

**AGENDA**  
**EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS**  
**BOARD OF DIRECTORS**  
**WEDNESDAY, JANUARY 31, 2024 – 10:00 A.M.**

- 1. CALL TO ORDER**
- 2. APPROVAL OF MINUTES OF OCTOBER 25, 2023 and NOVEMBER 15, 2023**
- 3. DISCUSSION ITEMS**
  - A. Northside-Southside MetroLink LPA
  - B. Update on the Climate Pollution Reduction Grant - - Aaron Young
- 4. ACTION ITEMS**
  - A. Election of Board Officers for 2024 – Chairman Kern
  - B. St. Louis Region’s Plan to Plan for Violence Reduction - - Jim Wild
  - C. Renewal of Agency Accounting/Financial Management System Licenses and On-going Technical Support - - Jim Wild
  - D. Functional Classification Update – Ben Fleschert
  - E. Modifications to the FY 2024-2027 Transportation Improvement Program (TIP), *Connected 2050*, and the related Air Quality Conformity Determination – Section 5310 – Melissa Theiss
  - F. 2024 Regional Safety Targets – Christie Holland
  - G. Amendment of the FY 2024 Unified Planning Work Program to include element 2.10: MoDOT Traffic Engineering Assistance Program (TEAP)—Jason Lange
  - H. Modifications to the FY 2024-2027 Transportation Improvement Program (TIP), *Connected 2050*, and the related Air Quality Conformity Determination – Transportation Alternatives Program – Alex Hartig
  - I. Modifications to the FY 2024-2027 Transportation Improvement Program (TIP), *Connected 2050*, and the Related Air Quality Conformity Determination – Requested by Illinois and Missouri Sponsors – Jason Lange
- 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/8619521786430297950>  
Webinar ID: 495-374-875 Phone: 1 (213) 929-4212 (Audio Access Code: 632-948-389)

**NEXT MEETING DATE: WEDNESDAY, FEBRUARY 28, 2024**



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

Creating Solutions Across Jurisdictional Boundaries

**Memo to:** Board of Directors  
**From:** Staff  
**Subject:** Project Notifications  
**Date:** January 18, 2024

Attached is the Project Notification list for October 7, 2023 – January 12, 2024. 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.

**Chair**

Mark A. Kern  
Chairman, St. Clair County Board

**Vice Chair**

Tishaura Jones  
Mayor  
City of St. Louis

**2nd Vice Chair**

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**Executive Committee**

Steve Ehlmann  
County Executive, St. Charles County

Dennis Gannon  
County Executive, Jefferson County

George Green  
County Board Chairman  
Monroe County

Dr. Sam Page  
County Executive, St. Louis County

Kurt Prenzler  
Chairman  
Madison County Board

**Members**

Honorable Rita Heard Days  
Councilwoman, 1st Council District  
St. Louis County

Mike Elam  
Councilman, District 3  
St. Charles County

Megan Green  
President, Board of Aldermen  
City of St. Louis

Michelle Harris  
President  
Municipal League of Metro St. Louis

Lonnie Mosley  
St. Clair County

Charles Powell III  
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Herb Roach  
Vice President, Southwestern Illinois  
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David Schwind  
Madison County

Herbert Simmons  
President, Southwestern Illinois  
Metropolitan & Regional  
Planning Commission

Seth Speiser  
President, Southwestern Illinois  
Council of Mayors

Donald R. Summers, Jr.  
St. Louis County

**Regional Citizens**

Barbara Geisman  
C. William Grogan  
John A. Laker  
Ron Williams

**Non-voting Members**

Holly Bieneman  
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  
October 7, 2023 – January 12, 2024**

<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. Charles County	City of St. Charles #2405004	11.307 – Economic Adjustment Assistance  St. Charles City Riverfront Flood Resiliency Project	DOC	\$6,000,000	Applicant: \$3,100,000	\$9,100,000
City of St. Louis	City of St. Louis Airport Authority #2405011	20.106 – Airport Improvement Program, COVID-19 Airports Programs, and Infrastructure Investment and Jobs Act Programs  Provide the Airport with a New Airport Operations Center (AOC) and Emergency Operations Center (EOC). Numerous Locations Were Considered for this Facility and Combining the AOC with the EOC is Operationally Preferable Based on References	DOT	\$3,625,785	Applicant: \$300,000	\$3,925,785
City of St. Louis	Opportunity 1888 Foundation, Inc. Jefferson City, MO #2405012	15.904 – Historic Preservation Fund Grants-In-Aid  Harrison School Renovation – Construction	DOI	\$865,000	Applicant: \$10,000	\$875,000
St. Louis County	City of Ladue #2406003	97.029 – Flood Mitigation Assistance  FMA Flood Buyouts for 16 Foxboro, 23 Foxboro, and 10050 Conway	DHS	\$2,006,356.80	Local: \$131,044.20	\$2,137,401

St. Louis County	St. Louis County #2406017	16.021 – Justice Systems Response to Families  Family Court of St. Louis County Enhancements to Support Victims and Families	DOJ	\$700,000		\$700,000
City of St. Louis	Washington University #2407007	84.325 – Special Education – Personnel Development to Improve Services and Results for Children with Disabilities  Project HEAR: Helping Children Access Early-Intervention Audiology Resources: Training of Specialized Pediatric Audiologists (Focus A)	DOEd	\$1,247,018		\$1,247,018

## MINUTES

### EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS BOARD OF DIRECTORS OCTOBER 25, 2023

The regular meeting of the Board of Directors was held in the Council offices on Wednesday, October 25, 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 (via webinar)  
Tim Brinker, *2<sup>nd</sup> Vice-Chair*, Presiding Commissioner, Franklin 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  
Barbara Geisman, Regional Citizen, City of St. Louis, MO  
Bill Grogan, Regional Citizen, St. Clair County, IL  
Lonnie Mosley, St. Clair County, IL  
Herb Roach, Vice-President, SWIL Council of Mayors, IL  
David Schwind, Madison County, IL  
Herb Simmons, President, SW IL Metropolitan & Regional Planning Commission  
Don Summers, St. Louis County, MO  
Ron Williams, Madison County, IL  
Tom Blair, MoDOT  
Taulby Roach, Bi-State Development

#### Members Absent

Holly Bieneman, IDOT  
Steve Ehlmann, County Executive, St. Charles County, MO  
Dennis Knobloch, Chair, Monroe County, IL, Board  
Megan Green, President Board of Aldermen, City of St. Louis  
Michelle Harris, President, Metro St. Louis, St. Louis County, MO  
John A. Laker, Regional Citizen, St. Clair County, IL  
Charles Powell III, Mayor, City of East St. Louis, IL  
Seth Speiser, President, SWIL Council of Mayors, IL  
Patrick McMckenna, MoDOT  
Brock Timmons, Designee, MO Governor's Office

#### 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, Carrie Dookwah, Stephen Ducker, Joe Fetter, Lee Harris, Alex Hartig, Christie Holland, Paul Hubbman, Saranya Konala, Ted LaBoube, Jason Lange, Carol Lawrence, Mary Grace Lewandowski, Samantha Lewis, Marcie Meystrik, Anna Musial, Rachael Pawlak, Mary Rocchio, Warren Sallade, Himmer Soberanis, 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 SEPTEMBER 27, 2023 MEETING

Motion made to approve the minutes of the September 27, 2023 meetings was made by Mr. Elam, seconded by Ms. Geisman, all voting aye.

DISCUSSION ITEMS

**Great Streets – Illinois Planning Panel**

Paul Hubbman, EWGCOG, provided a brief overview of the process for the Great Streets Initiative planning assistance program, highlighting the detailed plan, strategic planning report, planning panel, and technical assistance. He noted that EWG will host a four-day Planning Panel event in the spring of 2024 consisting. He pointed out that up to four projects will be identified through a competitive application process, and panelists will be selected from these projects along with four consultants, agency representatives, and EWG staff. He then described the event: Day 1 - Panel and Sponsors; Day 2 - Panel Only; Day 3 - Panel meeting individually with sponsors; and, Day 4 - Panel in the morning, Sponsors joining for afternoon, and finishing up with collective discussion on each project. Mr. Hubbman concluded with a timeline overview reflecting the October 30<sup>th</sup> application close date to its May 2024 project completion. He also pointed out that funding is covered by IDOT with no match funding required. Application assistance is available at [greatstreets@ewgateway.org](mailto:greatstreets@ewgateway.org) from October 17-23.

**Upcoming Local Transportation Funding Opportunities**

Alex Hartig, EWGCOG, presented an overview of the application process briefly discussing the schedule. He noted that applications go online November 3<sup>rd</sup> followed by three informational workshops (virtually on November 8<sup>th</sup>; MO – Maryland Heights Community Center on November 13<sup>th</sup>; and, IL – IDOT District 8 Office, Collinsville on November 16<sup>th</sup>). He pointed out that once staff has evaluated applications, the TPC will review the recommendations. Staff will bring recommendations before the committee and board in May 2024 and final approval in August 2024.

**Section 5310 Recommended Projects**

Melissa Theiss, EWGCOG, reported on the status of the Section 5310 recommended projects noting that a call for projects was released on April 21<sup>st</sup> resulting in staff receiving nine traditional project applications requesting 16 vehicles, and six New Freedom Type public transportation applications. She explained that traditional projects include the acquisition of accessible vehicles and related equipment, and that New Freedom Type projects include the following: 1) public transportation projects that exceed the ADA requirements, 2) public

transportation projects that improve access to a fixed-route service, and 3) alternatives to public transportation. Ms. Theiss noted that the TPC reviewed all 15 requests received, and is recommending all 15 projects at the full requested amount of federal funds, leaving an excess of funds that will be programmed during the next Section 5310 call for projects. All recommended projects will be open for public comment from October 27<sup>th</sup> to November 16<sup>th</sup> and presented for final approval, and amending into the FY 2024-2027 TIP, at the January 2024 board meeting.

### **Transportation Alternatives Program Project Recommendations**

Alex Hartig, EWGCOG, reported on the status of the TAP project recommendations noting that a call for project applications for Missouri sponsors only on April 21<sup>st</sup> resulting in 27 eligible applications received. He noted that staff completed project evaluations and the TPC has recommended 22 projects for funding. He noted that the recommended projects will be posted on the EWG website for public comment from October 27<sup>th</sup> through November 16<sup>th</sup> and presented to the board in January 2024 for final approval and amending into the FY 2024-2027 TIP.

### ACTION ITEMS

#### **Calendar Year 2024 East-West Gateway Budget**

Jim Wild, EWGCOG, presented the Council's CY 2024 budget noting that each year the budget is brought forth at the October meeting for approval at the November annual meeting. He briefly discussed that of the proposed budget of \$13,055,622 approximately 27% will pay for public safety planning, equipment, software and training, 13% will provide consulting services, with a \$7.2 million internal budget for staff and operating costs. Mr. Wild also mentioned that revenue funding will also be provided from MO and IL, the voluntary contribution by member counties will remain at 12.5 cents per capita since 2005, and salaries and benefits for 58 full-time employees total approximately \$6,164,639 with a proposed 4% adjustment increase. He also mentioned the projected increase in employee insurance of an average of 8%. He pointed out that the Council will absorb \$14,913 of the increase for 2024 and the remaining balance of \$129,471 will be provided from local contributions and grant funds. Mr. Page asked if a summary of expected training could be provided to prepare County service personnel (First Responders, EMT, etc.) of upcoming training. Mr. Wild lastly commented that Council staff is down 14 positions (budgeted at 58 FTE), but the agency is optimistic to fill those positions.

Staff recommends board approval and adoption of the proposed CY 2024 budget and updated Pay Grade Plan.

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

#### **Consultant Selection for Comprehensive Safety Action Plan for the St. Louis Region**

Anna Musial, EWGCOG, reported that the Council applied for and received a planning grant to develop a Comprehensive Safety Action Plan for the region through Safe Streets and Roads for All (S4A) program as a part of the Infrastructure Investment and Jobs Act. Staff released a RFP on August 11<sup>th</sup> closing on September 11<sup>th</sup> soliciting consulting services for the study and received responses from three consulting teams.

Staff reviewed, scored, and recommends contract be awarded to the team led by CBB, and in the event that a contract cannot be reached with CBB, recommends WSP USA, Inc.

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

**Illinois Department of Transportation amendment to the FY 2024-2027 Transportation Improvement Program, *Connected 2050*, and the Related Air Quality Conformity Determination**

Jason Lange, EWGCOG, presented the request to amend the remainder of its program to the FY 2024-2027 TIP. As a result of the late release of projects by the IL Governor, only IDOT projects with lettings scheduled through January 2024 were included in the FY 2024-2027 TIP approved on August 30<sup>th</sup>. He noted that IDOT is requesting to amend the remainder of its program to the FY 2024-2027 TIP, and that there is one modification to the draft list (presented August 30<sup>th</sup>) requiring authorization to use federal funds before the January 2024 board meeting. Mr. Lange briefly discussed the detailed project information, major projects, and noted the public comment period for the IDOT TIP amendment was from September 1<sup>st</sup> to October 4<sup>th</sup>. He mentioned that information on the comment period was posted on the Council website, Briefings, local newspapers, as well as emails sent to IL cities, villages and counties that submitted applications for federal funding in 2023. No comments were received.

Staff recommends revising the FY 2024-2027 TIP to include the IDOT amendment.

Motion to recommend board approval of staff's recommendation was made by Mr. Prenzler seconded by Ms. Geisman. Motion carried, all voting aye.

**Modifications to the FY 2024-2027 Transportation Improvement Program (TIP), *Connected 2050*, and the Related Air Quality Conformity Determination – Requested by Missouri Sponsors**

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

TIP #	Sponsor	Action	Description
7324A-24	MoDOT	Add	St. Louis; MO 340 at N. Price Rd/Dielman Industrial Dr.; Intersection Improvements
7324C-24	MoDOT	Add	Franklin; MO 100 at Oldenburg Industrial Park; add turn lanes
7322E-24/ SL0183	MoDOT	Scoping	St. Charles; I-70 Outer Road – Cave Springs Rd to 0.2 miles west of Point West Blvd

Staff recommends board approval of the requested amendments.

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

**Regional Security Expenditures**

Samantha Lewis, EWGCOG, presented staff's request authorizing expenditure of funds in support of regional security that will improve the region's disaster preparedness and response



capabilities for the purchase of one FirstNet Mini Compact Rapid Deployable Device for the St. Louis Regional Fusion Center, and 230 tactical vests for regional tactical response teams including law enforcement and emergency medical services tactical rescue teams for a total amount not to exceed \$570,500 from the UASI grant program.

Staff recommends board approval authorizing expenditure of funds from the UASI grant in support of regional security that improve the region's disaster preparedness and response capabilities.

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

#### OTHER BUSINESS

Mr. Wild reminded the board of the upcoming Annual Meeting scheduled for Wednesday, November 15<sup>th</sup> at the America's Center.

#### ADJOURNMENT

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



James M. Wild  
Secretary, Board of Directors

## MINUTES

### ANNUAL MEETING EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS NOVEMBER 15, 2023

East-West Gateway Council of Government's 58th Annual Meeting and Awards Presentation was held in-person on Wednesday, November 15, 2023.

Mark Kern, Chairman, St. Clair County Board of St. Clair County, IL called the meeting to order and introduced the members in attendance. Mr. Kern reported that the 2024 budget with expenditures totaling \$13,118,372 has been recommended for approval by the Board of Directors.

Motion was made by Mr. Gannon, seconded by Ms. Days to adopt the budget. Motion carried, all voting aye.

Jim Wild, EWGCOG, presented Outstanding Leadership in Government Achievement Awards to winners in the following categories:

#### *Gateway Lifetime Public Service*

Awards were presented to:

- Captain Chuck Boschert
- Joann Leykam

#### *Exemplary Accomplishment by a Local Government Jurisdiction, Agency or Individual*

Awards were presented to:

- City of Crystal City
- Jefferson County

#### *Exemplary Collaboration, Partnership or Regional Initiative*

Awards were presented to:

- Dutchtown Opportunity Coalition for Youth
  - Employment Connection
  - Gene Slay's Girls and Boys Club
  - Incarnate Word Foundation
  - Thomas Dunn Learning Center
- Public Safety Center at Emerson Park Transit Center
  - Bi-State Development – Metro Transit
  - St. Clair County 9-1-1 ETSB
  - St. Clair County Transit District
- Saint Louis Fusion Center

*Leadership in Planning and Design Innovation*

Awards was presented to:

- City of Brentwood – Brentwood Bound Plan

Respectfully submitted,

A handwritten signature in black ink that reads "James M. Wild". The signature is written in a cursive, slightly slanted style.

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:** Northside-Southside MetroLink LPA  
**Date:** January 18, 2024

The City of St. Louis and Bi-State Development Agency/MetroTransit have been working to update the locally preferred alternative (LPA) for a MetroLink extension. Metro leaders and their consultant, HNTB, will be presenting this updated LPA to the Council's Executive Advisory Committee and Board of Directors at their January meetings and will be seeking approval of the updated LPA in February. A briefing paper about the project and the slide deck of the presentation are attached.

**Chair**

Mark A. Kern  
Chairman, St. Clair County Board

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**Members**

Honorable Rita Heard Days  
Councilwoman, 1st Council District  
St. Louis County

Mike Elam  
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Megan Green  
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## **Revised Northside-Southside Locally Preferred Alternative Jefferson Alignment Proposal**

*For information only to*

East-West Gateway Council of Governments – Executive Advisory Committee  
January 23, 2024

### Project Background

In 2018, the Council completed the Northside-Southside Study, which examined light rail (LRT) investment in a corridor connecting Goodfellow and I-70 on the northside of the City of St. Louis to Bayless and I-55 on the southside. This conceptual design study was an 18-month effort that built upon the recommendations of a 2008 Northside-Southside corridor study, updating that earlier corridor with alternatives that would serve the new National Geospatial-Intelligence Agency (NGA) campus in North St. Louis.

After completing the study's technical analysis, cost estimates, and community outreach, a recommended first phase of this updated Northside-Southside LRT was identified in 2018. That first phase – extending from Natural Bridge and Grand on the north to Jefferson and Chippewa on the south – was approved by the Council Board as the updated Locally Preferred Alternative (LPA) for this project in August 2018.

While the 2018 Study aptly reflected existing and anticipated development and mobility needs at the time, since then both travel and development patterns have shifted. Economic growth in Midtown and Downtown West have strengthened nodes of activity west of downtown St. Louis. Additionally, the COVID-19 pandemic had long-term impacts on travel patterns, with more remote work, fewer traditional commuters, and an increase of varying trip types on public transit. Given these changes, it was appropriate to examine an alternative alignment that could best serve the region under shifting conditions.

### Current Project

In 2022, the current City of St. Louis administration acted upon the 2017 voter-approved dedicated sales tax to invest in Northside-Southside light rail project, commissioning an updated study of this transit corridor. This study, which wrapped in late 2023, conducted 15% design work of a Northside-Southside corridor with the same termini as the 2018 LPA, but with the alignment remaining on Jefferson Avenue rather than traveling through downtown.

This roughly 5.6-mile alignment of dedicated, in-street light rail would directly connect North and South St. Louis City, streamlining and shortening the previous alignment while still connecting to downtown (via a transfer station to existing MetroLink). This proposed Jefferson Alignment is a transformational project that will: increase access to those with limited transportation options; invest in historically underserved communities; and meet federal goals of the Justice40 Initiative.

The 2023 15% Design Study conducted technical analyses, preliminary engineering, and community engagement. Early performance metrics emerging from this work estimate that

the Northside-Southside Jefferson Alignment would serve: a projected 5,200 average daily boardings; an estimated 28,900 residents served and 31,500 jobs accessible from proposed station areas; an estimated 2,500 affordable housing units in the corridor; \$8-9M in estimated annual operating and maintenance costs; and \$1.1B in estimated capital costs.

The Northside-Southside project is now moving beyond 15% design, with a Project Management Consultant (PMC) onboard to provide expertise in managing the upcoming design and construction phases, and an active solicitation out to hire a design firm to continue to the 30% level. In all its years of study, this is the furthest the Northside-Southside project has advanced, and active coordination with the Federal Transit Administration (FTA) regional office is underway.

#### Upcoming Actions

Thanks to the 2017 dedicated City sales tax and strong financial strategies, a Jefferson Alignment light rail project can be competitive for federal funding under the Capital Investment Grants (CIG) program administered by the FTA. The PMC is currently exploring design alternatives to increase cost efficiencies, as such value engineering is common practice for large transit projects across the country.

Another key upcoming action is work with the Region VII FTA office to advance environmental reviews of the Northside-Southside corridor under the National Environmental Policy Act (NEPA), and to seek entry into the federal pipeline for CIG funding. These mandated federal steps will be meaningfully strengthened by the St. Louis region demonstrating support for the project.

Therefore, in February 2024 Bi-State Development / Metro and the City of St. Louis will be seeking Council Board approval of a revised LPA for the Northside-Southside project, updating the corridor to the proposed Jefferson Alignment. Based on the technical analysis and financial feasibility emerging from the 15% Design Study, this updated and streamlined alignment will provide immense benefit St. Louis residents and workers by increasing equitable accessibility in the region.



