

**REVISED**  
**AGENDA**  
**EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS**  
**BOARD OF DIRECTORS**  
**WEDNESDAY, MAY 31, 2023 – 10:00 A.M.**

**1. CALL TO ORDER**

**2. APPROVAL OF MINUTES OF APRIL 26, 2023**

**3. DISCUSSION ITEMS**

- A. FY 2024-2027 Transportation Improvement Program – Summary of Local Project Recommendations - - Jason Lange
- B. Upcoming Funding Programs S5310, Transportation Alternatives Program (TAP) - - Melissa Theiss

**4. ACTION ITEMS**

- A. Regional Crime Summit - - Jim Wild
- B. Approval to Amend Consultant Agreements for Additional Services for Agency Accounting/Financial Management System - - Jim Wild
- C. 2023 Regional System Reliability Targets - - Christie Holland
- D. 2023 Regional Pavement & Bridge Performance Targets - - Christie Holland
- E. Modifications to the FY 2022-2025 Transportation Improvement Program (TIP), Connected2045, and the Related Air Quality Conformity Determination – Requested by Illinois and Missouri Sponsors - - Jason Lange
- F. Regional Security Expenditures - - Kristen Capps-Jones

**5. OTHER BUSINESS**

**6. ADJOURNMENT**

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

Web Registration: <https://attendee.gotowebinar.com/register/1255035779981969756>

Webinar ID: 561-629-363 Phone: 1-631-992-3221

**NEXT MEETING DATE: WEDNESDAY, JUNE 28, 2023**



## EAST-WEST GATEWAY Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Memo to: Board of Directors

From: Staff

Subject: Project Notifications

Date: May 16, 2023

Attached is the Project Notification list for April 8 – May 12, 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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Chairman, St. Clair County Board

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Mayor  
City of St. Louis

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County Executive, St. Louis County

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C. William Grogan  
John A. Laker  
Ron Williams

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Illinois Department of Transportation

Vacant  
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

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**Project Reviews for East-West Gateway Council of Governments  
April 8 – May 12, 2023**

<b>JURISDICTION</b>	<b>APPLICANT</b>	<b>PROJECT DESCRIPTION</b>	<b>FEDERAL AGENCY</b>	<b>FEDERAL GRANT/LOAN</b>	<b>FUNDING: STATE, LOCAL/OTHER</b>	<b>TOTAL</b>
St. Louis County	Erise Williams & Associates, Inc.  #2310018	93.243 – Substance Abuse and Mental Health Services Projects of Regional and National Significance.  Community Based Approaches to Reducing Substance Misuse Among the Unhoused (CARS-U)	HHS	\$499,998		\$499,998
City of St. Louis	Interfaith Residence DOORWAYS  #2310019	93.243 – Substance Abuse and Mental Health Services Projects of Regional and National Significance  The Phoenix Project: Restart, Re-Power, and Soar	HHS	\$2,500,000		\$2,500,000
City of St. Louis	Washington University  #2310028	16.710 – Public Safety Partnership and Community Policing Grants  Washington University Police Department Peer Support Team	DOJ	\$224,564		\$224,564
St. Louis County	JADASA  #2310030	16.736 – Transitional Housing Assistance for Victims of Domestic Violence, Dating Violence, Stalking, or Sexual Assault  JADASA Transitional Housing Project	DOJ	\$500,000		\$500,000
City of St. Louis	Behavioral Health Network  #2310047	93.243 - Substance Abuse and Mental Health Services Projects of Regional and National Significance  Bridges to Care and Recovery Expansion	HHS	\$599,154		\$599,154

St. Louis County	Curators of the University of Missouri on behalf of UMSL  #2310057	93.243 - Substance Abuse and Mental Health Services Projects of Regional and National Significance  Mental Health Awareness Training	HHS	\$600,000		\$600,000
St. Charles County	St. Charles County  #2310059	16.742 - Paul Coverdell Forensic Sciences Improvement Grant Program  St. Charles County Police Department Criminalistics laboratory Paul Coverdell Forensic Science Improvement Grants Program - Competitive	DOJ	\$84,000		\$84,000
St. Louis County	City of Manchester  #2310061	16.710 - Public Safety Partnership and Community Policing Grants  Grant Proposal Seeking Funding Assistance for the Hiring of Five Additional Full-Time Police Officers - Additional officers are necessary to enhance community relations and Improve Public Safety	DOJ	\$363,586.16	Applicant: \$121,195.38	\$484,781.54
St. Louis County	City of Wellston  #2311005	16.710 - Public Safety Partnership and Community Policing Grants  Wellston Missouri Policing Initiative	DOJ	\$300,000	Applicant: \$75,000	\$375,000
City of St. Louis	Provident, Inc.  #2311007	93.243 - Substance Abuse and Mental Health Services Projects of Regional and National Significance  Changing Lives Together	HHS	\$183,724		\$183,724

City of St. Louis	St. Patrick Center #2311013	93.243 - Substance Abuse and Mental Health Services Projects of Regional and National Significance  St. Patrick Center's Safe Haven Program	HHS	\$75,000	Other: \$622,003	\$697,003
City of St. Louis	Places for People, Inc. #2311021	93.243 - Substance Abuse and Mental Health Services Projects of Regional and National Significance  EMPOWER: Engaging Marginalized Populations through Outreach With Evidence-based Recovery services	HHS	\$500,000		\$500,000
St. Louis County	Bayless School District #2311024	16.710 - Public Safety Partnership and Community Policing Grants  2023 Bayless Security Project: A comprehensive security upgrade to improve Security Technology, Physically Harden Entrances, and improve Environmental Security	DOJ	\$307,697	Applicant: \$102,565	\$410,262
St. Louis County	St. Louis County Human Services St. Ann, MO #2311027	93.243 - Substance Abuse and Mental Health Services Projects of Regional and National Significance  Equitable Care STL	HHS	\$460,581		\$460,581
City of St. Louis	The Soulard School, Inc. #2311029	16.710 - Public Safety Partnership and Community Policing Grants  MAP (Monitoring, Assessment & Prevention) for School Safety	DOJ	\$100,000		\$100,000

## MINUTES

### EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS BOARD OF DIRECTORS APRIL 26, 2023

The regular meeting of the Board of Directors was held in the Council offices on Wednesday, April 26, 2023 at 10:00 a.m.

#### Members in Attendance

Mark Kern, Chair, Chairman, St. Clair County Board, IL Board  
Tishaura Jones, *Vice-Chair*, Mayor, City of St. Louis, MO  
Tim Brinker, *2<sup>nd</sup> Vice-Chair*, Presiding Commissioner, Franklin County, MO  
Steve Ehlmann, County Executive, St. Charles County, MO  
Dennis Gannon, County Executive, Jefferson County, MO  
Dr. Sam Page, County Executive, St. Louis County, MO  
Kurt Prenzler, Chairman, Madison County, IL Board  
Rita Heard Days, St. Louis County, MO  
Mike Elam, Councilman, St. Charles County, MO  
Bill Grogan, Regional Citizen, St. Clair County, IL  
David Schwind, Madison County, IL  
Herb Simmons, President, SW IL Metropolitan & Regional Planning Commission  
Seth Speiser, SWIL Council of Mayors, IL  
Don Summers, St. Louis County, MO  
Tom Blair, MoDOT  
Tom Caldwell, IDOT (via webinar)  
Taulby Roach, Bi-State Development  
Brock Timmons, Designee, MO Governor's Office

#### Members Absent

Darlene Bell, Municipal League Metro St. Louis, MO  
Robert Eastern III, Mayor, City of East St. Louis, IL  
Barbara Geisman, Regional Citizen, City of St. Louis, MO  
Megan Green, President Board of Aldermen, City of St. Louis  
Dennis Knobloch, Chair, Monroe County, IL, Board  
Mark Kupsky, Mayor, City of Fairview Heights, IL; President, SW IL Council of Mayors  
John A. Laker, Regional Citizen, St. Clair County, IL  
Roy Mosley, Board Member, St. Clair County, IL  
Ron Williams, Madison County, IL  
Brad Zobrist, Franklin County, MO  
Holly Bieneman, IDOT  
Patrick McMcKenna, MoDOT

EAC Members in Attendance

Paul Hampel

Kevin Jemison (via webinar)

Betherny Williams

*EWGCOG Staff:*

Jim Wild, Staci Alvarez, Josh Campbell, Anna Chott, Joyce Collins-Catling, Bailey DeJonge, Stephen Ducker, Joe Fetter, Ben Fleschert, Lee Harris, Alex Hartig, Christie Holland, Paul Hubbman, Saranya Konala, Ted LaBoube, Jason Lange, Carol Lawrence, Mary Grace Lewandowski, Maureen McCarthy, Marcie Meystrik, Anna Musial, Rachael Pawlak, John Posey, Mary Rocchio, Himmer Soberanis, Warren Sallade, Melissa Theiss, Jennifer Vuitel, Leah Watkins, Derek Wetherell, Michael Wohlstadter, Aaron Young

CALL TO ORDER

The Board of Directors meeting was called to order by Mr. Kern, Chair with roll call attendance.

APPROVAL OF MINUTES OF THE MARCH 29, 2023 MEETING

Motion made to approve the minutes of the March 29, 2023 meetings was made by Mr. Elam, seconded by Mr. Schwind, all voting aye.

DISCUSSION ITEMS

**Draft Connected 2050 and State of the System Appendix**

Saranya Konala, EWGCOG, briefed the committee on the status of the draft document noting that the goal is to release the draft plan in April and prepare for the May public comment period. Ms. Konala highlighted the federal requirements for the plan pointing out that the planning process must be Continuous, Cooperative, and Comprehensive. She also discussed the LRTP contents, financial plan, state of the system, and the AQCD that is in-progress. Ms. Konala provided more in-depth discussion regarding the Financial Plan pointing out that that funding sources have experienced sizable increases both in existing and new sources. She also discussed the investment priority projects of the plan noting the three tiers (Tier 1 – 2024-2030; Tier 2 – 2031-2040; and Tier 3 – 2041-2050), as well as the conformity finding, currently in progress. Lastly, Ms. Konala recapped the timeline noting the Draft Plan presentation in April, Public Comment period in May, and final approval of the document in June. She mentioned there are tentative dates for virtual learning sessions in May as well as in-person community pop-up sessions planned for April and May in both Illinois and Missouri. After a suggestion to change “reduce fatalities of serious injuries” in the Guiding Principles to read “reduce fatalities of injuries” Mr. Wild noted that plans are moving forward to “reduce all injuries.”

**Air Quality Conformity 101**

Carol Lawrence, EWGCOG, gave a background on the air quality conformity process noting the Agency’s role and A/Q. Ms. Lawrence discussed sources of air pollution, coordination/collaboration efforts between the Agency and community, ozone monitoring system, control requirements (State) for ozone attainment, marginal and moderate non-attainment areas, approach to improving ozone levels, and transportation A/Q conformity process and requirements. She pointed out that FHA and FHWA make final determination and

that computer modeling is used for evaluating and documenting impact. Ms. Lawrence mentioned that the document will go out for public comment along with the draft TIP/LRTP and then presented to the board for final approval. Discussion was held around ozone levels and causes, number and location of ozone monitors, and monitoring updates. Mr. Wild noted that staff will work top providing EPA updates, as well as monitoring status, to the board at a future meeting.

### **Preliminary Survey Results for the Regional Crime Summit**

John Posey, EWGCOG, provided the committee with preliminary survey results for the upcoming Regional Crime Summit mentioning that the survey was sent out last month noting that the survey gives a range of opinions from civic leaders, business, elected officials, board members, and communities. Mr. Posey presented and briefly discussed charts reflecting responses by age group, sex, zip codes (MO & IL), sample questions (top 10 categories of crimes most frequently mentioned), and three to five ideas/solutions mentioned by respondents to address crime in the region. He noted that responses are still being tabulated and a full report of findings will soon be made available. Mr. Wild noted that this data will help set the stage for conversation at the upcoming Summit

### **ACTION ITEMS**

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

Jim Wild, EWGCOG, informed the committee that the draft document had been presented at the March meeting and has been provided to the funding partners and citizens for review and comment opportunities. Mr. Wild noted that some adjustments and updates have been made based on MoDOT and other comments received. He briefly discussed total funding projected for FY 2024 providing amounts for new funding, Agency in-house costs, and planning project consultant fee estimates.

