

AGENDA
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS MEETING
WEDNESDAY, FEBRUARY 28, 2024 – 10:00 A.M.

- 1. CALL TO ORDER**
- 2. APPROVAL OF MINUTES OF JANUARY 31, 2024**
- 3. DISCUSSION ITEMS**
 - A. 2024 OneSTL Report to the Region - - Aaron Young
 - B. MoDOT Policy Change for Sub-Allocated Funding - - Rachael Pawlak
 - C. FY 2025-2028 Transportation Improvement Program Development -- Jason Lange
 - D. Coordinated Human Services Transportation Plan – Melissa Theiss
- 4. ACTION ITEMS**
 - A. Northside-Southside MetroLink LPA Revision - - Taulby Roach
 - B. 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
 - C. Regional Security Expenditures - - Samantha Lewis
- 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/7294726824365665112>

Webinar ID: 630-628-067 Phone: [1 \(562\) 247-8422](tel:15622478422) (Audio Access Code: 237-569-443)

NEXT MEETING DATE: WEDNESDAY, MARCH 27, 2024



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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Mayor
City of St. Louis

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Council of Mayors

David Schwind
Madison County

Herbert Simmons
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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

Memo to: Board of Directors

From: Staff

Subject: Project Notifications

Date: February 12, 2024

Attached is the Project Notification list for January 13, 2024 – February 9, 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.

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**Project Reviews for East-West Gateway Council of Governments
January 13, 2024 – February 9, 2024**

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE, LOCAL/OTHER	TOTAL
St. Louis County	Union Pacific Railroad Co. #2408007	Proposed Abandonment of the Rock Island Old Passenger Main Near Olivette, St. Louis County, MO, STB Docket No. AB-33 (Sub-No. 350X), Union Pacific Railroad Company Proposed Discontinuance of Service on the Rock Island Old Passenger Main Near Olivette, St. Louis County, MO, STB Docket No. 1338X, Missouri Eastern Railroad, LLC (0.55 miles)	Surface Transportation Board (STB)			
St. Louis County	The Curators of the University on behalf of UMSL #2408021	93.243 – Substance Abuse and Mental Health Services Projects of Regional and National Significance Strategic Prevention Framework Partnerships for Success	HHS	\$1,875,000		\$1,875,000

MINUTES

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS BOARD OF DIRECTORS JANUARY 31, 2024

The regular meeting of the Board of Directors was held in the Council offices on Wednesday, January 31, 2024 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, *2nd Vice-Chair*, Presiding Commissioner, Franklin County, MO
Steve Ehlmann, County Executive, St. Charles County, MO
Dennis Gannon, County Executive, Jefferson County, MO
Kurt Prenzler, Chairman, Madison County, IL Board
Mike Elam, Councilman, St. Charles County, MO (via webinar)
Barbara Geisman, Regional Citizen, City of St. Louis, MO
Bill Grogan, Regional Citizen, St. Clair County, IL
Michelle Harris, President, Metro St. Louis, St. Louis County, MO
Ella Jones, St. Louis County, MO
John A. Laker, 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
Don Summers, St. Louis County, MO
Ron Williams, Madison County, IL
Tom Blair, MoDOT
Taulby Roach, Bi-State Development

Members Absent

Holly Bieneman, IDOT
George Green, Chair, Monroe County, IL, Board
Megan Green, President Board of Aldermen, City of St. Louis
Dr. Sam Page, County Executive, St. Louis County, MO
Charles Powell III, Mayor, City of East St. Louis, IL
Herb Simmons, President, SW IL Metropolitan & Regional Planning Commission
Seth Speiser, President, SWIL Council of Mayors, IL
Patrick McMcKenna, MoDOT
Brock Timmons, Designee, MO Governor's Office

EAC Members in Attendance

Tom Caldwell (via webinar)
Paul Hampel
Kevin Jemison (via webinar)
Chuck Stewart
Betsy Tracy (via webinar)
Betherny Williams

EWGCOG Staff:

Jim Wild, Staci Alvarez, Josh Campbell, Kristen Capps-Jones, Anna Chott, Joyce Collins-Catling, Bailey DeJonge, Carrie Dookwah, Stephen Ducker, Joe Fetter, Ben Fleschert, Lee Harris, Alex Hartig, Christie Holland, Paul Hubbman, Saranya Konala, Jason Lange, Carol Lawrence, Mary Grace Lewandowski, Samantha Lewis, Brian Marler, Maddie Mattli, Marcie Meystrik, Anna Musial, Rachael Pawlak, John Posey, Mary Rocchio, Warren Sallade, Lubna Shoaib, Himmer Soberanis, Melissa Theiss, Jennifer Vuitel, Leah Watkins, Derek Wetherell, 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 OCTOBER 25, 2023 and NOVEMBER 15, 2023 MEETINGS

Motion was made by Ms. Jones, seconded by Mr. Gannon, to approve the minutes of the October 25, 2023 and November 15, 2023 meetings. Motion carried, all voting aye.

DISCUSSION ITEMS

Northside-Southside MetroLink LPA

Taulby Roach, Bi-State Development, briefed the board on the project history noting that the current alignment builds upon prior 2008 and 2018 studies proposing a more simpler and streamlined alignment. He also highlighted project benefits pointing out that the fundamental pieces of the project is keeping extremely competitive, providing economic mobility allowing more access to jobs throughout the bi-state area, and investing in underserved/marginalized neighborhoods, and moving into PMC. He then introduced the consultant, Pranaya Shrestha with HNTB, to provide further project highlights. Mr. Shrestha commented that the project has local support as well as a local team. He briefly discussed current project status pointing out that the primary focus is moving the project ahead of schedule, getting new hires onboard during the month of March, and design progression. He also mentioned local workforce is involved in this project creating jobs. He pointed out that the project costs \$1.1 billion but they are very confident that this amount can be brought down to \$800 million. Mr. Shrestha also discussed upcoming actions mentioning that design alternatives are being explored to make the project more efficient and cost competitive such as the utilization of the current vehicle maintenance facility as well as potential cost savings through partnerships.

Mr. Roach briefly discussed the timeline noting the environmental work is to be completed in 2025, design completion in late 2026, and construction in 2027 – 2030. He noted that the proposed LPA will be brought forward for approval at the February board meeting. Much discussions was held as well as various questions posed such as which corridor helps the most in getting people to jobs, bonding and revenue, how competitive, as well as other pertinent questions/discussion. Mr. Roach noted that transfer stations to both the Red and Blue lines would move seamlessly to/from all directions transforming the operations, and that with the passing of Proposition 1, the City of St. Louis will carry the funding burden until it becomes self-sufficient. He also pointed out that this project is highly competitive as that the competition is in the New Starts process (middle stage) with 29 projects currently ahead of this project. The consultant will provide more data showing actual numbers relating to project goals.

Update on the Climate Pollution Reduction Grant

Aaron Young, EWGCOG, provided the board with an update on the CPRG process mentioning that in 2023, the EPA released the CPRG program under authority of the Clean Air Act funded through the Inflation Reduction Act. Mr. Young pointed out that EWG will release a RFP and hire a consultant to assist with completing the public engagement and final plan, and that staff has been meeting with community organizations and local government agencies to document projects and priorities to be used for the planning phase (August 2023 – August 2027) as well as guiding a collaborative application for the implementation phase (October 2024 – October 2029). He also pointed out that EWG along with IL EPA and MO DNR will receive non-competitive grants; a climate action plan will be required (consultant solicitation will be sought); and that DNR has offered to sub-awards (details are currently being worked out). Mr. Young also mentioned that a wide range of projects have been identified to be included in the application process.

ACTION ITEMS

Election of Board Officers for 2024

Chairman Kern asked for the slate of officers recommended by the Nominating Committee. Mr. Wild gave the following results:

CHAIRMAN:	Tishaura Jones, Mayor, City of St. Louis, MO
VICE-CHAIR:	Kurt Prenzler, Board Chairman, Madison County, IL
2 nd VICE-CHAIR:	Tim Brinker, Presiding Commissioner, Franklin County, MO

Motion to approve the recommendation was made by Mr. Ehlmann seconded by Mr. Laker. Motion carried, all voting aye.

The meeting was then turned over to Chairman Jones.

St. Louis Region's Plan to Plan for Violence Reduction

Jim Wild, EWGCOG, briefed the board on the board-approved Violence Reduction Center (VRC)-conducted practicum, held Dec. 4th through 8th for staff to develop a Plan. As a result, the VRC conducted the practicum primarily to move forward with a Regional Violent Crime Reduction Strategy for the St. Louis Region. Mr. Wild pointed out that the week-long practicum resulted in a blueprint to move ahead in this process. He also noted that Thomas Abt (VRC) would provide detailed information towards the development of the plan to plan and that local personnel has been invited to today's meeting to provide further insight into the work ahead.

Mr. Abt provided a brief recap of the practicum pointing out that the focus of the practicum involved: "what was learned," focused deterrence, strategy with significant impact, cognitive behavioral theory, street outreach, regional anti-violence hub, and next steps. He also mentioned that the VRC will continue to support this endeavor.

SLMPD Chief of Police Chief Robert J. Tracy, St. Louis County Lieutenant Colonel Cox, and US Attorney Saylor Fleming each provided statistics, testimonies resulting on the focused deterrence approach, benefits from intelligence sharing, examples of organized crime task force findings, positive results from the usage of the Intervention/Prevention/Enforcement model, noting that everyone has a place in this model and that law enforcement alone is not the solution.

They all agreed that the region has a tremendous number of resources and assets with a lots of people doing very good work, but that there is still lots of work to be done. Mr. Ehlmann asked several questions regarding the need for additional police officers, the severity of consequences for criminals if the crimes don't stop, and the availability of resources to come down harder on criminals. Chief Tracy answered that the City has 940 officers and the Department is budgeted for 1224 officers, and that a good plan and good usage of the officers is in place in addition to other activities and services. Chief Tracy also mentioned that there's always a need for more officers. Other questions and discussion were held between board members and invited guests. Chief Tracy also pointed out that statistics and audits are readily available with daily updates, and invited anyone interested to come sit in on the Thursday morning police briefing. He mentioned that a new website with real time crime data will soon be made available in an effort to reduce crime, and that it takes time to put things into place.

Motion to approve the request was made by Mr. Laker seconded by Ms. Geisman. Motion carried, all voting aye.

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

Jim Wild, EWGCOG, provided the board with staff's request for approval to renew the agency's current financial management and payroll/human resource license agreements for an additional 2-year term with Oracle/NetSuite and PyanGo LLC as well as entering into a contract with Salora ERP to provide technical support. He pointed out that the current license expires in March.

Motion to approve staff's request was made by Mr. Kern seconded by Mr. Grogan. Motion carried, all voting aye.

Functional Classification Update

Ben Fleschert, EWGCOG, provided the board with staff's request for approval of 14 recommendations for the system, mentioning that MoDOT and IDOT solicits revision applications from member agencies semi-annually as well as conduct a full system review every 3 – 5 years. He also noted that staff worked alongside MoDOT, IDOT, and local officials to prepare the update. Mr. Fleschert pointed out that a total of 14 changes in Missouri are recommended for the system; two applications are not recommended due to not meeting the criteria for a change in classification at this time. He mentioned that no Illinois applications were submitted at this time. He also noted that once board approved, the updates will be sent to MoDOT for final review and subsequent submittal to FHWA for final approval.

