

**AGENDA**  
**EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS**  
**BOARD OF DIRECTORS MEETING**  
**WEDNESDAY, MARCH 27, 2024 – 10:00 A.M.**

- 1. CALL TO ORDER**
- 2. APPROVAL OF MINUTES OF FEBRUARY 28, 2024**
- 3. DISCUSSION ITEMS**
  - A. Draft Fiscal Year 2025 Unified Planning Work Program - - Jim Wild
  - B. Comprehensive Safety Action Plan - *Gateway to Safer Roadways* - - Joanne Stackpole and Shawn Leight, CBB
  - C. FY 2025-2028 Transportation Improvement Program - Submitted Local Project Applications - - Jason Lange
- 4. ACTION ITEMS**
  - A. St. Louis Region's Plan to Plan for Violence Reduction - - Jim Wild
  - B. Resolution to Approve / Adopt Title VI Program - - Jim Wild
  - 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/3688523299280055392>  
Webinar ID: 652-164-579      Phone: 1 (415) 655-0052      (Audio Access Code: 553-722-562)

**NEXT MEETING DATE: WEDNESDAY, APRIL 24, 2024**



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

Creating Solutions Across Jurisdictional Boundaries

**Memo to:** Board of Directors  
**From:** Staff  
**Subject:** Project Notifications  
**Date:** March 12, 2024

Attached is the Project Notification list for February 10 – March 8, 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  
February 10 – March 8, 2024**

<b>JURISDICTION</b>	<b>APPLICANT</b>	<b>PROJECT DESCRIPTION</b>	<b>FEDERAL AGENCY</b>	<b>FEDERAL GRANT/LOAN</b>	<b>FUNDING: STATE, LOCAL/OTHER</b>	<b>TOTAL</b>
St. Louis County St. Louis City St. Charles County Jefferson County	Legal Services of Eastern Missouri #2408023	16.524 – Legal Assistance for Victims  Lasting Solutions Family Law Project	DOJ	\$750,000		\$750,000
St. Louis County	YWCA of Metro St. Louis #2408030	93.600 – Head Start  Head Start and Early Head Start	HHS	\$21,651,136	Applicant: \$4,491,162	\$26,142,298
St. Louis City	Washington University #2408034	84.325 – Special Education – Personnel Development to Improve Services and Results for Children with Disabilities  Consortium in Childhood Hearing and Communication Disabilities	DOEd	\$6,500,000		\$6,500,000
St. Louis County	PreventEd #2408038	93.243 – Substance Abuse and Mental Health Services Projects of Regional and National Significance  PreventEd SPF-PFS Warren County	HHS	\$375,000		\$375,000

## MINUTES

### EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS BOARD OF DIRECTORS FEBRUARY 28, 2024

The regular meeting of the Board of Directors was held in the Council offices on Wednesday, February 28, 2024 at 10:00 a.m.

#### Members in Attendance

Tishaura Jones, *Chair*, Mayor, City of St. Louis, MO (via webinar)  
Kurt Prenzler, *Vice-Chair*, Chairman, Madison County, IL Board  
Tim Brinker, *2<sup>nd</sup> Vice-Chair*, Presiding Commissioner, Franklin County, MO  
Steve Ehlmann, County Executive, St. Charles County, MO  
Dennis Gannon, County Executive, Jefferson County, MO  
George Green, Chairman, Monroe County, IL  
Mike Elam, Councilman, St. Charles County, MO (via webinar)  
Barbara Geisman, Regional Citizen, City of St. Louis, MO  
Megan Green, President Board of Aldermen, City of St. Louis  
Bill Grogan, Regional Citizen, St. Clair County, IL  
Michelle Harris, President, Metro St. Louis, St. Louis County, MO (via webinar)  
Ella Jones, St. Louis County, MO  
Mark Kern, Chair, Chairman, St. Clair County Board, IL Board  
Lonnie Mosley, St. Clair County, IL  
Dr. Sam Page, County Executive, St. Louis County, MO  
Steve Pelton, Franklin County, MO  
Charles Powell III, Mayor, City of East St. Louis, IL  
Herb Roach, Vice-President, SWIL Council of Mayors, IL  
David Schwind, Madison County, IL  
Herb Simmons, President, SW IL Metropolitan & Regional Planning Commission  
Don Summers, St. Louis County, MO  
Ron Williams, Madison County, IL  
Tom Blair, MoDOT  
Tom Caldwell, IDOT  
Patrick McKenna, MoDOT  
Taulby Roach, Bi-State Development  
Brock Timmons, Governor's Office, MO

