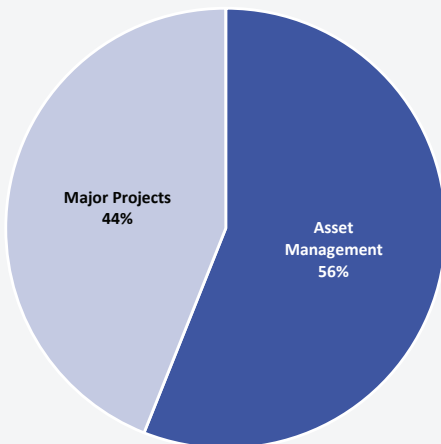
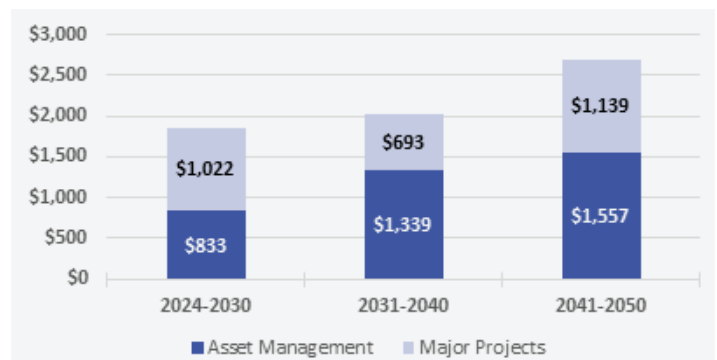


Figure 34. IDOT Spending Breakdown (in millions)



Missouri Department of Transportation (MoDOT)

MoDOT will have an estimated \$11.7 billion in revenue available through 2050 for projects in the St. Louis region. Approximately \$7.9 billion of the total will be dedicated to rehabilitating, reconstructing, upgrading existing facilities, making safety improvements, and other operating costs, leaving about \$3.8 billion available for major highway projects. These figures represent an overall increase of more than 33 percent for the Missouri portion of the region compared to the previous plan. Still, there are some projects submitted by MoDOT that will not be able to be funded with existing revenue sources. These projects will be placed in the illustrative portion of the investment plan.

Figure 35. MoDOT Revenue (2024-2050) \$11.7 Billion

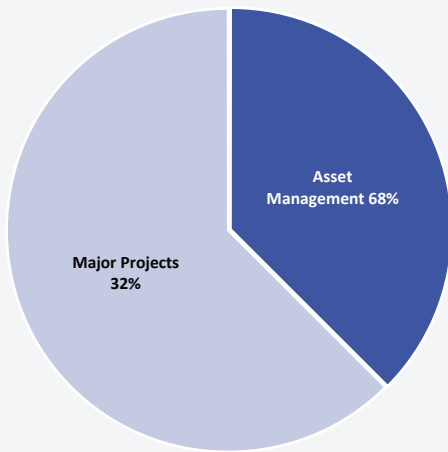
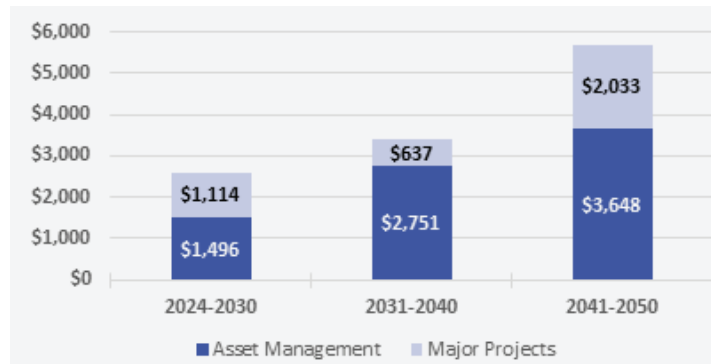


Figure 36. MoDOT Spending Breakdown (in millions)



Metro

While IDOT and MoDOT both saw significant recent funding increases, Metro is still facing some immanent budgetary issues. The majority of Metro's funding comes from local sales taxes. State funding for Metro on the Illinois side is much higher than on the Missouri side. Metro will have an estimated \$16.6 billion in capital and operating revenue available through 2050. Assuming Metro builds the City portion of the NS/SS MetroLink extension and otherwise continues to function as it does currently, approximately \$12.9 billion of this total would need to be dedicated to operations, which is about \$1.9 billion more than current projected operating revenues.