Motion to approve staff's request was made by Mr. Kern seconded by Mr. Grogan. Motion carried, all voting aye.

Modifications to the FY 2024-2027 Transportation Improvement Program, Connected 2050, and the related Air Quality Conformity Determination – Transportation Alternatives Program - Section 5310

Melissa Theiss, EWGCOG, provided the board with staff's request for approval of applications received for the Section 5310 program. She noted that Council released a solicitation on April 21, 2023 for projects seeking Section 5310 program funding. She provided a brief overview of the program and explaining the differences between Traditional and New Freedom Type projects

noting that nine traditional project applications requesting 16 vehicles and six new freedom type applications had been received from Missouri sponsors. She pointed out that Illinois is responsible for solicitations and selection of Illinois projects; amendments to the TIP are expected in February 2024. No new freedom type applications were received from Illinois sponsors. Ms. Theiss pointed out that the public comment period was from October 27 to November 16, 2023; no comments were received.

Motion to approve staff's request was made by Ms. Harris seconded by Mr. Laker. Motion carried, all voting aye.

2024 Regional Safety Performance Targets

Christie Holland, EWGCOG, provided the board with staff's request for approval of the 2024 established performance targets as required by FHWA to MPOs and DOTs. She provided a brief background of the process and criteria by which targets are established, data on injuries and fatalities caused by traffic crashes data, as well as, national trends.

Motion to approve staff's request was made by Mr. Roach seconded by Ms. Geisman. Motion carried, all voting aye.

Amendment of the FY 2024 Unified Planning Work Program to include element 2.10: MoDOT Traffic Engineering Assistance Program (TEAP)

Jason Lange, EWGCOG, provided the board with staff's request for approval to amend the UPWP to include the TEAP as requested by MoDOT. He provided a brief overview of the program noting that MoDOT will provide federal funds for 80% of project costs with municipalities provided the local matching funds for the remaining 20% project costs. He also provided a brief detail of the TEAP projects.

Motion to approve staff's request was made by Ms. Geisman seconded by Ms. Harris. Motion carried, all voting aye.

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

Alex Hartig, EWGCOG, provided the board with staff's request for approval to modify the TIP adding 22 new projects under the TAP. He briefly described the projects noting that a call for project applications for TAP was from April 21 – July 21, 2023. He noted that 27 applications were received and have been reviewed/recommended by the Missouri TPC.

Motion to approve staff's request was made by Mr. Schwind seconded by Mr. Mosley. 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 Illinois and Missouri Sponsors

Jason Lange, EWGCOG, provided the board with requests from the Missouri Department of Transportation (MoDOT) and Illinois Department of Transportation (IDOT) to amend the TIP by adding 17 new projects, modifying 10 projects, and adding one new scoping project. The project summary is as follows:

TIP #	Sponsor	Action	Description
7317U-24	IDOT	Add	St. Clair; IL 3 – 0.3 miles north of IL 157 to 0.3 miles South of IL 157 in Cahokia Heights; Intersections Improvements & pavement marking
7317V-24	IDOT	Add	St. Clair; IL 156 – IL 159 to IL 13; Resurfacing
7317W-24	IDOT	Add	Madison; I-70/US 40 – 0.1 miles west of Prairie Rd to Bond County; Resurfacing
7317X-24	IDOT	Add	St. Clair; I-55/I-70/US 40 at I-64 interchange (Tri-level); Lighting
7317Y-24	IDOT	Add	Madison; IL 140 – 0.2 miles west of IL 159 to 0.1 miles West of IL 159 to 0.1 miles west of Park Avenue in Alton; Resurfacing
7317Z-24	IDOT	Add	Madison; IL 111 / IL 140 at Fosterburg Road; Left turn Lane & traffic signal modernization
7345A-24	IDOT	Add	Multi-County; GPS Base Stations at various maintenance Yards; Construct GPS base stations
7345B-24	IDOT	Add	St. Clair; I-55/I-64/US 40 – Mississippi River to east of I-64 (tri-level) interchange; Sign maintenance
7345C-24	IDOT	Add	Multi-County; Navigation Lighting at various Locations along the Kaskaskia River; Navigation lighting Repairs
6987I-22	IDOT	Add	St. Clair; I-55/I-64/US 40 – Mississippi River to east of I-64 (tri-level) interchange; Lighting
5996F-24	IDOT	Add	St. Clair; Emig Road at Norfolk Southern railroad Crossing; Close railroad crossing
7319A-24	IDOT	Add	St. Clair; Vision Zero Planning and Demonstration Action Plan in East St. Louis; Planning Study
7226Y-24	IDOT	Add	Madison; Base Facility Paving Improvement at Madison County Transit District HQ; Pave gravel lot for vehicles/ Equipment
7324E-24	MoDOT	Add	Jefferson; 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
7324F-24	MoDOT	Add	Jefferson; 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

7324G-24	MoDOT	Add	St. Charles; MO DD at Frontier Middle School; Payment to Wentzville School District to add traffic signal
7319B-24	MoDOT	Add	St. Louis; Action Plan and Demonstration Activities; Comprehensive safety action plan; Pilot demonstration Activities
7317T-24	IDOT	Modify	Madison; Frontage Rd – 0.1 miles east of Park St in Livingston to Macoupin County; Resurfacing
7146H-21	IDOT	Modify	Madison; NW/CNG RR and bike trail; deck overlay
7221A-25	IDOT	Modify	Madison; US 67 – Clark Bridge over Mississippi River; Bridge deck seal
7146W-25	IDOT	Modify	St. Clair; IL 4 – Center St in Lebanon to Madison County; Resurfacing
7145Q-22	IDOT	Modify	Madison; Transit Support Facility in Alton; Construct park & Ride and parking area/support facility for drivers
7145V-25	IDOT	Modify	Madison; Heavy Duty Bus Replacement; Replace two 40' buses
6443-15	MoDOT	Modify	Multi-State; Light rail vehicles; Replace vehicles
6688A—18	MoDOT	Modify	
6688B-17	MoDOT	Modify	
6688C-24	MoDOT	Modify	
7322F-24/	MoDOT	Scoping	St. Louis; MO D – US 67 TO I-170 – upgrade pedestrian Facilities to comply with ADA transition plan

Staff is requesting approval of the requested amendments.

Motion to approve staff's request was made by Mr. Laker seconded by Mr. Kern. Motion carried, all voting aye.

OTHER BUSINESS

None.

ADJOURNMENT

The meeting was adjourned by the Chairman.

Respectfully submitted,



James M. Wild
Secretary, Board of Directors



EAST-WEST GATEWAY
Council of Governments

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James M. Wild

Memo to: Board of Directors

From: Staff

Subject: 2024 OneSTL Report to the Region

Date: February 14, 2024

OneSTL is a regional plan for sustainable development created by East-West Gateway and 10 other partners in 2013. The plan provides a vision, goals, and strategies related to a broad set of environmental and sustainability issues. The original planning partners and many other organizations from across the region meet and collaborate on projects related to the goals of the Plan. This 2024 Report to the Region highlights successes from the past year and provides a preview of activities anticipated in the coming year.

Six OneSTL Working Groups meet regularly to discuss issues related to the natural environment, access to healthy food, energy efficiency and lowering air pollution, waste reduction, transit oriented development, and water quality. Additionally, staff organize the monthly Sustainability Lab in association with T-REX, the region's business incubator and GIS tech hub. The learning and networking events are held in-person and have a virtual participation option."

In October of 2023, East-West Gateway received a grant from the U.S. Environmental Protection Agency under the Climate Pollution Reduction Grant (CPRG) program to complete a regional greenhouse gas inventory and climate action plan. Staff met with OneSTL Working Groups and partners to gather information and input for the climate action plan and collaborate on implementation funding. OneSTL partners will continue to meet throughout 2024 on CPRG projects.

As part of OneSTL support, staff track performance indicators selected during creation of the plan. Since that time, data sources and methodologies for evaluation have changed. Other organizations, such as Greater St. Louis, Inc., started to track regional indicators and metrics. In 2023, staff began evaluating the data points in the current indicators dashboard based on data availability, relevance to current activities, and redundancy with other indicator and metric tracking efforts. Revision will take place over the course of the next year.

For more information on OneSTL please visit www.onestl.org.

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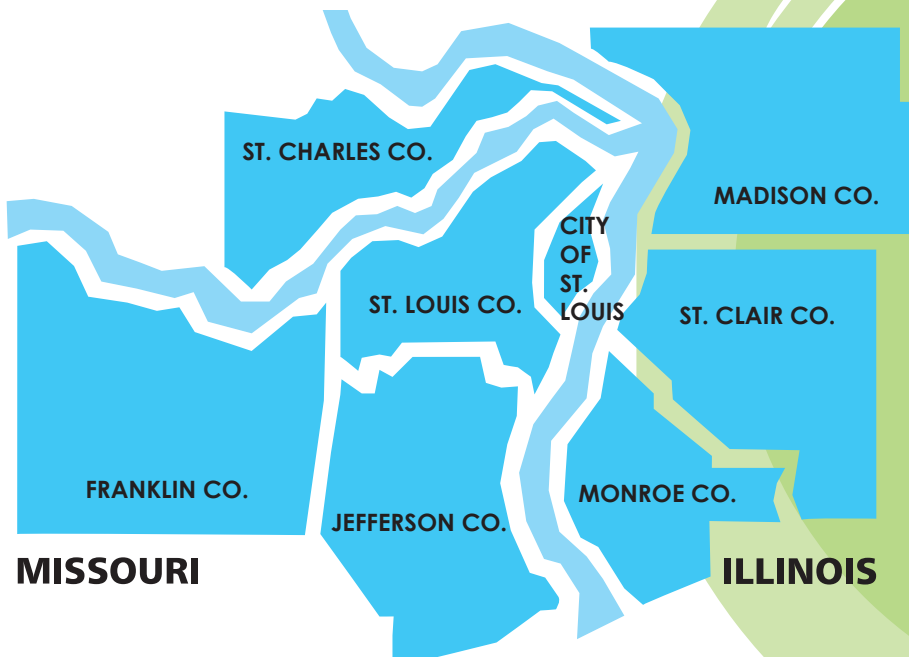
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2024 Report to the Region



PLAN FOR A PROSPEROUS, HEALTHY, VIBRANT ST. LOUIS REGION



WHAT'S INSIDE:

Updates—

Sustainability Lab
Indicators Summary
Regional Climate Planning

Working Group Summaries—

Biodiversity
Energy and Emissions
Food Access
Materials and Recycling
Transit Oriented Development
Water and Green Infrastructure

Back Cover—

Get Involved

OneSTL is a collaboration to encourage and support greater sustainability within the 8-county St. Louis region. Our vision is a prosperous, healthy, and vibrant region accomplished through a dynamic network of organizations and individuals sharing ideas, expertise, and resources to meet our regional sustainability goals.



OneSTL June 2023 Sustainability Lab: Representatives from the Mid County Sustainability Consortium share information and best practices for sustainability, such as *No Mo May* initiatives, sustainability plans, and ordinances.