#### Members Absent

Holly Bieneman, IDOT  
John A. Laker, Regional Citizen, St. Clair County, IL  
Seth Speiser, President, SWIL Council of Mayors, IL  
Patrick McMckenna, MoDOT  
Brock Timmons, Designee, MO Governor's Office

EAC Members in Attendance

Paul Hampel  
Michael Henderson (via webinar)  
Kevin Jemison (via webinar)  
Chuck Stewart  
Stephanie Leon Streeter (via webinar)

*EWGCOG Staff:*

Jim Wild, Staci Alvarez, Nancy Campia, Josh Campbell, Anna Chott, Joyce Collins-Catling, Bailey DeJonge, Stephen Ducker, Joe Fetter, Ben Fleschert, Lee Harris, Alex Hartig, Christie Holland, Paul Hubbman, Saranya Konala, Ted LaBoube, Jason Lange, Carol Lawrence, Mary Grace Lewandowski, Samantha Lewis, Brian Marler, Maddie Mattli, Marcie Meystrik, Anna Musial, Rachael Pawlak, John Posey, Mary Rocchio, James Rogers, Warren Sallade, 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 Chairman Jones with roll call attendance. The Chairman welcomed and introduced new board members Steve Pelton (representing Franklin County, MO) and George Green (representing Monroe County, IL) as well as acknowledging the attendance of Patrick McKenna (MoDOT) at today's meeting.

APPROVAL OF MINUTES OF THE JANUARY 31, 2024 MEETING

Motion was made by Mr. Elam, seconded by Mr. Schwind, to approve the minutes of the January 31, 2024 meeting. Motion carried, all voting aye.

DISCUSSION ITEMS

**2024 OneSTL Report to the Region**

Aaron Young, EWGCOG, provided the board with an update on the regional plan for sustainable development that was started in 2013 by EWG and 10 other partners. He briefly discussed working group collaborations, activities and success stories, regional indicators, and performance dashboard data. Mr. Young mentioned that since the creation of the plan, changes in the evaluation of data sources and methodologies have occurred resulting in other organizations (i.e., Greater St. Louis) starting to track regional indicators and metrics. He noted that 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; this data will be refined in the coming months. Mr. Young pointed out that EWG received a grant from the US EPA in October 2023 under the CPRG program to complete a regional greenhouse gas inventory and climate action plan; staff will continue to work with OneSTL partners throughout 2024 on CPRG projects. Updates, progress, and other information can be found at [www.onestl.org](http://www.onestl.org)

### **MoDOT Policy Change for Sub-Allocated Funding**

Rachael Pawlak, EWGCOG, provided the board with an update of MoDOT's policy change for sub-allocated funding. Ms. Pawlak mentioned that in February, MoDOT notified Transportation Management Areas (TMAs) of the plan to change the policy for Local Public Agency (LPA) projects to reduce or eliminate the carry-forward of the program balances at year-end. She noted EWG LPA balances have not exceeded the three-year allocation, however, TMA's unobligated balances have increased since FY 2019 mostly due to challenges related to the COVID-19 pandemic. Ms. Pawlak also noted that EWG has been successful in reducing its program balances from \$83 million in FY 2022 to \$64 million in FY 2023 and that statewide, 111% of the LPA annual allocation was obligated in FY 2023. She pointed out that MoDOT shared their FY 2024 goal for each TMA to obligate 120% of its annual allocation, and have added in a trigger point that if obligation percentages fall below 110% of the annual allocation at year-end, funds will be taken by MoDOT with the balance to be used on the state system.

### **FY 2025-2028 Transportation Improvement Program Development**

Jason Lange, EWGCOG, briefed the board that staff has begun the development of the FY 2025-2028 TIP. He discussed program development activities noting that online applications were made available November 3<sup>rd</sup>, with workshops held on November 8<sup>th</sup>, 13<sup>th</sup>, and 15<sup>th</sup> along with project review meetings held on January 5<sup>th</sup>, 12<sup>th</sup>, 15<sup>th</sup>, and 26<sup>th</sup> (applications were due on February 8<sup>th</sup>). He provided a breakdown of the estimated funding available for both IL and MO and highlighted the upcoming activities noting the following timelines: summary of submitted local projects to be presented at the March meetings; partner agency programs due April 5<sup>th</sup>; TPC recommendations in early May, and presented at the May committee and board meetings; draft TIP to be presented at June committee and board meetings; and, public comment period to take place from June 28<sup>th</sup> through August 1<sup>st</sup>. Mr. Lange noted that the final document will be presented for approval at the August committee and board meetings.