# Revised Northside-Southside LPA Jefferson Alignment Proposal

East-West Gateway Council of Governments  
Executive Advisory Committee  
Jan. 23, 2024

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BI-STATE  
DEVELOPMENT



# AGENDA

**Northside-  
Southside  
history and  
alternatives**

**1**

**Current project  
alignment and  
proposed LPA**

**2**

**Upcoming  
actions for  
local and  
federal process**

**3**



# Project Highlights

- » Transformational project that meets Justice40 objectives
- » Dedicated lane in-street light rail
- » 5.6 miles long directly connecting North and South City of St. Louis
- » New transfer station for connection to existing MetroLink



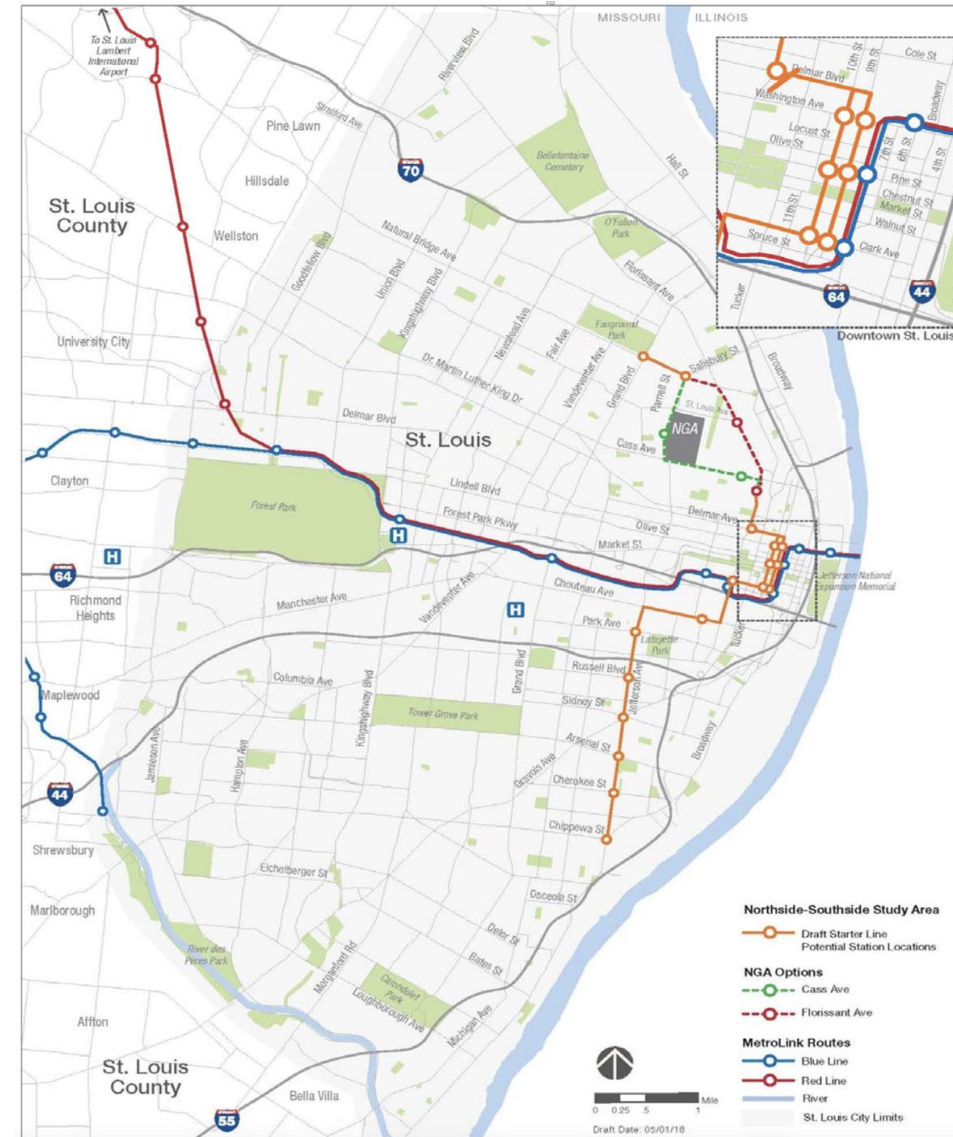
*Modern In-Street Light Rail*

# Project Background



# Project History

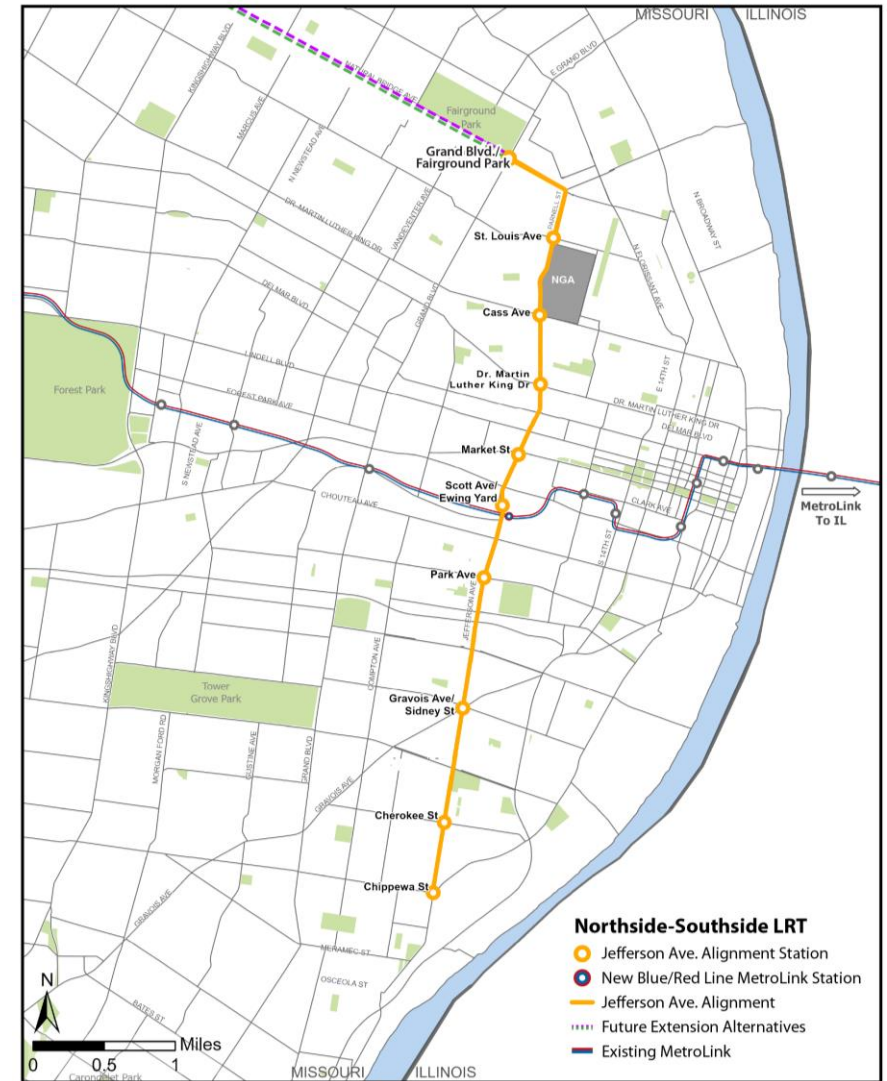
- » Current alignment builds upon prior 2008 and 2018 studies Northside-Southside (both included previously adopted LPA)
- » 2018 Conceptual Design Study reflected existing development and future NGA campus relocation
- » Ultimately the approved 2018 LPA ran from Fairground Park (north terminus) to Chippewa and Broadway (south terminus)



2018 Northside-Southside LPA

# Revised Project Alignment

- » Updated alignment runs along Jefferson Ave., following current and future development
  - Existing job density in Midtown, Downtown West, and South City
  - Job growth with new NGA campus
- » COVID-19 impacted travel patterns
  - More remote work, fewer traditional commuters
  - Greater variety of trip purpose on transit, so more need for direct travel from neighborhoods
- » Alignment connects to current light rail at new transfer station



Northside-Southside Jefferson Avenue Alignment

# Comparing Alternatives

- » 2023 alignment revises and streamlines prior project alternatives to reflect current needs and constraints
  - Making line shorter and more direct lowers capital and operating costs
  
- » Current alignment is cost-constrained, efficient, and accessible
  - Competitive at a federal level



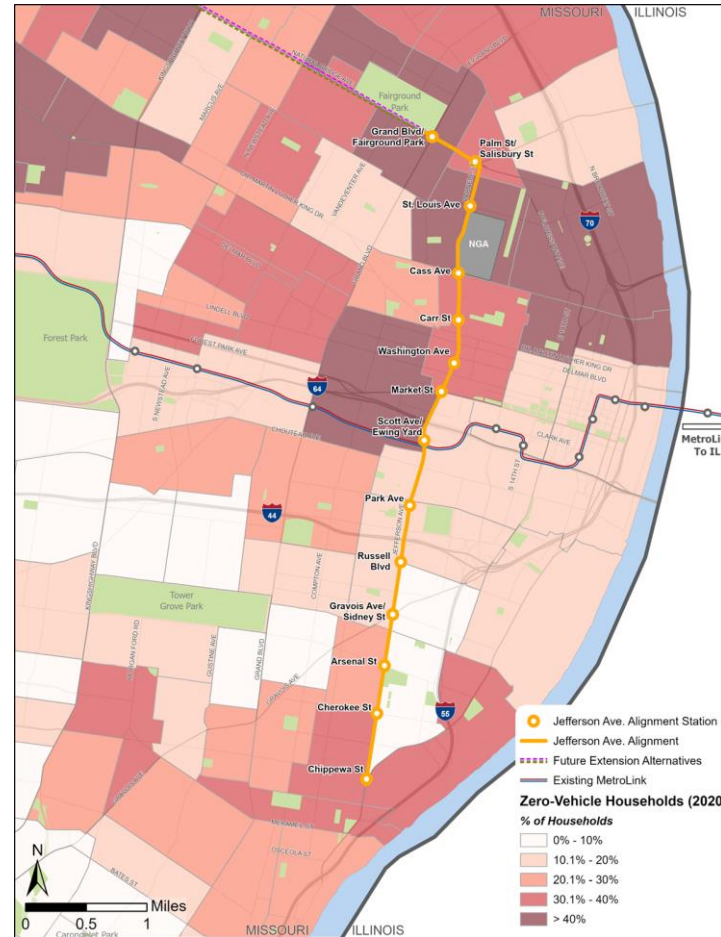
# Current Project



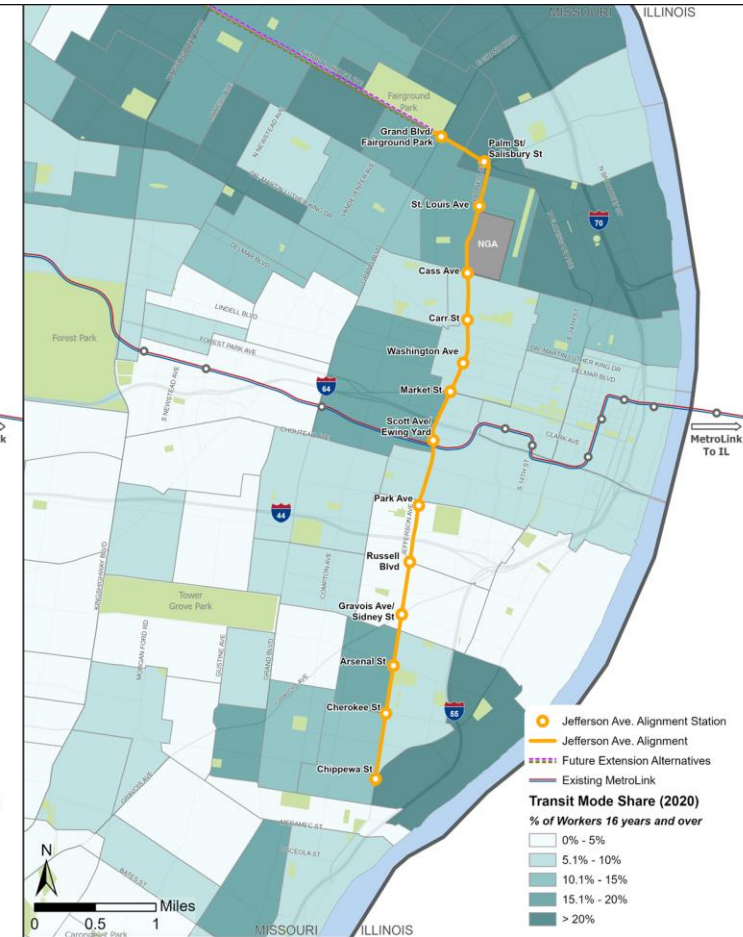
# Project Goals and Benefits

## Goal 1: Provide more choices and access to those with limited transportation options

- » 25% of households within walking distance of corridor do not own a vehicle
- » 10% of workers near alignment rely on public transit to get to work
- » Alignment provides better access to jobs, education, and healthcare services



Zero-Vehicle Households (2020)



Transit Mode Share (2020)

# Project Goals and Benefits

## Goal 2: Invest in historically underserved or marginalized neighborhoods

- » 24% of residents along corridor live below federal poverty threshold
- » Area serves racial/ethnic minority populations greater than 10 percentage points City average
- » 2,500+ legally binding affordable housing units within walking distance of a proposed station



Pop. Below Poverty Level (2020)

Minority Population (2020)



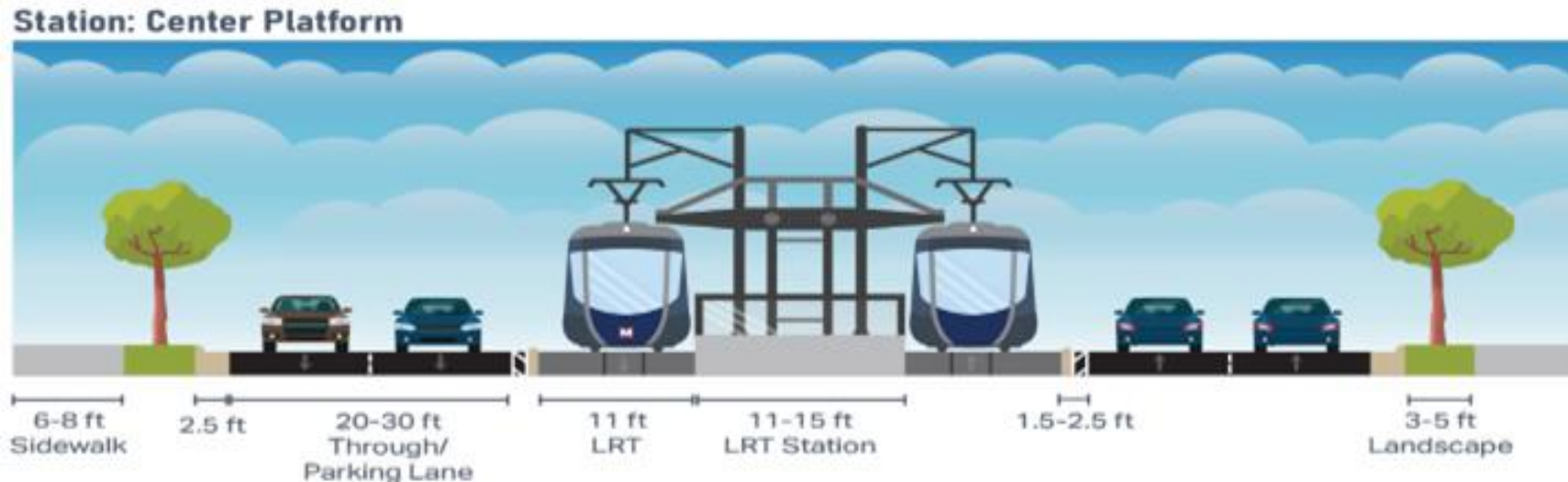
# Current Project Status

- » Moving beyond 15% design
  - Current status is furthest the NS-SS project has advanced
  - Hired PMC and released solicitation for design scope
- » Public engagement & outreach – continuous, proactive, and inclusive
- » City advancing economic development and land use strategies



# Performance Metrics

- » Early estimates emerging from 15% design
  - 5,200 average daily boardings projected
  - 28,900 residents served and 31,500 jobs accessible in station areas
  - 2,500 affordable housing units (½-mile buffer of corridor)
  - \$8M - \$9M est. annual O&M costs
  - \$1.1B initial est. capital costs (inc. contingency; costs being reevaluated by PMC)



# Finance – Projected Cost Scenario

## Project Costs - \$1.1 Billion

### Uses of Funds

Construction Costs	\$	1,098,000,000
Transaction Costs		2,000,000
Total Costs	\$	<b>1,100,000,000</b>

### Sources of Funds

FTA Grants	\$	658,900,000	FTA = 60% maximum; FTA grants & TIFIA cannot exceed 80% of total
US DOT TIFIA Direct Loan		218,900,000	Limited to 49% of total cost
BSD Bonds		132,200,000	Required to meet the 80% test
City of St. Louis/BSD Equity		90,000,000	Prop 1 Reserve & Defederalized Funds
Total Sources	\$	<b>1,100,000,000</b>	

*Note: Additional City dollars of approximately \$98 million are needed.*

# Upcoming Actions



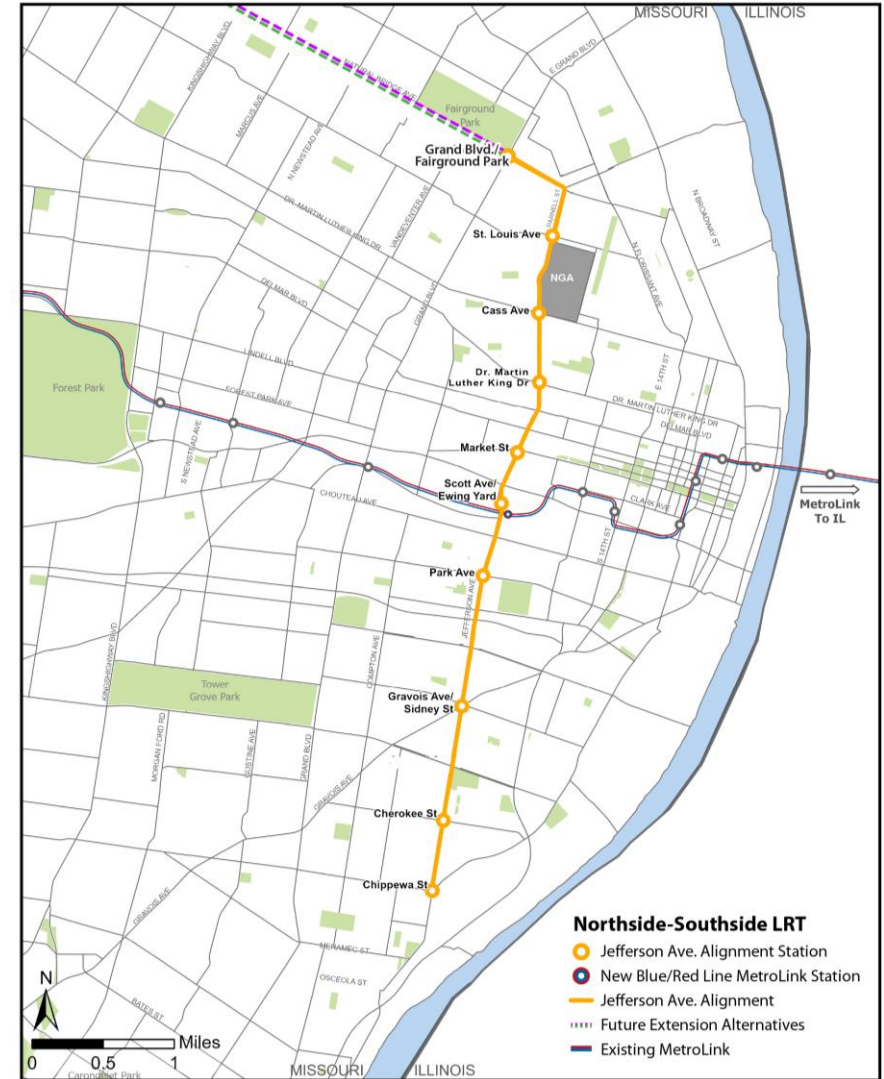
# Value Engineering

- » Design alternatives being explored to make project most efficient and cost competitive, including:
  - Expansion of current vehicle maintenance facility
  - Risk reduction through innovative contracting strategies
  - Potential cost savings through partnerships
  - Examination of soft costs



# Proposed LPA

- » Proposed LPA runs east from Grand and Natural Bridge, to Natural Bridge and Parnell, south along Parnell/Jefferson, and terminates at intersection of Jefferson, Chippewa, and Broadway
- » City of St. Louis and BSD proposing revised Northside-Southside LPA for EWG discussion and Feb. 2024 approval
- » Revised LPA will demonstrate regional support to FTA partners



Northside-Southside Jefferson Avenue Alignment

- » Enter FTA's Capital Investment Grants (CIG) pipeline in 2024, with several checkpoints during multiyear process
- » First phase - Project Development (PD), completed in two years
- » Concurrently, one year of NEPA and robust public input
- » Project competitive under FTA funding evaluation due to strong local match



# Timeline

**Early  
2025**

**Environmental  
Work  
Complete**

**Late  
2026**

**Design  
Complete**

**2027-  
2030**

**Construction**



# Questions





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

Creating Solutions Across Jurisdictional Boundaries

**Memo to:** Board of Directors  
**From:** Staff  
**Subject:** Climate Pollution Reduction Grant Program Update (CPRG)  
**Date:** January 18, 2024

In 2023, the U.S. Environmental Protection Agency launched the Climate Pollution Reduction Grant program under authority of the Inflation Reduction Act. The CPRG consists of a planning phase that will occur from August 2023 to August 2027 and an implementation phase that will occur from October 2024 to October 2029. East-West Gateway received funding from the CPRG to conduct the planning phase, which involves producing a Climate Action Plan for the St. Louis Metropolitan Statistical Area. The St. Louis MSA is one of 81 MSAs participating in the planning phase. East-West Gateway will release a Request for Proposals and hire a consultant to assist with completing public engagement and the final plan. Council staff has been meeting with community organizations and local government agencies to document projects and priorities that will be used for the planning phase as well as guiding a collaborative application for the implementation phase.

To be eligible for funding through the implementation phase of the CPRG, eligible entities must submit a competitive grant application to the EPA by April 1. Implementation funding awards will range from \$2,000,000 to \$500,000,000. Council staff is coordinating with the Missouri Department of Natural Resources to submit a competitive application that will include the entire State of Missouri as well as counties located in the St. Louis MSA in Illinois. Council and MoDNR staff are considering a wide range of projects for inclusion in the application. The variety of projects include installation of solar panels and electric vehicle chargers, purchase of electric fleet vehicles, large-scale tree planting, bicycle trails, recycling equipment, and building weatherization and energy efficiency upgrades. Projects need to score well on criteria such as air pollution reduction, economic impact, and jobs created. Projects selected for inclusion in the grant will eventually be completed through sub-awards through either MoDNR or East-West Gateway. Additional funding will be made available through existing programs at DNR such as weatherization assistance and revolving loan funds. The Illinois Environmental Protection Agency is managing the state CPRG process for Illinois. Council staff will coordinate with IEPA when they release more details about their programs and funding.

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**EAST-WEST GATEWAY**  
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Creating Solutions Across Jurisdictional Boundaries

**Memo to:** Board of Directors

**From:** Staff

**Subject:** Renewal of Agency Accounting/Financial Management System Licenses  
and On-going Technical Support

**Date:** January 18, 2024

In 2021 East-West Gateway entered into a 3-year license agreement with Oracle/NetSuite for a new agency financial management and payroll/human resource software solution and a 3-year license agreement with PyanGo LLC for a grants management application that is integrated into the NetSuite software. These licenses expire in March 2024 and we are seeking to renew the licenses for an additional 2-year term. Additionally, East-West Gateway has selected Salora ERP to provide on-going NetSuite consulting services to provide additional technical support that includes configuration, customization, and other advanced support that will be needed throughout the license renewal term.

**Staff Recommendation:** Staff recommends that the Board of Directors authorize the Executive Director to enter into agreements with Oracle America, Inc., PyanGo LLC, and Salora ERP for the software licenses and on-going technical support. The total project costs will not exceed \$205,000 for the 2-year renewal term.

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

Creating Solutions Across Jurisdictional Boundaries

**Memo to:** Board of Directors  
**From:** Staff  
**Subject:** St. Louis Region's Plan to Plan for Violence Reduction  
**Date:** January 22, 2024

During the first week of December the Violence Reduction Center (VRC) at the University of Maryland conducted a practicum, led by Thomas Abt, to begin the development of a blueprint for how to move ahead with a Regional Violent Crime Reduction Strategy for the St. Louis region. The practicum participants (a 30 person Working Group) consisted of elected officials or their representatives, law enforcement, prosecutors, social service providers, healthcare and mental health providers, business representatives, intervention specialists, faith-based organizations, and researchers.

The week-long practicum kicked off with a half-day public session that provided the background, purpose and approach of the practicum. The next three and a half days consisted of an intensive effort, by the Working Group, to develop an approach on how to move forward with a violence reduction strategy for the St. Louis region. The last day consisted of another public session with a "read out" of the recommendations and next steps (attached).