Stay in touch about OneSTL Sustainability Labs and sustainability achievements in the St. Louis Region by:

- Subscribing to our newsletter
- Liking and following us on social media
- Attending a Sustainability Lab
- Joining a committee or working group

You can find links to all of those on our homepage at [OneSTL.org](https://onestl.org) or by emailing onestl@ewgateway.org.

SUSTAINABILITY LAB @ T-REX

The Sustainability Lab @ T-REX is a partnership between OneSTL and T-REX, the downtown business incubator. At the Lab, OneSTL working group members and individuals meet regularly to collaborate and share successes, lessons, and challenges.

Labs are held in-person at T-REX with an option to participate via Zoom. Session topics in 2023 included municipal sustainability, environmental justice work in the region, flooding issues in the Metro East, and rebates and tax credits available for energy efficient products.

In 2024, we will continue to hold Labs on the last Tuesday of the month at T-Rex and on Zoom. We look forward to discussing coordination for resilient urban forests, land use and its impact on walkability, and more. More information about upcoming and past Labs is available at onestl.org.

Location: T-REX (911 Washington Avenue in downtown St. Louis) or on Zoom
To plan your trip to T-REX using public transit, visit metroslouis.org/planner

2024 Sustainability Lab Dates:

- | | |
|---------------|----------------|
| • January 30 | • July 30 |
| • February 27 | • August 27 |
| • March 26 | • September 24 |
| • April 30 | • October 29 |
| • May 28 | • November 26 |
| • June 25 | |

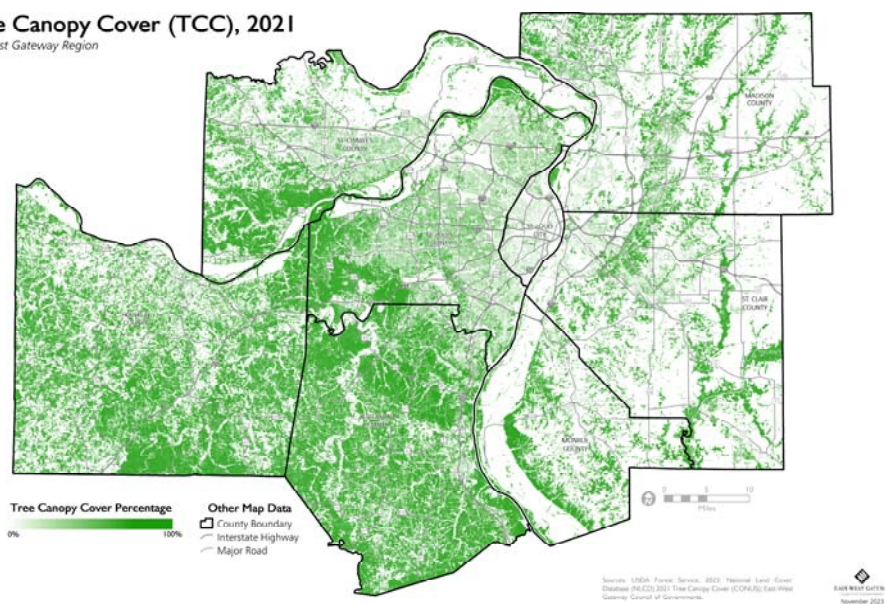
For more information about attending or presenting, go to onestl.org and click on the T-REX logo!



When OneSTL was assembled in 2013, project partners selected 52 performance measures that were intended to reflect the plan's goals and objectives, and indicate the region's sustainability. Over the years, sources of data and evaluation methodology changed, other organizations such as Greater St. Louis, Inc. started tracking regional data, and groups collaborating on OneSTL began more focused activities. As a result, the list of performance measures on the OneSTL dashboard have become out-dated. Over the coming year, East-West Gateway staff will review available data, current methodologies, and partner activities and adjust the performance measures (for more information go to onestl.org/indicators).

Tree Canopy Cover (TCC), 2021

East-West Gateway Region



The image above demonstrates one example of a potential metric update. This map was created by calculating tree canopy coverage over 30 meter grids for the entire region. The current OneSTL metric reports tree cover by quarter-mile grid only for the City of St. Louis and St. Louis County.

REGIONAL CLIMATE PLANNING

In August of 2023, the U.S. Environmental Protection Agency (U.S. EPA) awarded non-competitive grants to planning agencies across the country to create state and regional climate actions plans. East-West Gateway Council of Governments received a grant to conduct a plan for the St. Louis, MO/IL Metropolitan Statistical Area. The grants are part of the Climate Pollution Reduction Grant (CPRG) program and challenge the recipients to envision a scenario with net-zero greenhouse gas emissions. The states of Illinois and Missouri are conducting state-wide plans under the same program.

To keep up to date with the St. Louis Regional Climate Action Plan visit onestl.org/get-involved/regional-climate-action.

Information about the Climate Action Plan process was presented at the September OneSTL Sustainability Lab. The recording is posted on OneSTL's Youtube channel @OneSTL.

In addition to funding climate planning, the U.S. EPA is holding a competitive application process for projects that reduce greenhouse gas emissions. Several projects were identified in early engagement efforts and will be included in a collaborative application with Missouri Department of Natural Resources.

Coming Up in 2024

East-West Gateway, with support from OneSTL Network members, will be hosting many opportunities for community outreach and engagement. Arrangements are being made to have climate information and education available at local festivals, events, and other places people gather. There will also be structured public meetings to gather feedback for the plan. To stay up to date about the planning process and hear about engagement opportunities, subscribe to the OneSTL monthly newsletter (see back cover).

The planning process is scheduled to go through August of 2025, but you can take action now. The most recent regional greenhouse gas inventory shows that buildings/energy use and transportation are the largest sectors of carbon emissions. Businesses, local governments, nonprofits, and individuals can start decarbonizing using tax credits and rebates available now.

Find out more about current incentives available for solar, energy efficient appliances, and more at onestl.org/get-involved/regional-climate-action/take-climate-action

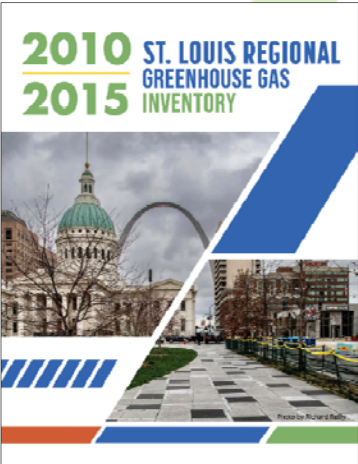
Under the leadership of the Missouri Botanical Garden and the St. Louis Zoo, the Biodiversity Working Group, also known as BiodiverseCity STL, continues to work toward the launch of BiomeSTL. BiomeSTL will be an online regional biodiversity hub that includes species inventories from iNaturalist data, case studies, stewardship opportunities, and more. The Biodiversity Working Group also continues to refine methods to track whether the many biodiversity initiatives in the region are having an impact.

Every year, Biodiversity Working Group members promote regional biodiversity by encouraging participation in the City Nature Challenge and other opportunities for residents to support biodiversity, such as the Bring Conservation Home program. The group also promoted the inaugural year of the Curb Appeal Contest for native plantings in the City of Jennings.



The Missouri Department of Conservation, a member of the Biodiversity Working Group, supported the inaugural Curb Appeal Contest for the City of Jennings, where residents learned about planting and maintaining native wildflower gardens and received supplies. (Photo credit: City of Jennings)

ENERGY AND EMISSIONS



The Energy and Emissions Working Group monitored and supported applications for funding opportunities in the Inflation Reduction Act and Infrastructure Investment and Jobs Act to reduce greenhouse gas (GHG) emissions. Examples of funding received by working group members include Phase I of the Climate Pollution Reduction Grant to create a regional climate action plan and a Charging and Fueling Infrastructure grant for 24 electric buses for the Ritenour School District.

In addition to funding opportunities, working group members discussed policy opportunities to reduce GHG emissions such as an energy disclosure ordinance, the expansion of energy benchmarking for buildings to St. Louis County, and ozone reduction.

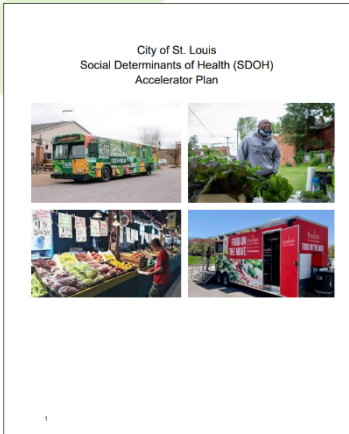
Members of the working group also finalized and released a regional GHG inventory, available at onestl.org/get-involved/regional-climate-action. The inventory will be used as a baseline for the regional climate action plan.

St. Louis Regional Greenhouse Gas Inventory, available online at onestl.org/get-involved/regional-climate-action

FOOD ACCESS

Members of the Food Access working group released a Social Determinants of Health Accelerator Plan for the City of St. Louis. Their work surrounding the report focuses on chronic disease, with food access as an important contributor. The group will continue meeting in 2024 in order to put the plan into action.

In addition, new members joined the Food Waste subcommittee of the Materials and Recycling Working Group (please see pg 5) to sharpen the focus on diverting excess food to people in need. These new members of the subcommittee include Operation Food Search, Mutual Aid, and the Food Share Network.



In 2023, members of the Food Access working group released a Social Determinants of Health Accelerator Plan for the City of St. Louis.

The Materials and Recycling Working Group approved an new target that is more easily measured: Reach and maintain a recycling contamination rate below 18% by 2025, using data from Republic Services as a proxy for the majority of the region. Members of the working group collaborate on many projects to meet this target, including “Stick with the 6” and “Recycling Works” campaigns.

earthday365, a member of the Food Waste Subcommittee, coordinated St. Louis’s inaugural Food Waste Challenge, which diverted over 17,000 lbs of waste from landfills. earthday365 and the Earthways Center worked with Natural Resources Defense Council to publish a regional study on food waste. The study resulted in a City of St. Louis Mayoral Proclamation naming November 17th Food Waste Awareness Day, which included a commitment to work toward a Food Waste Strategy Plan by December 2024.



Eight restaurants participated in the inaugural Food Waste Challenge. (Photo credit: earthday365)

TRANSIT ORIENTED DEVELOPMENT



Mascots participated in the 2023 College Transit Challenge. (Photo credit: Citizens for Modern Transit)

One of this year’s successes from members of the Transit Oriented Development (TOD) Working Group was the release of a ‘Transit Stop Transformation How-To’ booklet. The booklet aims to assist local governments improve public transportation amenities and increase transit ridership. In addition, an Outstanding Local Government Achievement Award was given by East-West Gateway Council of Governments for an innovative transit-oriented public safety center at the Emerson Park Transit Center. Collaborators on the project included Metro Transit, the St. Clair County Transit District, and St. Clair County 9-1-1 ETSB.

Five colleges helped increase transit ridership this year by participating in the College Transit Challenge, organized by the TOD Working Group’s lead organization, Citizens for Modern Transit. The leaderboard shifted throughout the challenge, with Washington University and the University of Missouri-St. Louis battling for the top spot. Washington University emerged as the champion.