Staff recommends board approval of the proposed FY 2024 UPWP, and that authorization to negotiate and execute agreements be given to the Executive Director.

Motion to recommend approval of staff's recommendation was made by Mr. Grogan seconded by Mr. Simmons. Motion carried, all voting aye.

### **ADJOURNMENT**

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



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:** FY 2024-2027 Transportation Improvement Program – Summary of Local Project Recommendations

**Date:** May 18, 2023

East-West Gateway Council of Governments (EWG) conducted a call for applications for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program – Suballocated (STP-S) projects on November 4, 2022. EWG included Carbon Reduction Program (CRP) funding as part of the CMAQ solicitation and Missouri Off-System Bridge Program/Bridge Formula Program (BRO/BFP) funding as part of the STP-S solicitation. CRP eligibilities mirror CMAQ eligibilities in some instances (i.e., carbon dioxide emissions reduction). BRO/BFP funds can only be used on poor condition bridges on local roads or rural minor collectors. The project applications were due on February 9, 2023.

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.

CRP funds were not initially included in the project solicitation in Illinois in November. The Illinois Department of Transportation recently notified EWG that the CRP funding could be programmed. The Illinois TPC recommended funding eight CMAQ/CRP project applications totaling \$7.6 million in federal funds (including \$6 million of CMAQ funds and \$1.6 million of CRP funds), and 15 STP-S project applications totaling \$10.2 million in federal funds.

The Missouri TPC recommended funding 14 CMAQ/CRP project applications totaling \$34.4 million federal funds (including \$22.4 million in CMAQ funds and \$12 million in CRP), 34 STP-S project applications totaling \$70.3 million in federal funds, and seven BRO/BFP applications totaling \$11.8 million in federal funds.

These recommendations are shown on the following tables. **Attachment A** details the TPC recommendations.

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Aaron Willard  
Missouri Office of Administration

**Executive Director**

James M. Wild

Board of Directors  
May 18, 2023  
Page 2

	Number of CMAQ/CRP Applications Recommended	CMAQ Funds (millions)	CRP Funds (millions)	Total CMAQ/CRP Funds (millions)
Illinois	8	\$6.0	\$1.6	\$7.6
Missouri	14	\$22.4	\$12.0	\$34.4

	Number of STP-S Applications Recommended	STP-S Funds (millions)
Illinois	15	\$10.5
Missouri	34	\$70.3

	Number of BRO/BFP Applications Recommended	BRO/BFP Funds (millions)
Illinois	N/A	N/A
Missouri	7	\$11.8

Local projects recommended for funding by the TPC will be included in the draft FY 2024-2027 Transportation Improvement Program (TIP). The draft TIP will be presented to the Board of Directors on June 28 and released for public comment from June 30 through August 2. Following the comment period, the TIP will be submitted to the Board of Directors for final approval on August 30.

Attachment A

Illinois Transportation Planning Committee Recommendations

Illinois Local Program - Congestion Mitigation and Air Quality Improvement Program (CMAQ) / Carbon Reduction Program (CRP)

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	7316A-26	Bus Replacement - 2026 (A) - Replace 3 Buses	\$1,281,528	\$1,601,910
<b>St. Clair</b>	<b>Bi-State Development/Metro</b>	<b>7316B-26</b>	<b>Bus Replacement - 2026 (B) - Replace 3 Buses</b>	<b>\$1,281,528</b>	<b>\$1,601,910</b>
Madison	Collinsville	7316C-24	Horseshoe Lake Rd - at McDonough Lake Rd Traffic Signal - Relocate Shared Use Path	\$596,000	\$745,000
Madison	Edwardsville	7316D-24	Governors Pkwy - at Esic Drive Roundabout	\$1,600,000	\$2,000,000
Madison	Glen Carbon	7316E-26	IL 157 Traffic Signal/Intersection Improvements - 325' N/O Hospitality Way to 225' S/O Glenwood Dr Traffic Signal at The Game Dr	\$1,200,000	\$2,035,171
Multi-State	Madison County Transit District	7316F-24	Ridefinders Marketing & Outreach - 2024 - IL - Increase Awareness, Interest, and Participation in Ridefinders By Employers and Commuters	\$400,000	\$400,000
Multi-State	Madison County Transit District	7316G-24	Ridefinders Vanpool Fleet Acquisition - 2024 - IL - Van Replacement (4) Ridefinders covers MO and IL. Total Cost Split With MO CMAQ (\$103,000 CMAQ requested in MO)	\$25,800	\$25,800
St. Clair	St. Clair County Transit District	7316H-25	Electrification of ATS Fleet - Acquire 6 Electric Vehicles	\$1,200,000	\$1,500,000
<b>Cumulative Cost:</b>				<b>\$7,584,856</b>	<b>\$9,909,791</b>
Funded with Carbon Reduction Program (CRP) Funds					
Funded with Both CMAQ and Carbon Reduction Program (CRP) Funds					
NOT RECOMMENDED FOR FUNDING					
County	Sponsor	ID #	Project Title - Description	Federal Cost	Total Cost
Madison	Alton	8400	Fosterburg Rd, Phase 4 - 700' S/O Alton Commerce Pkwy to 315' N/O IL Rt 144/111 Bi-Dir. Left Turn Lane - Widen Shoulders	\$2,354,400	\$2,943,000
Madison	Granite City	8406	Fehling Road at State St Roundabout - Sidewalk Upgrades (6 ft)	\$1,436,980	\$1,796,225

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	7315A-27	Main St, Phase 1 - College Ave to Hillcrest Ave Resurfacing - Curb Ramps	\$762,400	\$1,119,000
St. Clair	Belleville	7315B-27	W. Main St, Phase 2 - 44th St to 37th St Resurfacing - Curb Ramps	\$795,600	\$1,115,800
Madison	Bethalto	7315C-27	Erwin Plegge Blvd, Phase 2 - Ashbrook St to Prairie St - Resurfacing Oak St to Prairie St - Shared Use Path (10 ft)	\$481,032	\$681,290
St. Clair	Cahokia Heights	7315D-27	Jerome Ln, Phase 2 - Range Ln to Paris Ave - Resurfacing - Curb Ramps Sauget School to Paris Ave - Sw (4') - Bike Lanes (6')	\$678,293	\$924,946
Madison	East Alton	7315E-27	St. Louis Ave, Phase 2 - 500 ft E/O West Main St to Broadway Resurfacing - Curb Ramps	\$740,000	\$1,091,000
St. Clair	East St. Louis	7315F-27	Dr Martin Luther King Jr Dr, Phase 3 - Columbia Pl to 18th St Resurfacing - Ln Reduction - Two-Way Turn Lane - Bike Lanes (6 ft)	\$677,554	\$923,938
St. Clair	Fairmont City	7315G-27	Maryland Avenue - N 45th St to IL Rt 111 (Kingshighway) Overlay - Sidewalk (5 ft)	\$707,326	\$984,158
Madison	Godfrey	7315H-27	N. Alby St, Phase 1 - Humbert Rd to 350 ft S/O Cannavan Dr Resurf - Buffered Bike Lanes (6') - Xing at Bus Stp	\$575,520	\$850,200
Madison	Granite City	7315I-27	Madison Ave, Phase 3 - 27th St to 29th St Resurfacing - Reconstructed Sidewalks (5 ft)	\$763,646	\$1,063,207
Madison	Illinois/SIUE	7315J-27	S. University Dr, Phase 2 - University Park Dr to Stadium Dr (Southbound) Resurfacing	\$704,928	\$999,160
St. Clair	Lebanon	7315K-27	Herman St - US 50 (St. Louis St) to McAllister St Resurfacing - Shared Use Path (10 ft) - Sidewalk (5 ft)	\$643,074	\$898,842
Madison	Madison	7315L-27	Third St, Phase 2 - Madison Ave to Ewing Ave Resurfacing - Upgrade Sidewalks (6 ft)	\$580,070	\$814,921
St. Clair	Smithton	7315M-27	N. Main St (IL 159), Phase 2 - Stonefield Dr to Kountry Market Entrance Resurfacing - Add Two-Way Turn Lane - Sidewalk (5')	\$637,840	\$915,300
St. Clair	Swansea	7315N-27	Gilbert St, Phase 2 - Kinsella Ave to IL 159 (Illinois St) Overlay - Curb/Gutter - Sidewalk (5') - Kinsel-Casey Ave	\$739,846	\$1,049,808
Monroe	Waterloo	7315O-27	HH Road - 2900 ft W/O Moore St to IL 3 Overlay - Shoulders (2')	\$680,386	\$1,063,103
<b>Cumulative Cost:</b>				<b>\$10,167,515</b>	<b>\$14,494,673</b>

Attachment A  
Illinois Transportation Planning Committee Recommendations  
Illinois 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
Madison	Alton	8301	State St, Phase 3 - Logan St to 9th St/State St Resurfacing - Curb Ramps	\$904,800	\$1,331,000
Madison	Collinsville	8305	Summit Ave, Phase 3 - Dooner Dr to Giles Ave Reconstruction - Shared Use Path (10') - Sidewalk (5')	\$779,200	\$1,134,000
Madison	East Alton	8307	Third St, Phase 1 - Douglas St to Vernon St Reconstruction - Sidewalks (5-7 ft)	\$736,000	\$1,099,000
Madison	Edwardsville	8309	Madison Avenue - Franklin Ave to Montclair Ave Resurfacing - Shared Use Path (10 ft)	\$888,000	\$1,343,500
Madison	Granite City	8313	State St, Phase 1 - Fehling Rd to 29th St Resurfacing/Reconstruction - Sidewalks (6 ft)	\$712,342	\$1,010,287
Madison	Madison	8316	Sixth St, Phase 1 - Madison Ave to Alton Ave Resurfacing - Curb Ramps - Sidewalks (5')	\$583,864	\$820,252
Madison	Maryville	8318	Pleasant Ridge Rd, Phase 1 - 1100 ft N/O I-55 to I-55 Reconstruct - Shared Use Path (10') -	\$849,838	\$1,271,850
St. Clair	Millstadt	8319	W. Parkview Dr Sidewalk - N Polk St to N Jefferson St (IL 163) Sidewalk (5-6 ft) - Curb/Gutter	\$733,308	\$1,036,635
St. Clair	O'Fallon	8320	W. State St/Obernuefemann Rd - Ober: Carriageway Ln to Center Grove Dr State: Hwy 50 to Douglas Ave - Resurfacing	\$586,400	\$778,000
St. Clair	St. Clair County	8322	Frank Scott Pkwy West - 300' N/O Belleville Crossing St to 230' N/O Town Hall Rd Overlay - Curb Ramps	\$762,020	\$1,067,525
St. Clair	St. Clair County	8323	Hartman Ln - Meadowbrook Dr to Lebanon Ave Joint Repair - Patching	\$361,158	\$494,762
Madison	Troy	8325	Bouse Rd, Phase 1 - 500' E/O Whitworth-125' E/O Chamberlain- Reconst. Old Troy to Whitworth - Shared Use Path (8')	\$673,600	\$999,000
Madison	Wood River	8327	Edwardsville Rd, Phase 3 - E/O 6th St to E/O IL Rt 111 Resurfacing - Curb Ramps	\$740,000	\$1,091,000

Attachment A

Missouri Transportation Planning Committee Recommendations  
Missouri Local Program - Congestion Mitigation and Air Quality Improvement Program (CMAQ) / Carbon Reduction Program (CRP)  
Sorted in alphabetical order by sponsor