Working Session(s) were led by local and national experts and practitioners in the areas of:

- Focused Deterrence/Group Violence Interventions
- Street Outreach Interventions
- Prevention, Intervention, and Recovery featuring Cognitive Behavioral Therapy
- Place- and Problem-Based Policing
- Environmental Crime Prevention
- Funding Anti-Violence Initiatives
- Researcher/Practitioner Partnerships
- Communicating about Anti-Violence Initiatives
- Fatal and Non-Fatal Shooting Investigations
- Managing Multi-Strategy Anti-Violence Efforts

Peppered throughout the Working Sessions were Planning Sessions where the Working Group began the process of reviewing the various approaches, deliberating the

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application of those approaches, and formulating a blueprint for what would become the “Plan to Plan” (attached) and ultimately will become the Regional Violent Crime Strategy.

A homicide analysis produced by EWGCOG, the VRC, and National Network for Safe Communities (NNSC) was instrumental in keeping the Working Group focused on the key drivers of homicides and shootings in the region. Consequently, the Working Group identified three key programs as integral to the region's violence reduction strategy. The effectiveness of each program is supported by a strong base of evidence.

- **Focused Deterrence**

A strategy that mobilizes law enforcement, service providers, and community residents. The approach includes clear communication with victims and perpetrators. The message to potential offenders is simple: "We know you are involved in the violence. It must end now. If you let us, we will help you. If you make us, we will stop you."

- **Cognitive Behavioral Therapy**

Teaches people to manage emotions, address conflicts, and think carefully before acting. It can help high-risk individuals change their behavior and avoid committing crimes.

- **Street Outreach**

Sends credible messengers to mediate disputes and helps connect high-risk individuals to social supports and services.

Once the Working Group agreed on the key programs they formulated a structure for implementing the effort. The approach documented by the Working Group during the development, and review of the “Plan to Plan” identified five Capacity Building Measures and associated “quick wins” that should be done when moving ahead with a regional strategy.

- **Establish a Regional Anti-Violence Collaborative**

The Collaborative will guide the implementation of the program elements and bring together key stakeholders from across the region, both inside and outside. It will perform the “backbone” activities necessary to drive collective action, including convening regular meetings of stakeholders, ensuring consistent

communication between stakeholders, engaging experts to provide training and technical assistance, tracking, analyzing, and sharing key data, and other key functions.

Quick win: The EWGCOG staff has agreed to seek approval from its Board of Directors to lead the development of this collaborative. The VRC has committed to support the development process as well.

Quick win: Greater St. Louis Inc., the Municipal League of Metropolitan St. Louis, and the Regional Business Council have agreed to provide early financial support for the collaborative.

- **Establish a Regional Anti-Violence Advisory Board**

A Regional Anti-Violence Advisory Board, chaired by the Mayor of the City of St. Louis and the St. Louis County Executive will serve as a governing board for the effort. The board should engage a director(s), as part of the Collaborative, to manage the day-to-day activities of the collaborative. Members of the board should include senior law enforcement officials such as chiefs of police, chief prosecutors, and others. Members should also consist of non-enforcement leaders including government, nonprofit, business, and public health executives. Importantly, representatives from impacted communities and leaders of community- and faith-based organizations should also be included. Board membership should be spread roughly evenly across these three groups.

Quick win: Mayor Tishaura Jones and County Executive Sam Page have agreed to serve as chairs of the new board.

- **Launch a Regional Implementation Team**

A regional implementation team will guide the day-to-day implementation of the new regional strategy. The team will report to the advisory board and be chaired by the collaborative director(s). The team should include representatives from the Working Group and outside training and technical assistance providers. Membership should generally be limited, including only those responsible for implementing one or more of the program elements (i.e Focused Deterrence, Cognitive Behavioral Therapy, Street Outreach, etc.).

Quick win: The EWGCOG and VRC have committed to organizing the regional implementation team and managing it until the Collaborative's director(s) are in place.

Quick win: Mayor Tishaura Jones and County Executive Sam Page have agreed to designate representatives to serve as members of the team.

- **Expand Regional Homicide Analysis Capacity**

Working Group participants agreed that the homicide analysis produced by EWGCOG, the VRC, and NNSC was instrumental in keeping stakeholders focused on the key drivers of homicides and shootings in the region. The analysis should be regularly refreshed and eventually expanded to include shootings as well as homicides, among other enhancements. The collaborative should be charged with maintaining this analysis, and an updated analysis should be provided at the advisory board meeting in April 2024.

Quick win: EWGCOG has committed to support the homicide analysis until the collaborative is in position to take control.

- **Build Regional Capacity for Coordination**

The Office of Violence Prevention oversees and coordinates anti-violence activities for the City of St. Louis, but there are few if any non-enforcement counterparts in the surrounding counties. The city needs partners beyond those in law enforcement to engage and coordinate with on violence reduction activities.

Quick win: St. Louis County Executive Sam Page has agreed to create a new position in his office to coordinate and collaborate on violence reduction strategies, subject to available funds.

Next steps for developing and implementing a Regional Violent Crime Reduction Strategy include:

- Share “plan to plan” broadly, engaging and receiving feedback from additional stakeholders (January 2024)
- Draft formal plan for review and approval (February 2024)

- Review and approve plan at first meeting of the regional collaborative steering committee, beginning implementation immediately (March 2024)

### **Moving Forward**

The Working Group, through the “Plan to Plan,” identifies EWGCOG as an implementer and convener of several of the Capacity Building Measures. Like other initiatives that have been started or remain at EWGCOG (Regional Freightway and STARRS) the agency regularly takes on the role of regional collaborator and implementer. The items specifically called out for EWGCOG to take on include:

- Lead the development of a Regional Anti-Violence Collaborative including hiring and supporting staff (including a Director), conduct procurements, and serving as the fiscal agent.
- Organize and manage the Regional Implementation Team until the Collaborative staff are in place.
- Support data collection and analysis until the Collaborative takes over the work.

The fiscal impact is still being determined but much of the work falls into activities in our current Unified Planning Work Program (UPWP). Some items like hiring staff and conducting procurements will require addition revenues that will be identified prior to initiating the activities. Additionally, because of their commitment to the effort, and the region, the Regional Business Council, Greater St. Louis, Inc. and the Municipal League of Metro St. Louis have already pledged a total \$75,000 to the effort.

### **Staff Recommendation:**

Staff is recommending that the Board of Directors authorize staff to: Lead the development of a Regional Anti-Violence Collaborative including hiring and supporting staff (including a Director), conduct procurements, and serving as the fiscal agent (including accepting contributions to the effort); Organize and manage the Regional Implementation Team until the Collaborative staff are in place; Support data collection and analysis until the Collaborative takes over the work.





## SAVING LIVES, STOPPING VIOLENCE: THE ST. LOUIS REGION'S "PLAN TO PLAN" FOR VIOLENCE REDUCTION

January 10, 2024

From December 4<sup>th</sup> through December 8<sup>th</sup>, 2023, a diverse collection of stakeholders gathered to discuss, deliberate, and decide on new strategies to address elevated rates of lethal and potentially lethal violence in the St. Louis region.<sup>12</sup>

Organized by the Center for the Study and Practice of Violence Reduction (VRC) and the East-West Gateway Council of Governments (EWGCOG), participants engaged in a Practicum on Partnership-Based Violence Reduction. Participants received a series of briefings by leading anti-violence researchers and practitioners on the most effective local anti-violence strategies currently available.<sup>3</sup> Following the briefings, participants deliberated and produced a draft “plan to plan,” memorialized below, to help guide the region’s anti-violence efforts. A “plan to plan” is merely a starting point – an actual plan will be finalized based on consultation with additional stakeholders, including but not limited to directly impacted individuals and groups.

### **The Problem: Violence in the St. Louis Region**

The St. Louis region’s homicide rate is among the highest in the United States and is over double the U.S. metro average. Last year, 360 people violently lost their lives in the region.<sup>4</sup> The human toll of these tragedies is incalculable – there is no way to calculate the value of a young life cut short or the cost of a family’s grief. The economic impact of such violence can be estimated, however, and the costs are staggering.

In 2022, homicides alone cost the region approximately \$3.6 billion in criminal justice and medical costs, lost wages, increased insurance premiums, reduced tax revenues, and diminished property values.<sup>5</sup> According to Greater St. Louis Inc. and the Regional Business Council: “The St. Louis, MO-IL metro area has globally significant assets and strengths yet has struggled economically... crime and public safety are a leading barrier to... success.”<sup>6</sup>

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<sup>1</sup> Throughout this report, “region” refers to the East-West Gateway region, which includes the city of St. Louis and St. Louis, Jefferson, Franklin, and St. Charles counties in Missouri and Madison, Monroe, and St. Clair counties in Illinois.

<sup>2</sup> For a list of participants, see Appendix A.

<sup>3</sup> For a list of instructors, see Appendix B.

<sup>4</sup> The Need for a Regional Strategy to Reduce Homicides. May 2023. Greater St. Louis, Inc.

<sup>5</sup> Every homicide costs society between \$10-19 million in direct and indirect social costs. Thomas Abt. Bleeding Out: The Devastating Consequences of Urban Violence – And a Bold New Plan for Peace in the Streets. 2019. Basic Books.

<sup>6</sup> The Need for a Regional Strategy, Greater St. Louis, Inc.

While the social and economic impacts of violence are felt broadly, a recent analysis of homicides performed by the VRC, EWGCOG, and the National Network for Safe Communities (NNSC) indicates that serious violent offenses are concentrated among a small number of people and places across the region.<sup>7</sup>

In 2022, 62 percent of regional homicides occurred in the City of St. Louis (the City), and over 90 percent of homicides happened in either the City, St. Louis County, or St. Clair County.<sup>8</sup> Across these jurisdictions, violent crime clusters among micro-locations known as “hot spots.” These locations, often as small as a few city blocks, account for a disproportionate share of the region’s homicides and shootings.

Serious violence also concentrates among a small number of individuals and groups. Criminally involved groups made up just 0.16 percent of the region’s population yet were likely involved in more than 30 percent of recent homicides. According to the analysis, murder victims and suspects had nearly identical demographic characteristics as well as similar criminal histories. Homicide victims and suspects were mostly male (83 percent), Black (89 percent), and adults (31 years of age on average). They also had significant prior contact with the criminal justice system, with an average of 6.5 previous felony cases and 13 prior arrests.

Community violence, i.e. violence that happens in community settings, accounted for 72 percent of total homicides according to the analysis. These incidents included personal disputes, drug-related disputes, group-related disputes, and robberies. This violence does not respect jurisdictional boundaries – for instance, of the 135 homicides that took place in the City of St. Louis between September 2022 and June 2023, 30 percent of them involved at least one victim or suspect from outside city limits.

Finally, it is important to observe that studies have shown that rates of violence in the region correlate directly to levels of poverty, racial segregation, and patterns of divestment in communities of color.<sup>9</sup> The city of St. Louis is “one of the most racially and economically segregated cities in the country” and, out of the 50 largest metropolitan areas in the U.S., the region is ranked as the seventh most segregated. While the aim of this effort is to provide the region with immediate relief, reducing violence directly and quickly over a period of a few years, attention must be paid to these long-term correlates of crime and violence.

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<sup>7</sup> Homicide Analysis – St. Louis Region. December 2023. Center for the Study and Practice of Violence Reduction.

<sup>8</sup> The Need for a Regional Strategy, Greater St. Louis, Inc.

<sup>9</sup> Addressing Community Violence in the City of St. Louis: Existing Strategies, Gaps, and Funding Opportunities. 2022. Giffords Center for Violence Intervention.

### **The Solution: Anti-Violence Strategies that are Focused, Balanced, and Fair**

During the Practicum, participants were introduced to key principles and programs for violence reduction, based on the latest research and data.<sup>10</sup>

**Focus.** In U.S. cities, half of all murders typically involve less than .06 percent of the city's population.<sup>11</sup> Just 4 percent of a city's geography often accounts for half of total crime.<sup>12</sup> Strategies that focus on these high-risk people and places typically outperform more generalized anti-crime approaches.<sup>13</sup>

**Balance.** There is significant empirical evidence for "soft" anti-violence approaches that emphasize supports and services. At the same time, solid research indicates that "tough" approaches featuring strong law enforcement can also be effective.<sup>14</sup> Prevention and intervention strategies divert potentially violent individuals while law enforcement deters or incapacitates persistent violent offenders. To date, no successful American city has adopted an exclusively "soft" or "tough" approach to violence reduction – balanced strategies featuring both are required.

**Fairness.** Rates of community violence are closely connected to the perceived legitimacy of the criminal justice system.<sup>15</sup> To be successful and sustainable, anti-violence strategies must be seen as fair by those most impacted by them. Anti-violence policymaking must be inclusive, giving impacted individuals and groups a voice in the process.

Practicum participants also explored leading anti-violence strategies, including focused deterrence, place-based policing strategies, fatal and nonfatal shooting investigations, street outreach, cognitive behavioral theory, and environmental crime prevention. Each of these strategies is supported by a strong base of empirical evidence indicating that, when properly implemented, they can reduce violence and save lives. Participants examined each strategy to see whether they would fit the unique circumstances of the region and discussed how they might be customized to meet the region's specific needs.

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<sup>10</sup> For a list of Practicum sessions, see Appendix C.

<sup>11</sup> Stephen Lurie et al. The Less Than 1%: Groups and the Extreme Concentration of Urban Violence. November 2018. National Network for Safe Communities.

<sup>12</sup> David Weisburd. The law of crime concentration and the criminology of place. 2015. Criminology.

<sup>13</sup> Abt, Bleeding Out.

<sup>14</sup> Thomas Abt and Christopher Winship. What Works in Reducing Community Violence: A Meta-Review and Field Study. 2015. United States Agency for International Development.

<sup>15</sup> Andrew Papachristos et al. Why do criminals obey the law? The influence of legitimacy and social networks on active gun offenders. 2012. Journal of Criminal Law and Criminology; David Kirk and Andrew Papachristos. Cultural mechanisms and the persistence of neighborhood violence. 2011. American Journal of Sociology.

## **A New Anti-Violence Strategy for the St. Louis Region – Mission, Vision, and Values**

After deliberating over the course of two days, Practicum participants developed the following mission, vision, and values statements.

**Mission: To save lives across the St. Louis region by reducing homicides and shootings by 20 percent over three years.**

In its recently released Violent Crime Reduction Roadmap, the U.S. Department of Justice (DOJ) observes the following: “Successful anti-violence efforts should begin with clear goals, with leaders setting ambitious but attainable targets, measured in concrete terms of reduced homicides and non-fatal shootings.”<sup>16</sup> Practicum participants believed a 20 percent reduction in homicides and shootings over three years is feasible and can bring real relief to the region.

**Vision: To engage those at the highest risk for violence, working to keep them alive, safe, and free while holding those who shoot and kill fully accountable.**

Also in its Roadmap, DOJ notes that, “Research indicates that effective strategies provide services and supports to those at the highest risk for violence, coupled with swift and certain sanctions if violent conduct continues.”<sup>17</sup> Participants discussed the importance of approaching the individuals and groups most likely to become involved in serious violence with a combination of empathy and accountability to maximize positive behavior change.

**Values: The region’s new anti-violence strategy will be regionally focused, informed by evidence and data, and humanity centered.**

Practicum participants identified several core values that will guide the region’s new anti-violence strategy. Being *regionally focused* means working collectively as a region to drive down violence where it is most concentrated. Being *evidence- and data- informed* means that decision-making should be informed by sound evidence and data. Being *humanity centered* means consistently reaffirming the humanity of those most impacted by violence.

## **A New Anti-Violence Strategy for the St. Louis Region – Key Programs**

After reviewing the recent homicide analysis and hearing from more than a dozen local and national experts, Practicum participants identified the following program elements as integral to the region’s new anti-violence strategy. These elements should be implemented simultaneously and as soon as reasonably possible. Collectively, these elements are focused, balanced, and fair, as well as consistent with national best practices.<sup>18</sup>

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<sup>16</sup> Violent Crime Reduction Roadmap – Action 1. 2023. U.S. Department of Justice.

<sup>17</sup> Violent Crime Reduction Roadmap – Action 1. 2023. U.S. Department of Justice.

<sup>18</sup> Saving Lives: Ten Essential Actions Cities Can Take to Reduce Violence Now. 2022. Violent Crime Working Group, Council on Criminal Justice.

### **Program Element One: Launch a Regional Focused Deterrence Effort**

Focused deterrence is a problem-oriented crime reduction strategy that mobilizes community residents, service providers, and law enforcement officials in response to chronic crime conditions.<sup>19</sup> The approach generally includes detailed crime analyses, partnership between communities and law enforcement, customized support and targeted sanctions, and clear communication with victims and perpetrators. The message to potential offenders is simple: “We know you are involved in the violence. It must end now. If you let us, we will help you. If you make us, we will stop you.”

In most cases, the program is effective. Focused deterrence is supported by a relatively strong base of evidence that includes large impacts on violence. In Oakland, it cut gun homicides by 31 percent and group-involved shootings by 43 percent, and a systematic review of the approach reported favorable results in 22 of 24 studies from across the country.

Focused deterrence is criticized by some as a police-led strategy that only involves arrest, prosecution, incarceration. This is not true, but some early versions of the approach emphasized sanctions over supports. More recent versions pair high quality services with targeted sanctions if violence continues. This regional effort should do the same, balancing supports for positive behavioral change with strategic enforcement against those who engage in serious violence.

### **Program Element Two: Provide CBT-Informed Services to High-Risk Individuals**

To maximize the effectiveness of the focused deterrence program, a robust set of supports fully informed by cognitive behavioral theory (CBT) and other behavior modification strategies should be developed.

CBT teaches people to manage emotions, address conflicts constructively, and think carefully before acting.<sup>20</sup> CBT can help even the highest-risk individuals change their thinking and behavior to avoid crime and violence.

CBT is supported by a strong base of evidence. In Chicago, randomized controlled trials have demonstrated that one CBT program reduced arrests for violent crimes among youth by half, while another program for adults reduced shooting and homicide arrests among high-risk individuals by 80 percent. A systematic review of 58 CBT studies found that such programs reduced criminal recidivism by 25 percent, with one of five programs cutting recidivism by more than half.

A key challenge identified by Practicum participants will be connecting high-risk individuals to the services they need to help them positively change their behavior. Many services are currently available in the region, but few reach those most likely to become involved in violence.

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<sup>19</sup> Law Enforcement Based Responses to Violence. 2021. Violent Crime Working Group, Council on Criminal Justice.

<sup>20</sup> Community Based Responses to Violence. 2021. Violent Crime Working Group, Council on Criminal Justice.

### **Program Element Three: Use Street Outreach to Connect Individuals to Services**

Street outreach workers should be employed to ensure that these vital CBT-informed supports reach those who need them most.

Outreach by “credible messengers” to those at the highest risk for violence is an important component of many models for reducing serious violence.<sup>21</sup> Also described as violence intervention or interruption, street outreach programs recruit frontline workers to mediate disputes and help those most at risk manage conflicts without resorting to violence. Outreach workers also connect individuals to social supports and services. Finally, some programs use community events and media campaigns to promote nonviolent norms.

The evidence concerning these programs is promising but mixed. Careful attention to strong implementation is critical, but when done properly, street outreach is a powerful anti-violence tool.

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As noted by the recent homicide analysis, murders in the region concentrate not just among small numbers of individuals and groups, but also in a limited numbers of micro-locations known as “hot spots.” As implementation progresses, place-based programmatic elements to address violence in these micro-spaces, many of which are already underway, should be aligned with the people-based elements described above.

### **A New Anti-Violence Strategy for the St. Louis Region – Building Implementation Capacity**

Anti-violence experts agree: translating an anti-violence vision into action requires clear and consistent leadership, management, and oversight.<sup>22</sup> Collective action requires a common agenda, shared metrics, mutually reinforcing activities, regular communication, and “backbone” infrastructure.<sup>23</sup>

As noted by Greater St. Louis Inc. and the Regional Business Council, “Regional problems require regional solutions. Homicides are a regional problem.”<sup>24</sup> In order to deliver the program elements above and achieve a 20 percent reduction in homicides and non-fatal shootings over three years, regional implementation capacity must be built.

To that end, Practicum participants agreed on several concrete capacity-building measures to push the region’s new anti-violence strategy forward. Participants and the leaders they represent have

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<sup>21</sup> Ibid.

<sup>22</sup> Meeting Bulletin #7: Integrating Local Violence Reduction Efforts; State and Federal Support. 2021. Violent Crime Working Group, Council on Criminal Justice.

<sup>23</sup> Mark Kramer and John Kania. Collective impact. 2011. Stanford Social Innovation Review.

<sup>24</sup> The Need for a Regional Strategy, Greater St. Louis, Inc.

already made key commitments to make these successful. These commitments are the kinds of “quick wins” needed to build and maintain momentum as the region’s strategy is implemented.

**Capacity-Building Measure One: Establish a Regional Anti-Violence Collaborative**

A new regional collaborative should be established to guide the implementation of the previously described program elements. This new effort should bring together key stakeholders from across the region, both inside and outside government, and pay special attention to the inclusion of impacted community members. It should perform the “backbone” activities necessary to drive collective action, including convening regular meetings of stakeholders, ensuring consistent communication between stakeholders, engaging experts to provide training and technical assistance, tracking, analyzing, and sharing key data, and other key functions.

Quick win: The EWGCOG has agreed to seek approval from its Board of Directors to lead the development of this collaborative. The VRC has committed to support the development process as well.

Quick win: Greater St. Louis Inc., the Municipal League of Metropolitan St. Louis, and the Regional Business Council have agreed to provide early financial support for the collaborative.

**Capacity-Building Measure Two: Establish a Regional Anti-Violence Advisory Board**

The new collaborative should be governed by a Regional Anti-Violence Advisory Board, chaired by the Mayor of the City of St. Louis and the St. Louis County Executive. The board should engage a director or co-directors to manage the day-to-day activities of the collaborative.

Members of the board should include senior law enforcement officials such as chiefs of police, chief prosecutors, and others. Members should also consist of non-enforcement leaders including government, nonprofit, business, and public health executives. Importantly, representatives from impacted communities and leaders of community- and faith-based organizations should also be included. Board membership should be spread roughly evenly across these three groups.

Board meetings should be held quarterly, with the first meeting in April 2024. At that meeting, an official regional strategic plan should be approved. Board members should also hear from the regional implementation team (described below). These meetings should be open to the public and press.

Quick win: Mayor Tishaura Jones and County Executive Sam Page have agreed to serve as chairs of the new board.

**Capacity-Building Measure Three: Launch a Regional Implementation Team**

In addition to the meetings of the advisory board, regular meetings among key managers is necessary. A regional implementation team should be created to guide the day-to-day implementation of the new regional strategy. This team to report to the advisory board and be chaired by the collaborative director(s). The team should include representatives from the stakeholder groups identified above as well as outside training and technical assistance providers. Membership should generally be limited,

however, including only those responsible for implementing one or more of the program elements (focused deterrence, CBT, street outreach) above.

Team meetings should be held weekly, with the first meeting in January 2024, to drive rapid implementation. These meetings should be closed to the public and press.

Quick win: The EWGCOG and VRC have committed to organizing the regional implementation team and managing it until the collaborative's director(s) are in place.

Quick win: Mayor Tishaura Jones and County Executive Sam Page have agreed to designate representatives to serve as members of the team.