Figure 37. Metro Revenue (2024-2050) \$16.6 Billion

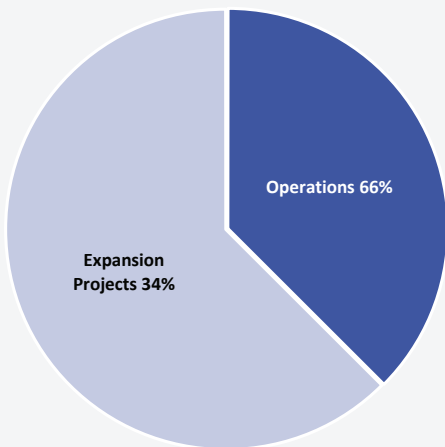
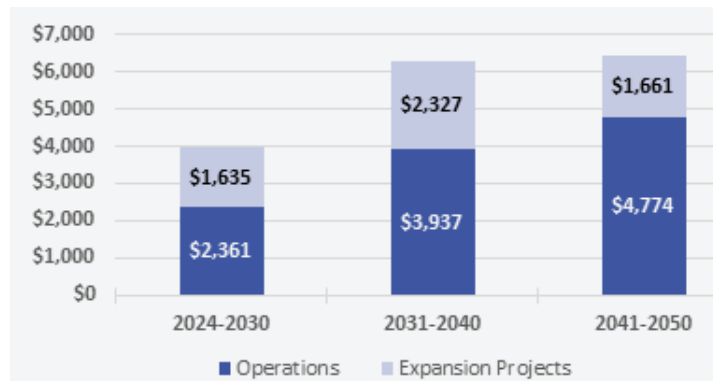


Figure 38. Metro Spending Breakdown (in millions)



The future financial outlook for Metro is somewhat challenging, as it is for many public transportation providers across the country, however the LRTP does include one MetroLink expansion project in the City of St. Louis and two corridor studies for two subsequent MetroLink extension projects in St. Louis County. These projects both have dedicated sales taxes accruing for capital project costs. A federal New Starts grant covering a minimum of 50% of capital costs is assumed, and would be required to make building these projects feasible. Funding for operating costs will need to be identified for both projects.

Transportation Improvement Program FY 2023-2026 Highlights









The FY 2023-2026 Transportation Improvement Program as approved by the East-West Gateway Council of Governments Board of Directors in August 2022 contains 842 projects at a total cost of approximately \$3.66 billion. Table 18 includes major projects (over \$35 million) that were included in the FY 2023-2026 TIP.

Project	County	Cost (millions)	Year of Construction
I-55/US 67 – I-55: 1.5 miles north of MO Z to 1 mile south of US 67; US 67– I-55 to Buck Creek Rd – add lanes and bridge rehabilitation	Jefferson	\$234	2023
Light rail vehicle upgrades and equipment (Bi-State)	St. Clair, St. Louis City, St. Louis	\$136	2023,2024
Mid-America Airport MetroLink extension – Scott AFB to Mid-America Airport (St. Clair Co Transit District)	St. Clair	\$106	2023
I-64 at I-70 – interchange improvements	St. Charles	\$93	2025
Bus/paratransit vehicle maintenance (Bi-State)	St. Clair, St. Louis City, St. Louis	\$80	2023-2025
I-70 – Missouri River to US 67 (Lindbergh) – corridor improvements	St. Louis	\$59	2026
Bus replacement program (Bi-State)	St. Clair, St. Louis City, St. Louis	\$55	2023-2025
MO 370 over Missouri River –bridge rehabilitation	St. Charles St. Louis	\$45	2025
I-64 – I-70 to MO K – capacity improvements	St. Charles	\$44	2025
MetroLink right-of-way rehab and maintenance (Bi-State)	St. Clair, St. Louis City, St. Louis	\$39	2023-2025
I-70 – Wentzville Pkwy to MO Z –road realignment, add lanes	St. Charles	\$37	2023
I-44 – Macklind Ave to Nebraska Ave – bridge replacement (overpasses)	St. Louis City	\$37	2026

The FY 2023-2026 locally funded program includes several major projects over the next four years. Table 19 details major local program projects over the next four years that are \$10 million or greater.