RECOMMENDED FOR FUNDING					
County	Sponsor	ID #	Project Title - Description	Federal Cost	Total Cost
Multi-County-M	Bi-State Development/Metro	7286C-26	Bus Replacement - 2026 (A) - Replace 10 Buses	\$4,306,184	\$5,382,730
Multi-County-M	Bi-State Development/Metro	7286D-26	Bus Replacement - 2026 (B) - Replace 10 Buses	\$4,306,184	\$5,382,730
St. Louis	Des Peres	6976A-26	Des Peres Road - at Old Des Peres Rd Roundabout	\$2,211,351	\$2,764,189
Multi-County-M	Jefferson County Port Authority	7312-26	Marine Vessel Engine Repower - 2026 - Repower Two Towboats Serving Mississippi & Missouri River in Non Attainment Area	\$2,099,290	\$4,198,580
Multi-State	Madison County Transit District	7313A-24	Ridefinders Marketing & Outreach - 2024 - MO - Increase Awareness, Interest, and Participation in Ridefinders By Employers and Commuters	\$1,600,000	\$1,600,000
Multi-State	Madison County Transit District	7313B-24	Ridefinders Vanpool Van Replacement (4) - Ridefinders covers MO and IL. Total Cost Split with IL CMAQ (\$25,800 CMAQ requested in IL)	\$103,200	\$103,200
Multi-County	MoDOT	7314-24	Traffic Monitoring Cameras - Add 155 Cctv Cameras to Cover Gaps in Existing Camera Network- Connect to Transportation Management Center	\$3,591,585	\$4,489,480
St. Charles	O'Fallon	7299B-24	Tom Ginnever at N. Cool Springs Rd Roundabout - Shared Use Path (10 ft)	\$986,700	\$1,518,000
St. Charles	St. Charles County	7303F-24	County Wide Automated Traffic Signal Performance Measures - Signal Optimization and Upgrade Signal Control Systems Along Various Routes	\$2,110,774	\$2,638,468
St. Charles	St. Charles County	7303G-26	I-70 North Outer Road - Zumbel Rd WB Off Ramp to MO 94 On Ramp Outer Road - Interchange Reconfiguration	\$3,000,000	\$14,300,000
St. Charles	St. Charles County	7303H-24	MO N at Hopewell/Duello Rd New Traffic Signal - Shared Use Path (10')	\$703,040	\$878,800
St. Louis City	St. Louis	7304E-24	Traffic Management Enhancements, Phase 6 - Dr. MLK Drive - Hodiamont Ave to Grand Blvd Signal Control Upgrades - Traffic Cameras - Fiber	\$2,984,000	\$3,730,000
St. Louis City	St. Louis	7304D-26	Grand Ave/Cass Ave - Grand: Natural Bridge to Cass-Cass: Grand to Spring Signal Improvements - 14 New Traffic Signals	\$4,536,000	\$6,350,000
Franklin	Washington	7309B-24	MO 100 - at International Dr/Rabbit Trail Intersection Reconst - Right Turn Ln - Sidewalk (6')	\$1,867,200	\$2,334,000
<b>Cumulative Cost:</b>				<b>\$34,405,508</b>	<b>\$55,670,177</b>
Funded with Carbon Reduction Program (CRP) Funds					

Attachment A

Missouri Transportation Planning Committee Recommendations  
Missouri Local Program - Congestion Mitigation and Air Quality Improvement Program (CMAQ) / Carbon Reduction Program (CRP)  
Sorted in alphabetical order by sponsor

NOT RECOMMENDED FOR FUNDING					
County	Sponsor	ID #	Project Title - Description	Federal Cost	Total Cost
St. Louis City	Bi-State Development/Metro	8200	Becky Thatcher Engine Repower - Replace Propulsion System	\$597,093	\$746,366
St. Louis City	Bi-State Development/Metro	8203	Tom Sawyer Engine Repower - Replace Propulsion System	\$750,304	\$937,881
St. Charles	MoDOT	8209	MO 94 - 0.4 Mi W/O Rt D & MO 94 to I-64 Intersection Improvements - Add Lanes	\$1,889,600	\$3,474,000
St. Charles	MoDOT	8210	MO P - at Koch Rd Roundabout	\$910,000	\$1,403,000
St. Louis	MoDOT	8211	North County Signal Modernization - Signal Timing Optimization & Equipment Modernization For 137 Signals Along US 67, MO D/180/115/AC	\$7,934,993	\$9,918,741
St. Louis	Olivette	8213	N. Price Rd/Dielman Industrial - at Olive (MO 340) Add Turn Lanes to SB Legs	\$667,800	\$1,654,000
St. Charles	St. Peters	8219	Signal Replacements - Mexico at Sunny Hills; Suemandy at Grand Teton Suemandy at Exec. Centre - Replace Signals	\$1,973,600	\$2,466,999
St. Charles	Wentzville	8221	W. Pearce - at Allen Intersection Improvements	\$317,325	\$634,650

## 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
Multi-County	Bi-State Development	7286A-27	Call-A-Ride Van Replacement - 2027 (A) - Replace 9 Vans	\$1,288,259	\$1,610,324
Multi-County	Bi-State Development	7286B-27	Call-A-Ride Van Replacement - 2027 (B) - Replace 9 Vans	\$1,288,259	\$1,610,324
St. Louis	Charlack	7287-24	Lackland Rd Bridge - East of I-170 Bridge Deck Replacement	\$599,136	\$748,920
St. Louis	Creve Coeur	7288-25	New Ballas Rd, Phase 2 - 100 ft S/O Ladue Rd to 100 ft N/O Conway Rd Resurfacing - Sidewalks (5 ft) - Curb Ramps	\$1,060,000	\$1,475,000
St. Charles	Dardenne Prairie	7289-27	Post Road - Post Valley Dr to Technology Dr - Realign at Tech. Overlay - Two-Way Turn Lane - Curb/Gutter - Shared Use Path (10')	\$1,300,000	\$2,487,724
St. Louis	Des Peres	7290-24	Des Peres Road - Old Des Peres Rd to Dougherty Ferry Rd Resurfacing - Sidewalk Upgrades (5 ft)	\$1,918,346	\$2,397,932
St. Louis	Ellisville	7292-24	Pierside Lane - Old State Rd to Kiefer Creek Rd Resurfacing - Two-Way Bike Lane (8 ft) - Curb Ramps	\$720,384	\$900,480
St. Louis	Florissant	7293-24	St. Catherine Street - North New Florissant Road to Waterford Dr Resurfacing - Shared Use Path (10') - Sidewalk Upgrade (5') - Curb Ramps	\$1,664,029	\$2,080,037
St. Louis	Frontenac	7184A-26	Spoede Rd Bridge - Over Deer Creek Bridge Replacement - Sidewalk Upgrade (6 ft)	\$1,207,560	\$1,509,450
Jefferson	Jefferson County	7295A-26	Old Lemay Ferry Road - 2027 - 420' S/O East Rock Creek Rd to 630' N/O Seckman Rd Overlay - Shoulders (4')	\$1,848,000	\$2,640,000
Jefferson	Jefferson County	7295B-26	Romaine Creek Road - Saline Rd to Caleb Crossing Overlay - Shoulders (4')	\$1,840,000	\$2,300,000
St. Louis	Kirkwood	7296-24	Grant's Trail, Phase 1B - Fillmore & Monroe to Leffingwell Ave - Shared Use Path (10 ft) Clinton-Leffingwell-Scott-Woodlawn - Traffic Calming	\$1,385,048	\$1,731,310
St. Charles	Lake Saint Louis	7297-24	Lake Saint Louis Blvd, Phase 2 - 200' S/O S Hawkridge Crossing to 150' N/O Hawkridge Trail Two-Way Turn Lane - Shared Use Path (10 ft) - Sidewalk (6 ft) - Reconstruct	\$2,299,647	\$3,304,647
St. Louis	Northwoods	7298-24	Natural Bridge (MO 115) Ped Lighting - Lucas and Hunt Rd to Avondale Rd Pedestrian Lighting	\$172,000	\$215,000
St. Charles	O'Fallon	7299A-24	Hoff Road, Phase 2 - Progress West Ln to City Limits (0.1 Mi. E/O Kemmar Ct) Reconstruct - Shared Use Path (10 ft) - Realign Intersection	\$1,914,300	\$3,828,600
St. Louis	Shrewsbury	7300-24	Weil Avenue - Laclede Station Rd to Wilshusen Ave Resurfacing - Sidewalk (5') - Curb/Gutter	\$440,452	\$550,565
St. Louis	St. Ann	7301-24	Pear Tree Ln & Country Ln - Douglas Ct to City Limit Resurfacing - Sidewalk (4 ft) - Curb Ramps	\$641,854	\$843,594
St. Charles	St. Charles	7302-24	Fox Hill Rd - 490' S/O Boschertown Rd to N Randolph St Resurfacing - Sidewalk (5 ft)	\$800,000	\$1,000,000
St. Charles	St. Charles County	7303C-25	Josephville Rd Bridge - Over Tributary of Cuivre River Bridge Replacement	\$512,000	\$740,000



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	St. Charles County	7303D-27	Josephville Rd, Phase 2 - S/O Kersting Rd to 0.92 Miles N/O MO A Resurfacing - Shoulders (4 ft)	\$1,300,000	\$3,240,000
St. Charles	St. Charles County	7303E-26	South Point Prairie Rd - 0.4 Miles N/O Jackson Rd to 0.1 Miles N/O MO N Resurfacing - Shoulders (6 ft)	\$1,300,000	\$4,410,000
St. Louis City	St. Louis	7304A-26	Grand Ave/Cass Ave - Grand: Natural Bridge to Cass-Cass: Grand to Spring Ln Reduction - Curb Ramps - Resurface - Lighting	\$6,076,000	\$8,507,000
St. Louis City	St. Louis	7304C-24	Loughborough Ave Bridge - Bridge Replacement - Shared Use Path (12 ft) Sidewalk Upgrades (8 ft) - Curb/Gutter	\$7,200,000	\$9,000,000
St. Louis	St. Louis County	7305A-24	Chambers Road - 2027 - Bellefontaine Rd to City Limits E/O Grosvenor Dr Resurfacing - Shared Use Path (10') - Sidewalk Upgrades (5')	\$6,262,800	\$10,438,000
St. Louis	St. Louis County	7305B-24	Howdershell Road - 2027 - Lynn Haven Ln to Utz Rd Resurfacing - Sidewalks (5') - Flashing Yellow Arrows	\$6,475,160	\$8,093,950
St. Louis	St. Louis County	7305C-24	Lucas & Hunt Bridge - Over Norfolk & Southern Rr Replace Southbound Bridge - Shared Use Path (12') - Preliminary Engineering Only	\$489,092	\$978,184
St. Louis	St. Louis County	7305D-24	Schuetz Road - 2027 - Gandy Dr to Lindbergh Blvd Resurfacing - Shared Use Path (10') - Curb Ramps	\$4,841,262	\$10,758,360
St. Louis	St. Louis County	7305E-24	Vernon Ave - 2027 - Midland Ave to Westgate Ave Resurfacing - Shared Use Path (10') - Ln Reduction	\$4,504,346	\$8,189,720
St. Charles	St. Paul	7306-24	St. Paul Rd Bridge - Over Trib. to Peruque Creek Replace Bridge - Sidewalk (6 ft)	\$827,244	\$1,034,055
St. Charles	St. Peters	7307-24	Jungermann Rd, Phase 2 - McClay Rd to MoDOT Row at MO 364 Resurfacing - Sidewalk Upgrades (6') - Curb/Gutter	\$2,541,200	\$3,176,500
Franklin	Union	7308-25	Denmark Rd, Phase 4 - Prairie Dell Rd to Progress Pkwy Resurfacing - Roundabout - Sidewalk (5 ft)	\$729,082	\$911,353
Franklin	Washington	7309A-24	Third St - High St to Jefferson St Overlay - Sidewalk Upgrades (5 ft) - Curb Ramps	\$2,061,754	\$2,577,193
St. Louis	Webster Groves	7310-24	Elm Avenue - Glendale Rd to Watson Rd (MO 366) Resurfacing - Shared Use Path (10') - Curb Ramps	\$1,999,950	\$2,985,000
St. Louis	Wildwood	7311A-25	Wild Horse Creek Rd Bridge - Over Tributary to Wild Horse Creek Replace Bridge With Culvert	\$769,360	\$961,700
Cumulative Cost:				<b>\$70,276,524</b>	<b>\$107,234,922</b>