#### **Capacity-Building Measure Four: Expand Regional Homicide Analysis Capacity**

Practicum participants agreed that the homicide analysis produced by the VRC, EWGCOG, NNSC was instrumental in keeping stakeholders focused on the key drivers of homicides and shootings in the region. The analysis should be regularly refreshed and eventually expanded to include shootings as well as homicides, among other enhancements. The newly established collaborative should be charged with maintaining this analysis, and an updated analysis should be provided at the advisory board meeting in April 2024.

Quick win: EWGCOG has committed to support the homicide analysis until the collaborative is in position to take control.

#### **Capacity-Building Measure Five: Build Regional Capacity for Coordination**

The Office of Violence Prevention oversees and coordinates anti-violence activities for the City of St. Louis, but there are few if any non-enforcement counterparts in the surrounding counties. The city needs partners beyond those in law enforcement to engage and coordinate with on violence reduction activities.

Quick win: St. Louis County Executive Sam Page has agreed to create a new position in his office to coordinate and collaborate on violence reduction strategies, subject to available funds.

### **A New Anti-Violence Strategy for the St. Louis Region – First Steps**

To maintain the momentum created by the Practicum, prompt action must be taken to turn participant recommendations into reality. These include but are not limited to the following:

1. Memorialize the mission, vision, values, and strategies discussed in the Practicum in a “plan to plan” (completed January 2024),
2. Share the “plan to plan” broadly, soliciting feedback from a wide array of additional stakeholders, revising the document as needed (January 2024),
3. Convene the first meeting of the Regional Implementation Team (January 2024),
4. Draft an official regional anti-violence strategic plan for review and approval (February 2024),



5. Engage director(s) to manage the Regional Anti-Violence Collaborative (March 2024), and
6. Review and approve the official strategic plan at the first meeting of the Regional Anti-Violence Advisory Board, beginning implementation immediately thereafter (April 2024).

Quick win: The EWGCOG will take responsibility for completing these first steps, with support from the VRC.

### **Conclusion**

Reducing elevated rates of violence is never easy, but with right strategies in place, progress is possible. Working together, local leaders, stakeholders, and residents across the region can stop violence and save lives.

## APPENDIX A

### List of Practicum participants:

1. Sara Baker, St. Louis Mayor's Office
2. Nicolle Barton, Criminal Justice Coordinating Council
3. Mike Bradley, United States Attorney's Office
4. Tim Brinker, Presiding Commissioner, Franklin County
5. Pastor Rodrick Burton, New Northside Missionary Baptist Church
6. James Clark, Urban League of Metropolitan St. Louis
7. Lt. Col. Juan Cox, SLCPD
8. Steve Ehlmann, St. Charles County
9. Fred Evans, Behavioral Health Network
10. Gabe Gore, St. Louis Circuit Attorney's Office
11. Andrea Harrington, St. Louis County Circuit Attorney's Office
12. Lt. Elbert Jennings, Illinois State Police
13. Adam Kazda, GSL, Inc.
14. Pat Kelly, Municipal League of Metropolitan St. Louis
15. Mark Kern, St. Clair County
16. Lt. Col Renee Kriesmann, SLMPD
17. Lt. Col Eric Larson, SLMPD
18. Dan Lewis, St. Clair County Circuit Attorney's Office
19. Annissa McCaskill, Forward through Ferguson
20. Jessica Meyers, St. Louis Area Violence Prevention Commission
21. Serena Muhammad, St. Louis Mental Health Board
22. Beth Orwick, St. Louis County
23. Wilford Pinkney, Office of Violence Prevention, St. Louis Mayor's Office
24. Dr. LJ Punch, Bullet Related Injury Clinic
25. Lee Slocum, UMSL
26. Captain David Tiefenbrunn, St. Charles County Police
27. Austin Walker, Regional Business Council
28. Lt. Col. Tim Whitney, Jefferson County Sheriff's Dept.
29. Jim Wild, EWGCOG
30. Erica Wiley, VPCC - Belleville Area Cluster

## APPENDIX B

List of outside instructors:

1. Thomas Abt, Center for the Study and Practice of Violence Reduction
2. Alexis Acevedo, National Network for Safe Communities
3. Matt Clark, Denver Police Department
4. Philip Cook, Duke University
5. Melvyn Hayward, Chicago CRED
6. Talib Hudson, National Network for Safe Communities
7. David Muhammad, National Institute for Criminal Justice Reform
8. Laurie Owen, National Network for Safe Communities
9. Lee Slocum, University of Missouri-St. Louis
10. James Timpson, Roca, Inc.

## APPENDIX C

List of Practicum sessions:

### Monday, December 4<sup>th</sup>

- Welcome and Overview (Mayor Tishaura Jones, Dr. Sam Page, Jim Wild, Thomas Abt)
- The Regional Approach (Thomas Abt, elected officials)
- Violence in the St. Louis Region (Thomas Abt, Lee Slocum, Talib Hudson, Alexis Acevedo)
- First Principles for Violence Reduction (Thomas Abt)
- Focused Deterrence/Group Violence Interventions (Thomas Abt, Laurie Owen, Robert Tracy)
- Street Outreach Interventions (Thomas Abt, Melvyn Hayward, Wilford Pinkney)

### Tuesday, December 5<sup>th</sup>

- Prevention, Intervention, and Recovery featuring Cognitive Behavioral Therapy (Abt, James Timpson, Serena Muhammad)
- Place- and Problem-Based Policing (Thomas Abt, Renee Kriesmann)
- Environmental Crime Prevention (Thomas Abt, Farrakhan Shegog)
- Funding Anti-Violence Initiatives (Thomas Abt)
- Researcher/Practitioner Partnerships (Lee Slocum)

### Wednesday, December 6<sup>th</sup>

- Communicating about Anti-Violence Initiatives (Thomas Abt)
- Fatal and Non-Fatal Shooting Investigations (Philip Cook, Renee Kriesmann)
- St. Louis Region Planning Session – Looking Backward (Thomas Abt, Jessica Meyers)
- St. Louis Region Planning Session – Moving Forward (Thomas Abt)
- St. Louis Region Planning Session continued

### Thursday, December 7<sup>th</sup>

- Managing Multi-Strategy Anti-Violence Efforts (David Muhammad, Jim Wild)
- St. Louis Region Planning Session continued

### Friday, December 8<sup>th</sup>

- Public Report-Out (Thomas Abt, Jim Wild)



# St. Louis Region

## Practicum on Partnership- Based Violence Reduction

December 4-8, 2023



# Practicum Recap and Report out

# Practicum Recap

- Monday morning
  - Brought together large group of diverse stakeholders
  - Discussed regional approach with elected officials
  - Unveiled regional homicide analysis
  - Discussed first principles for violence reduction
  - Answered questions from audience
- Morning afternoon – Thursday
  - Broke into small group (30 participants) for working sessions
  - Learned about key anti-violence strategies from leading experts
  - Put together practical “plan to plan” for action
- This morning
  - Reporting out on “plan to plan,” discussing next steps

# Practicum Recap

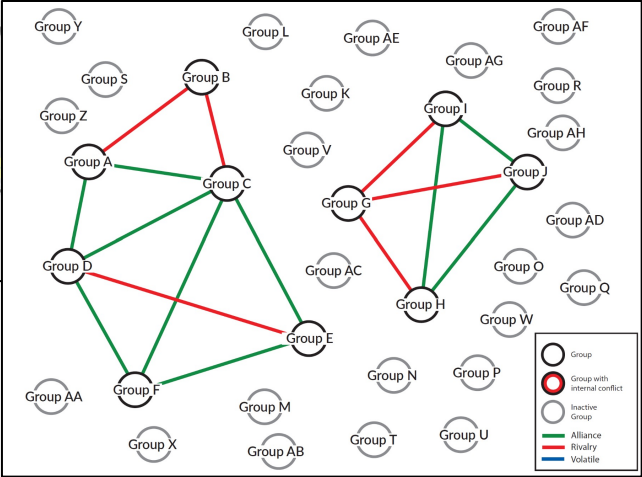
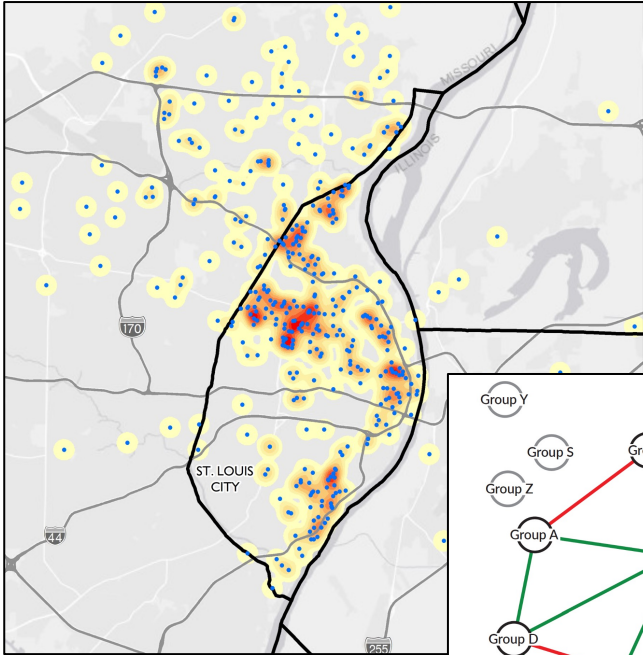
## ● Working session participants

- Sara Baker, St. Louis Mayor's Office
- Nicolle Barton, Criminal Justice Coordinating Council
- Mike Bradley, US Attorney's Office
- Tim Brinker, Franklin County
- Pastor Rodrick Burton, New Northside Missionary Baptist Church
- James Clark, Urban League of Metropolitan St. Louis
- Lt. Col. Juan Cox, SLCPD
- Steve Ehlmann, St. Charles County
- Fred Evans, Behavioral Health Network
- Gabe Gore, St. Louis Circuit Attorney's Office
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- Serena Muhammad, St. Louis Mental Health Board
- Beth Orwick, St. Louis County
- Wilford Pinkney, Office of Violence Prevention, St. Louis Mayor's Office
- Dr. LJ Punch, Bullet Related Injury Clinic
- Lee Slocum, UMSL
- Captain David Tiefenbrunn, St. Charles County Police
- Austin Walker, Regional Business Council
- Lt. Col. Tim Whitney, Jefferson County Sheriff's Dept.
- Jim Wild, EWGCOG
- Erica Wiley, VPCC - Belleville Area Cluster



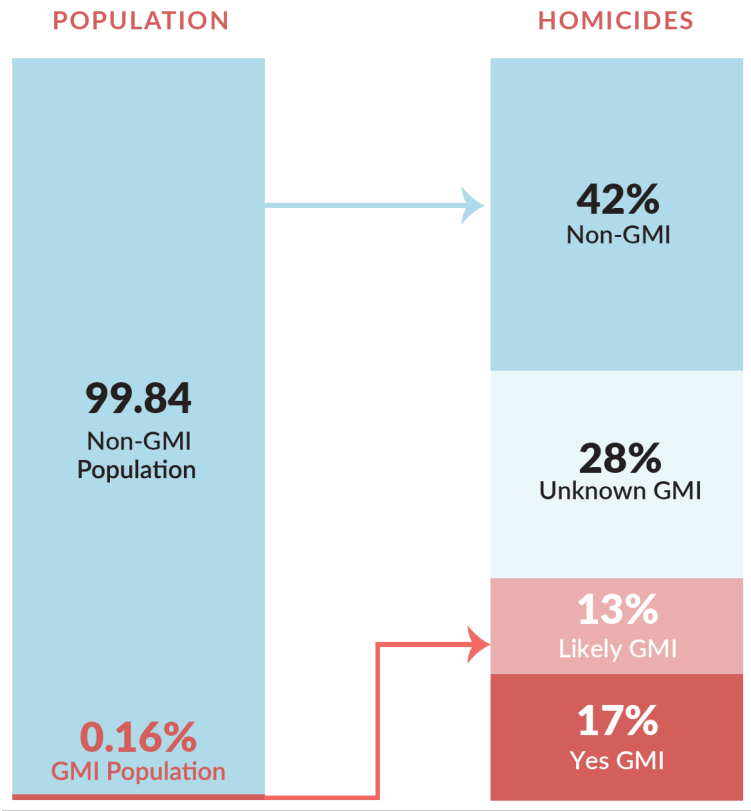
# What we learned

- Homicides in St. Louis region are concentrated in micro-locations known as “hot spots,” and among small numbers of individuals and groups



# What we learned

- A small number of “group-involved” individuals contribute disproportionately to violence



# What we learned

- Both suspects and victims of homicides are older and more embedded in criminal justice system than some expected

Age	Victims (n=223)	Suspects (n=193)	Victims & Suspects (n=416)
17 & Under	14%	11%	13%
18 to 24	24%	30%	27%
25 to 34	27%	30%	28%
35 to 44	17%	14%	15%
45 to 54	8%	9%	8%
55 & Older	10%	6%	8%
<b>Average Age</b>	<b>31</b>	<b>31</b>	<b>31</b>

	Victims (n=223)	Suspects (n=193)	Victims & Suspects (n=416)
offenses	3.5	2.9	3.2
Drug offenses	3.4	2.9	3.1
Property offenses	4.2	3.2	3.7
<b>Total average offenses</b>	<b>14.6</b>	<b>11.5</b>	<b>13.0</b>

# What we learned

- A small set of evidence-informed strategies can make a difference when implemented properly

	<b>Prevention</b>	<b>Intervention</b>	<b>Enforcement</b>
<b>People</b>		Focused deterrence Street outreach CBT HVIPs	Focused deterrence Shooting investigations
<b>Places</b>	Environmental crime prevention	Environmental crime prevention	Place-based policing
<b>Behaviors</b>		Focused deterrence Street outreach CBT	Focused deterrence

# What we recommend

- The Practicum working group recommends a new strategy for addressing the most serious violence in the region; the group also recommends creating a new collaborative effort to drive the strategy forward
- **Mission**: To save lives across the St. Louis region by reducing homicides and shootings by 20 percent over three years.
- **Vision**: Engage those at the highest risk for violence, working to keep them alive, safe, and free while holding those who shoot and kill fully accountable.

# What we recommend

- **Values**: This collaborative effort should be regionally-focused, informed by evidence and data, and humanity-centered.
  - Being regionally-focused means working collectively as a region to drive down violence where it is most concentrated.
  - Being evidence- and data- informed means that decisions should be informed by sound evidence and data.
  - Being humanity-centered means reaffirming the humanity of those most impacted by violence.

# What we recommend

- **Strategy**: the Practicum working group recommends a **regional focused deterrence** strategy.

“Findings from this review support the growing use of focused deterrence as a proactive crime reduction strategy. Practitioners and policy-makers should continue to implement focused deterrence programs to address serious crime problems.” Campbell Systematic Reviews. 2019.

“Focused deterrence programs generate statistically significant crime reduction impacts.” National Academies of Sciences, Engineering, and Medicine. 2018.

“Focused deterrence...has the largest direct impact on crime and violence, of any intervention in this report.” United States Agency for International Development. 2016.

# What we recommend

- Core elements of the focused deterrence strategy:
  - Mobilize moral voice of the community
  - Provide clear information about risk
  - Offer unconditional support
  - Direct, sustained outreach with high-risk individuals and groups
  - Prioritize legitimacy and procedural justice
  - Follow up: keep promises of support and accountability
  - Assess and evaluate



# What we recommend

- Focused deterrence **is**:
  - A collaborative violence reduction strategy
  - that features relentless support and outreach,
  - as well as strategic and legitimate law enforcement,
  - and leverages the moral voice and leadership of the community.
- Focused deterrence is **not**:
  - A police-led strategy
  - that only involves arrest, prosecution, incarceration.

# What we recommend

- The Practicum working group also recommends supplementing the focused deterrence strategy with **robust supports and services** fully informed by **cognitive behavioral theory** and other behavior modification strategies

“CBT is supported by a strong base of evidence that includes multiple studies using the most rigorous study designs as well as systematic reviews... Of the anti-violence interventions not involving law enforcement, CBT appears to have the strongest track record of success.” Violent Crime Working Group, Council on Criminal Justice. 2021.

“CBT can reduce criminal behavior among both at-risk youth and criminally engaged men, likely by helping them focus more on the future, change their self-perceptions, and/or slow their decision-making.” J-PAL Poverty Action Lab. 2018.

# What we recommend

- The Practicum working group also recommends employing **street outreach workers** to ensure that supports and services reach those who need them most.

“[These] program models have been used to reduce gun violence through outreach by credible messengers to individuals at highest risk, mediation of disputes that could potentially lead to shootings, promotion of nonviolent responses to conflicts, assistance with social services, and life coaching.” Johns Hopkins Center for Gun Violence Solutions. 2023.

“Evaluations of street outreach programs from across the county credit this type of work with double-digit reductions in violence in cities large and small.” Giffords Center for Violence Intervention. 2023.

# What we recommend

- The Practicum working group acknowledges that place-based strategies to improve neighborhood conditions and increase police visibility are another important component of anti-violence work
- The group hopes to align with and support such efforts around the region in the future

# What we recommend

- The Practicum working group recommends creating a new collaborative effort to support the recommended strategies
- This effort should bring together key stakeholders from inside and outside government, and especially impacted community members, to push this work forward
- The East-West Gateway Council of Governments has agreed to seek approval from its board to help start this collaborative
- Greater St. Louis Inc., the Municipal League of Metropolitan St. Louis, and the Regional Business Council have all agreed to provide early financial support
- The VRC will continue to provide guidance and support as well

# What we recommend

- Initially, the collaborative effort will provide key technical and logistical support to ensure plan development and implementation moving forward, including:
  - Convening regular meetings of stakeholders
  - Ensuring consistent communication between stakeholders
  - Engaging experts to provide training and technical assistance
  - Tracking, analyzing, and sharing key data
- Additional activities will be added as necessary

# Next steps

- These are just recommendations. Additional action is necessary to turn these recommendations into reality
- Next steps:
  - Memorialize the mission, vision, values, and strategies in a draft “plan to plan” (December 2023)
  - Share “plan to plan” broadly, engaging and receiving feedback from additional stakeholders (January 2024)
  - Draft formal plan for review and approval (February 2024)
  - Review and approve plan at first meeting of the regional collaborative steering committee, beginning implementation immediately (March 2024)

# Comments from Working Group members

- Pastor Rodrick Burton, New Northside Missionary Baptist Church
- Lt. Col. Juan Cox, SLCPD
- Serena Muhammad, St. Louis Mental Health Board
- Wilford Pinkney, Office of Violence Prevention, St. Louis Mayor's Office
- Lt. Col. Tim Whitney, Jefferson County Sheriff's Department
- Jim Wild, EWGCOG



# Let's discuss!



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

Creating Solutions Across Jurisdictional Boundaries

**Memo to:** Board of Directors  
**From:** Staff  
**Subject:** Functional Classification Update  
**Date:** January 18, 2024

Functional classification is the process by which all roadways are grouped into classes according to the type of service they provide. The Federal Highway Administration (FHWA) requires the use of functional classification to determine eligibility for federal funding. There are three principal roadway classifications: arterial, collector, and local roads. To be eligible for Surface Transportation Block Grant – Suballocated (STP-S) funds, a roadway must be classified as a minor collector or higher in an urban area or a major collector or higher in a rural area.

In order to accurately reflect changes in land use and travel patterns, staff, along with the Missouri Department of Transportation (MoDOT) and the Illinois Department of Transportation (IDOT) solicits revision applications from member agencies semi-annually and conducts a full system review every three to five years. County and municipal officials submitted applications requesting functional class changes to East-West Gateway in May of 2023. Staff worked with MoDOT, IDOT and local officials to prepare this update.

The applications were reviewed in the context of FHWA guidelines including mobility, accessibility, and connectivity. Requested changes are recommended where it is deemed that a road's current classification is no longer consistent with its function. Sometimes, current conditions do not support a change in classification as requested.

At this time, a total of 14 changes in Missouri are recommended to the system. Two applications are not recommended because they do not meet the criteria for a change in classification at this time. There were no applications submitted from Illinois this round. A list showing the recommended changes is included in this memo. Once approved by the Board of Directors, the update will be sent to MoDOT headquarters for final review and subsequent submittal to FHWA for final approval.

**Staff Recommendation:**

Staff recommends adoption of the functional classification update as shown on the following pages.