Project	County	Cost (millions)	Year of Construction
Dupo – I-255 at Davis St Ferry Rd– new interchange	St. Clair	\$48	2023
St. Louis – Lindell/Union over Forest Park Pkwy – replace bridge	St. Louis City	\$25	2026
St. Louis County – West Florissant Great Streets – Stein Rd to Ferguson Ave – sidewalk, shared use path, safety improvements	St. Louis	\$25	2024
Great Rivers Greenway – Brickline Greenway North Segment, Phase 1 – Fairgrounds Park to Page along Grand/Cass/Spring – shared use path, lane reduction, two way turn lane	St. Louis City	\$23	2024
Compton Bridge – over Mill Creek railyard – replace bridge	St. Louis City	\$20	2025
7204-24 – Great Rivers Greenway – Brickline Greenway – Sarah St to Grand Ave – shared use path	St. Louis City	\$13	2024
St. Clair County – Frank Scott Pkwy – Cross St to Wherry Rd – new 2 lane road	St. Clair	\$13	2023







































Table 20. Tier I Connected 2050 Investment Priorities (2024 - 2030)

Project Location	Description	County	Cost^ (Millions)	Top Guiding Principles
Missouri Counties	Roadway asset management / operations	Missouri Counties	\$1,496	 
Illinois Counties	Roadway asset management / operations	Illinois Counties	\$833	 
Metro Service Area	Transit asset management / operations	St. Louis City St. Louis St. Clair	\$2,414	  
Metrolink Extension	Grand Blvd to Chippewa St via Downtown	St. Louis City	\$824	   
I-64	Vandeventer Ave to Jefferson Ave	St. Louis City	\$82	   
I-70	Missouri River to N. Hanley Rd	St. Louis	\$27	   
I-64	at I-70/US-61	St. Charles	\$44	  
Rte. 100	St. John Rd to I-44	Franklin	\$9	
I-270	McDonnell Blvd to I-55	St. Louis	\$38	
I-64	Kingshighway Blvd to Jefferson Ave	St. Louis City	\$106	
Rte. 185	Over Bourbeuse River	Franklin	\$20	
I-44*	St. Charles St to O'Fallon St	St. Louis City	\$58	
I-44 / I-55*	Park Ave to Gratiot St	St. Louis City	\$35	
IL Rte. 3 Connector	Collinsville Rd to Rte. 3/203	St. Clair	\$118	 
US-40	Formosa Rd to Bethany Dr	Madison	\$59	 
Rte. 13	Rte. 157 to 23rd St	St. Clair	\$130	 
Rte. 3	Riverpark Dr to Monsanto Ave	St. Clair	\$324	 
I-270	Rte. 157 to Mississippi River	Madison	\$391	 

*Greater Downtown projects are described further in Table 24 ^ Project costs are in year of expenditure dollars




























Table 21. Tier II Connected 2050 Investment Priorities (2031 - 2040)

Project Location		Description	County	Cost^ (millions)	Top Guiding Principles
Missouri Counties		Roadway asset management / operations	Missouri Counties	\$2,751	 
Illinois Counties		Roadway asset management / operations	Illinois Counties	\$1,339	 
Metro Service Area		Transit asset management / operations	St. Louis City St. Louis St. Clair	\$4,483	  
I-64	Kingshighway Blvd to Vandeventer Ave	Interchange improvements (west interchange)	St. Louis City	\$133	   
I-70	Missouri River to N. Hanley Rd	Reconfigure airport access and interchanges, replace bridges (partial 2 of 2)	St. Louis City	\$300	   
I-270	Rte. 100 to I-64	Congestion mitigation improvements	St. Louis	\$59	
I-61	Rte. A to Lincoln County	Safety and Interchange Improvements (partial)	St. Charles	\$73	 
US 67	Rte. CC to St. Francois County	Interchange & Outer Road Improvements (partial)	Jefferson	\$95	
I-70	Wentzville Pkwy to Warren County	Capacity improvements	St. Charles	\$48	 
MO Rte. N	I-64 to Hopewell Rd / Duello Rd	Capacity Improvements (Phase I partial 1 of 2)	St. Charles	\$76	 
I-64*	22nd St to Poplar Street Bridge	Bridge rehabilitation	St. Louis City	\$64	
I-44	Rte. 100 W to Rte. 30	Reconstruct pavement	Franklin	\$29	
I-44	Rte. 141 to Rte. 109	Reconstruct pavement	St. Louis	\$29	
Rte. 364	over Missouri River	Bridge rehabilitation	St. Louis St. Charles	\$94	
Rte. 370	over Missouri River	Bridge rehabilitation	St. Louis St. Charles	\$82	
Rte. CC	Rte. 109 to Long Rd	Reconstruct pavement	St. Louis	\$13	
Rte. 94	Rte. H to US-67	Reconstruct pavement	St. Charles	\$18	
I-70 / I-270 ramp	at I-70 / I-270 interchange	Bridge replacement	St. Louis	\$32	
US 61	US-67 to St. Genevieve County	Rehabilitate pavement	Jefferson	\$7	
Rte. 364	over Creve Coeur Lake	Bridge rehabilitation	St. Louis	\$21	
MLK Bridge	Over Mississippi River	New replacement bridge (partial 1 of 2)	St. Louis St. Clair	\$440	 
I-270	Rte. 157 to Mississippi River	Add capacity (partial 2 of 2)	Madison	\$34	 
I-55/ I-70	I-255 to I-270	Add capacity (partial 1 of 2)	Madison	\$366	