Attachment A  
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
St. Louis	Ballwin	8000	Claymont Road, Phase 1 - Holloway Rd to Bellerive Dr Resurfacing - Curb Ramps	\$583,694	\$844,533
St. Louis	Chesterfield	8004	Highcroft Dr/Old Baxter Rd - Baxter Rd to Schoettler Valley Dr Resurfacing/Reconstruct - Sidewalk (5') - Curb Ramps	\$2,054,400	\$2,568,000
Jefferson	Crystal City	8006	Bailey Road - Brierton Ln to Mississippi Ave Resurfacing	\$419,695	\$594,238
St. Charles	Dardenne Prairie	8007	Hanley Road - Feise Rd to Town Square Ave Resurfacing	\$361,983	\$452,479
St. Louis	Ferguson	8012	Atmore-Elkins-Woodwind - New Halls Ferry Rd to E/O Trask (City Limits) Overlay/Slab Replacement - Sidewalk (4 ft) - Speed Humps	\$567,245	\$709,057
Jefferson	Festus Special Road District	8013	Horine Road - Pine Ln to Northern City Limit Overlay	\$503,930	\$696,054
St. Charles	Flint Hill	8014	MO P - N Broadhead Ln to Mexico Rd Curb & Gutter - Sidewalks (5 ft) - Curb Ramps	\$655,158	\$991,580
Jefferson	Herculaneum	8019	McNutt Street - Providence Way to McNutt School Rd Resurfacing	\$493,212	\$697,115
St. Louis	Maryland Heights	8024	Fee Fee Road Greenway - McKelvey Woods Ct to Milwell Dr Shared Use Path (10 ft)	\$3,000,000	\$4,555,470
St. Charles	O'Fallon	8026	Crestview Drive Extension - Veterans Memorial Pkwy to Woodlawn Ave New Road - Roundabout at Veterans Mem Pkwy	\$3,000,000	\$6,659,000
St. Charles	O'Fallon	8027	Guthrie & Tr Hughes Bridges - Guthrie Rd Bridge - Cleaning / Maintenance Tr Hughes Blvd Bridge - Cleaning / Maintenance	\$160,000	\$200,000
St. Charles	O'Fallon	8029	St. Matthew Drive - Tom Ginnever Ave to Eggering Dr Reconstruction - Sidewalk Upgrade (4-6 ft)	\$1,865,850	\$3,731,700
Franklin	Pacific	8030	MO N, Phase 5 - West Hawthorne Dr to Westlake Village Dr Resurfacing - Curb/Gutter - Lighting	\$694,507	\$868,134
St. Charles	St. Charles	8034	Main St (Frenchtown) - Montgomery St to Clark St New Road - Sidewalks (5 ft) - Curb/Gutter	\$5,120,000	\$8,000,000
St. Charles	St. Charles	8035	Old Hwy 94 - 250' E/O Pralle Rd to 45' W/O Zumbahl Rd Resurfacing - Sidewalk (5 ft) - Curb/Gutter	\$1,600,000	\$2,000,000
St. Charles	St. Charles County	8036	Diehr Rd at MO DD Roundabout - 500' W/O Route Dd to 500' E/O and W/O Diehr Rd Roundabout - Shared Use Path (10') - Sidewalk (5')	\$1,300,000	\$2,750,000
St. Charles	St. Charles County	8039	Interstate Dr Shared Use Path - Schaper Rd to Journey Elementary Shared Use Path (10 ft) - Curb Ramps	\$1,300,000	\$2,200,000
St. Louis	St. Louis County	8046	Brown Road - 2027 - Woodson Rd to Lackland Rd - Roundabouts Resurfacing - Sidewalk Upgrades (5 ft) - Curb Ramps	\$2,725,456	\$6,813,640
St. Louis	St. Louis County	8048	Hanley Road - 2027 - Bruno Ave to Manchester Rd (MO 100) Resurfacing - Sidewalk Upgrades (6 ft) - Curb Ramps	\$2,800,764	\$6,223,920

Attachment A  
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
St. Louis	St. Louis County	8050	Lilac Drive - 2027 - Gourock Ave to Scranton Ave Resurfacing - Shared Use Path (10') - Fiber	\$3,695,470	\$7,936,790
St. Louis	St. Louis County	8052	Parker Road - 2027 - Jerries Ln to Benham Rd Resurfacing - Shared Use Path (10') - Curb Ramps	\$7,757,655	\$10,343,540
St. Louis	St. Louis County	8053	Pennsylvania Ave - 2027 - Page Ave (MO D) to Vernon Ave Resurfacing - Upgrade Sidewalk (5') - Mini Roundabout	\$4,399,456	\$5,499,320
St. Louis	St. Louis County	8055	Weidman Rd Bridge - Over Grand Glaize Creek Replace Bridge - Shared Use Path (10') - Sidewalk (5')	\$2,677,756	\$3,347,195
St. Charles	St. Peters	8058	Jungermann Rd, Phase 1 - Briarwick Trail to McClay Rd Resurfacing - Sidewalk Upgrade (6 ft) - Curb Ramps	\$1,872,400	\$2,340,500
St. Charles	St. Peters	8060	Mexico Road - Spencer Rd to McGavock St Resurfacing - Sidewalk Upgrades (6') - Curb/Gutter	\$2,463,600	\$3,079,501
St. Charles	St. Peters	8061	Mid Rivers Mall Dr - St. Peters-Howell Rd to Cottleville Pkwy Diamond Grind - Slab Replacement - Upgrade Sidewalks	\$3,074,000	\$3,842,500
St. Charles	St. Peters	8062	Spencer Rd Bridge - Over Spencer Creek Bridge Rehab - Shared Use Path (10 ft)	\$710,800	\$888,500
Franklin	Sullivan	8063	North and South Rd Sidewalk - Mesa Dr to Hwy 185 Sidewalk (6 ft) - Curb/Gutter	\$711,602	\$1,045,165
St. Louis	Town & Country	8064	Bopp Road - Clayton Rd to City Limits S/O Spring Drive Resurfacing - Shared Use Path (8 ft) - Sidewalk	\$1,859,748	\$2,324,685
St. Louis	University City	8066	Groby Rd - McKnight Rd to Mississippi Ave Resurfacing - Curb Ramps	\$882,740	\$1,277,214

Attachment A  
Missouri Transportation Planning Committee Recommendations  
Missouri Local Program - Off-System Bridge Program / Bridge Formula Program (BRO/BFP)  
Sorted in alphabetical order by sponsor

RECOMMENDED FOR FUNDING					
County	Sponsor	ID #	Project Title - Description	Federal Cost	Total Cost
Jefferson	De Soto	7291-26	De Witt St Bridge - Over Tanyard Branch Creek Bridge Replacement - Sidewalk (6 ft)	\$553,166	\$853,221
Franklin	Franklin County	7294A-26	Red Oak Rd Bridge - Over Clates Creek Bridge Replacement	\$796,862	\$1,247,684
Franklin	Franklin County	7294B-26	St. John's Creek Rd Low Water Crossing - Over St. John's Creek Replacing Low Water Crossing With a New Bridge	\$1,537,204	\$2,282,767
St. Charles	St. Charles County	7303A-25	Dietrich Rd Bridge - Over Trib. of McCoy River Bridge Replacement	\$512,000	\$740,000
St. Charles	St. Charles County	7303B-25	Howell Rd Bridge - Over Femme Osage Creek Bridge Replacement	\$552,000	\$790,000
St. Louis City	St. Louis	7304B-24	Grand Dr Bridge - Bridge Replacement - Shared Use Path (14 ft) Buffered Bike Lanes (5 ft)	\$5,784,000	\$7,230,000
St. Louis	Wildwood	7311B-25	Wild Horse Creek Rd Bridge - Over Wild Horse Creek Bridge Replacement	\$2,036,000	\$2,545,000
Cumulative Cost:				<b>\$11,771,232</b>	<b>\$15,688,672</b>



**EAST-WEST GATEWAY**  
**Council of Governments**

Creating Solutions Across Jurisdictional Boundaries

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Bi-State Development

Aaron Willard  
Missouri Office of Administration

**Executive Director**

James M. Wild

**Memo to:** Board of Directors

**From:** Staff

**Subject:** Upcoming Funding Programs – Section 5310 and Transportation Alternatives Program (TAP)

**Date:** May 25, 2023

East-West Gateway Council of Governments (EWG) announced a call for project applications for federal funding through the Section 5310 program and the Transportation Alternatives Program (TAP) on April 21, 2023.

The Section 5310 program provides funding to help improve the mobility of seniors and individuals with disabilities by removing barriers to transportation services and expanding the available transportation options. Federal law requires that not less than 55 percent of the Section 5310 funds be available for the Traditional projects and the remaining 45 percent may be used for New Freedom Type projects. Traditional projects include the acquisition of accessible vehicles and related equipment used to transport seniors and individuals with disabilities. New Freedom Type projects include 1) public transportation projects that exceed the requirements of the Americans with Disabilities Act of 1990 (ADA), 2) public transportation projects that improve access to fixed-route service, and 3) alternatives to public transportation that assist seniors and individuals with disabilities.

The Section 5310 program requires a 20 percent local match for capital and mobility management projects and a 50 percent local match for operating projects. Eligible sponsors include non-profit organizations, local public entities, and operators of public transportation services. Section 5310 funds are apportioned to the St. Louis, MO-IL Urbanized Area. Approximately \$2.7 million is available for this solicitation. This includes approximately \$1.3 million in FY 2023 funds for Traditional projects and approximately \$1.4 million in FY 2022 and FY 2023 funds for New Freedom Type projects. Application materials are available online. Section 5310 applications are due by 4:00 pm on June 21, 2023.

TAP provides funding for on- and off-road pedestrian and bicycle facilities, community improvement, environmental mitigation, and historic preservation activities, and safe routes to school projects. A 20 percent local match is required for all projects. Eligible sponsors include local governments, a regional transportation authority, a transit agency, a natural resource or public land agency, a school district, local education agency, school, a nonprofit entity, or a State at the request of an eligible entity listed here. Approximately \$25 million in federal funding is available in the Missouri portion of the region.

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Board of Directors  
May 25, 2023  
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EWG staff will review and evaluate project applications and present funding recommendations to the Transportation Planning Committee for both the Section 5310 program and TAP at their October 2023 meeting. EWG will then solicit public comment on the recommended projects, starting on October 27, 2023 and concluding on November 30, 2023. The recommended projects will be presented to the Board of Directors at their January 2024 meeting for final approval and inclusion in the TIP.



## EAST-WEST GATEWAY Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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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: St. Louis Regional Crime Summit

Date: May 25, 2023

On Wednesday, May 17<sup>th</sup>, the East-West Gateway Council of Governments convened elected officials and other regional leaders to discuss the issue of violent crime in the St. Louis region. Attendees included elected officials, representatives from the business community, law enforcement, health care and behavioral health providers, education, prevention and intervention programs, religious organizations, prosecutors, courts, justice services, social service organizations, and individuals. In all approximately 140 people were in attendance.

The day consisted of presentations and conversations around the following topics: Homicide & Violent Crime Trends in the St. Louis Metro, The Criticality of a Regional Violence Reduction Strategy, Shaping a Regional Violence Reduction Strategy for St. Louis, a Prevention and Intervention Panel Discussion, Enforcement Panel Discussion, and an Elected Officials Panel Discussion. Opportunities for questions and responses followed each session. The keynote speaker for the day was Thomas Abt, Founding Director, Violence Reduction Center (VRC), and Associate Research Professor, Department of Criminology & Criminal Justice, University of Maryland. The VRC supports the translation of rigorous anti-violence research into sound policy and practice, thereby strengthening policymakers' ability to positively address elevated rates of community gun violence. Guided by three principles – scientific rigor, real-world relevance, and financial independence – the VRC's mission is to build the capacity of federal, state, and especially local leaders to reduce rates of fatal and nonfatal shootings in their jurisdictions. A summary of the conversation and run of the day is attached.

At the end of the day consensus seemed to be reached on applying to participate in a multi-day education and training session entitled the Practicum on Partnership-Based Violence Reduction, organized by the VRC. The Practicum will help develop a violence reduction strategy for the St. Louis region and will train, on site and for free, a select group of leaders from the St. Louis region to identify, implement, and coordinate evidence-informed anti-violence strategies. After an initial meeting summarizing the goals and content of the Practicum, VRC staff and guest lecturers will introduce participants to the most effective evidence-informed anti-violence strategies currently available, summarizing the research in support of these strategies and offering concrete guidance on implementation.

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The Practicum will proceed with a planning exercise to help guide anti-violence efforts in the St. Louis region. During this exercise, VRC staff will support participants as they review, align, and enhance the region's current and future anti-violence activities. The exercise will produce a draft plan outlining the region's intended anti-violence efforts moving forward. Following the Practicum, the VRC will offer additional training and technical assistance to finalize the St. Louis region's anti-violence plan and support the start of implementation. Working remotely, VRC staff will answer questions, review materials, and offer ongoing strategic guidance, among other supports.