Gateway Tower  
One Memorial Drive, Suite 1600  
St. Louis, MO 63102-2451

314-421-4220  
618-274-2750  
Fax 314-231-6120

webmaster@ewgateway.org  
www.ewgateway.org

**Chair**

Mark A. Kern  
Chairman, St. Clair County Board

**Vice Chair**

Tishaura Jones  
Mayor  
City of St. Louis

**2nd Vice Chair**

Tim Brinker  
Presiding Commissioner  
Franklin County

**Executive Committee**

Steve Ehlmann  
County Executive, St. Charles County

Dennis Gannon  
County Executive, Jefferson County

George Green  
County Board Chairman  
Monroe County

Dr. Sam Page  
County Executive, St. Louis County

Kurt Prenzler  
Chairman  
Madison County Board

**Members**

Honorable Rita Heard Days  
Councilwoman, 1st Council District  
St. Louis County

Mike Elam  
Councilman, District 3  
St. Charles County

Megan Green  
President, Board of Aldermen  
City of St. Louis

Michelle Harris  
President  
Municipal League of Metro St. Louis

Lonnie Mosley  
St. Clair County

Charles Powell III  
Mayor, City of East St. Louis

Herb Roach  
Vice President, Southwestern Illinois  
Council of Mayors

David Schwind  
Madison County

Herbert Simmons  
President, Southwestern Illinois  
Metropolitan & Regional  
Planning Commission

Seth Speiser  
President, Southwestern Illinois  
Council of Mayors

Donald R. Summers, Jr.  
St. Louis County

**Regional Citizens**

Barbara Geisman  
C. William Grogan  
John A. Laker  
Ron Williams

**Non-voting Members**

Holly Bieneman  
Illinois Department of Transportation

Vacant  
Illinois Department of Commerce  
and Economic Opportunity

Patrick McKenna  
Missouri Department of Transportation

Taulby Roach  
Bi-State Development

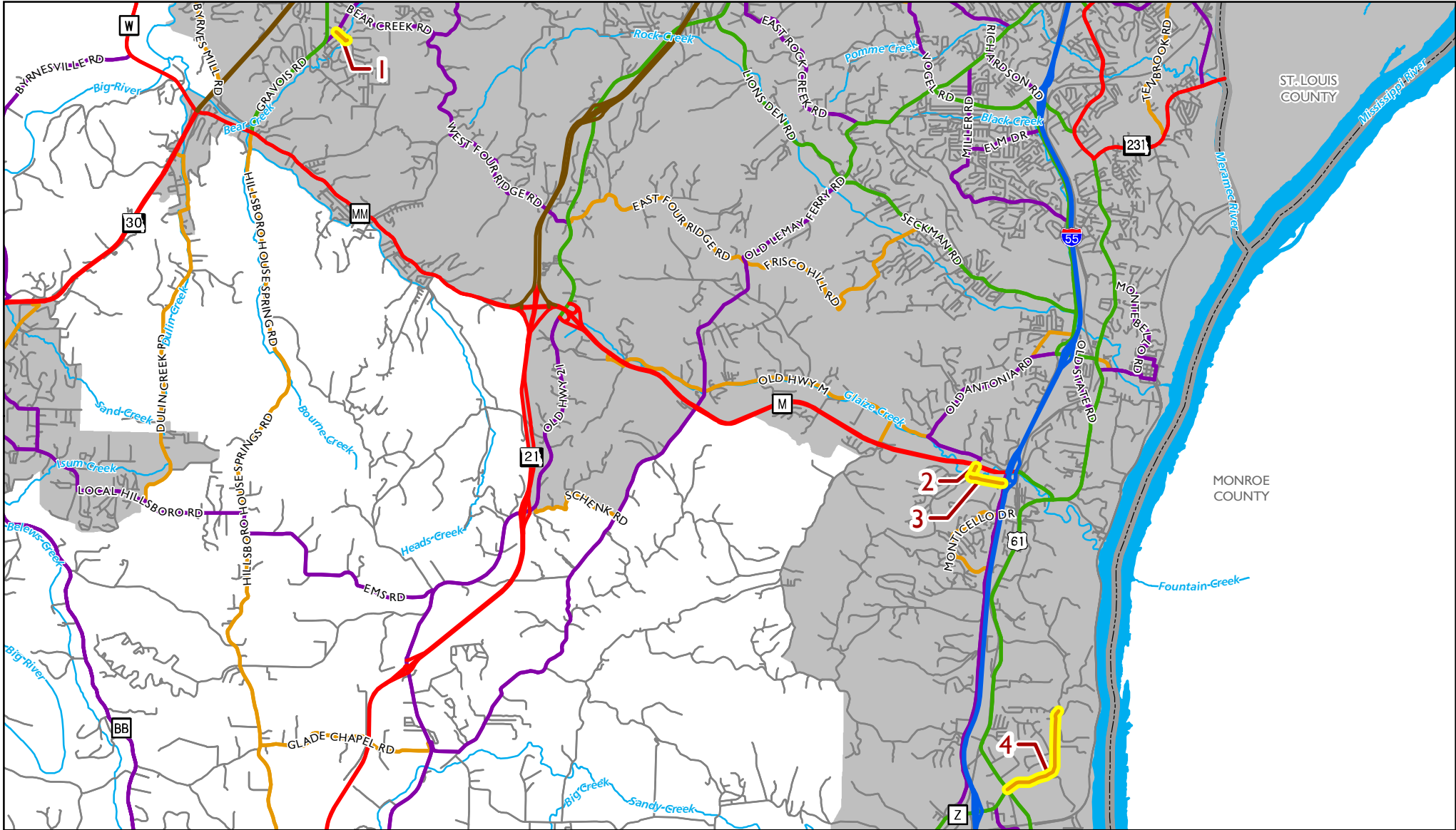
Aaron Willard  
Missouri Office of Administration

**Executive Director**

James M. Wild

<b>East-West Gateway Functional Classification Application Period - 2023</b>								
<b>Recommended Functional Classification Modifications - Missouri</b>								
<b>MAP #</b>	<b>Name</b>	<b>Segment Limits</b>	<b>Mileage</b>	<b>County</b>	<b>Requesting Agency</b>	<b>Federal-Aid Urbanized Area Boundary</b>	<b>Current Classification</b>	<b>Recommended Classification</b>
1-1	Sycamore Lane	Carol Park Road to Brookside Place	0.17	Jefferson	Jefferson County	Urban	Local	Minor Collector
1-2	Catlin Drive	MO Route M to Marriott Lane	0.15	Jefferson	Jefferson County	Urban	Local	Minor Collector
1-3	Marriott Lane	Metropolitan Boulevard to Catlin Drive	0.38	Jefferson	Jefferson County	Urban	Local	Minor Collector
1-4	Abby Lane and Bushberg Road	Commercial Blvd to Riesling Lane	1.45	Jefferson	City of Pevely	Urban	Local	Minor Collector
2-1	Kingston Street 2	Dewitt Street to South Main Street	0.10	Jefferson	De Soto	Urban	Planned Minor Collector	Non-existent
2-2	Kingston Street 1	South Main Street to Missouri Highway E	0.13	Jefferson	De Soto	Urban	Minor Collector	Local
3-1	Interstate Drive	South Pointe Prairie Road to Shaper Road	1.00	St. Charles	City of Wentzville	Urban	Local	Major Collector
3-2	Schroeder Creek Boulevard	West Pearce Boulevard to Wentzville Parkway	1.02	St. Charles	City of Wentzville	Urban	Local	Major Collector
3-3	Allen Street	West Pearce Boulevard to Hickory Street	0.70	St. Charles	City of Wentzville	Urban	Local	Minor Collector
3-4	Hopewell	Hopewell Road to Terminus	0.09	St Charles	MODOT	Urban	Minor Collector	Local
4-1	Jean Drive	Pershall Road to S New Florissant Road	0.04	St Louis	MODOT	Urban	Major Collector	Local
4-2	Pershall Road	Route AC to Terminus	0.09	St Louis	MODOT	Urban	Major Collector	Local Road
5-1	Ewing Avenue	Market Street to I-64 East	0.18	St Louis	MODOT	Urban	Major Collector	Minor Collector
6-1	North Outer Road	Highway 47 to Old Route 66 Overpass	1.9	Franklin	City of St. Clair	Rural	Non-Existent	Planned Major Collector
<b>Not Recommended Functional Classification Modifications - Missouri</b>								
	<b>Name</b>	<b>Segment Limits</b>	<b>Mileage</b>	<b>County</b>	<b>Requesting Agency</b>	<b>Federal-Aid Urbanized Area Boundary</b>	<b>Current Classification</b>	<b>Recommended Classification</b>
	Orf Road 1	Lake St. Louis Boulevard to Ridgeway Avenue	0.58	St. Charles	City of Lake St. Louis	Urban	Local	Local Road
	Orf Road 2	Lake St. Louis Boulevard to Ridgeway Avenue	0.3	St. Charles	City of Lake St. Louis	Urban	Non-Existent	Non-Existent

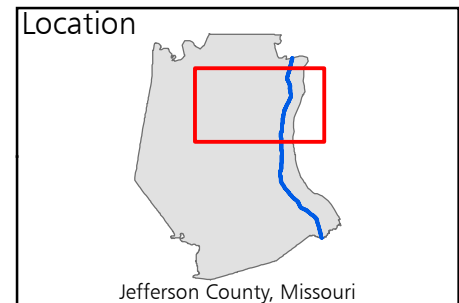
# Map I - Jefferson County, Missouri



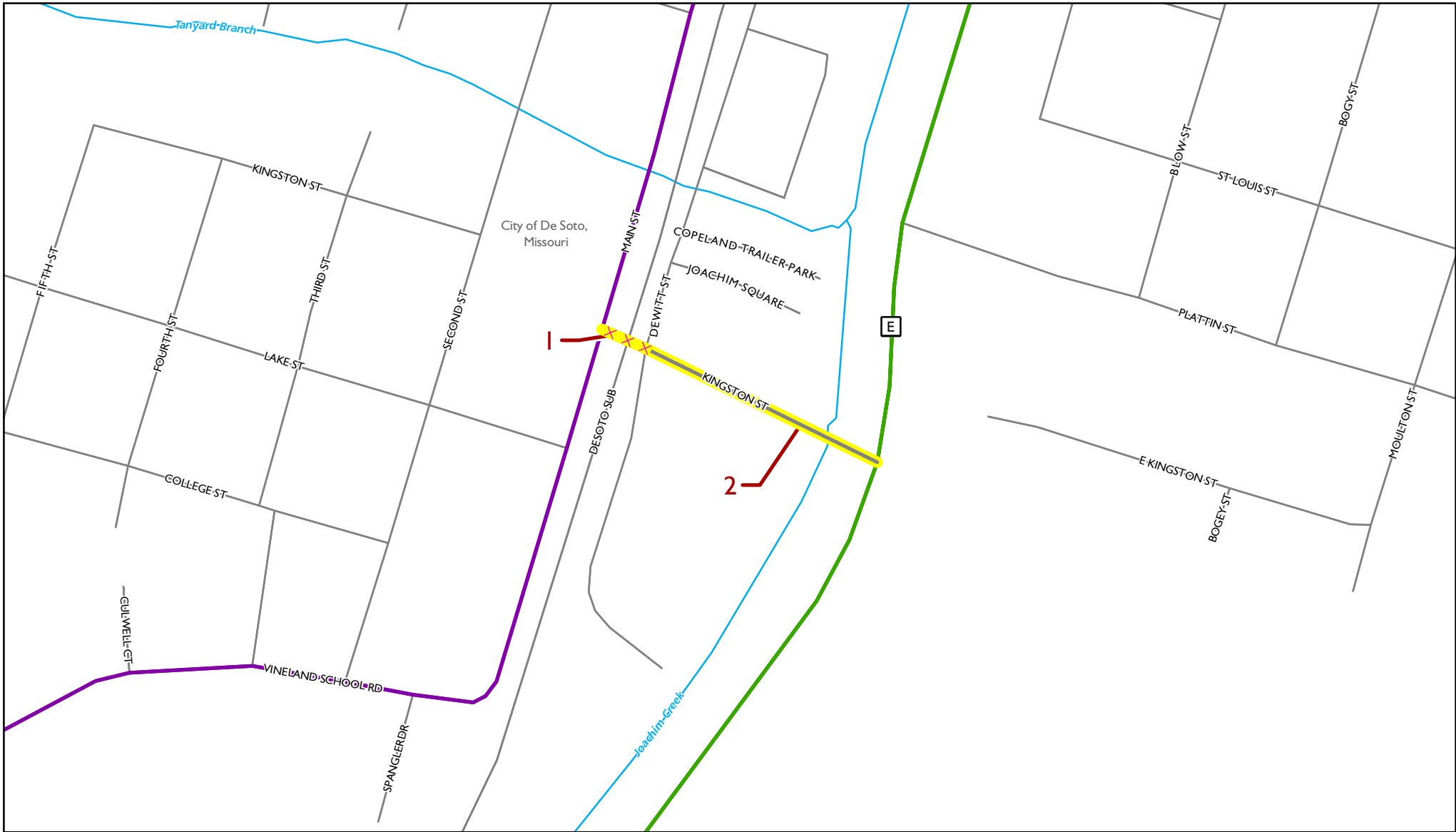
## LEGEND

- Interstate
- Freeway
- Principal Arterial
- Major Collector
- Minor Arterial
- Minor Collector
- Local Road
- 2010 Urban Boundary
- County Boundary
- River or Stream

Proposed changes to Functional Classification are indicated by **yellow highlighting** on road segments.



# Map 2 - Jefferson County, Missouri

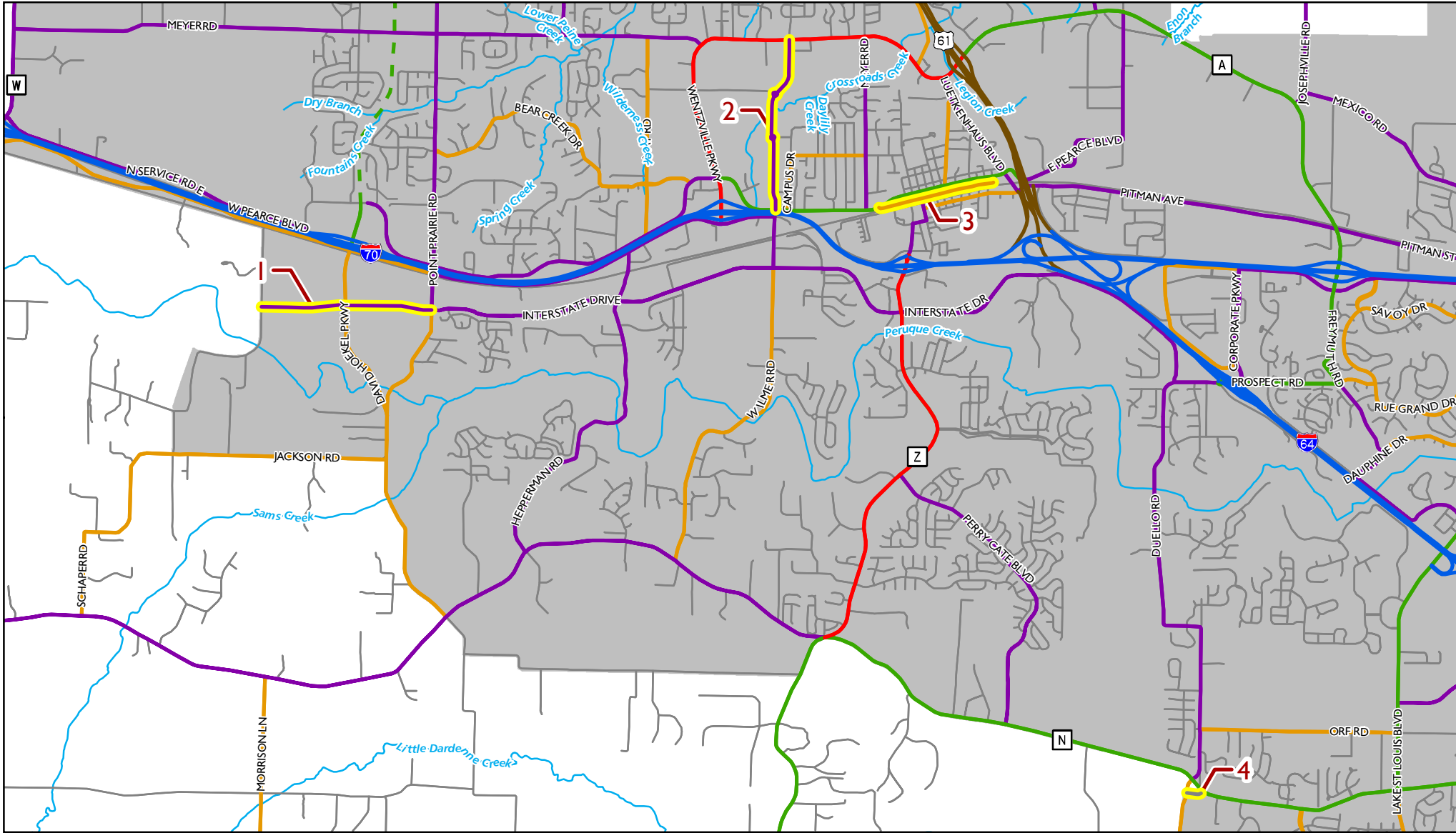


- LEGEND**
- Major Collector
  - Minor Arterial
  - Local Road
  - ⊗ ⊗ ⊗ Non-Existent
  - County Boundary
  - River or Stream

Proposed changes to Functional Classification are indicated by **yellow highlighting** on road segments. This map is entirely within the 2010 urban area boundary.



# Map 3 - St Charles County, Missouri



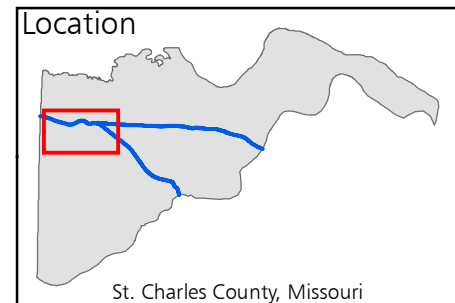
## LEGEND

- Interstate
- Freeway
- Principal Arterial
- Major Collector
- Minor Arterial
- Minor Collector
- Local Road
- Proposed Minor Arterial
- 2010 Urban Boundary
- River or Stream

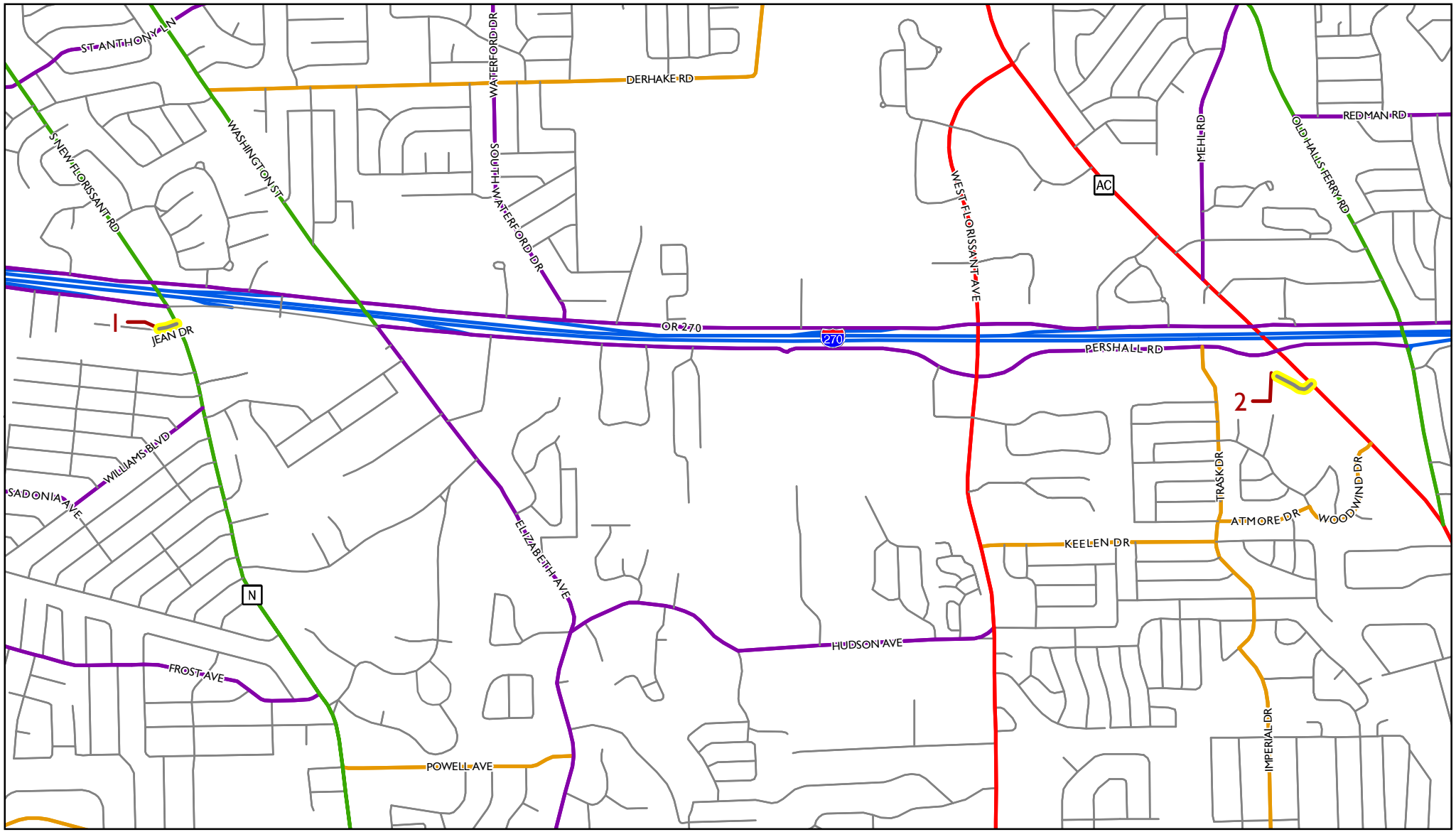
Proposed changes to Functional Classification are indicated by **yellow highlighting** on road segments.



January 2024

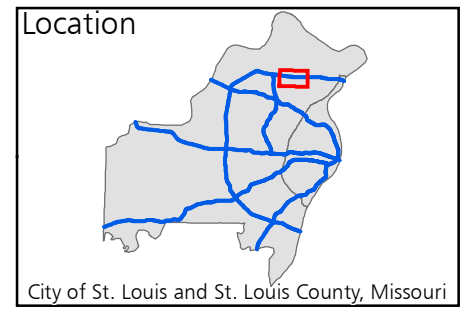


# Map 4 - St Louis County, Missouri

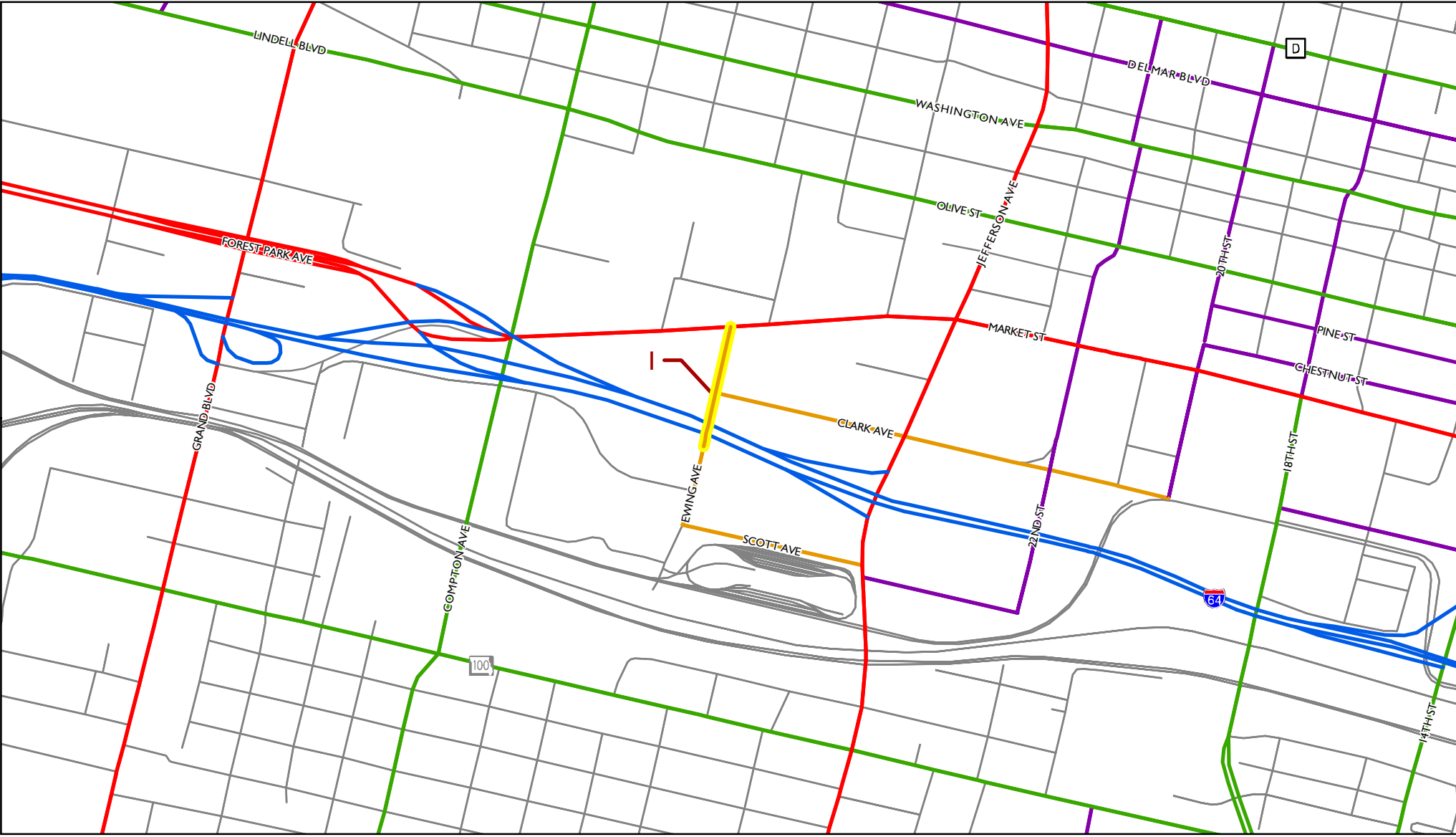


- LEGEND**
- Principal Arterial
  - Major Collector
  - Minor Arterial
  - Minor Collector
  - Local Road

Proposed changes to Functional Classification are indicated by **yellow highlighting** on road segments. This map is entirely within the 2010 urban area boundary.