WATER AND GREEN INFRASTRUCTURE

The Water and Green Infrastructure Working Group is a sub-committee of the Water Resources Committee (WRC). At quarterly WRC meetings, presenters discussed regional issues around stormwater management and water quality.

The group also toured the award-winning Brentwood Bound project, which involved restoration of a floodplain to reduce chronic flooding issues on Manchester Road. During a downpour with 60% more water flow than in 2005 and 2015 storm events, water traveled through the restored floodplain and retention basins without flooding Manchester Road, the Brentwood Park pavilion, event lawn, or playground area.



The Brentwood Bound Plan, which included a floodplain restoration effort to address chronic flooding issues, received an Outstanding Local Government Achievement Award from East-West Gateway Council of Governments for Leadership in Planning and Design Innovation. (Photo credit: Planning Design Studio)

OneSTL Network Member Organizations

10 Billion Strong	Good Steward Energy	Public Water Supply District #2 of St. Charles County
Above the Clouds Tree Care	Grace Hill Settlement House	Real Estate Solutions
Accelerate Wind	Gray Design Group	Renew Missouri
Access Engineering, LLC	Great Rivers Greenway	RideFinders
Agency for Community Transit	Green Dining Alliance	Rinnovo
Ahmadiyya Muslim Community	Green Spiral Tours	Rise
Ameren Missouri Pure Power	Harris-Stowe State University Center for Neighborhood Affairs	River des Peres Watershed Coalition
American Heart Association	Health Equity Works	Saint Louis FORWARD
American Lung Association	HeartLands Conservancy	Saint Louis University
Anderson Associates	Hellmuth + Bicknese Architects, LLC	Seed St. Louis
Applied Research Collaborative	Holt High School	Sierra Club
Backstrom McCarley Berry & Co., LLC	Home Builders Association of St. Louis and Eastern Missouri	Sitton Energy Solutions
Better Family Life, Inc.	Housing Options Provided for the Elderly	Socialserve
BJC School Outreach	Institute for Urban Research - SIUE	Southern Illinois University—Edwardsville
Bi-State Development	International Institute of St. Louis	Southwestern Illinois College
Blackbird Foundation	ioby	Spinnaker St. Louis
BM3 Technology	Jefferson County Department of Solid Waste	St. Charles Community College*
Brightside St. Louis	Jennings High School	St. Clair County Department of Health*
CBB Transportation Engineers and Planners	Jones Lang Lasalle	St. Clair County Transit District
CDBG Operations Corporation	Justine Petersen Housing and Reinvestment Corporation	St. Louis Aquarium Foundation
CDM Smith	Kaleidoscope Network	St. Louis Association of Community Organizations
Center for Sustainability at Saint Louis University	Lashly & Baer	St. Louis Black Leadership Roundtable
Charitable Foundation USA	LCMS Foundation	St. Louis Chapter, NECA
CI Select	Lilian Circle Neighborhood Development Association	St. Louis Clean Cities
CleanLaw	Logue & Associates, Inc.	St. Louis County Department of Health*
Citizens for Modern Transit	Ludus Inc.	St. Louis Community Foundation
City Energy Project	Madison County Employment and Training	St. Louis Council of Construction Consumers
City Farm	Madison County Planning	St. Louis County
City of Belleville	McCartney Wealth Management	St. Louis County Soil & Water Conservation District
City of Festus	Maternal, Child & Family Health Coalition	St. Louis Economic Development Partnership
City of Granite City	Metro East Community Air Project, University of Illinois	St. Louis Mental Health Board
City of Jennings	Metro East Park and Recreation District	St. Louis Regional Chamber
City of Maryland Heights*	Metro Water Infrastructure Partnership (MWIP)	St. Louis Lambert International Airport*
City of Richmond Heights*	Metropolitan St. Louis Equal Housing and Opportunity Council	Saint Louis Zoo
City of St. Louis Department of Health	Metropolitan St. Louis Sewer District	Stone Carlie & Company, LLC
City of St. Louis Office of the Mayor	Midland States Bank	Sugar Creek Gardens
City of University City*	Mid America Teen Community Response Team	Table to Garden
Climate Reality Chapter of St. Louis	Mid America Transplant	The Green Center
Community Builders Network of Metro St. Louis	Mighty Cricket	The Living City Corporation
Community Development Administration	Missouri American Water	Tetraheed, LLC
Compass Strategic Business Consulting	Missouri Botanical Garden	Thomson Printing
Corepoint	Missouri Commission on Human Rights	TMZ Marketing
CWE Farm	Missouri Department of Conservation	Trailnet, Inc.
Davey Resource Group	Missouri Department of Natural Resources	Triple Bottom Line Institute
Deer Creek Watershed Alliance	Missouri Department of Transportation	Trivers Associates
Donald Danforth Plant Science Center	Missouri Interfaith Power & Light	United Way of Greater St. Louis
EarthDance Farms	Missouri Historical Society	U.S. Department of Housing and Urban Development*
earthday365	MRC Recycling	U.S. Green Building Council - Missouri Gateway Chapter
East Side Aligned	Nspiregreen, LLC	University of Missouri Extension, St. Louis County
East-West Gateway Council of Governments	Next City-GW Properites	University of Missouri, Environmental Assistance Center
Eco Simple Home	New Earth Farm	Urban Forestry Consortium
EDC of St. Charles County	Phoenix Consults LLC	Urban Bower
Edwardsville Township	Planning and Community Design Commission, City of Olivette	Urban Strategies
Energy Resources Group	Pollution Prevention Regional Information Center Positive and Productive Innovations	Urban Waters Federal Partnership*
Energy Systems Group	Pretty City Gardens and Landscapes LLC	Washington University in St. Louis
Fair Food Network		Webster Groves Nature Study Society
Filtrex		Webster University
FOCUS St. Louis		Youth Education and Health in Soulard
Forest ReLeaf of Missouri		YouthBridge Community Foundation

* Denotes public agency liaison

Sign up to receive updates on our events and progress: onestl.org/component/kiosk/message-join.

Request information on a Working Group: onestl.org/contact-us. If you would like to assist with our communications effort or help organizing the Sustainability Lab @ T-Rex, send a message at onestl.org/contact-us.

EWG fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Nondiscrimination Complaint Form, see www.ewgateway.org/titlevi or call (314) 421-4220 or (618) 274-2750. This publication was supported, in part, by a grant provided from the U.S. Department of Transportation through the Missouri Department of Transportation and the Illinois Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the author and not necessarily those of the Missouri Highways and Transportation Commission, the Illinois Department of Transportation, the Federal Highway Administration, or the Federal Transit Administration.



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James M. Wild

Memo to: Board of Directors
From: Staff
Subject: MoDOT Policy Change for Sub-Allocated Funding
Date: February 14, 2024

Last February, the Missouri Department of Transportation (MoDOT) notified the Transportation Management Areas (TMAs, which include St. Louis, Kansas City, and Springfield) about their consideration to change the policy for Local Public Agency (LPA) projects. The prior policy stated: *the TMAs federal fiscal year ending balance is not allowed to exceed a total of three years of allocation, and any funds over the three-year allocation will be reprogrammed at the discretion of MoDOT and the TMA.* The new policy presented at that time for consideration would reduce or eliminate the carry-forward of the LPA program balances at year-end. East-West Gateway's (EWG) LPA balances have not exceeded the three-year allocation, however, MoDOT has been concerned with the TMA's higher-than-usual unobligated balances, which have increased since FY 2019. These increases are largely attributed to the COVID-19 pandemic.

EWG committed to work with MoDOT central office to reduce the program balances, and through working with MoDOT St. Louis district staff and the LPAs, we were successful in lowering the EWG program balances from \$83 million in FY 2022 to \$64 million in FY 2023. Statewide, 111% of the LPA annual allocation was obligated in FY 2023.

At a meeting on November 29, 2023, MoDOT Director Patrick McKenna thanked the TMAs for their hard work, while also sharing the goal of obligating 120% of the LPA annual allocation for FY 2024. While this is a big jump, we understood that this goal would help lower the carry-over balance, and we committed to work to meet this goal. No changes to the carry-over policy were communicated at this time.

However, in a letter mailed on January 16, 2024, Director McKenna changed the LPA policy to a goal-setting approach, meaning an obligation percentage will be established for each fiscal year, and this goal will be reviewed each year to determine if modifications are necessary. For FY 2024 (ending September 30, 2024), MoDOT's goal is for each TMA to obligate 120% of its annual allocation. Director McKenna also added a "trigger point" where if the obligation percentage falls below 110% of the annual allocation at year-end, the funds will "expire" and MoDOT will use the difference on the state system.

EWG staff is extremely disappointed and displeased with this change in policy. We had hoped that the cooperative efforts we had made over the last year and the success of spending down the LPA balances would garner good faith with MoDOT's central office and that this could be

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Page 2

avoided. This policy change could mean that funds intended to improve the local transportation system could be utilized on the state system. EWG staff has been regularly communicating with our LPA partners about these changes and will continue to do so, but it is more important than ever that LPA project sponsors work diligently to deliver the projects in the Transportation Improvement Program (TIP) on schedule.

EWG staff will continue to keep you informed about details associated with this policy change, which are sparse at this point, and we will continue to advocate that federal funds intended to improve the local transportation system be kept on the local system.



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James M. Wild

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: February 20, 2024

The Illinois Department of Transportation (IDOT) and Missouri Department of Transportation (MoDOT) 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 four new projects, modify eight projects, and add two new scoping projects. This memo outlines the requested changes.

Illinois New Project

IDOT is requesting to add one new project on behalf of St. Clair County Transit District. This project is funded through the Consolidated Vehicle Procurement (CVP or Section 5310) program. The purpose of the CVP program is to assist paratransit agencies in meeting the transportation needs of seniors and persons with disabilities. IDOT is responsible for the solicitation and selection of CVP projects in the Illinois portion of the St. Louis Urbanized Area.

IDOT is using Transportation Development Credits (TDCs) as non-federal match for the CVP project. TDCs are accumulated based on expenditures made by toll authorities in Illinois. IDOT policy allows the federal funding to be used for up to 100 percent of the project cost. The non-federal match is required to be reduced by the amount of TDCs used.

The new project is summarized on the following table:

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New Project – Illinois					
Sponsor / TIP #	Title – Limits	Description of Work	County	Federal Cost	Total Cost
St. Clair County Transit District/ 6999E-24 & 6999EE-24	Paratransit vehicle replacements	Six light-duty paratransit vehicles	St. Clair	\$690,000	\$690,000
TOTAL:				\$690,000	\$690,000

Illinois Modified Projects

IDOT has requested to modify two projects currently programmed in the FY 2024-2027 TIP.

The projects are summarized on the following table:

Modified Projects – Illinois				
Sponsor/ TIP #/ County/	Project Title - Limits	Description of Work	Current Cost / Revised Cost	Reason for Change
IDOT/ 6987I-22	I-55/I-64/US 40 - Mississippi River to east of I-64 (tri-level) interchange	Lighting	\$9,400,000 / \$15,800,000	Increase in estimated cost
IDOT/ 7146W-25/ Madison	IL 4 – Madison County line to Center St in Lebanon	Resurfacing	\$4,100,000/ \$4,800,000	Increase in estimated cost

Missouri New Projects

MoDOT is requesting to add three new projects to the FY 2024-2027 TIP. MoDOT intends to use advance construction for TIP# 7320G-24, meaning that this project initially will be funded with 100 percent state funds from MoDOT's operations budget until federal funds become available.