*Greater Downtown projects are described further in Table 24 ^ Project costs are in year of expenditure dollars

Table 22. Trier III Connected 2050 Investment Priorities (2041 - 2050)

Project Location		Description	County	Cost^ (millions)	Top Guiding Principles
Missouri Counties		Roadway asset management / operations	Missouri Counties	\$3,648	 
Illinois Counties		Roadway asset management / operations	Illinois Counties	\$1,557	 
Metro Service Area		Transit asset management / operations	St. Louis City St. Louis St. Clair	6,008	  
MLK Bridge	Over Mississippi River	New replacement bridge (partial 2 of 2)	St. Louis St. Clair	\$189	 
I-70*	City Limits to Benton St	Safety and interchange improvements	St. Louis City	\$288	 
I-270	Rte. 370 to US-67	Interchange improvements, replace bridges, rehabilitate pavement	St. Louis	\$40	 
I-44 / I-55*	I-44 & I-55 Interchange from Lafayette Ave to Jefferson Ave	Reconstruct I-44 & I-55 interchange & six bridges	St. Louis City	\$106	
I-170	I-64 to I-70	Interchange and corridor improvements (partial)	St. Louis	\$360	
I-44	Murdoch Ave to Vandeventer Ave	Reconfigure interchanges	St. Louis City	\$83	
I-270	at Rte. 180 Interchange	Interchange improvements and rehabilitate bridges (partial)	St. Louis	\$80	 
I-270	at Rte. D / Rte. 364 Interchange	Interchange improvements and rehabilitate bridges (partial)	St. Louis	\$32	
I-170	I-70 to I-270	Interchange and corridor improvements (partial)	St. Louis	\$204	
I-70	Bryan Rd and Zumbel Rd	Corridor and Interchange Improvements	St. Charles	\$141	
US-67	Missouri River to Mississippi River	Safety and Interchange Improvements (partial)	St. Charles	\$19	 
Rte. 79	Salt River Rd to Lincoln County	Add alternating passing lanes	St. Charles	\$23	
Rte. N	Hopewell Rd / Duello Rd to Rte. Z	Capacity Improvements (Phase I partial 2 of 2)	St. Charles	\$80	 
I-55/ I-70	I-255 to I-270	Add Capacity (partial 2 of 2)	Madison	\$738	

*Greater Downtown projects are described further in Table 24 ^ Project costs are in year of expenditure dollars

Table 23. Illustrative Projects

Project Location	Description	County
Poplar Street Bridge: I-44, I-55, I-64**	over Mississippi River Reconstruct bridge and approach structures	St. Louis St. Clair
Stan Musial Bridge (2nd Span): I-70**	over Mississippi River New bridge and approach structures	St. Louis St. Clair
I-70	Mississippi River to I-70 Relocate	St. Clair
I-64	Reider Rd to Rte. 4 Add capacity	St. Clair
Rte. 3	Granville St to Exchange Ave Relocate; Construct four lane highway	Madison St. Clair

*Greater Downtown projects are described further in Table 24

Table 24. Corridor and Planning Studies

The project evaluation process identified 14 corridors where further study is warranted to develop projects that address existing or emerging transportation needs. Future long-range plans may consider projects identified during these studies.