### **Coordinated Human Services Transportation Plan**

Melissa Theiss, EWGCOG, presented to the board highlights of the CHSTP for the St. Louis Region noting that the current plan was adopted by the board in May 2020 and the draft is now available for public comment March 1<sup>st</sup> through March 31<sup>st</sup>. Ms. Theiss highlighted the goal of the program noting that this plan is a regional planning tool designed to help guide the investment of FTA Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) funding. She mentioned that federal law requires the CHSTP 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. She briefly highlighted the four key elements: Inventory, Needs, Strategies, and Priorities and noted that staff, along with stakeholders and agencies that serve the needs of seniors and individuals with disabilities, developed the draft CHSTP. Ms. Theiss mentioned that open houses will be held March 7<sup>th</sup> in Glen Carbon, March 22<sup>nd</sup> at Paraquad, and virtually on March 12<sup>th</sup>. The final CHSTP will be presented for approval at the April committee and board meetings.

## ACTION ITEMS

### **Northside-Southside MetroLink LPA Revision**

Taulby Roach, Bi-State Development, provided the board with an updated/revised version of the previously presented NS-SS LPA. He briefly discussed the project history noting that the current alignment builds upon prior 2008 and 2018 studies proposing a more direct alignment. He also pointed out project benefits, fundamental goals of the project to keep it extremely competitive, economic mobility that will allow more access to jobs throughout the bi-state area, investing in underserved/marginalized neighborhoods, and moving into project development. He then introduced the consultant, Pranaya Shrestha with HNTB, to provide further project highlights.

Mr. Shrestha briefly discussed current project status pointing out that the primary focus is remaining ahead of schedule and under budget as well as targeting key demographics for people who rely on public transit. He pointed out that the project costs \$1.1 billion but they are very confident that this amount can be brought down below this amount. 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 opposed to building a new facility. He also briefly discussed upcoming activities mentioning that a value engineering approach will continue, and noted that support has been received from FTA, local and regional entities along with St. Louis City.

Mr. Roach briefly discussed the timeline noting the environmental work is to be completed in 2025, design completion in late 2026, and construction from 2027 – 2030 and asked for the adoption of the revised NS-SS LPA as presented.

The board engaged in detailed discussions with various questions concerning: ridership -- why decreases have occurred, operating cost impacts, and bus utilization; population density; infrastructure costs; whether or not growth in downtown jobs has been evidenced; data reflecting future expectations regarding people switching from riding buses to riding light rail; innovative approaches; and, better bus routes. Mr. Roach concluded that ridership changes are currently being reviewed and that his team would provide answers to board concerns as more information develops.

Motion to table this action item was made by Mr. Ehlmann seconded by Mr. Schwind. Motioned failed with 8 aye, 11 no, and 1 abstain.

Motion to recommend board approval was made by Mr. Powell seconded by Ms. Ella Jones. Motion passes with 14 aye, 5 no, and 1 abstain.

### **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 four new projects, modifying eight projects, and adding two new scoping project. The project summary is as follows:

<b>TIP #</b>	<b>Sponsor</b>	<b>Action</b>	<b>Description</b>
6999E-24 6999EE-24	IDOT	Add	St. Clair; Paratransit vehicle replacements; six light-duty paratransit vehicles
7322G-24	MoDOT	Add	Multi-County; Various locations along I-44, MO 30, US 61, MO 110, MO 141, MO C, MO Y, & MO VV; Pavement preservation treatment
7320G-24	MoDOT	Add	Franklin; Various locations along MO 185, MO E, MO V, MO Z, MO H & MO Y; Pavement preservation Treatment
7320E-24	MoDOT	Add	Multi-County; Various locations along I-270, I-44 Outer Road, US 50, MO 364, MO 370 & South Woods Mill Road; Pavement preservation treatment
6987I-22	IDOT	Modify	I-55/I-64/US 40 – Mississippi River to east of I-64 (tri-level) interchange; lighting
7146W-25	IDOT	Modify	Madison; IL 4 – Madison County line to Center St. in Lebanon; Resurfacing
6991H-20	MoDOT	Modify	St. Charles; MO D – MO Z to MO 94; Pavement resurfacing And upgrade guardrail
7265L-24	MoDOT	Modify	St. Charles; MO H – MO J to MO 94; Pavement Preservation treatment
7265M-24	MoDOT	Modify	St. Charles; MO J – Common Field St to MO 94; Pavement Preservation treatment
7227N-23	MoDOT	Modify	St. Charles; MO Z – MO Z to MO N; Pavement Resurfacing and upgrade guardrail/replace signage
6936P-20	MoDOT	Modify	Various major route locations in St. Louis District; Concrete Pavement repair job order contracting
7320K-24	MoDOT	Modify	Various major route locations in St. Louis District; Asphalt Job order contracting
7322G-24	MoDOT	Scoping	Multi-County; Various locations in the St. Louis District – Determine bridge vertical clearances over roadways
7322H-24	MoDOT	Scoping	Multi-County; Various locations in the St. Louis District – Determine roadway elevations near level districts

Staff recommends board approval of the requested amendments.