# Map 5 - City of St Louis, Missouri



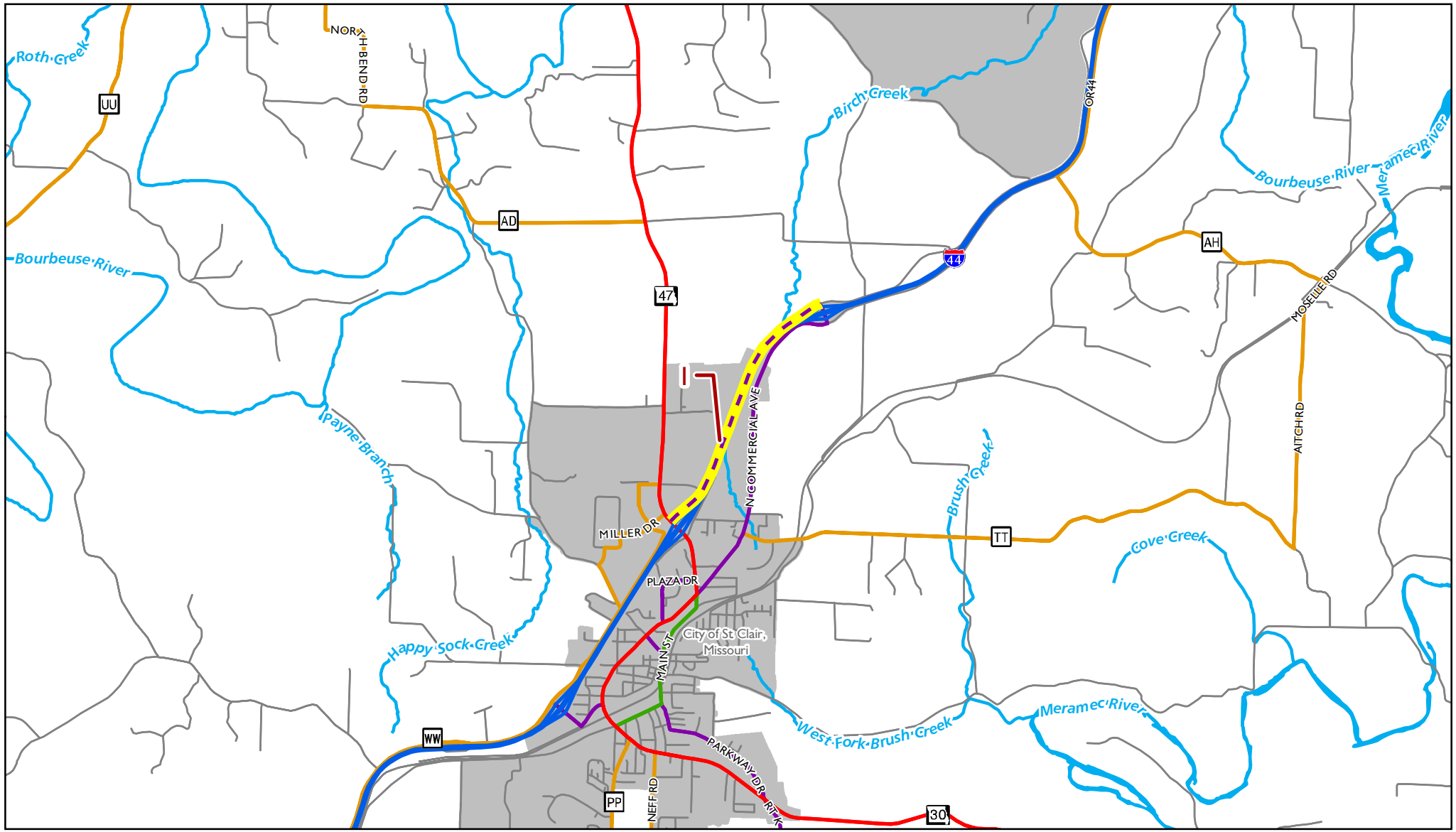
- LEGEND**
- Interstate
  - Principal Arterial
  - Major Collector
  - Minor Arterial
  - Minor Collector
  - Local Road

Proposed changes to Functional Classification are indicated by **yellow highlighting** on road segments. This map is entirely within the 2010 urban area boundary.





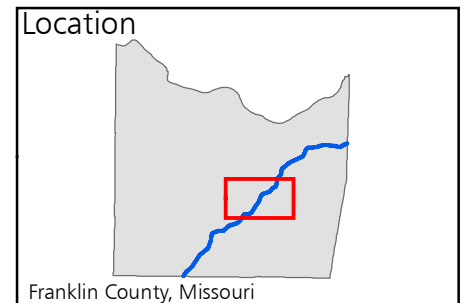
# Map 6 - Franklin County, Missouri



## LEGEND

- Interstate
- Principal Arterial
- Major Collector
- Minor Arterial
- Minor Collector
- Local Road
- + 2010 Urban Boundary
- County Boundary
- ~ River / Lake

Proposed changes to Functional Classification are indicated by yellow highlighting on road segments.





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

Creating Solutions Across Jurisdictional Boundaries

**Memo to:** Board of Directors

**From:** Staff

**Subject:** Modification of the FY 2024-2027 Transportation Improvement Program (TIP), the Metropolitan Transportation Plan, Connected 2050, and the Related Air Quality Conformity Determination – Section 5310

**Date:** January 18, 2024

East-West Gateway Council of Governments (EWG) released a solicitation on April 21, 2023 for projects seeking Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program funding. 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. An informational workshop providing details on the project application process and program requirements took place virtually on April 27, 2023. Project applications were due on June 21, 2023.

Approximately \$2.7 million is available for this solicitation in FY 2023 and remaining FY 2022 New Freedom funds. Section 5310 funds are apportioned to the St. Louis, MO-IL Urbanized Area (UZA). Traditional projects include the acquisition of accessible vehicles and related equipment. 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. 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 projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan. EWG's Coordinated Human Services Transportation Plan (CHSTP) identifies the transportation needs of seniors and individuals with disabilities and provides strategies for meeting those needs. The CHSTP was updated and approved by the Board of Directors in May 2020 in accordance with the federal requirements.

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Board of Directors  
January 18, 2024  
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Staff received nine (9) Traditional project applications, requesting sixteen (16) vehicles at a cost of approximately \$1.1 million in federal funds and six (6) New Freedom Type applications requesting approximately \$1.4 million in federal funds, for a total federal request of approximately \$2.5 million. All projects are recommended for the full amount of federal funding requested. The Illinois Department of Transportation (IDOT) is responsible for the solicitation and selection of Section 5310 Traditional projects in the Illinois portion of the St. Louis UZA through the IDOT Consolidated Vehicle Procurement (CVP) program. At this time, IDOT CVP projects are expected to be amended to the TIP in February 2024. EWG staff received zero New Freedom applications from Illinois sponsors.

A public comment period for the recommended projects was open from October 27 to November 16, 2023. No comments were received.

The listing of recommended Section 5310 projects is included in **Attachment A**. The total amount of federal funds requested was less than the amount available to program, leaving \$170,571 to be programmed during the next Section 5310 call for projects.

**Staff Recommendation:** EWG staff recommends that the FY 2024-2027 TIP, *Connected2050*, and the related Air Quality Conformity Determination be revised to add 15 new Section 5310 projects as detailed in Attachment A. These projects are exempt with respect to air quality in accordance with federal regulations (40 CFR 93.126).

FISCAL YEARS 2024-2027  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
 ATTACHMENT A - SECTION 5310 PROJECTS RECOMMENDED FOR FUNDING

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
7323E-24	PONYBIRD VEHICLE ACQUISITION ONE WIDE BODY CUTAWAY	S5310	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$95,970	\$95,970	\$0	\$0	\$0
	LENGTH (mi): 0		Federal:	\$76,776	TOTAL	\$95,970	\$95,970	\$0	\$0
	AIR QUALITY STAT: Exempt		State:	\$0					
	PROJ PURPOSE: Access to Opportunity		Local:	\$19,194	ESTIMATED TOTAL PROJECT COST:	\$95,970			

## FISCAL YEARS 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM ATTACHMENT A - SECTION 5310 PROJECTS RECOMMENDED FOR FUNDING

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
7323K-24	BI-STATE DEVELOPMENT/METRO CAPITAL IMPROVEMENTS BUS STOP ADA IMPROVEMENTS	S5310	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$625,000	\$625,000	\$0	\$0	\$0
				TOTAL	\$625,000	\$625,000	\$0	\$0	\$0
				ESTIMATED TOTAL PROJECT COST:	\$625,000				
				LENGTH (mi): 0 AIR QUALITY STAT: Exempt PROJ PURPOSE: Access to Opportunity	Federal: \$500,000 State: \$0 Local: \$125,000				
7323B-24	CARDINAL RITTER SENIOR SERVICES VEHICLE ACQUISITION TWO WIDE BODY CUTAWAYS	S5310	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$203,302	\$203,302	\$0	\$0	\$0
				TOTAL	\$203,302	\$203,302	\$0	\$0	\$0
				ESTIMATED TOTAL PROJECT COST:	\$203,202				
				LENGTH (mi): 0 AIR QUALITY STAT: Exempt PROJ PURPOSE: Access to Opportunity	Federal: \$162,561 State: \$0 Local: \$40,641				
7323L-24	INDEPENDENCE CENTER OPERATING ASSISTANCE 3 YEARS OPERATING EXPENSES	S5310	Transit Operating Asst.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$409,154	\$409,154	\$0	\$0	\$0
				TOTAL	\$409,154	\$409,154	\$0	\$0	\$0
				ESTIMATED TOTAL PROJECT COST:	\$409,154				
				LENGTH (mi): 0 AIR QUALITY STAT: Exempt PROJ PURPOSE: Access to Opportunity	Federal: \$204,577 State: \$0 Local: \$204,577				
7323O-24	OATS OPERATING ASSISTANCE 1 YEAR OPERATING EXPENSES	S5310	Transit Operating Asst.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$300,000	\$300,000	\$0	\$0	\$0
				TOTAL	\$300,000	\$300,000	\$0	\$0	\$0
				ESTIMATED TOTAL PROJECT COST:	\$300,000				
				LENGTH (mi): 0 AIR QUALITY STAT: Exempt PROJ PURPOSE: Access to Opportunity	Federal: \$150,000 State: \$0 Local: \$150,000				
7323F-24	SOCIETY FOR THE BLIND VEHICLE ACQUISITION TWO MEDIUM ROOF CONVERSION VANS	S5310	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$140,298	\$140,298	\$0	\$0	\$0
				TOTAL	\$140,298	\$140,298	\$0	\$0	\$0
				ESTIMATED TOTAL PROJECT COST:	\$140,298				
				LENGTH (mi): 0 AIR QUALITY STAT: Exempt PROJ PURPOSE: Access to Opportunity	Federal: \$112,238 State: \$0 Local: \$28,060				

## FISCAL YEARS 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM ATTACHMENT A - SECTION 5310 PROJECTS RECOMMENDED FOR FUNDING

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
7323P-24	SOUTHSIDE SENIOR CITIZENS CENTER OPERATING ASSISTANCE 3 YEARS OPERATING EXPENSES	S5310	Transit Operating Asst.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$572,370	\$572,370	\$0	\$0	\$0
	LENGTH (mi): 0		Federal:	\$286,185	TOTAL	\$572,370	\$572,370	\$0	\$0
	AIR QUALITY STAT: Exempt		State:	\$0					
	PROJ PURPOSE: Access to Opportunity		Local:	\$286,185	ESTIMATED TOTAL PROJECT COST: \$572,370				
7323G-24	SOUTHSIDE SENIOR CITIZENS CENTER VEHICLE ACQUISITION THREE WIDE BODY CUTAWAYS	S5310	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$320,553	\$320,553	\$0	\$0	\$0
	LENGTH (mi): 0		Federal:	\$256,442	TOTAL	\$320,553	\$320,553	\$0	\$0
	AIR QUALITY STAT: Exempt		State:	\$0					
	PROJ PURPOSE: Access to Opportunity		Local:	\$64,111	ESTIMATED TOTAL PROJECT COST: \$320,553				

## FISCAL YEARS 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM ATTACHMENT A - SECTION 5310 PROJECTS RECOMMENDED FOR FUNDING

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
7323M-24	ITN - ST. CHARLES COUNTY OPERATING ASSISTANCE 3 YEARS OPERATING EXPENSES	S5310	Transit Operating Asst.	PE ROW IMPL	\$0 \$0 \$355,836	\$0 \$0 \$355,836	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0
	LENGTH (mi): 0 AIR QUALITY STAT: Exempt PROJ PURPOSE: Access to Opportunity		Federal: \$177,918 State: \$0 Local: \$177,918	TOTAL	\$355,836	\$355,836	\$0	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$355,836					
7323H-24	ST. CHARLES VEHICLE ACQUISITION ONE WIDE BODY CUTAWAY	S5310	Transit Capital Imps.	PE ROW IMPL	\$0 \$0 \$123,902	\$0 \$0 \$123,902	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0
	LENGTH (mi): 0 AIR QUALITY STAT: Exempt PROJ PURPOSE: Access to Opportunity		Federal: \$99,121 State: \$0 Local: \$24,781	TOTAL	\$123,902	\$123,902	\$0	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$123,902					
7323I-24	WILLOW'S WAY VEHICLE ACQUISITION THREE MEDIUM ROOF CONVERSION VANS AND ONE WIDE BODY CUTAWAY	S5310	Transit Capital Imps.	PE ROW IMPL	\$0 \$0 \$291,170	\$0 \$0 \$291,170	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0
	LENGTH (mi): 0 AIR QUALITY STAT: Exempt PROJ PURPOSE: Access to Opportunity		Federal: \$232,936 State: \$0 Local: \$58,234	TOTAL	\$291,170	\$291,170	\$0	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$291,170					

## FISCAL YEARS 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM ATTACHMENT A - SECTION 5310 PROJECTS RECOMMENDED FOR FUNDING

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
7323A-24	BRIDGETON VEHICLE ACQUISITION ONE NARROW BODY CUTAWAY  LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity	S5310	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$103,112	\$103,112	\$0	\$0	\$0
				TOTAL	\$103,112	\$103,112	\$0	\$0	\$0
				Federal:	\$82,489	ESTIMATED TOTAL PROJECT COST: \$103,112			
				State:	\$0				
		Local:	\$20,623						
7323N-24	ITN - ST. LOUIS COUNTY OPERATING ASSISTANCE 3 YEARS OPERATING EXPENSES  LENGTH (mi): 0 AIR QUALITY STAT: Exempt PROJ PURPOSE: Access to Opportunity	S5310	Transit Operating Asst.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$191,546	\$191,546	\$0	\$0	\$0
				TOTAL	\$191,546	\$191,546	\$0	\$0	\$0
				Federal:	\$95,773	ESTIMATED TOTAL PROJECT COST: \$191,546			
				State:	\$0				
		Local:	\$95,773						
7323D-24	MARYLAND HEIGHTS VEHICLE ACQUISITION ONE WIDE BODY CUTAWAY  LENGTH (mi): 0 AIR QUALITY STAT: Exempt PROJ PURPOSE: Access to Opportunity	S5310	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$95,970	\$95,970	\$0	\$0	\$0
				TOTAL	\$95,970	\$95,970	\$0	\$0	\$0
				Federal:	\$76,776	ESTIMATED TOTAL PROJECT COST: \$95,970			
				State:	\$0				
		Local:	\$19,194						



FISCAL YEARS 2024-2027  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
 ATTACHMENT A - SECTION 5310 PROJECTS RECOMMENDED FOR FUNDING

COUNTY: ST. LOUIS CITY

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
7323C-24	CITY SENIORS VEHICLE ACQUISITION ONE MEDIUM ROOF CONVERSION VAN	S5310	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$70,734	\$70,734	\$0	\$0	\$0
	LENGTH (mi): 0		Federal: \$56,587	TOTAL	\$70,734	\$70,734	\$0	\$0	\$0
	AIR QUALITY STAT: Exempt		State: \$0						
	PROJ PURPOSE: Access to Opportunity		Local: \$14,147						
					ESTIMATED TOTAL PROJECT COST: \$70,734				



**EAST-WEST GATEWAY**  
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Madison County  
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Missouri Department of Transportation  
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Bi-State Development  
Aaron Willard  
Missouri Office of Administration  
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**Memo to:** Board of Directors

**From:** Staff

**Subject:** 2024 Regional Safety Performance Targets

**Date:** January 18, 2024

As established under MAP-21 and bolstered under the FAST Act and the Infrastructure Investment and Jobs Act (IIJA), state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibility for establishing performance targets and using a set of performance measures to track progress toward meeting those targets for a variety of transportation areas including, safety.

### Safety Performance Measures

The safety performance measure (Safety PM) requirements are set out in the Federal Highway Administration's (FHWA) *National Performance Management Measures: Highway Safety Improvement Program (HSIP)* final rule.

To fulfill the requirements of the Safety PM, the East-West Gateway Board of Directors (the Board) must set safety targets for 2024 by February 2024, no more than 180 days after IDOT and MoDOT set their targets (August 2023). The MPO has the option to set quantitative regional targets or support the statewide targets. These performance targets ensure states and MPOs invest resources in transportation projects that make progress toward the achievement of national goals. Following approval by the Board, staff will inform IDOT and MoDOT that EWG has established 2024 regional safety targets.

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

- (1) the number of fatalities;
- (2) the rate of fatalities per 100 million vehicle miles traveled (VMT);
- (3) the number of serious injuries;
- (4) the rate of serious injuries per 100 million VMT; and
- (5) the number of non-motorized fatalities and non-motorized serious injuries.

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Injuries and fatalities from traffic crashes vary considerably from year to year due to numerous factors, and the five-year rolling average is intended to smooth larger fluctuations.

### **National Trends**

According to the latest report for the National Highway Traffic Safety Administration (NHTSA), total fatalities for our nation declined **3.3% in the first and second quarter of 2023**. This represents the fifth quarterly decline in fatalities, which began with the second quarter of 2022.

### **EWG Collaboration with State DOTs to Promote Safety**

As an MPO, EWG is required to report targets for Safety PMs, but there are no repercussions if our region does not meet its targets. That said, state DOTs *may* see a loss of funding in some areas and reallocation to safety improvement measures if reported targets are not reached. Therefore, it is EWG's role to support MODOT and IDOT safety performance measures to the greatest extent possible.

### **A Note on Target Setting Methodology**

MPOs have a choice between adopting State DOT safety targets and setting their own. As a two-state region, EWG has a policy of setting our own targets, but since the implementation of the target setting process, EWG has chosen to use the same methodology as Illinois (2% reduction across all measures) rather than Missouri (Zero fatalities by 2030, Zero serious injuries by 2040, 1% reduction of non-motorized fatalities and serious injuries). This decision is based on our historical challenges in meeting targets. With the ongoing Comprehensive Safety Action Plan (CSAP), we see an opportunity to reassess our target-setting process, and EWG staff will explore more comprehensive approaches aligned with projects and programs to enhance regional safety outcomes.

Board of Directors  
January 18, 2024  
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### 2024 Regional Safety Targets

The table below includes the previously approved 5-year rolling average targets for the year 2023, the estimated actual 5-year rolling average for the year 2023, and the staff recommended 5-year rolling average targets for the year 2024 based on a 2% reduction.

2023 Regional Safety Performance						
Performance Measure	5-Year Rolling Average Regional Target 2019-2023	5-Year Rolling Average - Actual* 2018-2022	5-Year Rolling Average - Actual** 2019-2023	Percent Change	2024 Target Annual Reduction Values	5-Year Rolling Average Regional 2024 Targets*
Number of Fatalities	319.68	326.8	↑337.84	3.38%	-2%	331.08
Fatality Rate (per 100 million VMT)	1.124	1.12	↑1.14	1.79%	-2%	1.12
Number of Serious Injuries	1892.25	1999	↑2017.48	0.92%	-2%	1977.13
Rate of Serious Injuries (per 100 million VMT)	6.67	6.87	↓6.78	-1.31%	-2%	6.65
Number of Non-Motorized Fatalities and Serious Injuries Combined	247.27	221.2	↑223.92	1.23%	-2%	219.44
* Targets based on 5-year rolling average from CY 2019-2023 and a projected 1% VMT increase per year.						
** Compiled using unofficial 2023 data and trend line projections						

**Staff Recommendation:** Staff recommends that the Board establish quantitative safety targets for the East-West Gateway (EWG) planning area as recommended above.



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

Creating Solutions Across Jurisdictional Boundaries

**Memo to:** Board of Directors  
**From:** Staff  
**Subject:** Amendment of the FY 2024 Unified Planning Work Program to include element 2.10: MoDOT Traffic Engineering Assistance Program (TEAP)  
**Date:** January 18, 2024

The Missouri Department of Transportation (MoDOT) has requested that East-West Gateway amend the FY 2024 Unified Planning Work Program (UPWP) to include element 2.10: MoDOT Traffic Engineering Assistance Program (TEAP). TEAP funds provide engineering assistance to local public agencies for studying traffic engineering problems. Arnold, Lake Saint Louis, and Sunset Hills were selected by MoDOT to receive TEAP funds after a statewide competition. TEAP projects and funds are administered by MoDOT. The following table details the TEAP projects:

Sponsor	Project Title	TEAP Funds	Local Match
Arnold	Safety and operational analysis at intersection of Arnold Tenbrook Rd and Tenbrook Rd	\$12,000	\$3,000
Lake Saint Louis	Safety and operational analysis between Lake Saint Louis Blvd and Duello Rd	\$12,000	\$3,000
Sunset Hills	Safety and operational analysis at intersection of Kennerly Rd, Weber Hill Rd, and Old Gravois Rd	\$12,000	\$3,000

Through the TEAP, MoDOT will provide federal funds for 80% of project costs up to a maximum of \$12,000 and the municipalities will provide local matching funds for the remaining 20% of the project costs. The new work element is attached.

**Staff Recommendation:** Staff recommends that the FY 2024 UPWP be amended to include element 2.10: MoDOT Traffic Engineering Assistance Program (TEAP).

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## MODOT TRAFFIC ENGINEERING ASSISTANCE PROGRAM (TEAP)

### 2.10

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#### Summary

The Traffic Engineering Assistance Program (TEAP) allows local public agencies (LPAs) to receive engineering assistance for studying local traffic engineering issues. The TEAP projects are selected and administered by the Missouri Department of Transportation (MoDOT). The FY 2024 TEAP project awards included projects in Arnold, Lake Saint Louis, and Sunset Hills for traffic safety and operational analyses. The Arnold project is at Arnold Tenbrook Road/Tenbrook Road. The Lake Saint Louis project is on Orf Road between Lake Saint Louis Blvd. and Duello Road. The Sunset Hills project is at Kennerly Road, Weber Hill Road, and Old Gravois Road.