To ensure the success of the Practicum in supporting the St. Louis region's anti-violence efforts the chief elected officials will need to participate personally in the initial meeting, designate appropriate deputy-level representatives from their organizations to participate in the remainder of the sessions, and to help identify and recruit key regional partner organizations. While Practicum instruction will be provided by the VRC free of charge, East-West Gateway will provide local logistical support.

**Staff Recommendation:** Staff recommends that the Board of Directors authorize the Executive Director to make application to, and enter into a contract with, the Violence Reduction Center (VRC) for the purpose of participating in a multi-day education and training session entitled the Practicum on Partnership-Based Violence Reduction, organized by the VRC, for the purpose of developing a Regional Violent Crime Reduction Strategy for the St. Louis region.



## Summary of the St. Louis Regional Crime Summit – May 17, 2023

The first portion of this document provides a brief summary of what was heard in each session of the day. The second portion of the document summarizes the key themes and takeaways from the day. Links to presentations given at the Crime Summit are available at:

[www.ewgateway.org/crimesummit2023/](http://www.ewgateway.org/crimesummit2023/)

### Homicide & Violent Crime Trends in the St. Louis Metro

**Rick Rosenfeld, Ph.D.**, Professor Emeritus, Criminology & Criminal Justice, University of Missouri-St. Louis provided crime statistics for the St. Louis region over time and in comparison with other metropolitan regions. Overall, the St. Louis MSA follows national trends in crime. For most types of crime, rates in St. Louis are fairly typical of large regions. However, homicide rates in St. Louis are unusually high. Regions across the country, including St. Louis, experienced increases in homicides in 2015 and 2020, coinciding with the deaths of Michael Brown and George Floyd, but there is much uncertainty about why these events influenced homicide rates. About half of the recent increase in homicides took place in six neighborhoods in the city of St. Louis. In 2002 and 2003, the city of St. Louis homicide rate was roughly one-third of what it is now. The fact that homicide rates were that low in the recent past shows that rates can be brought down to those levels again.

### The Criticality of Regional Violence Reduction Strategy

**Rich Liekweg**, President & CEO, BJC HealthCare stated that violence is a critical public health issue and a critical economic issue for the region. In the last year the BJC hospital system saw 1,830 gunshot wounds. All but 86 survived, keeping the region's homicide rate lower than what it could have been. St. Louis Children's hospital saw a 67% increase in children coming in with gunshot wounds in 2022. Nationally, gun shots were the leading cause of death among children. This is a public health crisis much like we saw with COVID-19. Staff are facing burnout and PTSD due to the horrific nature of children's injuries. He told the audience that the hospital system is committed to providing care and is also implementing prevention programs. They have supported two programs to reduce levels of gun violence: Life Outside of Violence, and a free gun locks to increase gun safety. Mr. Liekweg called on regional leaders to support common-sense bipartisan measures such as those advocated by former Senator Bill Frist (R-TN), including universal background checks and banning of high-capacity magazines.

### Shaping a Regional Violence Reduction Strategy for St. Louis

**Thomas Abt**, Founding Director, Violence Reduction Center (VRC) described the work of the VRC, which offers free 3-5 day strategy sessions to help focus strategies to address violence. Abt argued that a successful approach should be evidence-informed and community-informed. It should incorporate three core principles: focus, balance, and fairness. Focus is important because most violence is committed by only a few hundred individuals in a small number of places. Focusing on these people and places maximizes effectiveness. Balance means that a successful strategy must incorporate elements of three types of activity: prevention, intervention, and enforcement. Prevention means addressing trauma and other factors that increase risk of becoming involved in violence. Intervention refers to activities aimed at de-escalating conflicts before they become violent. Enforcement means swift and certain punishment. Fairness means that any initiative must be viewed as legitimate. Abt emphasized the importance of setting measurable goals, such as maintaining a 10% reduction per year over several years.

### Prevention and Intervention Panel Discussion

The panel began with a discussion of how to address factors that increase the risk of becoming involved in violence. Serena Muhammad emphasized that exposure to violence and environmental factors cause trauma, affecting brain development, limiting life chances, and increasing the risk of becoming involved

## **Summary of the St. Louis Regional Crime Summit – May 17, 2023**

in violence. Sal Martinez then addressed intervention efforts aimed at de-escalation of conflicts. Cure Violence sends interrupters with credibility in high-crime neighborhoods to confront would-be shooters and defuse conflicts before they turn deadly. Martinez indicated that interrupters have de-escalated 718 incidents. Dr. L.J. Punch described the physical, psychological, and spiritual effects of bullet wounds and discussed the work of a free clinic he founded that provides treatment for shooting victims. Kateri Chapman-Kramer described Life Outside of Violence, a program that meets shooting victims in the hospital. The licensed clinical social workers who staff the program offer assistance with immediate needs and then follow up with assistance in obtaining housing, training, and employment. Participation in the program has been found to reduce recidivism by up to two thirds.

### **Enforcement Panel Discussion**

Representative from police departments throughout the region and those who represent some local police associations provided an overview of some of the partnerships they already have in place and ideas for additional support they need. The Illinois State Police are currently embedding 20 officers in East St. Louis and nearby communities. Departments throughout the region share intelligence with neighboring departments even without formal agreements. St. Louis County is replicating a program that was effective in reducing car theft in St. Charles County. Departments in several counties have had quick communication with each other during incidents, which has led to apprehension of suspects who crossed country boundaries including some on MetroLink. Panelists mentioned a need for funding and support, noting that it affects every step in the process from investigation to prosecution. Some panelists expressed an interest in building on existing collaborations and finding ways they can partner. Some encouraged elected leaders to speak up about what law enforcement is doing and to express outrage over current levels of violence. Panelists also spoke of a need for support from the community in the form of trust and in providing information to help solve crimes.

### **Elected Officials Panel Discussion**

Chief elected officials from the region shared remarks on topics discussed throughout the day. Some were struck by the economic cost of violent crime. Others were interested to hear that a very small population are responsible for almost all violent crime. Some expressed an interest in putting aside political differences, calling for a “purple” approach. The officials shared information about successful ongoing initiatives, including initiatives to address vacant properties, a citizen-police advisory panel, a violence prevention center, and a cops and clinicians unit. Some explained that police already engage in conversations with the community, with one noting that good policing is both an art and a science. There were calls for action, including for violent crime to be addressed with the same vigor and cooperation as was seen in the response to the COVID-19 pandemic, for the implementation of swift and certain sanctions, for the region to be intentional with its response and react with a sense of urgency, to develop regional solutions, and to work holistically. Concerns were also expressed, including concern over the amount of time that it would take to deal with the trauma of violence and a need to address mental illness. Concern was also expressed over perceived police legitimacy and respect, and how to build legitimacy in areas where it has eroded as well as to preserve it in areas where it is still strong.

## Summary of the St. Louis Regional Crime Summit – May 17, 2023

### Key Themes and Takeaways

**Violent crime is at an unacceptable level in St. Louis.** Many panelists and program attendees expressed this concern throughout the day and by showing up to the summit. Dr. Rick Rosenfeld provided crime statistics for the St. Louis region over time and in comparison with other metropolitan regions. Although total crime rates and violent crime rates are about average in comparison to other large regions, St. Louis has one of the highest homicide rates in the country. St. Louis has had much lower homicide rates in the recent past, which gives some hope that the number of homicides can be reduced again.

**Violent crime affects us all.** Homicides are concentrated in certain areas, but the effects are not concentrated. Crime affects the whole region in a variety of ways that include attraction and retention of businesses and residents, economic growth, and fear.. With labor shortages and an aging workforce, we cannot afford to lose anyone. Gun violence is negatively affecting the mental health of first responders, police, doctors, and nurses. Exposure to gun violence and trauma limits the life chances on children.

**Collaboration is key.** In every segment throughout the day the need for partnership was recognized. Thomas Abt said he has learned through his research on communities that have successfully addressed crime that “magic happens” through collaboration and coordination of agencies engaged in prevention, intervention, and law enforcement. He further stated that the communities who are struggling the most are those that cannot work together. Other participants throughout the day referred to a need for a shared destiny, a purple approach, and a regional approach. Participants called for partnerships to support law enforcement, enthusiastic support from leadership, and changing the trajectory by coming together. There was reference to a study that found that the dip in homicides in 2003 was due to consistent leadership and coordinated resources.

**Effects of trauma and environment.** Exposure to violence and people’s environments limits life chances. Seeing incidents of violence, losing family members to violence, and being consistently exposed to the threat of violence affect brain development, limit life chances, and increase risk for involvement in violent activities. To effectively address crime, it is important to consider the factors around those who are involved in crime. We need to understand what people have been through and what they have been exposed to. Trauma, air pollutants, lead poisoning, lack of social supports, poor health insurance, and poverty are aspects commonly present for those who commit crimes.

**Much good work is already happening in St. Louis.** We heard from organizations, law enforcement, and local governments who are already doing important work on violence reduction. Law enforcement officials spoke of their continual sharing of intelligence, use of technology, use of task forces to address critical issues, outreach to communities, and focused outreach to offenders through the Police Partnership. Health and social service providers highlighted effective work done through programs such as Cure Violence, Life Outside of Violence (LOV), gun lock distributions, and the Bullet-Related Injury Clinic (BRIC).

**Support is needed.** Although there is a lot of good work already being done, more is needed. Some programs, including Cure Violence and LOV, said they could expand their services with additional

## Summary of the St. Louis Regional Crime Summit – May 17, 2023

funding. Service providers, police chiefs, and elected officials said they would benefit from more partnerships. Law enforcement representatives asked elected officials and members of the community to help make the community aware of their commitment and to affirm that current levels of violence are not acceptable.

**Research indicates common principles for effective violence reduction programs.** Thomas Abt, of the Violence Reduction Center (VRC), presented on his research and experiences. Abt argued that successful programs incorporate the principles of focus (concentrating on a small number of people and places), balance (including prevention, intervention and punishment), and fairness (building legitimacy and trust in the system).

### **Next Steps**

The EWG Board of Directors will consider whether to invite a team from the Violence Reduction Center, led by Thomas Abt, to return to St. Louis for a 3-5 day intense working session designed to forge a strategy for crime reduction. This program, a Practicum on Partnership-Based Violence Reduction, is an evidence- and community-informed planning process focused on improving anti-violence practice. The approach has shown some success already in Boston and Knoxville. A problem analysis will comb through homicide case files, interview detectives, and identify patterns will need to be completed prior to the practicum and will inform a regional crime strategy.

Other ideas suggested include:

- Make crime a standing item on the EWG agenda.
- Treat violent crime with the same level of urgency as the COVID public health crisis.
- Continue to work with the business community to keep crime at the top of the regional agenda.
- Foster increased connections between those engaged in prevention, intervention, and enforcement.
- Inform the public about the commitment of police, importance of cooperating with police, and importance of valuing life/rejecting violence.
- Support common-sense bipartisan measures such as those advocated by former Senator Bill Frist (R-TN), including universal background checks and banning of high-capacity magazines. Identify potential sources of funding to expand priority programs in enforcement, intervention, and prevention.



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James M. Wild

**Memo to:** Board of Directors

**From:** Staff

**Subject:** Consultant Agreement Amendments for Additional Services for Agency Accounting/Financial Management System

**Date:** May 18, 2023

In March 2021, the Board authorized EWG to purchase NetSuite software for its financial management and human resources/payroll system. In 2022, the Board authorized EWG to hire a consultant to provide implementation support and assistance. Since that time, EWG staff has been working with our consultants to implement the system. During the implementation process we have identified additional functionality and services that are necessary for us to use the new system in our day-to-day fiscal operations. This additional work will be performed by our current consultant, PyanGo LLC and will include the build-out of features related to revenue recognition, accounts receivable, and the interface between the financial management system and the payroll system. Additionally, we will need to retain implementation support from our current consultant, Prophet One Solutions LLC. The costs for adding the new functionality will not exceed \$30,000 and the additional implementation support services will not exceed \$25,500.

**Staff Recommendation:** Staff recommends that the Board of Directors authorize the Executive Director to amend its agreement with PyanGo LLC for an additional \$30,000 for the build-out of additional functionality and amend its agreement with Prophet One LLC to include an additional \$25,500 for implementation support services. The cost of these additional services will not exceed \$55,500.