Project Location	Description	County
Metrolink North St. Louis County Connector Extension	This study would look at expanding MetroLink from North St. Louis into North St. Louis County.	St. Louis St. Louis City
Metrolink South St. Louis County Connector Extension	This study would look at expanding MetroLink from South St. Louis into South St. Louis County.	St. Louis St. Louis City
Greater Downtown	I-70, I-44, I-55, I-64 in downtown St. Louis Greater Downtown / Eastern St. Louis City Highway Planning & Environmental Linkages study	St. Louis City
Mississippi River Bridge Crossings	I-70 and I-64, over the Mississippi River Analysis of Mississippi River bridge crossings including usage, travel demand, replacement, and capacity. Involves preparing for replacement of Poplar Street Bridge and evaluation of need for the 2nd Span of the Stan	St. Louis City
I-270 / I-255	I-55 to MO 364 Congestion mitigation study	St. Louis
US-67	Rte. CC to St. Francois County Corridor study	Jefferson
US 61	I-70 to Lincoln County Corridor study	St. Charles
I-170	I-64 to I-270 Planning and environmental linkages Study	St. Louis
Rte. 141	I-55 to MO 370 Congestion mitigation Study	St. Louis Jefferson
I-70	I-64 to Missouri River Congestion mitigation Study	St. Charles
I-64	I-270 to Kingshighway Blvd Congestion mitigation Study	St. Louis County
Interstates & Major Highways	Multimodal bridge crossings analysis	Missouri Counties
Interstates & Major Highways	Environmental resilience analysis	Missouri Counties
Missouri Counties	Transportation system & scenario planning study	Missouri Counties

Air Quality Conformity Determination

EWG is responsible for conducting the Transportation Air Quality Conformity Determination (AQCD) as part of the preparation of the Transportation Improvement Program (TIP) and metropolitan long-range transportation plan. The impact of proposed transportation activities on the region's air quality is evaluated and documented. All locally-sponsored projects and transportation partner projects included in Connected 2050 must pass a series of regional emissions analysis tests for volatile organic compounds (VOCs) and nitrogen oxides (NOx) for selected analysis years. VOC and NOx are precursors to the formation of ozone. The purpose is to make sure that federal transportation investments are consistent with the Missouri and Illinois goals contained in their respective State Implementation Plans to attain or maintain the 2008 and 2015 ozone standards (National Ambient Air Quality Standard). EWG prepares the Transportation AQCD with the input of the Inter Agency Consultation Group (IACG), a peer group with representatives from EWG as well as federal, state, and local air quality and transportation agencies. The EWG Board of Directors is to approve the AQCD.

Federal and state regulations require that projects included in Connected 2050 must pass emissions testing for each of the following analysis years: 2025, 2030, 2035, 2045, and 2050.

Determination
not yet complete
as of this draft



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Memo to: Board of Directors

From: Staff

Subject: Approval of the FY 2024 Unified Planning Work Program (UPWP) and Authorization to Enter into Agreements for Work Identified in the UPWP

Date: April 13, 2023

In March, we provided the Board the draft FY 2024 Unified Planning Work Program (UPWP) for review and comment. The UPWP was also distributed to our funding agencies and was open for public comment March 2, 2023 through April 3, 2023.

During the comment period, we received comments from the Missouri Department of Transportation about formatting and work element names in the funding tables. To address these comments, we made minor changes to the text for work element 2.13 in the funding tables. We also received a comment from a resident about the transportation system in the region and a comment from a member of a STARRS sub-committee about STARRS funding and work element 4.02. These latter comments did not necessitate changes to the UPWP.

The UPWP describes all of the planning work activities that the staff and other local agencies will undertake during the 12-month period that begins July 1, 2023. This document serves as the scope of work for our grant agreements with the state and federal agencies that provide funding to support EWG's planning and related activities in the region.

Section II of the UPWP includes the funding tables that describe the sources of funds and estimated costs for the planned activities. The total funding projected for FY 2024 is \$14,642,420; with a total of \$8,751,906 estimated for new funding during the fiscal year. EWG's in-house costs are estimated to be \$6,884,726 and we estimate that \$3,027,200 will be expended to hire consultants for planning projects completed during the fiscal year, and \$4,214,882 will be passed through to or expended on behalf of other local agencies.

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Chairman, St. Clair County Board

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City of St. Louis

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Board of Directors
April 13, 2023
Page 2

The final FY 2024 UPWP can be downloaded at this link:

https://www.ewgateway.org/wp-content/uploads/2023/04/EWGCOG_FY-2024-UPWP_Final.pdf.

Staff Recommendation: Staff recommends approval of the proposed FY 2024 UPWP and that the Executive Director be authorized to negotiate and execute the funding agreements, grant agreements, and financial assistance sub-awards that are necessary to complete the work that is outlined in the document.