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

Chairman Jones turned meeting over to Vice-Chairman Prenzler after excusing herself due to business travel.



### **Regional Security Expenditures**

Samantha Lewis, EWGCOG, presented staff's request authorizing the expenditure of funds in support of regional security that will improve the region's disaster preparedness and response capabilities for the following expenditures: Critical Infrastructure Coordinator at the St. Louis Regional Fusion Center for the period of August 1, 2024 through July 31, 2025; Project Manager for the LPRD/SMRT part-time position within the St. Louis Fusion Center for the period August 1, 2024 through July 31, 2025; SAR Intelligence Liaison Officer (ILO) position within the St. Louis Regional Fusion Center for the period of August 1, 2024 through July 31, 2025; Strategic Intelligence Analyst Position in the St. Louis Regional Fusion Center for the period of August 1, 2024 through July 31, 2025; Regional Cybersecurity Analyst Position in the St. Louis Regional Fusion Center for the period of August 1, 2024 through July 31, 2025; the purchase of one (1) mapping system upgrade, and four (4) auxiliary fuel systems for the region's Metro Air Support Unit (MASU) for a total amount not to exceed \$670,100 from the UASI grant program.

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

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

### OTHER BUSINESS

Mr. Wild announced to the board that the Title VI public meeting schedule is now available.

### ADJOURNMENT

The meeting was adjourned by the Vice-Chair seconded by Mr. Ehlmann.

Respectfully submitted,



James M. Wild  
Secretary, Board of Directors



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

Creating Solutions Across Jurisdictional Boundaries

**Memo to:** Board of Directors  
**From:** Staff  
**Subject:** Draft FY 2025 Unified Planning Work Program  
**Date:** March 13, 2024

We are providing you with the draft FY 2025 Unified Planning Work Program (UPWP) for your review and comment. The UPWP describes all of the planning work activities that the staff and other local agencies will undertake during the 12-month period that begins July 1, 2024. This document serves as the scope of work for our grant agreements with the state and federal agencies that provide funding to support EWG's planning and related activities in the region.

Metropolitan planning organizations like EWG are required to adopt a UPWP to describe the federally-funded transportation planning activities. EWG's UPWP describes all of the agency's planning activities that are funded through all sources. Some of the activities described in the UPWP are currently underway and will continue into FY 2026 and other projects will begin at various times during FY 2025 depending on funding availability.

Section II of the UPWP includes the funding tables that describe the sources of funds and estimated costs for the planned activities. The total funding projected for FY 2025 is \$15,167,998; with a total of \$8,866,489 estimated for new funding during the fiscal year. EWG's in-house costs are estimated to be \$7,362,720 and we estimate that \$3,400,750 will be expended to hire consultants for planning projects completed during the fiscal year, and \$3,792,700 will be passed through to or expended on behalf of other local agencies.

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The FY 2025 UPWP has been submitted to IDOT, MoDOT, FHWA, and FTA for review and comment. It has also been posted on our website and can be downloaded at this link: [https://www.ewgateway.org/wp-content/uploads/2024/03/EWGCOG\\_FY-2025-UPWP\\_Draft\\_For-Public-Comment\\_2024-03-08.pdf](https://www.ewgateway.org/wp-content/uploads/2024/03/EWGCOG_FY-2025-UPWP_Draft_For-Public-Comment_2024-03-08.pdf).

We welcome comments and questions from our committees and the Board of Directors. We will bring the final FY 2025 UPWP to the Board of Directors in April for approval. Comments will be accepted through April 8, 2024. More information about the draft UPWP and how to provide comments can be found on our website at: <https://www.ewgateway.org/about-us/what-we-do/planning-initiatives/upwp/upwp-for-public-comment/>.



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

Creating Solutions Across Jurisdictional Boundaries

**Memo to:** Board of Directors  
**From:** Staff  
**Subject:** Comprehensive Safety Action Plan - *Gateway to Safer Roadways*  
**Date:** March 13, 2024

The Council applied for and received a planning grant to develop a Comprehensive Safety Action Plan for the St. Louis region through the FY 2022 Safe Streets and Roads for All (SS4A) program as part of the Infrastructure Investment and Jobs Act. The Comprehensive Safety Action Plan will cover the entire eight-county region and once complete will enable any county or municipality in the region to apply for SS4A Implementation grants for projects that support the overall plan. The Council has been working with the consultant CBB to develop the Comprehensive Safety Action Plan for the region, now named Gateway to Safer Roadways, since late November of 2023.