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### Executive Director

James M. Wild

Memo to: Board of Directors

From: Staff

Subject: 2023 Regional System Reliability Targets

Date: May 18, 2023

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015 and guides how project planning and programming is conducted by state departments of transportation (DOTs) and metropolitan planning organizations (MPOs). The FAST Act continues the National Highway Performance Program (NHPP) established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) which establishes a performance-driven, outcome-based planning and programming process. The requirements of MAP-21 were reaffirmed by the Infrastructure Investment and Jobs Act (IIJA) signed into law on November 15, 2021. These performance targets are intended to ensure state DOTs and MPOs invest resources in transportation projects that make progress toward the achievement of national goals.

State DOTs and MPOs are given separate responsibilities for establishing performance targets and using a set of performance measures to track progress toward meeting those targets for system reliability performance measures. MPOs can choose to adopt the state DOT targets or adopt their own. EWG has chosen to review state targets and plans to set and adopt regional targets based on regional trends.

### System Reliability

The system reliability performance measures that state DOTs and MPOs are required to establish quantitative targets for include:

- Percent of person miles traveled on the Interstate System that are reliable
- Percent of person miles traveled on the non-Interstate NHS that are reliable
- Truck travel time reliability index

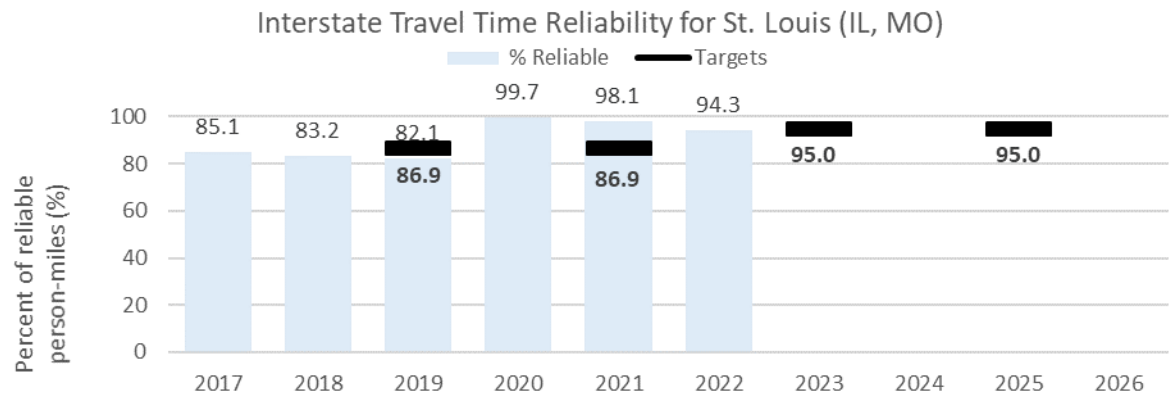
The level of travel time reliability (LOTTR) is defined as the ratio of longer travel times (80th percentile) to a "normal" travel time (50th percentile) for a given roadway segment. The measure is the percentage of person-miles (vehicle miles multiplied by occupancy) traveled on the NHS where this ratio is less than 1.5, which is considered reliable. Roadways are considered reliable when travel time varies little between free-flow and congested times of the day. Using person miles rather than vehicle-miles gives equal weight to all individuals using the roads. This measure is calculated using data from the FHWA's National Performance Management Research Data Set (NPMRDS).

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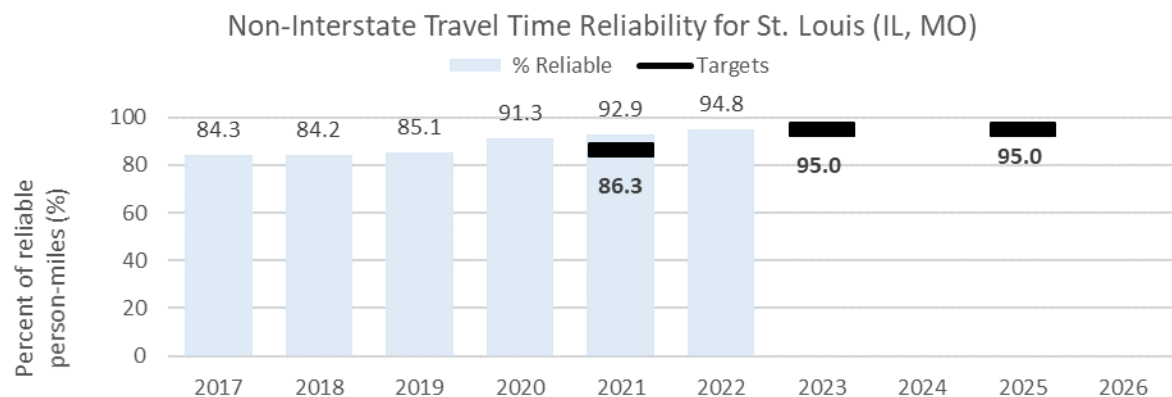
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The percentage of reliable person-miles traveled on the interstate did not hit the target of 86.9% in 2019 (82.1%) but surpassed it in 2021 (98.1%), as a result of reduced vehicle miles traveled during the 2020 pandemic and the subsequent increase in remote work. Targets in 2023 and 2025 are established at 95.0%, thus maintaining a high level of reliability on interstates.



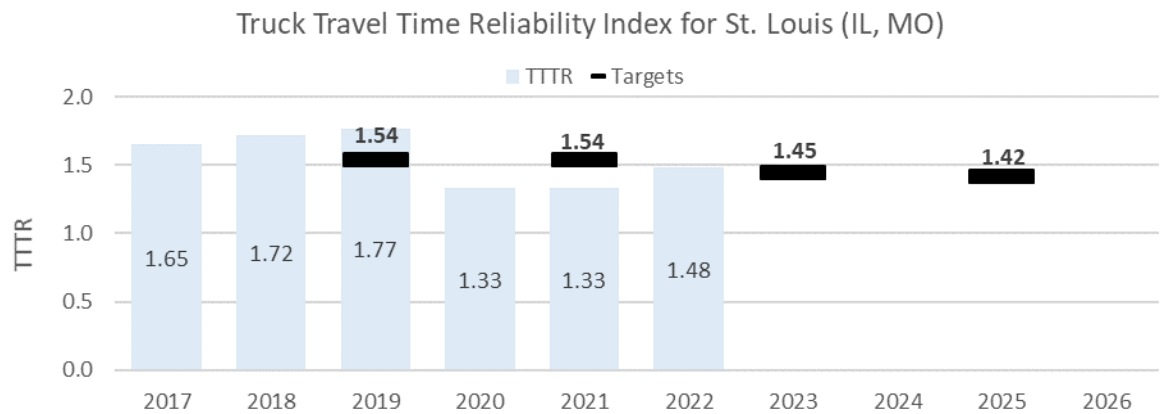
Similarly, the percentage of reliable person-miles traveled on the non-interstate NHS exceeded the projected target of 86.3% in 2021 (92.9%),<sup>1</sup> potentially due to similar factors of reduced VMT during the pandemic and a rise in remote work. Targets in 2023 and 2025 are established at 95.0%, thus maintaining a high level of reliability on non-interstate NHS roadways.



Truck travel time reliability (TTTR) is defined as the ratio of the longer travel times (95th percentile) to a “normal” travel time (50th percentile) for a given segment on the interstate

<sup>1</sup> the non-interstate target was not required for 2019.

system. Higher values for this measure indicate that interstate travel is more unpredictable for local and national freight companies. This measure is calculated using data from NPMRDS. Truck travel time reliability (TTTR) index exceeded the 2019 target of 1.54 (1.77) and was lower than the target of 1.54 in 2021 (1.33). This outcome can be attributed to the effects of the pandemic in 2020, but after 2022, there is uncertainty in how the lasting effects of the pandemic will continue to affect this trend. Future targets are set at 1.45 in 2023 and 1.42 in 2025 to achieve a desire trend of lowering the TTTR to improve freight reliability.



Overall, targets for reliable person-miles traveled on the interstate and non-interstate NHS roadways are established at a stable 95% due to the desire to maintain the high level of reliability on the region's roadways. Due to the critical importance of the freight industry in the region, a slowly declining target is established for truck travel time reliability.

System Reliability Targets			
Measure	Baseline (2022)	2-Year Target (2023)	4-Year Target (2025)
Percent of reliable person-miles traveled on the Interstate	94.3%	95.0%	95.0%
Percent of reliable person-miles traveled on the non-interstate NHS	94.8%	95.0%	95.0%
Truck travel time reliability index	1.48	1.45	1.42

**Staff Recommendation:** Staff recommends approval of 2023 performance targets for system reliability.





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**Executive Director**

James M. Wild

**Memo to:** Board of Directors

**From:** Staff

**Subject:** 2023 Regional Pavement & Bridge Performance Targets

**Date:** May 18, 2023

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015 and guides how project planning and programming is conducted by state departments of transportation (DOTs) and metropolitan planning organizations (MPOs). The FAST Act continues the National Highway Performance Program (NHPP) established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) which establishes a performance-driven, outcome-based planning and programming process. The requirements of MAP-21 were reaffirmed by the Infrastructure Investment and Jobs Act (IIJA) signed into law on November 15, 2021. A crucial element of the NHPP process is the establishment of performance targets and measures to achieve desired outcomes across the transportation system. These performance targets are intended to ensure state DOTs and MPOs invest resources in transportation projects that make progress toward the achievement of national goals. State DOTs and MPOs are given separate responsibilities for establishing performance targets and using a set of performance measures to track progress toward meeting those targets for pavement and bridge condition. MPOs can choose to adopt the state DOT targets or adopt their own. EWG has chosen to review state targets and plans to set and adopt regional targets based on regional trends.

**Pavement and Bridge Condition**

State DOTs and MPOs are required to *establish quantitative targets for the years of 2023 and 2025* for six pavement and bridge performance measures:

- Percentage of pavements on the Interstate System in good condition
- Percentage of pavements on the Interstate System in poor condition
- Percentage of pavements on the non-Interstate National Highway System (NHS) in good condition
- Percentage of pavements on the non-Interstate NHS in poor condition
- Percentage of NHS bridge deck area classified as in good condition
- Percentage of NHS bridge deck area classified as in poor condition

For the pavement measures, five pavement metrics, derived from the Highway Performance Monitoring System (HPMS), are used to assess condition: International Roughness Index (IRI); Cracking Percent; Rutting; Faulting; and a Present Serviceability Rating (PSR) for lower speed roads. The bridge measure assesses the condition of a bridge's deck, superstructure, substructure, and culverts. Bridge data come from the Federal Highway

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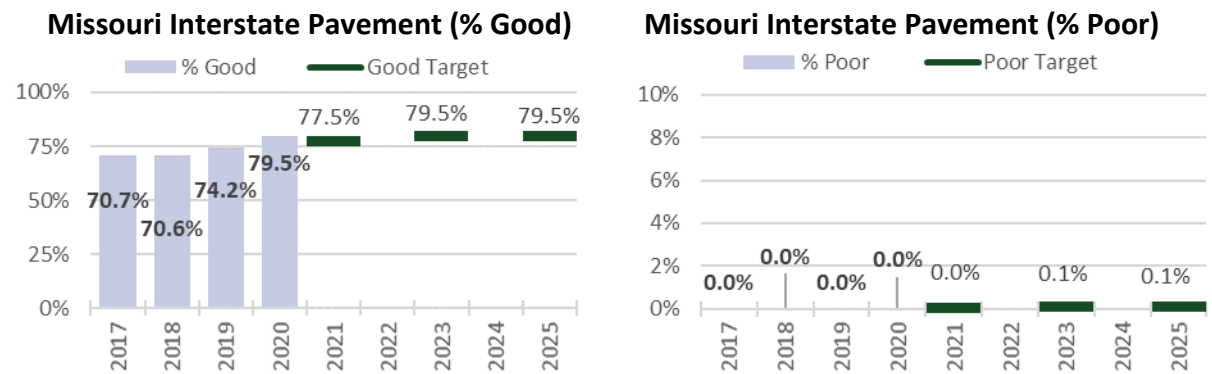
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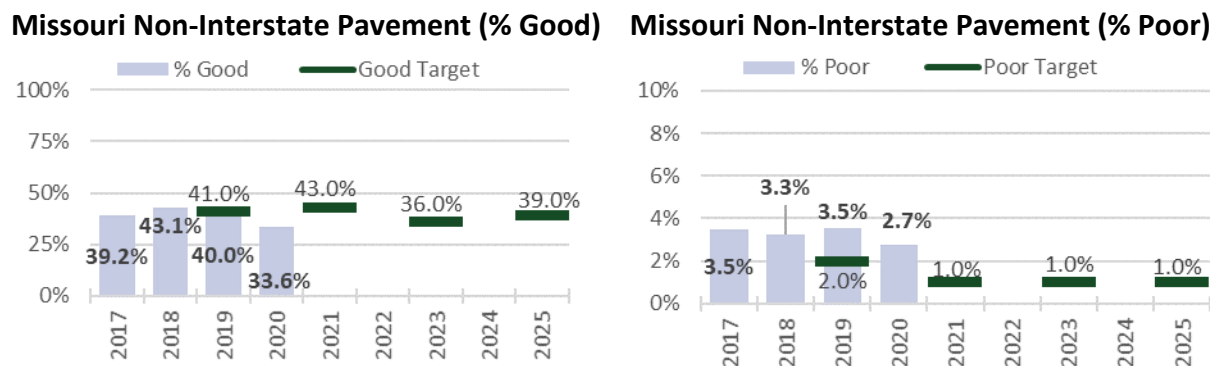
Administration's (FHWA) annual National Bridge Inventory (NBI). NBI data is available for all bridges that carry NHS routes and that are over twenty feet in length.