#### Activities

1. Provide engineering assistance to LPAs to study local traffic engineering issues.

#### Products/Outcomes

- A. Report on study conducted for the City of Arnold, Missouri. *(June 2024)*
- B. Report on study conducted for the City of Lake Saint Louis, Missouri. *(June 2024)*
- C. Report on study conducted for the City of Sunset Hills, Missouri. *(June 2024)*

#### Estimated Costs & Funding

##### State & Local

Other - <i>City of Arnold</i>	\$3,000
Other - <i>City of Lake Saint Louis</i>	\$3,000
Other - <i>City of Sunset Hills</i>	\$3,000
<b>Subtotal State &amp; Local</b>	<b>\$9,000</b>

##### Federal (FHWA TEAP)<sup>1</sup>

MoDOT	\$36,000
<b>Subtotal Federal</b>	<b>\$36,000</b>

##### Total

Other - <i>City of Arnold</i>	\$3,000
Other - <i>City of Lake Saint Louis</i>	\$3,000
Other - <i>City of Sunset Hills</i>	\$3,000
MoDOT	\$36,000
<b>Total Funding</b>	<b>\$45,000</b>

1 - CFDA #20.205

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

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Missouri Office of Administration

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James M. Wild

**Memo to:** Board of Directors

**From:** Staff

**Subject:** Modifications to the FY 2024-2027 Transportation Improvement Program, *Connected 2050*, and the related Air Quality Conformity Determination – Transportation Alternatives Program

**Date:** January 18, 2024

East-West Gateway Council of Governments (EWG) is requesting to revise the FY 2024-2027 Transportation Improvement Program (TIP), *Connected 2050*, and related Air Quality Conformity Determination to add 22 new projects under the Transportation Alternatives Program (TAP).

EWG announced a call for project applications for federal funding through the TAP on April 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. This call for projects was for Missouri sponsors only. The project solicitation process concluded on July 21, 2023 when project applications were due. EWG received 27 TAP applications requesting approximately \$28.9 million in federal funds.

Projects were evaluated by EWG staff using criteria based on the principles in *Connected 2050*. The Missouri Transportation Planning Committee (TPC) made funding recommendations at their October 2023 meeting. The Missouri TPC recommended 22 projects at a cost of \$25.3 million in TAP funds. The recommended projects are detailed in **Attachment A**.

The submitted projects were available online for public comment from October 27 to November 17, 2023. At the end of the public comment period, 37 comments were received. These comments are summarized in **Attachment B**. Details on the public comments can be downloaded here:

<http://www2.ewgateway.org/download/tap-comment-details/>

**Staff recommendation:** Staff recommends that the FY 2024-2027 TIP, *Connected 2050*, and related Air Quality Conformity Determination be revised to add 22 new projects as detailed in **Attachment A**. These projects are not regionally significant or exempt with respect to air quality in accordance with federal regulations (40 CFR 93.126).

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## FISCAL YEARS 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM ATTACHMENT A - RECOMMENDED TAP PROJECTS

COUNTY: FRANKLIN

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027	
7338-26	ST. CLAIR - TAP-5489(615)	TAP-S	Sidewalks	PE	\$49,858	\$0	\$49,858	\$0	\$0	
	WALTON & JEAN SIDEWALKS		Pedestrian Facility	ROW	\$0	\$0	\$0	\$0	\$0	
	WALTON: SPRINGFIELD TO GRAVOIS, JEAN: BARDOT TO MAIN SIDEWALK (5') - CURB RAMPS		IMPL	\$540,963	\$0	\$0	\$540,963	\$0		
	LENGTH (mi): 0.5		Federal:	\$398,866	TOTAL	\$590,821	\$0	\$49,858	\$540,963	\$0
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$590,821					
	PROJ PURPOSE: Sustainable Development		Local:	\$191,955						
7341-25	SULLIVAN - TAP-6000(606)	TAP-S	Sidewalks	PE	\$88,950	\$0	\$88,950	\$0	\$0	
	NORTH & SOUTH ROAD SIDEWALKS		Pedestrian Facility	ROW	\$0	\$0	\$0	\$0	\$0	
	MESSA DRIVE TO MO 185 SIDEWALK (6') - CROSSWALKS - CURB AND GUTTER		Roadway - Curb & Gutter	IMPL	\$949,855	\$0	\$0	\$949,855	\$0	
	LENGTH (mi): 0.8		Federal:	\$672,594	TOTAL	\$1,038,805	\$0	\$88,950	\$949,855	\$0
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$1,038,805					
	PROJ PURPOSE: Sustainable Development		Local:	\$366,211						
7343-25	UNION - TAP-6200(618)	TAP-S	Sidewalks	PE	\$101,215	\$0	\$101,215	\$0	\$0	
	UNION SCHOOL SIDEWALKS		Pedestrian Facility	ROW	\$5,000	\$0	\$0	\$5,000	\$0	
	CHRISTINA, WEST END, DELMAR, WATER, PARK, STATE, AND SPRINGFIELD NEAR UNION MIDDLE SCHOOL - SIDEWALK (5')		Roadway - Curb & Gutter	IMPL	\$1,095,031	\$0	\$0	\$0	\$1,095,031	
	LENGTH (mi): 0.64		Federal:	\$960,997	TOTAL	\$1,201,246	\$0	\$101,215	\$5,000	\$1,095,031
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$1,201,246					
	PROJ PURPOSE: Sustainable Development		Local:	\$240,249						



## FISCAL YEARS 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM ATTACHMENT A - RECOMMENDED TAP PROJECTS

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027				
7330-25	FESTUS - TAP-2600(616) FESTUS SCHOOL SIDEWALKS, PHASE 1 VARIOUS LOCATIONS ALONG MIDMEADOW LN, ST MARY'S LN, AND W MAIN ST NEAR FESTUS SCHOOLS - SIDEWALK (5' TO 6') LENGTH (mi): 0.68 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	TAP-S	Sidewalks Pedestrian Facility	PE	\$93,520	\$0	\$93,520	\$0	\$0				
				ROW	\$30,000	\$0	\$0	\$30,000	\$0				
				IMPL	\$867,480	\$0	\$0	\$0	\$867,480				
						Federal:	\$792,800	TOTAL	\$991,000	\$0	\$93,520	\$30,000	\$867,480
						State:	\$0	ESTIMATED TOTAL PROJECT COST: \$991,000					
						Local:	\$198,200						
7332-25	HILLSBORO - TAP-7202(605) HILLSBORO SCHOOL SIDEWALKS, PHASE 1 HILLSBORO HIGH SCHOOL AND PRIMARY SCHOOL TO BUSINESS 21 - SIDEWALK (6') - XING AT BUSINESS 21 LENGTH (mi): 0.55 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	TAP-S	Sidewalks Pedestrian Facility	PE	\$85,870	\$0	\$85,870	\$0	\$0				
				ROW	\$15,000	\$0	\$0	\$15,000	\$0				
				IMPL	\$788,130	\$0	\$0	\$0	\$788,130				
						Federal:	\$711,200	TOTAL	\$889,000	\$0	\$85,870	\$15,000	\$788,130
						State:	\$0	ESTIMATED TOTAL PROJECT COST: \$889,000					
						Local:	\$177,800						

# FISCAL YEARS 2024-2027

## TRANSPORTATION IMPROVEMENT PROGRAM

### ATTACHMENT A - RECOMMENDED TAP PROJECTS

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027				
7329-25	DARDENNE PRAIRIE - TAP-5407(621) HENNING ROAD SHARED USE PATH MCCLUER ROAD TO WELDON SPRING ROAD SHARED USE PATH (10') - CURB RAMPS - PED XINGS - RRFB LENGTH (mi): 1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	TAP-S	Bicycle Facilities Pedestrian Facility	PE	\$81,503	\$0	\$81,503	\$0	\$0				
				ROW	\$65,000	\$0	\$0	\$65,000	\$0				
				IMPL	\$726,731	\$0	\$0	\$0	\$726,731				
						Federal:	\$567,602	TOTAL	\$873,234	\$0	\$81,503	\$65,000	\$726,731
						State:	\$0	ESTIMATED TOTAL PROJECT COST: \$873,234					
						Local:	\$305,632						
7331-26	GREAT RIVERS GREENWAY - TAP-9900(155) DARDENNE GREENWAY E/O DARDENNE PARK TO S/O MEXICO ROAD UPGRADE SHARED USE PATH (12') - PED LIGHTING LENGTH (mi): 0.5 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	TAP-S	Bicycle Facilities Pedestrian Facility Lighting	PE	\$330,000	\$330,000	\$0	\$0	\$0				
				ROW	\$22,000	\$0	\$22,000	\$0	\$0				
				IMPL	\$3,916,000	\$0	\$0	\$3,916,000	\$0				
						Federal:	\$1,500,000	TOTAL	\$4,268,000	\$330,000	\$22,000	\$3,916,000	\$0
						State:	\$0	ESTIMATED TOTAL PROJECT COST: \$4,268,000					
						Local:	\$2,768,000						
7335-26	O'FALLON - TAP-5401(724) DARDENNE GREENWAY BLUEBIRD MEADOW PARK TO SPORTSPARK DR SHARED USE PATH (12') LENGTH (mi): 1.5 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	TAP-S	Bicycle Facilities Pedestrian Facility	PE	\$300,000	\$300,000	\$0	\$0	\$0				
				ROW	\$100,000	\$0	\$100,000	\$0	\$0				
				IMPL	\$2,298,740	\$0	\$0	\$2,298,740	\$0				
						Federal:	\$900,000	TOTAL	\$2,698,740	\$300,000	\$100,000	\$2,298,740	\$0
						State:	\$0	ESTIMATED TOTAL PROJECT COST: \$2,698,740					
						Local:	\$1,798,740						
7336A-26	ST. CHARLES - TAP-7303(626) N. MAIN STREET EXTENSION SIDEWALKS MONTGOMERY STREET TO CLARK STREET SIDEWALKS (5') - CURB RAMPS - PEDESTRIAN LIGHTING LENGTH (mi): 0.6 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	TAP-S	Sidewalks Pedestrian Facility Lighting	PE	\$0	\$0	\$0	\$0	\$0				
				ROW	\$1,200,000	\$0	\$1,200,000	\$0	\$0				
				IMPL	\$6,200,000	\$0	\$0	\$6,200,000	\$0				
						Federal:	\$2,500,000	TOTAL	\$7,400,000	\$0	\$1,200,000	\$6,200,000	\$0
						State:	\$0	ESTIMATED TOTAL PROJECT COST: \$8,000,000					
						Local:	\$4,900,000						
7336B-25	ST. CHARLES - TAP-7303(627) RIVERWALK (KATY TRAIL) PATH IMPROVEMENTS S/O AMERISTAR BLVD TO N/O MONROE ST (FOUNDRY) PAVED SHARED USE PATH (20') - CROSSWALKS LENGTH (mi): 1.25 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	TAP-S	Bicycle Facilities Pedestrian Facility	PE	\$500,000	\$0	\$500,000	\$0	\$0				
				ROW	\$0	\$0	\$0	\$0	\$0				
				IMPL	\$4,500,000	\$0	\$0	\$4,500,000	\$0				
						Federal:	\$2,500,000	TOTAL	\$5,000,000	\$0	\$500,000	\$4,500,000	\$0
						State:	\$0	ESTIMATED TOTAL PROJECT COST: \$5,000,000					
						Local:	\$2,500,000						

## FISCAL YEARS 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM ATTACHMENT A - RECOMMENDED TAP PROJECTS

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027	
7337-27	ST. CHARLES COUNTY - TAP-7303(628)	TAP-S	Bicycle Facilities	PE	\$480,000	\$0	\$480,000	\$0	\$0	
	INTERSTATE DRIVE SHARED USE PATH		Pedestrian Facility	ROW	\$20,000	\$0	\$0	\$20,000	\$0	
	SCHAPER ROAD TO 0.4 MI E/O S POINT PRAIRIE ROAD			IMPL	\$1,745,000	\$0	\$0	\$0	\$1,745,000	
	SHARED USE PATH (10') - CROSSWALKS									
	LENGTH (mi): 1.48		Federal:	\$1,396,000	TOTAL	\$2,245,000	\$0	\$480,000	\$20,000	\$1,745,000
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0						
	PROJ PURPOSE: Sustainable Development		Local:	\$849,000	ESTIMATED TOTAL PROJECT COST:		\$2,245,000			
7340-25	ST. PETERS - TAP-5640(614)	TAP-S	Bicycle Facilities	PE	\$191,834	\$0	\$191,834	\$0	\$0	
	SPENCER ROAD SHARED USE PATH, PHASE 1		Pedestrian Facility	ROW	\$311,731	\$0	\$0	\$311,731	\$0	
	EXEC. CTR PKWY: SPENCER TO W/O POND, S TO EX. PATH			IMPL	\$1,101,735	\$0	\$0	\$0	\$1,101,735	
	MEXICO RD: CITY CTR TO EX. PATH - SHARED USE PATH (10')									
	LENGTH (mi): 0.43		Federal:	\$1,198,480	TOTAL	\$1,605,300	\$0	\$191,834	\$311,731	\$1,101,735
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0						
	PROJ PURPOSE: Sustainable Development		Local:	\$406,820	ESTIMATED TOTAL PROJECT COST:		\$1,605,300			

# FISCAL YEARS 2024-2027

## TRANSPORTATION IMPROVEMENT PROGRAM

### ATTACHMENT A - RECOMMENDED TAP PROJECTS

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
7326-25	BRECKENRIDGE HILLS - TAP-5400(706) REX AVENUE SIDEWALKS ST. CHARLES ROCK RD TO BALTIMORE AVE SIDEWALK (5') - CROSSWALKS - SPEED HUMPS - PED LIGHTING LENGTH (mi): 0.5 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	TAP-S	Sidewalks	PE	\$90,000	\$0	\$90,000	\$0	\$0
			Pedestrian Facility	ROW	\$0	\$0	\$0	\$0	\$0
			Lighting	IMPL	\$620,000	\$0	\$0	\$0	\$620,000
			Federal:	TOTAL	\$710,000	\$0	\$90,000	\$0	\$620,000
			State:		\$0				
			Local:		\$195,000				
				ESTIMATED TOTAL PROJECT COST:	\$710,000				
7327-25	CHESTERFIELD - TAP-5410(637) PATHWAY ON THE PARKWAY (CHESTERFIELD PKWY E) CLARKSON RD TO SCHOETTLE & CHESTERFIELD PINES SIDEWALK (6') - CURB RAMPS LENGTH (mi): 0.9 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	TAP-S	Sidewalks	PE	\$255,000	\$0	\$255,000	\$0	\$0
			Pedestrian Facility	ROW	\$15,000	\$0	\$0	\$15,000	\$0
				IMPL	\$2,020,000	\$0	\$0	\$0	\$2,020,000
			Federal:	TOTAL	\$2,290,000	\$0	\$255,000	\$15,000	\$2,020,000
			State:		\$0				
			Local:		\$458,000				
				ESTIMATED TOTAL PROJECT COST:	\$2,290,000				
7328A-25	CREVE COEUR - TAP-4900(646) FERNVIEW DRIVE SIDEWALK, PHASE 1 OLIVE BLVD TO GALLAGHER ROAD AND SIDE STREETS SIDEWALKS (5' TO 6') - CURB RAMPS - STRIPED CROSSINGS LENGTH (mi): 0.66 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	TAP-S	Sidewalks	PE	\$120,000	\$120,000	\$0	\$0	\$0
			Pedestrian Facility	ROW	\$230,000	\$0	\$230,000	\$0	\$0
				IMPL	\$645,000	\$0	\$0	\$645,000	\$0
			Federal:	TOTAL	\$995,000	\$120,000	\$230,000	\$645,000	\$0
			State:		\$0				
			Local:		\$295,000				
				ESTIMATED TOTAL PROJECT COST:	\$995,000				
7328B-25	CREVE COEUR NEW BALLAS SIDEWALK, PHASE 3 ROCKY DRIVE TO 315 FT S/O MAGNA CARTA DRIVE SIDEWALK (5') - CURB RAMPS - BUS STOP IMPROVEMENT LENGTH (mi): 0.15 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	TAP-S	Sidewalks	PE	\$50,000	\$50,000	\$0	\$0	\$0
			Pedestrian Facility	ROW	\$10,000	\$0	\$10,000	\$0	\$0
				IMPL	\$550,000	\$0	\$0	\$550,000	\$0
			Federal:	TOTAL	\$610,000	\$50,000	\$10,000	\$550,000	\$0
			State:		\$0				
			Local:		\$162,000				
				ESTIMATED TOTAL PROJECT COST:	\$610,000				
7333-25	LADUE - TAP-4901(653) SOUTH OUTER 40 SHARED USE PATH CLAYTON ROAD TO ROLLING ROCK LANE SHARED USE PATH (10') - PEDESTRIAN CROSSINGS LENGTH (mi): 0.55 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	TAP-S	Bicycle Facilities	PE	\$169,000	\$0	\$169,000	\$0	\$0
			Pedestrian Facility	ROW	\$50,000	\$0	\$0	\$50,000	\$0
				IMPL	\$1,030,425	\$0	\$0	\$0	\$1,030,425
			Federal:	TOTAL	\$1,249,425	\$0	\$169,000	\$50,000	\$1,030,425
			State:		\$0				
			Local:		\$249,885				
				ESTIMATED TOTAL PROJECT COST:	\$1,249,425				

## FISCAL YEARS 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM ATTACHMENT A - RECOMMENDED TAP PROJECTS

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027		
7334-25	MANCHESTER - TAP-4939(611) MANCHESTER ROAD (MO 100) SIDEWALKS MO 141 TO 150' W/O KNOLLHAVEN LANE SIDEWALKS (6') - CROSSWALK LENGTH (mi): 0.5 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	TAP-S	Sidewalks	PE	\$327,000	\$0	\$327,000	\$0	\$0		
			Pedestrian Facility	ROW	\$194,000	\$0	\$0	\$194,000	\$0		
				IMPL	\$2,361,150	\$0	\$0	\$0	\$2,361,150		
				TOTAL	\$2,882,150	\$0	\$327,000	\$194,000	\$2,361,150		
				Federal:	\$1,152,860						
				State:	\$0						
				Local:	\$1,729,290	ESTIMATED TOTAL PROJECT COST: \$2,882,150					
7342-26	TOWN & COUNTRY - TAP-4900(648) TOPPING ROAD SIDEWALK, PHASE 2A TOPPING ESTATES DRIVE TO OLD COLONY LANE SIDEWALK (5') - CURB RAMPS LENGTH (mi): 0.4 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	TAP-S	Sidewalks	PE	\$60,000	\$60,000	\$0	\$0	\$0		
			Pedestrian Facility	ROW	\$30,000	\$0	\$30,000	\$0	\$0		
				IMPL	\$630,466	\$0	\$0	\$630,466	\$0		
				TOTAL	\$720,466	\$60,000	\$30,000	\$630,466	\$0		
				Federal:	\$315,233						
				State:	\$0						
				Local:	\$405,233	ESTIMATED TOTAL PROJECT COST: \$720,466					

## FISCAL YEARS 2024-2027

# TRANSPORTATION IMPROVEMENT PROGRAM

### ATTACHMENT A - RECOMMENDED TAP PROJECTS

COUNTY: ST. LOUIS CITY

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
7325-25	BI-STATE DEVELOPMENT/METRO ADA BUS STOP IMPROVEMENTS BUS STOP IMPROVEMENTS ON THREE BUS ROUTES 70 (GRAND), 97 (DELMAR), 32 (DR MARTIN LUTHER KING) LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	TAP-S	Transit Capital Imps. Pedestrian Facility	PE ROW IMPL	\$360,000 \$0 \$2,640,000	\$0 \$0 \$0	\$360,000 \$0 \$0	\$0 \$0 \$2,640,000	\$0 \$0 \$0
			Federal: \$2,400,000 State: \$0 Local: \$600,000	TOTAL	\$3,000,000	\$0	\$360,000	\$2,640,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$3,000,000					
7339-26	ST. LOUIS - TAP-5436(605) 4TH & WASHINGTON MULTIMODAL IMPROVEMENTS 4TH: CHOUTEAU TO CONVENTION, CONVENTION - BIKE LN (10') WASHINGTON: 3RD TO 14TH - CALMING, INT. IMPROVEMENTS LENGTH (mi): 1.86 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	TAP-S	Bicycle Facilities Traffic Calming/Access Mgt Intersection Improvement	PE ROW IMPL	\$0 \$0 \$3,125,000	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$3,125,000	\$0 \$0 \$0
			Federal: \$2,500,000 State: \$0 Local: \$625,000	TOTAL	\$3,125,000	\$0	\$0	\$3,125,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$3,725,000					
7344-25	TRAILNET - TAP-9901(622) STL SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE BIKE SAFETY COURSES, WALKING/BIKING TO SCHOOL EDUC. AT P. HENRY, O. HILL, FROEBEL, HICKEY, WALBRIDGE, CITY G. LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity	TAP-S	Education/Marketing Program	PE ROW IMPL	\$121,218 \$145,090 \$171,184	\$0 \$0 \$0	\$121,218 \$0 \$0	\$0 \$145,090 \$0	\$0 \$0 \$171,184
			Federal: \$349,993 State: \$0 Local: \$87,499	TOTAL	\$437,492	\$0	\$121,218	\$145,090	\$171,184
				ESTIMATED TOTAL PROJECT COST: \$437,492					

<b>TIP #</b>	<b>Sponsor - Project Title</b>	<b>Support</b>	<b>Oppose</b>	<b>Have Concerns</b>	<b>Total</b>
7325-25	Bi-State Development-Metro - ADA Bus Stop Compliance	2	0	0	2
7331-26	Great Rivers Greenway - Dardenne Greenway	21	2	1	24
7333-25	Ladue - South Outer 40 Shared Use Path	1	0	0	1
7335-26	O'Fallon - Dardenne Greenway	14	0	0	14
		38	2	1	41

**Details on the public comments can be downloaded here:**

<http://www2.ewgateway.org/download/tap-comment-details/>



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

Creating Solutions Across Jurisdictional Boundaries

**Memo to:** Board of Directors  
**From:** Staff  
**Subject:** Modifications to the FY 2024-2027 Transportation Improvement Program (TIP), *Connected 2050*, and the Related Air Quality Conformity Determination – Requested by Illinois and Missouri Sponsors  
**Date:** January 18, 2024

The Illinois Department of Transportation (IDOT), Missouri Department of Transportation (MoDOT), East St. Louis, Webster Groves, Madison County Transit District, Metro, and Mascoutah Township Road District have requested to amend the FY 2024-2027 TIP, *Connected 2050*, and the related Air Quality Conformity Determination. In all, they are requesting to add 17 new projects, modify 10 projects, and add one new scoping project. This memo outlines the requested changes.

**Illinois New Projects**

IDOT has requested to add ten new projects to the FY 2024-2027 TIP. Funding for these projects is coming from a Central Office statewide pot of funding or cost savings from projects programmed in prior fiscal years.

Mascoutah Township Road District has requested to add one new project. Funding for this project is coming from Rail/Highway Safety Funds. Rail/Highway Safety projects are selected following a statewide project solicitation.

East St. Louis has requested to add one new project. East St. Louis recently received funding through the Safe Streets and Roads for All Program (SS4A). SS4A projects are selected by the United States Department of Transportation following a nationwide project solicitation.

Madison County Transit District is requesting to add one new project. Funding is coming from cost savings from other projects.