The new projects are summarized on the following table:

New Projects – Missouri					
Sponsor / TIP #	Title - Limits	Description of Work	County	Federal Cost	Total Cost
MoDOT / 7322G-24	Various locations along I-44, MO 30, US 61, MO 110, MO 141, MO C, MO Y, & MO VV	Pavement preservation treatment	Multi-County-MO	\$736,800	\$921,000
MoDOT / 7320G-24	Various locations along MO 185, MO E, MO V, MO Z, MO H & MO Y	Pavement preservation treatment	Franklin	\$0	\$1,522,000
MoDOT / 7320E-24	Various locations along I-270, I-44 Outer Road, I-64 Outer Road, US 50, MO 364, MO 370, & South Woods Mill Road	Pavement preservation treatment	Multi-County-MO	\$1,344,000	\$1,680,000
TOTAL:				\$2,080,800	\$4,123,000

Missouri Modified Projects

MoDOT has requested to modify six projects currently programmed in the FY 2024-2027 TIP.

The projects are summarized on the following table:

Modified Projects - Missouri				
Sponsor/ TIP #/ County/	Project Title - Limits	Description of Work	Current Cost / Revised Cost	Reason for Change
MoDOT/ 6991H-20/ St. Charles	MO D – MO Z to MO 94	Pavement resurfacing and upgrade guardrail	\$3,439,000 / \$3,237,000	Advance project from FY 2025 to FY 2024 – adjusted engineers est.

Modified Projects - Missouri				
Sponsor/ TIP #/ County/	Project Title - Limits	Description of Work	Current Cost / Revised Cost	Reason for Change
MoDOT/ 7265L-24/ St. Charles	MO H – MO J to MO 94	Pavement preservation treatment	\$904,000/ \$853,000	Advance project from FY 2025 to FY 2024 – adjusted engineers est.
MoDOT/ 7265M-24/ St. Charles	MO J – Common Field St to MO 94	Pavement preservation treatment	\$123,000/ \$116,000	Advance project from FY 2025 to FY 2024 – adjusted engineers est.
MoDOT/ 7227N-23/ St. Charles	MO Z – MO D to MO N	Pavement resurfacing and upgrade guardrail/ replace signage	\$1,517,000/ \$2,095,000	Increased engineer's estimate – added replace signage
MoDOT/ 6936P-20	Various major route locations in St. Louis District	Concrete pavement repair job order contracting	\$2,252,000/ \$4,152,000	Increased engineer's estimate
MoDOT/ 7320K-24	Various major route locations in St. Louis District	Asphalt pavement repair job order contracting	\$3,215,000/ \$4,285,000	Increased engineer's estimate

Missouri Scoping Projects

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

The new scoping projects are summarized on the following table:

New Scoping Projects - Missouri				
Sponsor / TIP #	Limits/Description of Work	County	Fed Cost for Design	Total Cost for Design
MoDOT / 7322G-24/	Various locations in the St. Louis district – Determine bridge vertical clearances over roadways	Multi-County- MO	\$0	\$200,000
MoDOT / 7322H-24	Various locations in the St. Louis district – Determine roadway elevations near levee districts	Multi-County- MO	\$0	\$200,000

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Staff Recommendation: Staff recommends that the FY 2024-2027 TIP, *Connected 2050*, and related Air Quality Conformity Determination be revised to add four new projects, modify eight projects, and add two new scoping projects. This memo outlines the requested changes as summarized above and detailed in the attachment. These projects are exempt (40 CFR 93.126) with respect to air quality in accordance with federal regulations.

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Amendment # **0224-059**
TIP # **6999E-24/6999EE-24**

PROJECT
SPONSOR: **St. Clair County Transit District**

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

TITLE: **Paratransit vehicle replacements**

LIMITS: n/a

DESCRIPTION: Six-light duty paratransit vehicles

COUNTY: St. Clair

FUNDING
SOURCE: Section 5310 Program (S5310) & Section 5339(b) Program
 (S5339b)

	Federal	Match	Total
PE	\$0	\$0	\$0
ROW	\$0	\$0	\$0
Implementation*	\$690,000	\$0	\$690,000
Total	\$690,000	\$0	\$690,000

* Includes \$138,000 in Transportation Development Credits

AIR QUALITY
CONFORMITY: Exempt – Purchase of new buses and rail cars to replace
 existing vehicles or for minor expansions of the fleet
 (\$ 93.126)

STAFF
RECOMMENDATION: Approval

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Amendment # **0224-060**
TIP # **7322G-24**
Sponsor # **SL0122**

PROJECT
SPONSOR: **MoDOT**

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

TITLE: **Pavement Preservation Treatment**

LIMITS: Various locations along I-44, MO 30, US 61, MO 110, MO 141,
MO C, MO Y, & MO VV

DESCRIPTION: Pavement preservation treatment

COUNTY: Multi-County-MO

FUNDING
SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	\$66,400	\$16,600	\$83,000
ROW	\$0	\$0	\$0
Implementation	\$670,400	\$167,600	\$838,000
Total	\$736,800	\$184,200	\$921,000

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

STAFF
RECOMMENDATION: Approval

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Amendment # **0224-061**
TIP # **7320G-24**
Sponsor # **SL0144**

PROJECT
SPONSOR: **MoDOT**

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

TITLE: **Pavement Preservation Treatment**

LIMITS: Various locations along MO 185, MO E, MO V, MO Z, MO H
& MO Y

DESCRIPTION: Pavement preservation treatment

COUNTY: Franklin

FUNDING
SOURCE: State Advance Construction (STAC*)

	Federal	Match	Total
PE	\$0	\$135,000	\$135,000
ROW	\$0	\$0	\$0
Implementation	\$0	\$1,387,000	\$1,387,000
Total	\$0	\$1,522,000	\$1,522,000

*Anticipated converted to STBG federal funding: \$1,217,600

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

STAFF
RECOMMENDATION: Approval

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Amendment # **0224-062**
TIP # **7320E-24**
Sponsor # **SL0142**

PROJECT
SPONSOR: **MoDOT**

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

TITLE: **Pavement Preservation Treatment**

LIMITS: Various locations along I-270, I-44 Outer Road, I-64 Outer Road, US 50, MO 364, MO 370, & South Woods Mill Road

DESCRIPTION: Pavement preservation treatment

COUNTY: Multi-County-MO

FUNDING
SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	\$120,000	\$30,000	\$150,000
ROW	\$0	\$0	\$0
Implementation	\$1,224,000	\$306,000	\$1,530,000
Total	\$1,344,000	\$336,000	\$1,680,000

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

STAFF
RECOMMENDATION: Approval



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James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Coordinated Human Services Transportation Plan

Date: February 14, 2024

In May 2020, the East-West Gateway Board of Directors adopted the current Coordinated Human Services Transportation Plan (CHSTP) for the St. Louis Region. The CHSTP is a regional planning tool designed to help guide the investment of Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) funding. Federal law requires the CHSTP to be updated at least every four years and that projects selected for funding through the Section 5310 Program be “included in a locally developed, coordinated public transit-human services transportation plan.” Regular updates allow the St. Louis Region to retain its eligibility to receive federal funding through the Section 5310 Program and to address the mobility needs of seniors and individuals with disabilities.

The CHSTP must include four key elements: 1) an inventory of existing transportation services in the St. Louis region, 2) an assessment of the transportation needs of seniors and individuals with disabilities, 3) strategies to address the gaps between existing services and the needs assessment, and 4) priorities for implementing the identified strategies. Staff has developed a draft update to the CHSTP with assistance from 28 individual stakeholders and 41 different agencies across the region that serve the needs of seniors and individuals with disabilities. This includes public, private, and non-profit transportation and human service providers in Missouri and Illinois. Based on local stakeholder input, the draft plan identifies five gaps or areas of unmet needs: Affordability, Reliability, Coordination, Environmental and Social, and Technology. The draft plan also identifies 31 strategies – prioritized as high, medium, or lower priority – that can be implemented in the region to help address and mitigate these gaps.

The draft CHSTP can be viewed at http://www2.ewgateway.org/download/CHSTP/CHSTP_draft_Feb2024.pdf and will be available on the East-West Gateway website for public comment from March 1 through March 31, 2024. Open houses will be held Thursday, March 7 from 1:00-3:00 pm at the Glen Carbon Senior Center and Friday, March 22 from 1:30-3:00 pm at Paraquad. A virtual open house will be held Tuesday, March 12 from 4:00-6:00 pm on GoToMeeting. The final CHSTP will be presented to the Board of Directors on Wednesday, April 24, 2024 for approval.

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Memo to: Board of Directors

From: Staff

Subject: Northside-Southside MetroLink LPA

Date: February 15, 2024

The City of St. Louis and Bi-State Development Agency have been working to update the locally preferred alternative (LPA) for a north-south MetroLink extension in the City of St. Louis. Bi-State leaders and their consultant, HNTB, are seeking approval of this updated LPA from the Council's Executive Advisory Committee and Board of Directors at their February meetings. Approval of the LPA by the Metropolitan Planning Organization's Board of Directors is an important step in the project receiving federal funds. A briefing paper about the project and the slide deck of the planned presentation are attached. Additionally, you will find public comments EWG has received regarding MetroLink expansion. We have shared the comments with Bi-State so they can include it as part of their community involvement for the project.

The Board's LPA decision will enable the City to advance the project to the environmental documentation stage, during which federally-required environmental documentation will be completed. The City also anticipates requesting entrance into the Federal Transit Administration's project development, or New Starts process, later in 2024. It is in the New Starts process that projects compete nationally for discretionary federal transit funds.

Recommendation:

Bi-State Development is requesting that the East-West Gateway Council of Governments Board of Directors adopt the revised Jefferson Alignment, described in the attached materials, as the Locally Preferred Alternative for the Northside-Southside light rail project.

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To: East-West Gateway Council of Governments – Board of Directors
From: Bi-State Development Staff
Subject: Approval of Revised Northside-Southside Project Locally Preferred Alternative – Jefferson Alignment
Date: February 14, 2024

Project Background

In 2018, the East-West Gateway Council of Governments 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.

After this project did not advance beyond the 2018 Conceptual Design Study, there was a need to reassess the project given post-pandemic travel patterns and economic conditions. In 2022, the 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 traversing downtown.

Current Project

This additional analysis resulted in a roughly 5.8-mile alignment of dedicated, in-street light rail that directly connects North and South St. Louis City, streamlining 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; meet federal goals of the Justice40 Initiative; and provide a more cost-constrained option that simplifies some of the complexities of the earlier alternatives.

The 2023 15% Design Study conducted technical analyses, preliminary engineering, and community engagement. Based on the results of this study, BSD recommends that the East-West Gateway Board approve a revised LPA for this project, with 10 stations and an alignment that runs (from north to south) along Natural Bridge Avenue from Grand Blvd. to Parnell Street, and then along Parnell Street/Jefferson Avenue from Natural Bridge Avenue to Chippewa Street/S. Broadway. The 2023 study estimates a forecasted 5,000 average

daily boardings, \$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 procurement underway 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.