The Gateway to Safer Roadways plan will include –

- An eventual goal of zero roadway deaths and serious injuries
- Regional High-Injury Networks (All Modes, Vulnerable Road Users, Underserved Communities, Top Contributing Factors and Interstate Hot Spots)
- High-Injury Networks for each county in the St. Louis region
- Near and long-term strategies focused on USDOT’s Safe System approach, including proven safety countermeasures
- Responsible parties for each strategy
- Creation of a Regional Safety Task Force and county-level stakeholder groups
- Unified branding to ensure consistent communication across the region
- A method to measure progress

A total of five county stakeholder groups and a Regional Safety Task Force were formed to help inform the development of the plan and keep our safety stakeholders informed. Included in these groups are representatives from county and municipality staff, both the Illinois and Missouri Department of Transportation, Federal Highway Administration, local hospitals, law enforcement, insurance companies, transit agencies, Urban League, bicycle and pedestrian agencies and more. The stakeholder groups and the Regional Safety Task Force have met twice and will meet a third time to review the draft plan in late April.

The CBB team will present a brief update on the progress of the Gateway to Safer Roadways plan at this month’s Board of Directors meeting. The draft Gateway to Safer

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Board of Directors  
March 13, 2024  
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Roadways plan will be presented to the Board at the May meeting, and the Council will seek final approval from the Board in June. After the plan is approved, projects that align with the plan will be eligible for funding through the SS4A Implementation program.



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

Creating Solutions Across Jurisdictional Boundaries

**Memo to:** Board of Directors  
**From:** Staff  
**Subject:** FY 2025-2028 Transportation Improvement Program - Submitted Local Project Applications  
**Date:** March 13, 2024

East-West Gateway released a call for applications on November 3, 2023 for Surface Transportation Block Grant Program – Suballocated (STP-S), Missouri Off-system Bridge Program (BRO/BFP), Carbon Reduction Program (CRP), and Congestion Mitigation and Air Quality Improvement (CMAQ) projects. Project applications were due on February 8, 2024.

STP-S provides funding for projects to preserve and improve the conditions on any Federal-aid highway, bridge, pedestrian and bicycle infrastructure, and transit capital projects. BRO/BFP funding is available for eligible low volume bridges in Missouri. CRP provides funding to projects that reduce transportation emissions. The CMAQ program provides a funding source to for transportation projects and programs to help meet the requirements of the Clean Air Act since the St. Louis region is in non-attainment for ozone.

Illinois sponsors submitted 24 STP-S applications requesting \$19.1 million in federal funds and eight CMAQ applications requesting \$6.1 million in federal funds. Based on initial estimates last November, there is approximately \$7.5 million in STP-S funding, approximately \$6 million in CMAQ funding available to program, and \$1.8 million in CRP funding. CRP projects will be selected from CMAQ applications that were submitted for consideration.

Missouri sponsors submitted 65 STP-S applications requesting \$129.6 million in federal funds and 17 CMAQ applications requesting \$44.7 million in federal funds. Based on initial estimates last November, there is approximately \$65 million in STP-S funding and approximately \$6 million in BRO/BFP funding. BRO/BFP projects will be selected from STP-S bridge applications that were submitted for consideration. There is approximately \$33 million in CMAQ funding available to program and \$10 million in CRP funding. CRP projects will be selected from CMAQ applications that were submitted for consideration.

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City of St. Louis

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Illinois Department of Transportation

Vacant  
Illinois Department of Commerce  
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Board of Directors  
March 13, 2024  
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The attached pages summarize local applications by state and county. When staff completes the project evaluations, the scores will be presented to the Transportation Planning Committees (TPC) in early May for their funding recommendations. The TPC funding recommendations will be presented to the Executive Advisory Committee (EAC) and the Board of Directors at the May meeting.

The recommended local projects will be included in the draft FY 2025-2028 Transportation Improvement Program (TIP) which will be presented to EAC and the Board of Directors at the June meeting. The TIP will be released for public comment from June 28 through August 1. After public comment, the TIP will be presented for approval in August.