The new projects are summarized on the following table:

- Chair**  
Mark A. Kern  
Chairman, St. Clair County Board
- Vice Chair**  
Tishaura Jones  
Mayor  
City of St. Louis
- 2nd Vice Chair**  
Tim Brinker  
Presiding Commissioner  
Franklin County
- Executive Committee**  
Steve Ehlmann  
County Executive, St. Charles County  
Dennis Gannon  
County Executive, Jefferson County  
George Green  
County Board Chairman  
Monroe County  
Dr. Sam Page  
County Executive, St. Louis County  
Kurt Prenzler  
Chairman  
Madison County Board
- Members**  
Honorable Rita Heard Days  
Councilwoman, 1st Council District  
St. Louis County  
Mike Elam  
Councilman, District 3  
St. Charles County  
Megan Green  
President, Board of Aldermen  
City of St. Louis  
Michelle Harris  
President  
Municipal League of Metro St. Louis  
Lonnie Mosley  
St. Clair County  
Charles Powell III  
Mayor, City of East St. Louis  
Herb Roach  
Vice President, Southwestern Illinois  
Council of Mayors  
David Schwind  
Madison County  
Herbert Simmons  
President, Southwestern Illinois  
Metropolitan & Regional  
Planning Commission  
Seth Speiser  
President, Southwestern Illinois  
Council of Mayors  
Donald R. Summers, Jr.  
St. Louis County
- Regional Citizens**  
Barbara Geisman  
C. William Grogan  
John A. Laker  
Ron Williams
- Non-voting Members**  
Holly Bieneman  
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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<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/ 7317U-24	IL 3 – 0.3 miles north of IL 157 to 0.3 miles south of IL 157 in Cahokia Heights	Intersection improvements & pavement marking	St. Clair	\$640,000	\$800,000
IDOT/ 7317V-24	IL 156 – IL 159 to IL 13	Resurfacing	St. Clair	\$480,000	\$600,000
IDOT/ 7317W-24	I-70/US 40 – 0.1 miles west of Prairie Rd to Bond County	Resurfacing	Madison	\$450,000	\$500,000
IDOT/ 7317X-24	I-55/I-70/US 40 at I-64 interchange (Tri-level)	Lighting	St. Clair	\$540,000	\$600,000
IDOT/ 7317Y-24	IL 140 – 0.2 miles west of IL 159 to 0.1 miles west of Park Avenue in Alton	Resurfacing	Madison	\$3,200,000	\$4,000,000
IDOT/ 7317Z-24	IL 111 / IL 140 at Fosterburg Road	Left turn lane & traffic signal modernization	Madison	\$612,000	\$680,000
IDOT/ 7345A-24	GPS Base Stations at various maintenance yards	Construct GPS base stations	Multi-County-Illinois	\$144,000	\$200,000
IDOT/ 7345B-24	I-55/I-64/US 40 – Mississippi River to east of I-64 (tri-level) interchange	Sign maintenance	St. Clair	\$585,000	\$650,000
IDOT/ 7345C-24	Navigation Lighting at various locations along the Kaskaskia River	Navigation lighting repairs	Multi-County-Illinois	\$160,000	\$200,000

<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/ 6987I-22	I-55/I-64/US 40 - Mississippi River to east of I-64 (tri-level) interchange	Lighting	St. Clair	\$8,460,000	\$9,400,000
Mascoutah Township Road District/ 5996F-24	Emig Road at Norfolk Southern railroad crossing	Close railroad crossing	St. Clair	\$20,000	\$40,000
East St. Louis/ 7319A-24	Vision Zero Planning and Demonstration Action Plan in East St. Louis	Planning Study	St. Clair	\$218,880	\$273,600
Madison County Transit District/ 7226Y-24	Base Facility Paving Improvement at Madison County Transit District HQ	Pave gravel lot for vehicles/ equipment	Madison	\$800,000	\$1,000,000
<b>TOTAL:</b>				<b>\$16,309,880</b>	<b>\$18,943,600</b>

**Illinois Modified Projects**

IDOT has requested to modify four projects and Madison County Transit District has requested to modify two projects currently programmed in the FY 2024-2027 TIP.

The 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/ 7317T-24/ Madison	Frontage Rd - 0.1 miles east of Park St in Livingston to Macoupin County	Resurfacing	\$800,000 / \$1,500,000	Increase in estimated cost

IDOT/ 7146H-21/ Madison	IL 111 – Over NW/CNG RR and bike trail	Bridge/joint repair, deck overlay	\$2,200,000/ \$2,200,000	Advance from FY 2025 to FY 2024
IDOT/ 7221A-25/ Madison	US 67 – Clark Bridge over Mississippi River	Bridge deck seal	\$300,000/ \$300,000	Advance from FY 2025 to FY 2024
IDOT/ 7146W-25/ St. Clair	IL 4 – Center St in Lebanon to Madison County	Resurfacing	\$4,100,000/ \$4,100,000	Advance from FY 2025 to FY 2024
Madison County Transit District/ 7145Q-22/ Madison	Transit Support Facility in Alton	Construct parking area/support facility for drivers	\$500,000/ \$1,500,000	Increased scope to include parking area/support facility for drivers
Madison County Transit District/ 7145V-25/ Madison	Heavy Duty Bus Replacement	Replace 2 40' buses	\$3,750,000/ \$1,350,000	Reduce from 5 40' buses to 2 40' buses

**Missouri New Projects**

MoDOT is requesting to add three new projects to the FY 2024-2027 TIP. These are all payment projects related to Governor’s Cost Share Program (TIP# 7324E-24), Legislature funded project (TIP# 7324F-24), or MoDOT’s Cost Share Program (TIP# 7324G-24). MoDOT intends to use advance construction for TIP# 7324G-24, meaning that this project initially will be funded with 100 percent state funds from MoDOT’s operations budget until federal funds become available.

Webster Groves has requested to add one new project. Webster Groves recently received funding through the Safe Streets and Roads for All Program (SS4A). SS4A projects are selected by the United States Department of Transportation following a nationwide project solicitation.

The new projects are summarized on the following table:

<b>New Projects – Missouri</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>
MoDOT/ 7324E-24	Airport Rd – US 61 to Crystal City Industrial RR; VFW Dr, and access roads in vicinity of future James Hardie manufacturing	Payment to Jefferson County for road improvements	Jefferson	\$0	\$7,281,000
MoDOT/ 7324F-24	Calvary Church Rd at Plattin Creek – Calvary Church Rd/Castle Acres Rd in vicinity of future James Hardie manufacturing	Payment to Jefferson County for road/bridge improvements	Jefferson	\$0	\$13,040,000
MoDOT/ 7324G-24	MO DD at Frontier Middle School	Payment to Wentzville School District to add traffic signal	St. Charles	\$0	\$150,000
Webster Groves/ 7319B-24	Action Plan and Demonstration Activities	Comprehensive safety action plan; Pilot demonstration activities	St. Louis	\$2,198,280	\$2,747,850
<b>TOTAL:</b>				<b>\$2,198,280</b>	<b>\$23,218,850</b>

**Missouri Modified Projects**

Metro has requested to modify four projects currently programmed in the FY 2024-2027 TIP. Metro recently was awarded nearly \$196 million in Rail Vehicle Replacement Program (RVRP) funds. These funds were awarded by the Federal Transit Administration following a nationwide project solicitation. The RVRP funding is supplementing existing Metro light rail vehicle replacement projects and will increase the number of light rail vehicles being replaced in its fleet.

The projects are summarized on the following table:

<b>Modified Projects - Missouri</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>
Metro/ 6443-15 6688A-18 6688B-17 6688C-24/ Multi-State	Light rail vehicles	Replace vehicles	\$158,347,581 / \$392,592,803	Sponsor rec'd \$196 million in funding from Federal Transit Administration

**Missouri Scoping Project**

MoDOT has requested to add one new scoping project. MoDOT's scoping policy is intended to ensure that projects have defined scopes and construction cost estimates before they are committed to the TIP. At this time, there is no construction funding committed to this project and the project entails preliminary engineering only (30 percent engineering).

The new scoping project is summarized on the following table:

<b>New Scoping Project - Missouri</b>				
<b>Sponsor / TIP #/ Sponsor #</b>	<b>Limits/Description of Work</b>	<b>County</b>	<b>Fed Cost for Design</b>	<b>Total Cost for Design</b>
MoDOT / 7322F-24/ SL0186	MO D – US 67 to I-170 – upgrade pedestrian facilities to comply with ADA transition plan	St. Louis	\$480,000	\$600,000

**Staff Recommendation:** Staff recommends that the FY 2024-2027 TIP, *Connected 2050*, and related Air Quality Conformity Determination be revised to add 17 new projects, modify 10 projects, and add one new scoping project. This memo outlines the requested changes as summarized above and detailed in the attachment. These projects are exempt (40 CFR 93.126, 40 CFR 93.127) or not regionally significant with respect to air quality in accordance with federal regulations.

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**Amendment #** 0124-005  
**TIP #** 7317U-24  
**Sponsor #** C-98-101-24

**PROJECT SPONSOR:** IDOT

**ACTION REQUESTED:** Revise FY 2024 of the FY 2024-2027 TIP to add a project

**TITLE:** IL 3

**LIMITS:** 0.3 miles north of IL 157 to 0.3 miles south of IL 157 in Cahokia Heights

**DESCRIPTION:** Intersection improvements & pavement marking

**COUNTY:** St. Clair

**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>	\$640,000	\$160,000	\$800,000
<b>Total</b>	\$640,000	\$160,000	\$800,000

**AIR QUALITY CONFORMITY:** Exempt – Pavement marking (§ 93.126)

**STAFF RECOMMENDATION:** Approval

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**Amendment #** 0124-006  
**TIP #** 7317V-24  
**Sponsor #** C-98-091-22

**PROJECT SPONSOR:** IDOT

**ACTION REQUESTED:** Revise FY 2024 of the FY 2024-2027 TIP to add a project

**TITLE:** IL 156

**LIMITS:** IL 159 to IL 13

**DESCRIPTION:** Resurfacing

**COUNTY:** St. Clair

**FUNDING SOURCE:** Surface Transportation Block Grant Program (STBG)

	<b>Federal</b>	<b>Match</b>	<b>Total</b>
<b>PE</b>	\$0	\$0	\$0
<b>ROW</b>	\$0	\$0	\$0
<b>Implementation</b>	\$480,000	\$120,000	\$600,000
<b>Total</b>	\$480,000	\$120,000	\$600,000

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

**STAFF RECOMMENDATION:** Approval

Board of Directors  
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**Amendment #** 0124-007  
**TIP #** 7317W-24  
**Sponsor #** C-98-090-22

**PROJECT SPONSOR:** IDOT

**ACTION REQUESTED:** Revise FY 2024 of the FY 2024-2027 TIP to add a project

**TITLE:** I-70/US 40

**LIMITS:** 0.1 miles west of Prairie Rd to Bond County

**DESCRIPTION:** Resurfacing

**COUNTY:** Madison

**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>	\$450,000	\$50,000	\$500,000
<b>Total</b>	\$450,000	\$50,000	\$500,000

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

**STAFF RECOMMENDATION:** Approval



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**Amendment #** 0124-008  
**TIP #** 7317X-24  
**Sponsor #** C-98-061-23

**PROJECT SPONSOR:** IDOT

**ACTION REQUESTED:** Revise FY 2024 of the FY 2024-2027 TIP to add a project

**TITLE:** I-55/I-70/US 40

**LIMITS:** At I-64 interchange (Tri-level)

**DESCRIPTION:** Lighting

**COUNTY:** St. Clair

**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>	\$540,000	\$60,000	\$600,000
<b>Total</b>	\$540,000	\$60,000	\$600,000

**AIR QUALITY CONFORMITY:** Exempt – Lighting improvements (§ 93.126)

**STAFF RECOMMENDATION:** Approval

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**Amendment #** 0124-009  
**TIP #** 7317Y-24  
**Sponsor #** C-98-099-24

**PROJECT SPONSOR:** IDOT

**ACTION REQUESTED:** Revise FY 2024 of the FY 2024-2027 TIP to add a project

**TITLE:** IL 140

**LIMITS:** 0.2 miles west of IL 159 to 0.1 miles west of Park Avenue in Alton

**DESCRIPTION:** Resurfacing

**COUNTY:** Madison

**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>	\$3,200,000	\$800,000	\$4,000,000
<b>Total</b>	\$3,200,000	\$800,000	\$4,000,000

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

**STAFF RECOMMENDATION:** Approval

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**Amendment #** 0124-010  
**TIP #** 7317Z-24  
**Sponsor #** C-98-121-22

**PROJECT SPONSOR:** IDOT

**ACTION REQUESTED:** Revise FY 2024 of the FY 2024-2027 TIP to add a project

**TITLE:** IL 111/ IL 140

**LIMITS:** At Fosterburg Road

**DESCRIPTION:** Left turn lane & traffic signal modernization

**COUNTY:** Madison

**FUNDING SOURCE:** Highway Safety Improvement Program (HSIP)

	<b>Federal</b>	<b>Match</b>	<b>Total</b>
<b>PE</b>	\$0	\$0	\$0
<b>ROW</b>	\$0	\$0	\$0
<b>Implementation</b>	\$612,000	\$68,000	\$680,000
<b>Total</b>	\$612,000	\$68,000	\$680,000

**AIR QUALITY CONFORMITY:** Exempt – Highway Safety Improvement Program implementation (§ 93.126)

**STAFF RECOMMENDATION:** Approval

Board of Directors  
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**Amendment #** 0124-011  
**TIP #** 7345A-24  
**Sponsor #** C-98-101-24

**PROJECT SPONSOR:** IDOT

**ACTION REQUESTED:** Revise FY 2024 of the FY 2024-2027 TIP to add a project

**TITLE:** GPS Base Stations

**LIMITS:** At various maintenance yards

**DESCRIPTION:** Construct GPS base stations

**COUNTY:** Multi-County-Illinois

**FUNDING SOURCE:** Technology Innovation and Deployment Program (TIDP)

	<b>Federal</b>	<b>Match</b>	<b>Total</b>
<b>PE</b>	\$0	\$0	\$0
<b>ROW</b>	\$0	\$0	\$0
<b>Implementation</b>	\$144,000	\$56,000	\$200,000
<b>Total</b>	\$144,000	\$56,000	\$200,000

**AIR QUALITY CONFORMITY:** Not regionally significant

**STAFF RECOMMENDATION:** Approval

Board of Directors  
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**Amendment #** 0124-012  
**TIP #** 7345B-24  
**Sponsor #** C-98-073-24

**PROJECT SPONSOR:** IDOT

**ACTION REQUESTED:** Revise FY 2024 of the FY 2024-2027 TIP to add a project

**TITLE:** I-55/I-64/US 40

**LIMITS:** Mississippi River to east of I-64 (tri-level) interchange

**DESCRIPTION:** Sign maintenance

**COUNTY:** St. Clair

**FUNDING SOURCE:** Highway Safety Improvement Program (HSIP)

	<b>Federal</b>	<b>Match</b>	<b>Total</b>
<b>PE</b>	\$0	\$0	\$0
<b>ROW</b>	\$0	\$0	\$0
<b>Implementation</b>	\$585,000	\$65,000	\$650,000
<b>Total</b>	\$585,000	\$65,000	\$650,000

**AIR QUALITY CONFORMITY:** Exempt – Highway Safety Improvement Program implementation (§ 93.126)

**STAFF RECOMMENDATION:** Approval

Board of Directors  
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**Amendment #** 0124-013  
**TIP #** 7345C-24  
**Sponsor #** C-98-044-23

**PROJECT SPONSOR:** IDOT

**ACTION REQUESTED:** Revise FY 2024 of the FY 2024-2027 TIP to add a project

**TITLE:** Navigation Lighting

**LIMITS:** At various locations along the Kaskaskia River

**DESCRIPTION:** Navigation lighting repairs

**COUNTY:** Multi-County-Illinois

**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 #** 0124-014  
**TIP #** 6987I-22  
**Sponsor #** C-98-027-20

**PROJECT SPONSOR:** IDOT

**ACTION REQUESTED:** Revise FY 2024 of the FY 2024-2027 TIP to add a project

**TITLE:** I-55/I-64/US 40

**LIMITS:** Mississippi River to east of I-64 (tri-level) interchange

**DESCRIPTION:** Lighting

**COUNTY:** St. Clair

**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>	\$8,460,000	\$940,000	\$9,400,000
<b>Total</b>	\$8,460,000	\$940,000	\$9,400,000

**AIR QUALITY CONFORMITY:** Exempt – Lighting improvements (§ 93.126)

**STAFF RECOMMENDATION:** Approval

Board of Directors  
January 18, 2024  
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**Amendment #** 0124-015  
**TIP #** 5996F-24  
**Sponsor #** C-98-089-24

**PROJECT SPONSOR:** Mascoutah Township Road District

**ACTION REQUESTED:** Revise FY 2024 of the FY 2024-2027 TIP to add a project

**TITLE:** Emig Road

**LIMITS:** At Norfolk Southern railroad crossing

**DESCRIPTION:** Close railroad crossing

**COUNTY:** St. Clair

**FUNDING SOURCE:** Railway/Highway Safety Program (RRXNG)

	<b>Federal</b>	<b>Match</b>	<b>Total</b>
<b>PE</b>	\$0	\$0	\$0
<b>ROW</b>	\$0	\$0	\$0
<b>Implementation</b>	\$20,000	\$20,000	\$40,000
<b>Total</b>	\$20,000	\$20,000	\$40,000

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

**STAFF RECOMMENDATION:** Approval



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**Amendment #**           **0124-016**  
**TIP #**                       **7319A-24**

**PROJECT**  
**SPONSOR:**               **East St. Louis**

**ACTION**  
**REQUESTED:**       Revise FY 2024 of the FY 2024-2027 TIP to add a project

**TITLE:**                   **Vision Zero Planning and Demonstration Action Plan**

**LIMITS:**                In East St. Louis

**DESCRIPTION:**       Planning Study

**COUNTY:**              St. Clair

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

	<b>Federal</b>	<b>Match</b>	<b>Total</b>
<b>PE</b>	\$0	\$0	\$0
<b>ROW</b>	\$0	\$0	\$0
<b>Implementation</b>	\$218,880	\$54,720	\$273,600
<b>Total</b>	\$218,880	\$54,720	\$273,600

**AIR QUALITY**  
**CONFORMITY:**       Exempt – Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies (§ 93.126)

**STAFF**  
**RECOMMENDATION:**   Approval

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**Amendment #** 0124-017  
**TIP #** 7226Y-24

**PROJECT SPONSOR:** Madison County Transit District

**ACTION REQUESTED:** Revise FY 2024 of the FY 2024-2027 TIP to add a project

**TITLE:** Base Facility Paving Improvement

**LIMITS:** At Madison County Transit District HQ

**DESCRIPTION:** Pave gravel lot for vehicles/equipment

**COUNTY:** Madison

**FUNDING SOURCE:** Section 5307 (S5307)

	<b>Federal</b>	<b>Match</b>	<b>Total</b>
<b>PE</b>	\$0	\$0	\$0
<b>ROW</b>	\$0	\$0	\$0
<b>Implementation</b>	\$800,000	\$200,000	\$1,000,000
<b>Total</b>	\$800,000	\$200,000	\$1,000,000

**AIR QUALITY CONFORMITY:** Not regionally significant

**STAFF RECOMMENDATION:** Approval

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**Amendment #**        **0124-018**  
**TIP #**                 **7324E-24**  
**Sponsor #**           **SNS0025**

**PROJECT**  
**SPONSOR:**           **MoDOT**

**ACTION**  
**REQUESTED:**        Revise FY 2024 of the FY 2024-2027 TIP to add a project

**TITLE:**                **Road Improvements (Airport Rd, VFW Dr, access roads)**

**LIMITS:**             Airport Rd, VFW Dr, and access roads in vicinity of future James Hardie manufacturing in Crystal City

**DESCRIPTION:**     Payment to Jefferson County for road improvements

**COUNTY:**            Jefferson

**FUNDING**  
**SOURCE:**            State (STATE)

	<b>Federal</b>	<b>Match</b>	<b>Total</b>
<b>PE</b>	\$0	\$0	\$0
<b>ROW</b>	\$0	\$0	\$0
<b>Implementation</b>	\$0	\$7,281,000	\$7,281,000
<b>Total</b>	\$0	\$7,281,000	\$7,281,000

**AIR QUALITY**  
**CONFORMITY:**        Not regionally significant

**STAFF**  
**RECOMMENDATION:**    Approval

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**Amendment #** 0124-019  
**TIP #** 7324F-24  
**Sponsor #** ST0059

**PROJECT SPONSOR:** MoDOT

**ACTION REQUESTED:** Revise FY 2024 of the FY 2024-2027 TIP to add a project

**TITLE:** Road/Bridge Improvements (Calvary Church Rd/Castle Acres Rd)

**LIMITS:** Calvary Church Rd at Plattin Creek; Calvary Church Rd/Castle Acres Rd in vicinity of future James Hardie manufacturing

**DESCRIPTION:** Payment to Jefferson County for road/bridge improvements

**COUNTY:** Jefferson

**FUNDING SOURCE:** State (STATE)

	<b>Federal</b>	<b>Match</b>	<b>Total</b>
<b>PE</b>	\$0	\$0	\$0
<b>ROW</b>	\$0	\$0	\$0
<b>Implementation</b>	\$0	\$13,040,000	\$13,040,000
<b>Total</b>	\$0	\$13,040,000	\$13,040,000

**AIR QUALITY CONFORMITY:** Not regionally significant

**STAFF RECOMMENDATION:** Approval

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**Amendment #** 0124-020  
**TIP #** 7324G-24  
**Sponsor #** SL0185

**PROJECT SPONSOR:** MoDOT

**ACTION REQUESTED:** Revise FY 2024 of the FY 2024-2027 TIP to add a project

**TITLE:** MO DD

**LIMITS:** At Frontier Middle School

**DESCRIPTION:** Payment to Wentzville School District to add traffic signal

**COUNTY:** St. Charles

**FUNDING SOURCE:** State Advance Construction (STAC\*)

	<b>Federal</b>	<b>Match</b>	<b>Total</b>
<b>PE</b>	\$0	\$2,000	\$2,000
<b>ROW</b>	\$0	\$0	\$0
<b>Implementation</b>	\$0	\$148,000	\$148,000
<b>Total</b>	\$0	\$150,000	\$150,000

\*Anticipated converted to STBG federal funding: \$148,365

**AIR QUALITY**

**CONFORMITY:** Exempt – Intersection signalization projects at individual intersections (§ 93.127)

**STAFF**

**RECOMMENDATION:** Approval

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**Amendment #**           **0124-021**  
**TIP #**                       **7319B-24**

**PROJECT**  
**SPONSOR:**               **Webster Groves**

**ACTION**  
**REQUESTED:**           Revise FY 2024 of the FY 2024-2027 TIP to add a project

**TITLE:**                   **Action Plan Demonstration Activities**

**LIMITS:**                 In Webster Groves

**DESCRIPTION:**       Develop comprehensive safety action plan; Pilot demonstration activities

**COUNTY:**               St. Louis

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

	<b>Federal</b>	<b>Match</b>	<b>Total</b>
<b>PE</b>	\$2,198,280	\$549,570	\$2,747,850
<b>ROW</b>	\$0	\$0	\$0
<b>Implementation</b>	\$0	\$0	\$0
<b>Total</b>	\$2,198,280	\$549,570	\$2,747,850

**AIR QUALITY**  
**CONFORMITY:**       Exempt – Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies (§ 93.126)

**STAFF**  
**RECOMMENDATION:**   Approval