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 exploring design alternatives to increase cost efficiencies, since such value engineering is common practice for large transit projects across the country.

Another key upcoming action is work with the Federal Transit Administration (FTA) Region VII 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 strengthened by the St. Louis region demonstrating support for the project.

Requested Action

Bi-State Development is requesting that the East-West Gateway Council of Governments Board of Directors adopt the revised Jefferson Alignment, described above, as the Locally Preferred Alternative for the Northside-Southside light rail project.



TESTIMONY

February 9, 2024

METROLINK EXPANSION

By David Stokes

Public Comments for the Board of Directors of the East-West Gateway Council of Governments

TO THE HONORABLE MEMBERS OF THIS BOARD

Thank you for the opportunity to submit these comments. My name is David Stokes, and I am director of municipal policy at the Show-Me Institute, a nonprofit, nonpartisan, Missouri-based think tank that advances sensible, well-researched, free-market solutions to state and local policy issues. The ideas presented here are my own and summarize the work of Randal O'Toole in his recent study about potential MetroLink expansion in St. Louis that was released by the Show-Me Institute in September 2023 as well as additional research on this subject.

Bi-State Development Agency, commonly known as Metro, announced reductions to the bus system in June 2023¹ after it had previously decreased bus services in November 2022.² Those changes were after prior bus route cuts in March of 2022.³ Now it intends to spend \$1.1 billion to expand MetroLink, which will further cannibalize our public transit system.⁴ (Metro is promising to try to lower the total cost of the project to between \$800 and

\$850 million instead of the current requested approval of \$1.1 billion.)

MetroLink isn't a solution to poor transit service. It is a cause of poor transit service. The proposed north-south line would operate along a route already served by numerous bus routes. More to the point, the reason less than four percent of Saint Louisans commute on transit isn't because they have trouble going from North City to downtown. It's because the antiquated "hub and spoke" model Metro uses makes travelling from North City to employment centers in Central and West County a multi-transfer odyssey. If regional leaders truly want to improve mobility, they'd do better by focusing on our general bus system or advancing bus-rapid-transit (BRT) lines.

In both Metro's formal presentations and the revised locally preferred alternative (LPA) document submitted to you, Metro has cited changing commuter patterns and more remote work as a reason *for* expanding Metrolink.⁵ This is an absurd example claiming that up is down and night is day. Buses

ADVANCING LIBERTY WITH RESPONSIBILITY
BY PROMOTING MARKET SOLUTIONS
FOR MISSOURI PUBLIC POLICY

are much more capable than light rail is of adjusting to changes to routes and frequency as population and employment patterns change.

The COVID-19 pandemic provided a prime example of how fast the labor market can shift. Employment patterns have dramatically changed in a short period of time as more people work from home, yet Metro insists on expanding a light-rail model designed to serve not only a pre-pandemic St. Louis but a pre-World War II St. Louis. For just a fraction of the local cost of expanding MetroLink, the region could restore cuts from its bus system and construct several BRT lines in its long-range transportation plan.

Furthermore, light rail isn't a solution to automobile dependence. Saint Louis has a low population density and widely dispersed employment centers that make the city a bad fit for light rail. Popular, cost-effective light rail systems require population densities upwards of 20,000 people per square mile, but Saint Louis City has fewer than 5,000 people per square mile. Experience with existing MetroLink routes demonstrates our region's preference for the car. Today, fewer Saint Louisans use mass transit than in 1990, before MetroLink even operated. Even more embarrassing, MetroLink has lower ridership today than it did in 2005, the year before the Shrewsbury line opened.⁶

Metro projects that the new MetroLink line along Jefferson Avenue will have 5,200 daily boardings. We can't predict the future, but we can judge how Metro's prior projections turned out for previous MetroLink expansions. A review of past projections does not bode well for the current projections. I have reviewed daily boarding projections for future stations from the 1999 Cross-County MetroLink Extension (CCME) report and the 2004 Metro South MetroLink Extension report. The full projections for the CCME stations (which were made in both of the stated reports) are in Table 1. I compared the projections to actual ridership totals from 2018 that were analyzed and released in 2020 by activists at UrbanSTL, a pro-transit St. Louis group. (Source citations accompany Table 1).

The 1999 projection for average daily boardings at the downtown Clayton MetroLink station was 4,604. The 2004 projections, which were made after construction

on the CCME had begun but before it opened, were for 5,424. The actual average daily boardings in 2018 were just 913.

The 1999 projections for the Shrewsbury station were for 5,333 boardings. The revised 2004 projection was lower, at 3,454 boarding. The actual 2018 average daily boardings were just 1,523.

These two examples are the rule, not the exceptions. The busiest station on the entire line, the Central West End with 4,885 daily boardings in 2018, had only slightly more than half of its 2004 projections. This is the unmistakable fact of the ridership projections by Metro, its consultants, and the planners at EWGCOG. The projections have consistently been substantially higher than actual users. The numbers now are likely even worse, as the most recent data available for station totals came from before the pandemic. Individual station average daily totals for 2024 would almost certainly be lower than in 2018, and likely much lower.

MetroLink is not a cure for anemic urban development. Despite claims of rail advocates, the economic consensus is that light rail *is not* a catalyst for economic growth.⁷ We can see with our own eyes that MetroLink has failed to spur development in Saint Louis. Far from rejuvenating depressed areas, MetroLink has even failed to prevent decline in areas that seemed to be on the rise in 1994 when the first lines opened, such as Laclede's Landing. Most of the development that has happened along MetroLink (including that which is generally considered to be successful) has been heavily subsidized by taxpayers, including the Cortex area.

This board should carefully consider what benefits could possibly justify a \$1.1 billion MetroLink expansion (or an "affordable" \$850 million version), and whether or not it's just an expensive "remedy" to treat problems for which we already have more sound solutions. This board should use the means at its disposal to pressure Bi-State Development Agency to cease its plans to expensively and fruitlessly expand MetroLink and use its local tax money to improve our region's bus system and institute BRT routes. We should have a system that serves the people who actually use mass transit, not the people urban planners dream about using mass transit.

Table 1: MetroLink Ridership Totals

New MetroLink Station	1999 Projected Boardings for Extension Opening in 2006	2004 Projections For 2025 Boardings	2018 Actual Boardings
Lambert Main		1558	1060
Lambert East		173	380
North Hanley		2309	2713
UMSL North		871	385
UMSL South		1405	516
Rock Road		1896	1408
Wellston		2274	848
Delmar		1949	1692
Forest Park		8404	3711
Central West End		8665	4885
Grand		4567	2535
Union Station		3657	1142
Civic Center		2169	2217
Busch Stadium		3157	1180
8th and Pine		3710	1382
Convention Center		3919	1309
Laclede's Landing		1800	563
Forest Park	3384*	8404	3711
Skinker	173 [†]	1880	887
Big Bend North	883	1001	486
Carondelet Plaza	615	902	362
Downtown Clayton	4604	5424	913
Galleria	764	1041	618
Eager Park & Ride	2026	3319	916
Manchester	477	788	770
Big Bend South	245	1091	243
Lansdowne	5333	3454	1523
Total All Stations		79787	38355
Total CCME	18504	27304	10429
Total CCME Corrected[‡]	19331	27304	10429

CCME = Cross-County MetroLink Extension

* Forest Park - The 1999 projections are additional boardings for an existing station that is the meeting place of two lines. The 2025 projections and 2018 actual boardings are the total boardings at the station for both lines.

[†] Skinker - The 1999 projections are almost certainly an error in the report. The 2025 projections are likely closer to what they actually projected in 1999. For totals at the bottom, we placed an estimate of 1,000 boardings in their 1999 projections.

[‡]Change Skinker 1999 error to 1,000.

Sources: Metro South MetroLink Extension, "Alternatives Analysis and DEIS 2025 Ridership Forecasting & Methodology Report," Prepared by Manuel Padron & Assoc. for EWGCOG, December 2004.

Cross-County MetroLink Extension, "Segment I Conceptual Design," Staff Recommendations to the Board of Directors, EWGCOG, June 1999.

UrbanSTL
<https://public.tableau.com/app/profile/alex6127/viz/MetroLinkPercentChangeinRidership2011to2018byStation/Dashboard1>.

NOTES

1. Goodwin, Jeremy. "Reduced MetroBus schedule means fewer trips in evenings and on weekends." St. Louis Public Radio, June 9, 2023.
2. Lippmann, Rachel. "Region's bus riders facing additional service cuts as hiring struggles continue." St. Louis Public Radio, November 28, 2022.
3. Ibid.
4. Clancy, Sam. "Bi-State Development moving ahead with planning phase of MetroLink expansion." KSDK, March 24, 2023.
5. Bi-State Development. "Revised Northside-Southside LPA Jefferson Alignment Proposal," East-West Gateway Council of Government, January 23, 2024, page 6.
6. O'Toole, Randal. "Is St. Louis Transit Built for the 2020s or the 1910s?" Show-Me Institute Report, September 2023.
7. Miller, Joseph, and Renz, Graham. "Light rail is snake oil for St. Louis." *St. Louis Business-Journal*, Show-Me Institute commentary, August 4, 2016.



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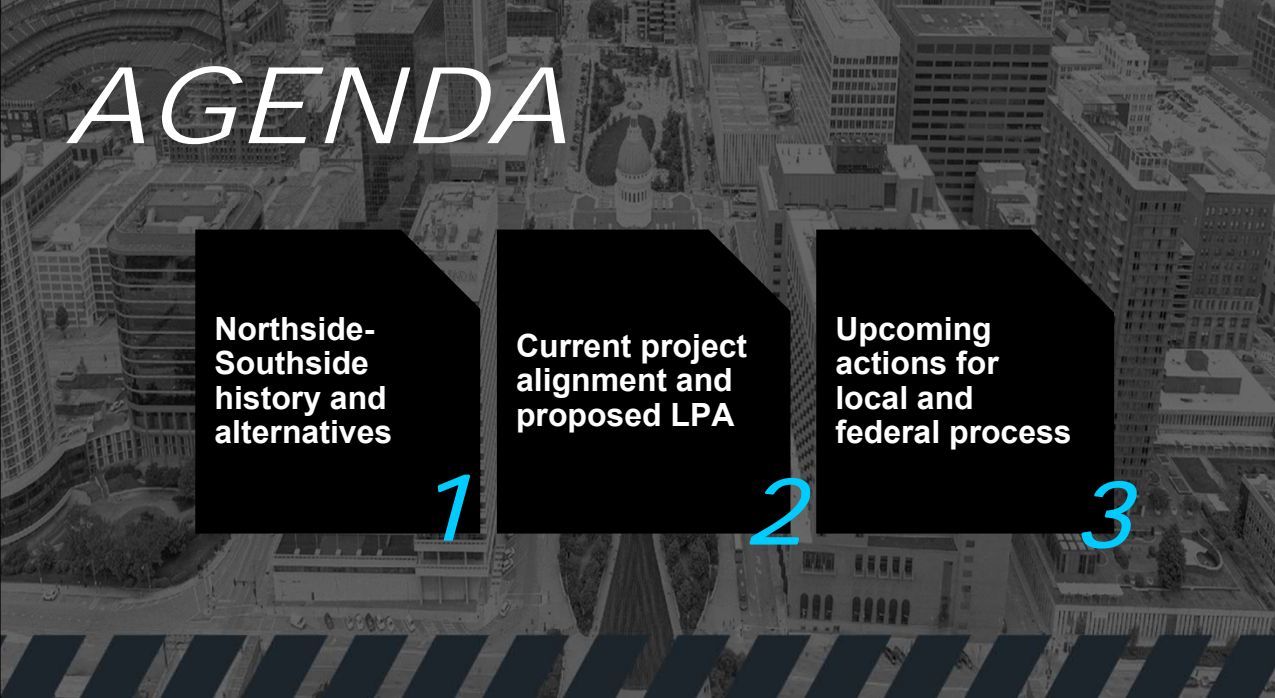