### Summary of Local Program Applications Submitted - 2024 Funding Round - County

Illinois				Illinois			
STP-S	# of apps	Fed Requested	% Fed	CMAQ	# of apps	Fed Requested	% Fed
Madison	14	\$11,824,361	61.8%	Madison	3	\$2,477,262	40.5%
Monroe	1	\$731,444	3.8%	Monroe	0	\$0	0.0%
Multi-County	0	\$0	0.0%	Multi-County	0	\$0	0.0%
Multi-State	0	\$0	0.0%	Multi-State	1	\$120,400	2.0%
St. Clair	9	\$6,579,351	34.4%	St. Clair	4	\$3,513,012	57.5%
<b>TOTAL</b>	<b>24</b>	<b>\$19,135,156</b>	<b>100.0%</b>	<b>TOTAL</b>	<b>8</b>	<b>\$6,110,674</b>	<b>100.0%</b>

Missouri				Missouri			
STP-S	# of apps	Fed Requested	% Fed	CMAQ	# of apps	Fed Requested	% Fed
Franklin	7	\$8,108,156	6.3%	Franklin	1	\$906,273	2.0%
Jefferson	13	\$14,820,709	11.4%	Jefferson	0	\$0	0.0%
Multi-County	2	\$2,118,672	1.6%	Multi-County	3	\$9,143,557	20.5%
Multi-State	0	\$0	0.0%	Multi-State	1	\$481,000	1.1%
St. Charles	22	\$48,069,084	37.1%	St. Charles	6	\$12,424,319	27.8%
St. Louis	19	\$37,411,113	28.9%	St. Louis	4	\$7,755,610	17.3%
St. Louis City	2	\$19,120,000	14.7%	St. Louis City	2	\$14,000,000	31.3%
<b>TOTAL</b>	<b>65</b>	<b>\$129,647,734</b>	<b>100.0%</b>	<b>TOTAL</b>	<b>17</b>	<b>\$44,710,759</b>	<b>100.0%</b>

Illinois	Available*
STP-S	\$7.5
CMAQ	\$6
CRP	\$1.8

\*In millions (initial estimate from Nov 2023)

Missouri	Available*
STP-S	\$65
BRO	\$6
CMAQ	\$33
CRP	\$10

\*In millions (initial estimate from Nov 2023)



# FISCAL YEARS 2025-2028

## TRANSPORTATION IMPROVEMENT PROGRAM

### 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: FRANKLIN

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8011-27 New	FRANKLIN COUNTY SCHUCHART ROAD BRIDGE OVER BIRCH CREEK REPLACE CULVERT WITH BRIDGE - INSTALL GUARD RAIL LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Construct Bridge(s)	PE ROW IMPL  Federal: \$611,644 State: \$0 Local: \$361,786	\$99,392 \$25,000 \$849,038  TOTAL \$973,430	\$99,392 \$0 \$0  \$99,392	\$0 \$25,000 \$0  \$25,000	\$0 \$0 \$849,038  \$849,038	\$0 \$0 \$0  \$0
					ESTIMATED TOTAL PROJECT COST: \$973,430				
8005-27 New	PACIFIC HWY N IMPROVEMENTS, PHASE 5 WEST HAWTHORNE DRIVE TO WESTLAKE VILLAGE DRIVE RESURFACING - CURB & GUTTER - LIGHTING LENGTH (mi): 0.5 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Roadway - Curb & Gutter	PE ROW IMPL  Federal: \$568,336 State: \$0 Local: \$273,512	\$71,042 \$0 \$770,806  TOTAL \$841,848	\$71,042 \$0 \$0  \$71,042	\$0 \$0 \$0  \$0	\$0 \$0 \$770,806  \$770,806	\$0 \$0 \$0  \$0
					ESTIMATED TOTAL PROJECT COST: \$841,848				
8010-27 New	ST. CLAIR NORTH OUTER ROAD OUTER RD SPUR TO 0.55 MILES EAST NEW ROAD LENGTH (mi): 0.55 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Goods Movement	STP-S	New 2-lane Roadway	PE ROW IMPL  Federal: \$833,115 State: \$0 Local: \$1,183,115	\$200,000 \$0 \$1,816,230  TOTAL \$2,016,230	\$200,000 \$0 \$0  \$200,000	\$0 \$0 \$0  \$0	\$0 \$0 \$1,816,230  \$1,816,230	\$0 \$0 \$0  \$0
					ESTIMATED TOTAL PROJECT COST: \$2,016,230				
8060-25 New	UNION E MAIN ST BRIDGE OVER TRIBUTARY OF FLAT CREEK - MAPLE ST TO E MAIN ST REPLACE CULVERT WITH BRIDGE - SIDEWALK (5') LENGTH (mi): 0.17 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Resurfacing Sidewalks	PE ROW IMPL  Federal: \$1,048,004 State: \$0 Local: \$262,002	\$108,404 \$20,000 \$1,181,602  TOTAL \$1,310,006	\$108,404 \$0 \$0  \$108,404	\$0 \$20,000 \$0  \$20,000	\$0 \$0 \$0  \$0	\$0 \$0 \$1,181,602  \$1,181,602
					ESTIMATED TOTAL PROJECT COST: \$1,310,006				
8061-25 New	WASHINGTON E FIFTH STREET INTERNATIONAL AVENUE TO N/O MO 100 RESURFACING - SIDEWALK (5') LENGTH (mi): 1.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Sidewalks	PE ROW IMPL  Federal: \$2,407,120 State: \$0 Local: \$601,780	\$250,000 \$100,000 \$2,658,900  TOTAL \$3,008,900	\$250,000 \$0 \$0  \$250,000	\$0 \$100,000 \$0  \$100,000	\$0 \$0 \$0  \$0	\$0 \$0 \$2,658,900  \$2,658,900
					ESTIMATED TOTAL PROJECT COST: \$3,008,900				