### Missouri Targets (Five-County EWG region)

Pavement condition was not available in 2021 for Missouri at the time of developing this memo, thus we cannot confirm if 2021 targets were met. The state of Missouri highly prioritizes interstate pavement condition and maintains condition at a high level. Thus future targets are established at a stable level from the 2020 baseline.

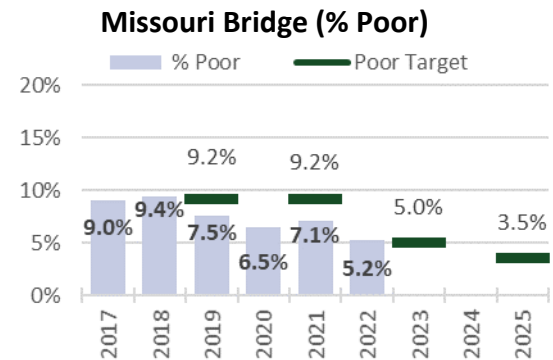
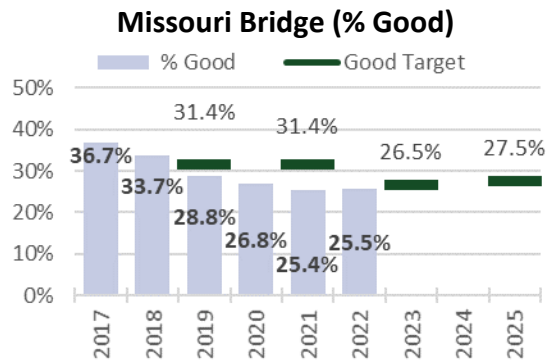


For non-interstate pavement, the 2019 percent good target (41.0%) was not met and it is unlikely the 2021 target (43.0%) will be met based on 2020 date. Similarly, the 2019 target for the percent poor (2.0%) was not met. Future targets are established with the goal of gradually increasing the percent good from the baseline level of 33.6% and decreasing the percent bad from the baseline of 2.7%.



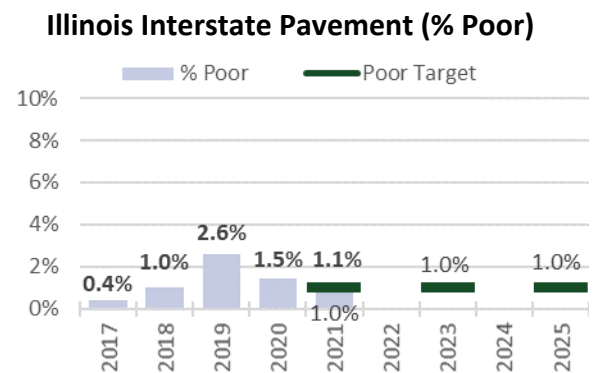
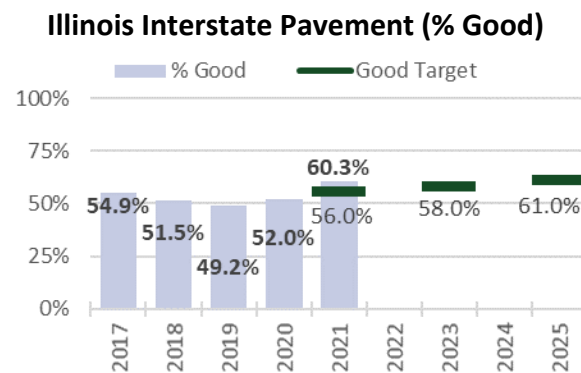
For bridge condition, the percent in good condition has declined from 2017-2021. However, in 2022, there was a slight increase. Due to the decline the 2019 and 2021 targets were missed. Future targets are established with an incremental increases from the 2022 baseline of 25.5%. In contrast, Missouri met the targets for the percent of bridges in poor condition in

both 2019 and 2021. Targets for 2023 and 2025 are established using a six-year historical trend.



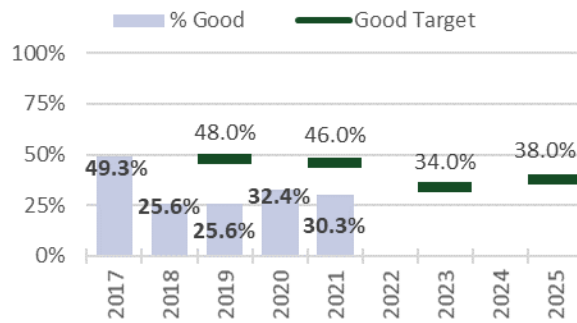
### Illinois Targets (Three-County EWG region)

For interstate pavement in the state of Illinois the percent in good condition has increased in recent years, even though the 2021 target of 60.3% was not met. Future targets are established using a five-year historical trend. Because the percent of interstate pavement in poor condition is already at a low level (1.0% in 2021), future targets are established to maintain the 2021 baseline.

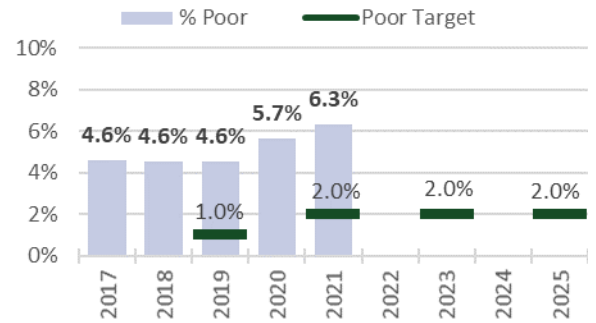


For non-interstate pavement the percent in good condition has decreased in recent years, and both the 2019 and 2021 targets were not met. Future targets are established using estimates from IDOT with a goal of increasing the percent of pavement in good condition. Similarly for the percent of non-interstate pavement in poor condition, both the 2019 and 2021 targets were not met. Future targets are established using estimates from IDOT with a goal of decreasing the percent of pavement in poor condition.

**Illinois Non-Interstate Pavement (% Good)**

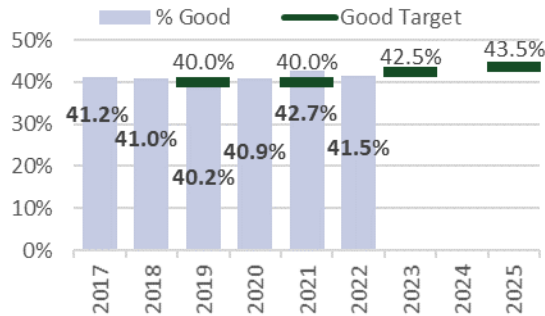


**Illinois Non-Interstate Pavement (% Poor)**

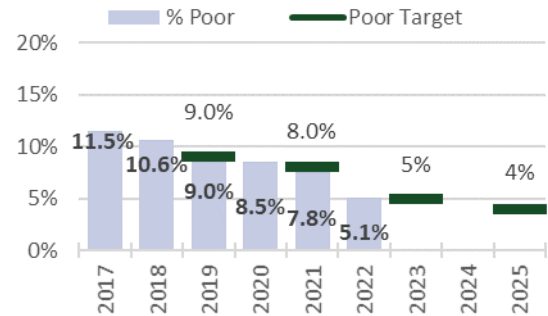


For bridge condition, the percent in good condition has remained mostly stable from 2017-2022. Both the 2019 and 2021 targets were achieved. With the current baseline level at 41.5%, future targets are established using a six-year historical trend. For the percent of bridges in poor condition, Illinois has successfully reduced the percent of bridges in poor condition over the last 6 years while meeting 2019 and 2021 targets. With the current baseline level at 5.1%, future targets are established using a six-year historical trend.

**Illinois Bridge (% Good)**



**Illinois Bridge (% Poor)**



Overall, staff consulted with IDOT and MoDOT on upcoming levels of investment and priorities in preservation and looked at historical trends to establish 2023 and 2025 targets for bridge and pavement condition.

Bridge and Pavement Targets - Missouri			
Measure	Baseline 2020 pave 2022 bridge	2-Year Target 2023	4-Year Target 2025
Percent of pavements on the Interstate System in good condition	79.5%	79.5%	79.5%
Percent of pavements on the Interstate System in poor condition	0.0%	0.1%	0.1%
Percent of pavements on the non-Interstate NHS in good condition	33.6%	36.0%	39.0%
Percent of pavements on the non-Interstate NHS in poor condition	2.7%	1.0%	1.0%
Percent of NHS bridge deck area classified as in good condition	25.5%	26.5%	5.0%
Percent of NHS bridge deck area classified as in poor condition	5.2%	27.5%	3.5%

Bridge and Pavement Targets - Illinois			
Measure	Baseline 2021 pave 2022 bridge	2-Year Target 2023	4-Year Target 2025
Percent of pavements on the Interstate System in good condition	56.0%	58.0%	61.0%
Percent of pavements on the Interstate System in poor condition	1.1%	1.0%	1.0%
Percent of pavements on the non-Interstate NHS in good condition	30.3%	34.0%	38.0%
Percent of pavements on the non-Interstate NHS in poor condition	6.3%	2.0%	2.0%
Percent of NHS bridge deck area classified as in good condition	41.5%	42.5%	43.5%
Percent of NHS bridge deck area classified as in poor condition	5.1%	5.0%	4.0%

**Staff Recommendation:** Staff recommends approval of 2023 performance targets for pavement and bridge performance targets.



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James M. Wild

**Memo to:** Board of Directors

**From:** Staff

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

**Date:** May 18, 2023

East-West Gateway Council of Governments (EWG), Gateway East Trails, the Illinois Department of Transportation (IDOT), and the Missouri Department of Transportation (MoDOT) have requested to amend the FY 2023-2026 TIP, *Connected2045*, and the related Air Quality Conformity Determination. In all, they are requesting to add three new projects, modify five projects, and delay one project. This memo outlines the requested changes.

**Illinois New Projects**

Gateway East Trails recently received Congressionally Designated Spending (CDS) for design of the Lebanon Trolley Trail along US 50 in Lebanon. CDS funds for this project were identified in the FY 2023 transportation funding omnibus. The funds will be used to begin design of the trail.

IDOT is requesting to add a project to make repairs to navigation lighting along the Mississippi River.

The new projects are summarized on the following table:

New Projects – Illinois					
Sponsor / TIP #	Title - Limits	Description of Work	County	Federal Cost	Total Cost
Gateway East Trails / 7318-23	Lebanon Trolley Trail, Phase 1 – Belleville St to Rieder Rd (along US 50)	Design	St. Clair	\$900,000	\$1,125,000

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<b>New Projects – Illinois</b>					
<b>Sponsor / TIP #</b>	<b>Title - Limits</b>	<b>Description of Work</b>	<b>County</b>	<b>Federal Cost</b>	<b>Total Cost</b>
IDOT/ 7317Q-23	Various locations along Mississippi River	Navigation lighting repairs	Multi-County-IL	\$160,000	\$200,000
<b>TOTAL:</b>				<b>\$1,060,000</b>	<b>\$1,325,000</b>

### **Illinois Modified Projects**

IDOT has requested to modify five projects currently programmed in the FY 2023-2026 TIP.