**Revised Northside-Southside LPA
Jefferson Alignment Proposal**

East-West Gateway Council of Governments
Executive Advisory Committee
February 20, 2024



1



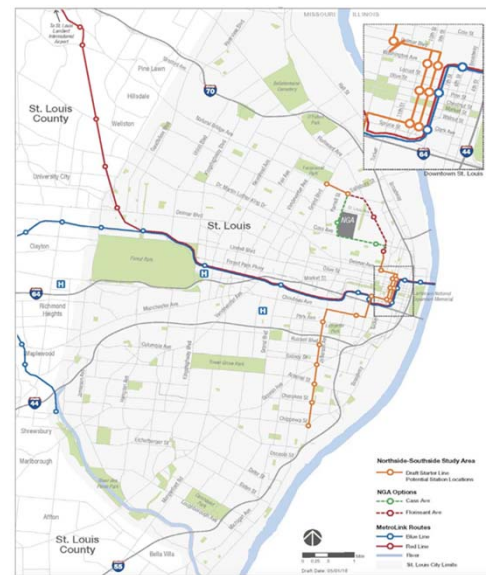
AGENDA

- 1 Northside-Southside history and alternatives
- 2 Current project alignment and proposed LPA
- 3 Upcoming actions for local and federal process



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

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Comparing Alternatives

	2018 Alternative*	2023 Alternative
Project Length	8.2 Miles	5.8 Miles
Number of Stations	19 stations	10 stations
Travel Time (one way)	25 minutes	19 minutes
Avg. Daily Ridership	8,000 (2016 data*)	5,000 (2019 data)
Residents within ½-mile of station areas	47,100 (2015 data)	28,900 (2020 data)
Annual O&M Cost Est.	\$17M (2017 dollars)	\$8.5M (2023 dollars)
Capital Cost Est. (2023 \$)	\$1.6B	\$1.1B

* Under the "NGA Option 2" alignment of 2018 Conceptual Design Study options

+ Under the "MOS 3-5" Build Scenario (2017 Forecast) in the 2018 Conceptual Design Study analysis

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Comparing Alternatives

- » 2023 alignment revises and streamlines prior project alternatives to reflect current needs and constraints
 - Making the line shorter and more direct – simplifying the complexity and station duplication of traveling through downtown – lowers capital and operating costs
- » Key demographics (e.g., Zero-Vehicle Households, Workers Reliant on Transit, and Residents Living Below Poverty Threshold) remain consistent across alternatives, meaning that the more cost-efficient line does not degrade its equity



*Current
Project*



Project Highlights & Benefits

- » Transformational project that meets Justice 40 Initiative objectives
- » Dedicated lane in-street light rail that connects to existing MetroLink at new transfer station
- » Two broad project goals:
 - Provide more choices and access to those with limited transportation options
 - Invest in historically underserved or marginalized neighborhoods



Modern In-Street Light Rail

9

Current Project Status

- » Moving beyond 15% design
 - Current status is furthest the NS-SS project has advanced
 - Hired PMC and negotiating design contract for 30% and beyond
- » Public engagement & outreach – continuous, proactive, and inclusive
- » City advancing economic development and land use strategies



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	\$	1,100,000,000

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/BSO Equity		90,000,000	Prop 1 Reserve & Defederalized Funds
Total Sources	\$	1,100,000,000	

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

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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 are proposing a revised Locally Preferred Alternative (LPA) for EWG Board approval in Feb. 2024
- » Revised LPA demonstrates regional support to FTA partners



Northside-Southside Jefferson Avenue Alignment

FTA Process

- » 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



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Timeline

2025

*Environmental
Work
Complete*

*Late
2026*

*Design
Complete*

*2027-
2030*

Construction





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James M. Wild

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: February 20, 2024

The Illinois Department of Transportation (IDOT) and Missouri Department of Transportation (MoDOT) 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 four new projects, modify eight projects, and add two new scoping projects. This memo outlines the requested changes.

Illinois New Project

IDOT is requesting to add one new project on behalf of St. Clair County Transit District. This project is funded through the Consolidated Vehicle Procurement (CVP or Section 5310) program. The purpose of the CVP program is to assist paratransit agencies in meeting the transportation needs of seniors and persons with disabilities. IDOT is responsible for the solicitation and selection of CVP projects in the Illinois portion of the St. Louis Urbanized Area.

IDOT is using Transportation Development Credits (TDCs) as non-federal match for the CVP project. TDCs are accumulated based on expenditures made by toll authorities in Illinois. IDOT policy allows the federal funding to be used for up to 100 percent of the project cost. The non-federal match is required to be reduced by the amount of TDCs used.

The new project is summarized on the following table:

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New Project – Illinois					
Sponsor / TIP #	Title – Limits	Description of Work	County	Federal Cost	Total Cost
St. Clair County Transit District/ 6999E-24 & 6999EE-24	Paratransit vehicle replacements	Six light-duty paratransit vehicles	St. Clair	\$690,000	\$690,000
TOTAL:				\$690,000	\$690,000

Illinois Modified Projects

IDOT has requested to modify two projects currently programmed in the FY 2024-2027 TIP.

The projects are summarized on the following table:

Modified Projects – Illinois				
Sponsor/ TIP #/ County/	Project Title - Limits	Description of Work	Current Cost / Revised Cost	Reason for Change
IDOT/ 6987I-22	I-55/I-64/US 40 - Mississippi River to east of I-64 (tri-level) interchange	Lighting	\$9,400,000 / \$15,800,000	Increase in estimated cost
IDOT/ 7146W-25/ Madison	IL 4 – Madison County line to Center St in Lebanon	Resurfacing	\$4,100,000/ \$4,800,000	Increase in estimated cost

Missouri New Projects

MoDOT is requesting to add three new projects to the FY 2024-2027 TIP. MoDOT intends to use advance construction for TIP# 7320G-24, meaning that this project initially will be funded with 100 percent state funds from MoDOT's operations budget until federal funds become available.

The new projects are summarized on the following table:

New Projects – Missouri					
Sponsor / TIP #	Title - Limits	Description of Work	County	Federal Cost	Total Cost
MoDOT / 7322G-24	Various locations along I-44, MO 30, US 61, MO 110, MO 141, MO C, MO Y, & MO VV	Pavement preservation treatment	Multi-County-MO	\$736,800	\$921,000
MoDOT / 7320G-24	Various locations along MO 185, MO E, MO V, MO Z, MO H & MO Y	Pavement preservation treatment	Franklin	\$0	\$1,522,000
MoDOT / 7320E-24	Various locations along I-270, I-44 Outer Road, I-64 Outer Road, US 50, MO 364, MO 370, & South Woods Mill Road	Pavement preservation treatment	Multi-County-MO	\$1,344,000	\$1,680,000
TOTAL:				\$2,080,800	\$4,123,000

Missouri Modified Projects

MoDOT has requested to modify six projects currently programmed in the FY 2024-2027 TIP.

The projects are summarized on the following table:

Modified Projects - Missouri				
Sponsor/ TIP #/ County/	Project Title - Limits	Description of Work	Current Cost / Revised Cost	Reason for Change
MoDOT/ 6991H-20/ St. Charles	MO D – MO Z to MO 94	Pavement resurfacing and upgrade guardrail	\$3,439,000 / \$3,237,000	Advance project from FY 2025 to FY 2024 – adjusted engineers est.

Modified Projects - Missouri				
Sponsor/ TIP #/ County/	Project Title - Limits	Description of Work	Current Cost / Revised Cost	Reason for Change
MoDOT/ 7265L-24/ St. Charles	MO H – MO J to MO 94	Pavement preservation treatment	\$904,000/ \$853,000	Advance project from FY 2025 to FY 2024 – adjusted engineers est.
MoDOT/ 7265M-24/ St. Charles	MO J – Common Field St to MO 94	Pavement preservation treatment	\$123,000/ \$116,000	Advance project from FY 2025 to FY 2024 – adjusted engineers est.
MoDOT/ 7227N-23/ St. Charles	MO Z – MO D to MO N	Pavement resurfacing and upgrade guardrail/ replace signage	\$1,517,000/ \$2,095,000	Increased engineer's estimate – added replace signage
MoDOT/ 6936P-20	Various major route locations in St. Louis District	Concrete pavement repair job order contracting	\$2,252,000/ \$4,152,000	Increased engineer's estimate
MoDOT/ 7320K-24	Various major route locations in St. Louis District	Asphalt pavement repair job order contracting	\$3,215,000/ \$4,285,000	Increased engineer's estimate

Missouri Scoping Projects

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

The new scoping projects are summarized on the following table:

New Scoping Projects - Missouri				
Sponsor / TIP #	Limits/Description of Work	County	Fed Cost for Design	Total Cost for Design
MoDOT / 7322I-24/	Various locations in the St. Louis district – Determine bridge vertical clearances over roadways	Multi-County- MO	\$0	\$200,000
MoDOT / 7322H-24	Various locations in the St. Louis district – Determine roadway elevations near levee districts	Multi-County- MO	\$0	\$200,000

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Staff Recommendation: Staff recommends that the FY 2024-2027 TIP, *Connected 2050*, and related Air Quality Conformity Determination be revised to add four new projects, modify eight projects, and add two new scoping projects. This memo outlines the requested changes as summarized above and detailed in the attachment. These projects are exempt (40 CFR 93.126) with respect to air quality in accordance with federal regulations.