**FISCAL YEARS 2025-2028**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION**

COUNTY: FRANKLIN

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8062-27 New	WASHINGTON FRONT STREET, PHASE 2 STAFFORD STREET TO JEFFERSON STREET RESURFACING - REPLACE SIDEWALKS - CURB/GUTTER LENGTH (mi): 0.51 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Sidewalks Roadway - Curb & Gutter  Federal: \$1,321,532 State: \$0 Local: \$330,383	PE ROW IMPL  TOTAL	\$0 \$0 \$1,651,915  \$1,651,915	\$0 \$0 \$0  \$0	\$0 \$0 \$0  \$0	\$0 \$0 \$1,651,915  \$1,651,915	\$0 \$0 \$0  \$0
ESTIMATED TOTAL PROJECT COST: \$1,651,915									
8063-27 New	WASHINGTON HIGH STREET, PHASE 2 FRONT STREET TO FIFTH STREET RESURFACING - REPLACE SIDEWALK - CURB/GUTTER LENGTH (mi): 0.7 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Sidewalks Roadway - Curb & Gutter  Federal: \$1,318,405 State: \$0 Local: \$329,601	PE ROW IMPL  TOTAL	\$0 \$0 \$1,648,006  \$1,648,006	\$0 \$0 \$0  \$0	\$0 \$0 \$0  \$0	\$0 \$0 \$1,648,006  \$1,648,006	\$0 \$0 \$0  \$0
ESTIMATED TOTAL PROJECT COST: \$1,648,006									
8216-25 New	WASHINGTON MO 100 AT EAST FIFTH ST LEFT TURN LANE - RIGHT TURN LANE - SIDEWALK (5') LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Left-turn lanes Right-turn lanes Sidewalks  Federal: \$906,273 State: \$0 Local: \$226,568	PE ROW IMPL  TOTAL	\$150,000 \$100,000 \$882,841  \$1,132,841	\$150,000 \$0 \$0  \$150,000	\$0 \$100,000 \$0  \$100,000	\$0 \$0 \$882,841  \$882,841	\$0 \$0 \$0  \$0
ESTIMATED TOTAL PROJECT COST: \$1,132,841									

# FISCAL YEARS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8000-27 New	ARNOLD MISSOURI STATE ROAD IMPROVEMENTS LONEDELL ROAD TO ASTRA WAY NEW ROUNDABOUT - RESURFACING - SIDEWALK (6') LENGTH (mi): 0.25 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Safety	STP-S	Intersection Improvement Resurfacing 2 Lane Pvm Sidewalks	PE ROW IMPL	\$230,000 \$320,000 \$1,885,113	\$230,000 \$0 \$0	\$0 \$320,000 \$0	\$0 \$0 \$1,885,113	\$0 \$0 \$0
			Federal: \$1,388,090 State: \$0 Local: \$1,047,023	TOTAL	\$2,435,113	\$230,000	\$320,000	\$1,885,113	\$0
					ESTIMATED TOTAL PROJECT COST: \$2,435,113				
8012-28 New	ARNOLD POMME ROAD, PHASE 2 ROCKVIEW LANE TO BRIDGE W/O OLD LEMAY FERRY ROAD RECONSTRUCTION - WIDEN LANES (12') - SIDEWALK (5') LENGTH (mi): 0.55 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Widening to 12' Lanes Sidewalks	PE ROW IMPL	\$440,000 \$210,000 \$3,070,000	\$440,000 \$0 \$0	\$0 \$210,000 \$0	\$0 \$0 \$0	\$0 \$0 \$3,070,000
			Federal: \$2,050,000 State: \$0 Local: \$1,670,000	TOTAL	\$3,720,000	\$440,000	\$210,000	\$0	\$3,070,000
					ESTIMATED TOTAL PROJECT COST: \$3,720,000				
8013-27 New	ARNOLD ST. JOHN'S CHURCH ROAD RICHARDSON ROAD TO PATRICK PLACE RESURFACING - CURB AND GUTTER - SIDEWALKS (5') LENGTH (mi): 0.35 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Roadway - Curb & Gutter Sidewalks	PE ROW IMPL	\$195,000 \$50,000 \$1,456,000	\$195,000 \$0 \$0	\$0 \$50,000 \$0	\$0 \$0 \$1,456,000	\$0 \$0 \$0
			Federal: \$1,164,800 State: \$0 Local: \$536,200	TOTAL	\$1,701,000	\$195,000	\$50,000	\$1,456,000	\$0
					ESTIMATED TOTAL PROJECT COST: \$1,701,000				
8001-27 New	CRYSTAL CITY MISSOURI AVENUE IMPROVEMENTS CRYSTAL HEIGHTS ROAD TO 11TH STREET RESURFACING - CURB RAMPS - FLAGSHIP TO 11TH: SIDEWALK (6') LENGTH (mi): 1.0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Sidewalks Pedestrian Facility	PE ROW IMPL	\$114,533 \$0 \$1,369,943	\$114,533 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,369,943	\$0 \$0 \$0
			Federal: \$1,018,072 State: \$0 Local: \$466,404	TOTAL	\$1,484,476	\$114,533	\$0	\$1,369,943	\$0
					ESTIMATED TOTAL PROJECT COST: \$1,484,476				
8002-27 New	DE SOTO W. MILLER STREET IMPROVEMENTS MAIN STREET TO DONNELLY STREET RESURFACING - RECONSTRUCT SIDEWALKS (5') - CURB RAMPS LENGTH (mi): 0.5 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Sidewalks Pedestrian Facility	PE ROW IMPL	\$109,957 \$0 \$1,315,206	\$109,957 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,315,206	\$0 \$0 \$0
			Federal: \$977,394 State: \$0 Local: \$447,769	TOTAL	\$1,425,163	\$109,957	\$0	\$1,315,206	\$0
					ESTIMATED TOTAL PROJECT COST: \$1,425,163				