The modified projects are summarized on the following table:

<b>Modified Projects – Illinois</b>				
<b>Sponsor/ TIP #/ County/</b>	<b>Project Title - Limits</b>	<b>Description of Work</b>	<b>Current Cost / Revised Cost</b>	<b>Reason for Change</b>
IDOT/ 6987I-22 / St. Clair	I-55/I-64/US 40 – Mississippi River to east of I-64 interchange	Lighting	\$8,000,000/ \$9,400,000	Increased engineer's estimate
IDOT/ 7146S-23 & 7146SS-23 / Monroe	N Market St (Old IL 3) – 0.1 miles north of Plaza Dr to IL 156 south junction	Resurfacing/ADA improvements	\$1,600,000 / \$1,900,000	Increased engineer's estimate
IDOT/ 4079A-24/ Multi-County-IL	Districtwide Guardrail at various locations	Guardrail	\$4,890,000/ \$7,490,000	Additional state roadside hardware funding
IDOT/ 6686W-22/ Multi-County-IL	I-255 – north of I-55/70 to 0.1 miles north of IL 3 (Columbia)	Install dynamic message signs	\$1,775,000/ \$3,100,000	Increased engineer's estimate
IDOT/ 6109A-21/ St. Clair	I-64/US 50 – west of N. Greenmount Rd to 1.1 miles west of IL 158	Additional lanes, bridge repair, resurfacing	\$39,900,000/ \$50,600,000	Increased engineer's estimate

### **Missouri New Project**

EWG recently received funding to develop a comprehensive safety action plan for the St. Louis region from the US Department of Transportation's Safe Streets and Roads

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for All (SS4A) program. These funds were awarded following a nationwide solicitation. There were two types of SS4A projects: action plan grants and implementation grants. This project is an action plan grant. There is no funding at this time for construction of improvements that may be identified in the plan.

The new project is summarized on the following table:

New Project – Missouri					
Sponsor / TIP #	Title - Limits	Description of Work	County	Federal Cost	Total Cost
EWG / 7319-23	Comprehensive Safety Action Plan for St. Louis Region	Develop safety plan	Multi-State	\$580,552	\$725,690
TOTAL:				\$580,552	\$725,690

### **Missouri Delayed Project**

MoDOT has requested to delay one project currently programmed in the FY 2023-2026 TIP.

The delayed project is summarized on the following table:

Delayed Project – Missouri				
Sponsor/ TIP #/ County/	Project Title - Limits	Description of Work	Current Cost / Revised Cost	Reason for Change
MoDOT / 6798J-18/ St. Louis City	MO 367 – Halls Ferry Circle to I-70	Resurfacing, upgrade pedestrian facilities	\$2,700,605/ \$2,863,605	Bids rejected - delay from FY 23 to FY 24 – increased engineer's estimate

**Staff Recommendation:** Staff recommends that the FY 2023-2026 TIP, *Connected2045*, and related Air Quality Conformity Determination be revised to add three new projects, modify five projects, and delay one project as summarized above and detailed in the attachment. These projects are regionally significant, not regionally significant or exempt (40 CFR 93.126) with respect to air quality in accordance with federal regulations. The regionally significant project is included in the most recent Air Quality Conformity Determination.



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**Amendment #**        **0523-043**  
**TIP #**                **7318-23**

**PROJECT**  
**SPONSOR:**            **Gateway East Trails**

**ACTION**  
**REQUESTED:**        Revise FY 2023 of the FY 2023-2026 TIP to add a project

**TITLE:**                **Lebanon Trolley Trail, Phase 1**

**LIMITS:**              Belleville St to Rieder Rd (along US 50)

**DESCRIPTION:**      Design

**COUNTY:**            St. Clair

**FUNDING**  
**SOURCE:**            Congressionally Designated Spending (CDS)

	<b>Federal</b>	<b>Match</b>	<b>Total</b>
<b>PE</b>	\$900,000	\$225,000	\$1,125,000
<b>ROW</b>	\$0	\$0	\$0
<b>Implementation</b>	\$0	\$0	\$0
<b>Total</b>	\$900,000	\$225,000	\$1,125,000

**AIR QUALITY**  
**CONFORMITY:**        Exempt – Bicycle and pedestrian facilities (§ 93.126)  
**STAFF**  
**RECOMMENDATION:**    Approval

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**Amendment #**           **0523-044**  
**TIP #**                   **7317Q-23**  
**Sponsor #**           **C-98-044-23**

**PROJECT**  
**SPONSOR:**           **IDOT**

**ACTION**  
**REQUESTED:**       Revise FY 2023 of the FY 2023-2026 TIP to add a project

**TITLE:**               **Navigation Lighting Repairs**

**LIMITS:**           Various locations along Mississippi River

**DESCRIPTION:**   Navigation lighting repairs

**COUNTY:**           Multi-County-IL

**FUNDING**  
**SOURCE:**           National Highway Performance Program (NHPP)

	<b>Federal</b>	<b>Match</b>	<b>Total</b>
<b>PE</b>	\$0	\$0	\$0
<b>ROW</b>	\$0	\$0	\$0
<b>Implementation</b>	\$160,000	\$40,000	\$200,000
<b>Total</b>	\$160,000	\$40,000	\$200,000

**AIR QUALITY**  
**CONFORMITY:**       Not Regionally Significant  
**STAFF**  
**RECOMMENDATION:**   Approval

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**Amendment #** 0523-045  
**TIP #** 7319-23

**PROJECT SPONSOR:** East-West Gateway Council of Governments

**ACTION REQUESTED:** Revise FY 2023 of the FY 2023-2026 TIP to add a project

**TITLE:** Comprehensive Safety Action Plan for St. Louis Region

**LIMITS:** Regionwide

**DESCRIPTION:** Develop safety plan

**COUNTY:** Multi-State

**FUNDING SOURCE:** Safe Streets and Roads for All Program (SS4A)

	<b>Federal</b>	<b>Match</b>	<b>Total</b>
<b>PE</b>	\$580,552	\$145,138	\$725,690
<b>ROW</b>	\$0	\$0	\$0
<b>Implementation</b>	\$0	\$0	\$0
<b>Total</b>	\$580,552	\$145,138	\$725,690

**AIR QUALITY CONFORMITY:** Exempt – Planning activities conducted pursuant to titles 23 and 49 U.S.C (§ 93.126)

**STAFF RECOMMENDATION:** Approval



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Missouri Office of Administration

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James M. Wild

**Memo to:** Board of Directors

**From:** Staff

**Subject:** Regional Security Expenditures

**Date:** May 18, 2023

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 Area Security Initiative (UASI) grant program. Attachment A summarizes the purchases, totaling \$599,282.

**ST. LOUIS FUSION CENTER:**

**CLEAR PRO Renewal** - Staff is seeking a two-year renewal of the Fusion Center's subscription to the CLEAR PRO online investigation software. The CLEAR PRO system quickly gathers real-time and historical data for investigators from many sources, helping create a comprehensive view useful in investigations. The renewal for eight (8) users includes Law Enforcement Investigator Plus licenses and Criminal Justice License Plate Reader (LPR) technology, incorporating LPR data and imagery from across the nation into CLEAR reports. Total cost for the 24-month renewal with West Publishing /Thomson Reuters will not exceed \$145,650 from the UASI grant.

**ST. LOUIS REGIONAL CYBERSECURITY INITIATIVE:**

**Regional Cybersecurity Coordinator Position** – The St. Louis Regional Cybersecurity Coordinator position addresses gaps and deficiencies in St. Louis regional cybersecurity, reducing the region's threat landscape, enhancing the overall security posture, and improving response, mitigation, recovery, and resiliency to cyber-attacks. Additionally, the Coordinator works closely with cybersecurity specialists within the Missouri Office of Homeland Security, FEMA cybersecurity advisors, the United States Secret Service and the Federal Bureau of Investigation to identify, triage, and secure local government information technology infrastructure, share cyber-related intelligence, and address emerging threats in the cyber domain.

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Staff is requesting approval to enter into a sub-award agreement with St. Charles County to provide funding from the UASI grant to support the St. Louis Regional Cybersecurity Coordinator position within the St. Louis Fusion Center for the period of July 1, 2023 through June 30, 2024. Total cost for the salary and benefits for the Cybersecurity Coordinator position will not exceed \$134,835.

#### **REGIONAL RESPONSE TEAMS:**

**Respiratory Equipment Masks** – Staff is seeking approval to purchase quantity twenty (20) Avon FM54 respiratory equipment masks for the St. Clair County Sheriff's Department. The masks provide protection against chemical and biological agents as well as toxic industrial materials with a chemical agent resistance of greater than 36 hours. In addition to offering respiratory protection, the masks allow tactical team members to communicate with each other during a response through electronics communications ports for integrated voice projection and radio communications. The total cost for twenty (20) respiratory equipment masks will not exceed \$24,432 from the UASI grant program.

**Respiratory Equipment Systems** – Staff is seeking approval to purchase nine (9) Avon respiratory equipment systems for the St. Louis County Police Department. The systems provide protection against chemical and biological agents with a chemical agent resistance greater than 36 hours, and include multi-positioned powered air purifying respirator modules, respirator masks, responder kits, and self-contained breathing apparatus. The respiratory equipment systems have the capacity to change levels of protection based on threat levels and are designed to integrate with combination unit respirators, allowing end users to switch between protection modes. The total cost of the respiratory equipment systems will not exceed \$135,785 from the UASI grant program.

**Mass Spectrometer Chemical Detection System** – Staff is seeking approval to purchase quantity two (2) handheld, portable high pressure mass spectrometer systems for the St. Louis County and Jefferson County Hazardous Materials Response Teams. The mass spectrometer detects and identifies trace-level chemicals, explosives, narcotics and other dangerous elements within seconds during incident responses and events, which is critical to safety, medical response and decontamination. The total cost of two (2) systems will not exceed \$158,580 from the UASI grant program.

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**STAFF RECOMMENDATION:**

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

- for the 24-month renewal of CLEAR PRO online investigation software for eight (8) users from West Publishing / Thomson Reuters of Eagan, MN in an amount not to exceed \$145,650;
- allow the Executive Director to enter into a sub-award agreement with St. Charles County, MO to support the Regional Cybersecurity Coordinator position for 12 months in an amount not to exceed \$134,835;
- for the purchase of quantity twenty (20) Avon respiratory equipment masks from Con10gency Consulting, LLC of Beaverton, OR in an amount not to exceed \$24,432;
- for the purchase of quantity nine (9) Avon respiratory equipment systems from Con10gency Consulting, LLC of Beaverton, OR in an amount not to exceed \$135,785;
- for the purchase of quantity two (2) handheld, portable high pressure mass spectrometer systems from 908 Devices, Inc. of Boston, MA in an amount not to exceed \$158,580;

for a total amount not to exceed \$599,282 from the UASI grant program.

**ATTACHMENT A**

**Expenditures for Equipment and Services  
May 8, 2023**

<u>Vendor</u>	<u>Description</u>	<u>Jurisdiction/Agency</u>	<u>Quantity</u>	<u>Cost</u>
<b>Emergency Response Planning and Equipment (UASI)</b>				
West Publishing / Thomson Reuters	CLEAR Pro Software License Renewal - 24-month	St. Louis County, MO	8	\$145,650
St. Charles County, Missouri	Sub-award Regional Cybersecurity Coordinator Position	St. Charles County, MO	1	\$134,835
Con10gency Consulting, LLC (Beaverton, OR)	Respiratory Equipment Masks	St. Clair County, IL	20	\$24,432
Con10gency Consulting, LLC (Beaverton, OR)	Respiratory Equipment Systems	St. Louis County, MO	9	\$135,785
908 Devices, Inc. (Boston, MA)	Mass Spectrometer Systems	Jefferson County, MO St. Louis County, MO	2	\$158,580
<b>TOTAL EXPENDITURES</b>				<b>\$ 599,282</b>

**Total UASI Expenditures: \$599,282**