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Amendment # **0224-059**
TIP # **6999E-24/6999EE-24**

PROJECT
SPONSOR: **St. Clair County Transit District**

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

TITLE: **Paratransit vehicle replacements**

LIMITS: n/a

DESCRIPTION: Six-light duty paratransit vehicles

COUNTY: St. Clair

FUNDING
SOURCE: Section 5310 Program (S5310) & Section 5339(b) Program
 (S5339b)

	Federal	Match	Total
PE	\$0	\$0	\$0
ROW	\$0	\$0	\$0
Implementation*	\$690,000	\$0	\$690,000
Total	\$690,000	\$0	\$690,000

* Includes \$138,000 in Transportation Development Credits

AIR QUALITY
CONFORMITY: Exempt – Purchase of new buses and rail cars to replace
 existing vehicles or for minor expansions of the fleet
 (\$ 93.126)

STAFF
RECOMMENDATION: Approval

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Amendment # **0224-060**
TIP # **7322G-24**
Sponsor # **SL0122**

PROJECT
SPONSOR: **MoDOT**

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

TITLE: **Pavement Preservation Treatment**

LIMITS: Various locations along I-44, MO 30, US 61, MO 110, MO 141,
MO C, MO Y, & MO VV

DESCRIPTION: Pavement preservation treatment

COUNTY: Multi-County-MO

FUNDING
SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	\$66,400	\$16,600	\$83,000
ROW	\$0	\$0	\$0
Implementation	\$670,400	\$167,600	\$838,000
Total	\$736,800	\$184,200	\$921,000

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

STAFF
RECOMMENDATION: Approval

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Amendment # **0224-061**
TIP # **7320G-24**
Sponsor # **SL0144**

PROJECT
SPONSOR: **MoDOT**

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

TITLE: **Pavement Preservation Treatment**

LIMITS: Various locations along MO 185, MO E, MO V, MO Z, MO H
& MO Y

DESCRIPTION: Pavement preservation treatment

COUNTY: Franklin

FUNDING
SOURCE: State Advance Construction (STAC*)

	Federal	Match	Total
PE	\$0	\$135,000	\$135,000
ROW	\$0	\$0	\$0
Implementation	\$0	\$1,387,000	\$1,387,000
Total	\$0	\$1,522,000	\$1,522,000

*Anticipated converted to STBG federal funding: \$1,217,600

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

STAFF
RECOMMENDATION: Approval

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Amendment # **0224-062**
TIP # **7320E-24**
Sponsor # **SL0142**

PROJECT
SPONSOR: **MoDOT**

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

TITLE: **Pavement Preservation Treatment**

LIMITS: Various locations along I-270, I-44 Outer Road, I-64 Outer Road, US 50, MO 364, MO 370, & South Woods Mill Road

DESCRIPTION: Pavement preservation treatment

COUNTY: Multi-County-MO

FUNDING
SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	\$120,000	\$30,000	\$150,000
ROW	\$0	\$0	\$0
Implementation	\$1,224,000	\$306,000	\$1,530,000
Total	\$1,344,000	\$336,000	\$1,680,000

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

STAFF
RECOMMENDATION: Approval



EAST-WEST GATEWAY
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Memo to: Board of Directors

From: Staff

Subject: Regional Security Expenditures

Date: February 14, 2024

Staff is requesting authorization to expend funds in support of regional security that will improve the region's disaster preparedness and response capabilities. Funding will come from the U.S. Department of Homeland Security's Urban Area Security Initiative (UASI) grant program. Attachment A summarizes the purchases, totaling \$670,100.

ST. LOUIS FUSION CENTER:

Critical Infrastructure Coordinator Position – The Critical Infrastructure Coordinator facilitates emergency planning and preparedness activities among key resource (KR) and critical infrastructure (CI) sites within the region. The overarching goal of this position is to provide information on hardening security at vulnerable facilities and provides guidance on how to deter a terrorist attack to the region's susceptible critical infrastructure. One of the key roles of the CI/KR Coordinator is to work with the U.S. Department of Homeland Security (DHS) in providing regional CI/KR data, which DHS uses to determine the region's threat, vulnerability and consequence to a terrorist attack. The CI/KR Coordinator participates in quarterly DHS conference calls on critical infrastructure and key resource identification. Because DHS grant funding is tied to the region's existing critical infrastructure and key resources, these DHS data calls are critical to keep the region's infrastructure data up to date. This has allowed the region to maintain a level of grant funding which is critical to local police, fire, public health and related health care and medical response agencies. Staff is requesting approval to enter into a sub-award agreement with St. Louis County, Missouri to provide funding from the UASI grant program to support the CI/KR Coordinator position within the St. Louis Regional Fusion Center for the period of August 1, 2024 through July 31, 2025. The total cost for the salary and benefits for the CI/KR Coordinator position will not exceed \$147,000.

Project Manager for the St. Louis Regional License Plate Recognition Database (LPRD) and Mugshot Recognition Technology (SMRT) Databases – The Project Manager for the LPRD / SMRT is a part-time position within the St. Louis Fusion Center. This position facilitates and oversees the implementation of the regional law

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enforcement license plate reader and mugshot recognition databases. Duties include facilitating an independent audit of LPRD / SMRT users and ensuring compliance with the Fusion Center's privacy policies and end user agreements. Maintaining these databases allows all law enforcement agencies across the region to share critical suspect information. The LPRD / SMRT Project Manager requires an in-depth knowledge of the operations, capabilities, restrictions and maintenance of the LPRD and SMRT systems. The position will work with regional law enforcement agencies to solicit their participation while managing the progress of the system. The City of Richmond Heights Police Department has agreed to provide the LPRD / SMRT Project Manager, therefore staff is requesting approval to enter into a sub-award agreement with the City of Richmond Heights, Missouri to provide funding from the UASI grant program to support the part-time LPRD / SMRT Project Manager position within the St. Louis Regional Fusion Center for the period August 1, 2024 through July 31, 2025. The total cost for the salary and benefits for the LPRD / SMRT Project Manager position will not exceed \$35,000.

Suspicious Activity Reporting / Intelligence Liaison Officer (SAR/ILO) Position

- The SAR/ILO position within the St. Louis Regional Fusion Center addresses critical gaps in suspicious activity reporting and outreach capabilities, the need for a more complete regional intelligence platform and enhancement of communications between federal, state and local public safety agencies as well as private sector entities. The SAR/ILO is responsible for collection, analysis and dissemination of information obtained through suspicious activity reporting, increasing the Fusion Center's outreach capabilities, and directly leading to the prevention of terrorist, criminal, and domestic violent extremist activities on a multi-jurisdictional, multi-disciplinary level. Staff is requesting approval to enter into a sub-award agreement with Jefferson County, Missouri to provide funding from the UASI grant program to support the SAR/ILO position within in the St. Louis Regional Fusion Center for the period of August 1, 2024 to July 31, 2025. The total cost for the salary and benefits for the SAR/ILO position will not exceed \$140,000.

Strategic Intelligence Analyst Position - This position is crucial to the function of the St. Louis Regional Fusion Center, which analyzes information and identifies trends to share timely law enforcement intelligence data with federal, state and local law enforcement entities. Duties of a Strategic Intelligence Analyst include, but are not limited to, researching tactics, techniques and procedures of domestic and international terrorist groups, developing Safety Alerts and Bulletins for St. Louis regional law enforcement agencies, answering daily requests for information from private sector, local, state and federal sources, interaction and research with other Fusion Centers around the country to develop timely and accurate intelligence products, analysis of received federal law enforcement data for determination of

relevance for the St. Louis region, and interaction, analysis, and dissemination of cyber-crime threat information. Staff is requesting approval to enter into a sub-award agreement with the City of Chesterfield, Missouri to provide funding from the UASI grant program to support a Strategic Intelligence Analyst position in the St. Louis Regional Fusion Center for the period of August 1, 2024 through July 31, 2025. The total cost for salary and benefits for the Strategic Intelligence Analyst position will not exceed \$120,000.

REGIONAL CYBERSECURITY INITIATIVE:

Regional Cybersecurity Analyst Position –The Cybersecurity Analyst will work with the Regional Cybersecurity Coordinator to address gaps and deficiencies in St. Louis regional cybersecurity, reducing the region’s threat landscape, enhancing the overall security posture, and improving response, mitigation, recovery and resiliency to cyber-attacks. Staff is requesting approval to enter into a sub-award agreement with St. Louis County, Missouri to provide funding from the UASI grant program to support a Cybersecurity Analyst position within the St. Louis Regional Fusion Center for the period of August 1, 2024 through July 31, 2025. The total cost for salary and benefits for the Cybersecurity Analyst position will not exceed \$115,000.

REGIONAL RESPONSE TEAMS:

Mapping System Upgrade – Staff is seeking approval to purchase quantity one (1) mapping system upgrade for the region’s Metro Air Support Unit (MASU). Three (3) of the four (4) aircraft utilized by the MASU currently operate on the most up-to-date augmented reality mapping system, which allows MASU to provide situational awareness to first responders on the ground. The procurement of the upgraded mapping system will ensure interoperability and compatibility among all of the operational aircraft. The total cost of one (1) mapping system upgrade will not exceed \$32,300 from the UASI grant program.

Auxiliary Fuel Systems - Staff is seeking approval to purchase quantity four (4) auxiliary fuel systems for the region's MASU. Currently the on-board fuel supply limits MASU’s aircraft to two (2) hour flight operations. The addition of the auxiliary fuel systems would increase the flight operations to three (3) hours, thus providing increased areas of operation within the region and extended capabilities for ongoing incidents and missions, including but not limited to terrorism prevention, search and rescue operations, preservation of life, and protection of critical infrastructure. The total cost of four (4) auxiliary fuel systems will not exceed \$80,800 from the UASI grant program.

STAFF RECOMMENDATION:

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

- allow the Executive Director to enter into a sub-award agreement with St. Louis County, MO to support the CI/KR position for 12 months in an amount not to exceed \$147,000;
- allow the executive director to enter into a sub-award agreement with the City of Richmond Heights, MO to support the part-time Project Manager for the LPRD/SMRT Project Manager position for 12 months in an amount not to exceed \$35,000;
- allow the Executive Director to enter into a sub-award agreement with Jefferson County, MO to support the SAR/ILO position for 12 months in an amount not to exceed \$140,000;
- allow the Executive Director to enter into a sub-award agreement with the City of Chesterfield, MO to support the Strategic Intelligence Analyst position for 12 months in an amount not to exceed \$120,000;
- allow the Executive Director to enter into a sub-award agreement with St. Louis County, MO to support the Regional Cybersecurity Analyst position for 12 months in an amount not to exceed \$115,000;
- for the purchase of quantity (1) mapping system upgrade from Shotover Systems of Boulder, CO in an amount not to exceed \$32,300;
- for the purchase of quantity four (4) auxiliary fuel systems from Fargo Manufacturing Company of Franklin Park, IL in an amount not to exceed \$80,800;

for a total amount not to exceed \$670,100 from the UASI grant program.

ATTACHMENT A

Expenditures for Equipment and Services
February 6, 2024

<u>Vendor</u>	<u>Description</u>	<u>Jurisdiction/Agency</u>	<u>Quantity</u>	<u>Cost</u>
Emergency Response Planning and Equipment (UASI)				
St. Louis County, Missouri	Sub-award Critical Infrastructure Coordinator Position	St. Louis County	1	\$147,000
City of Richmond Heights, Missouri	Sub-award Project Manager for the St. Louis Regional License Plate Recognition Database and Mugshot Recognition Technology Databases Position	City of Richmond Heights	1	\$35,000
Jefferson County, Missouri	Sub-award Suspicious Activity Reporting / Intelligence Liaison Officer Position	Jefferson County	1	\$140,000
City of Chesterfield, Missouri	Sub-award Strategic Intelligence Analyst Position	City of Chesterfield	1	\$120,000
St. Louis County, Missouri	Sub-award Regional Cybersecurity Analyst Position	St. Louis County	1	\$115,000
Shotover Systems (Boulder, CO)	Mapping System Upgrade	Regional	1	\$32,300
Fargo Manufacturing Company (Franklin Park, IL)	Auxiliary Fuel Systems	Regional	4	\$80,800
TOTAL EXPENDITURES				\$ 670,100

Total UASI Expenditures: \$670,100