# FISCAL YEARS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8003-27 New	FESTUS SPECIAL ROAD DISTRICT HORINE ROAD RESURFACING PINE LANE TO NORTHERN CITY LIMITS RESURFACING - PAVEMENT STRIPING LENGTH (mi): 2.5 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt	PE ROW IMPL  Federal: \$503,930 State: \$0 Local: \$192,124	\$37,795 \$0 \$658,259  TOTAL \$696,054	\$37,795 \$0 \$0  \$37,795	\$0 \$0 \$0  \$0	\$0 \$0 \$658,259  \$658,259	\$0 \$0 \$0  \$0
					ESTIMATED TOTAL PROJECT COST: \$696,054				
8004-27 New	HERCULANEUM MCNUTT STREET IMPROVEMENTS PROVIDENCE WAY TO MCNUTT SCHOOL ROAD RESURFACING LENGTH (mi): 0.8 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt	PE ROW IMPL  Federal: \$493,212 State: \$0 Local: \$203,903	\$42,421 \$0 \$654,694  TOTAL \$697,115	\$42,421 \$0 \$0  \$42,421	\$0 \$0 \$0  \$0	\$0 \$0 \$654,694  \$654,694	\$0 \$0 \$0  \$0
					ESTIMATED TOTAL PROJECT COST: \$697,115				
8023-25 New	HILLSBORO NORTH BUSINESS 21 LEON HALL PARKWAY TO COLLEGE ROAD RESURFACING - RIGHT TURN LANE LENGTH (mi): 1.31 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Right-turn lanes	PE ROW IMPL  Federal: \$1,460,000 State: \$0 Local: \$365,000	\$214,000 \$10,000 \$1,601,000  TOTAL \$1,825,000	\$214,000 \$0 \$0  \$214,000	\$0 \$10,000 \$0  \$10,000	\$0 \$0 \$1,601,000  \$1,601,000	\$0 \$0 \$0  \$0
					ESTIMATED TOTAL PROJECT COST: \$1,825,000				
8024-25 New	JEFFERSON COUNTY BROWNS FORD BRIDGE OVER BIG RIVER REPLACE BRIDGE DECK - UPGRADE GUARDRAIL LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	New Bridge Deck	PE ROW IMPL  Federal: \$1,076,371 State: \$0 Local: \$269,093	\$175,000 \$20,000 \$1,150,464  TOTAL \$1,345,464	\$175,000 \$0 \$0  \$175,000	\$0 \$20,000 \$0  \$20,000	\$0 \$0 \$0  \$0	\$0 \$0 \$1,150,464  \$1,150,464
					ESTIMATED TOTAL PROJECT COST: \$1,345,464				
8025-25 New	JEFFERSON COUNTY CEDAR HILL BRIDGE OVER BIG RIVER REPLACE BRIDGE DECK - UPGRADE GUARDRAIL LENGTH (mi): 0.08 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	New Bridge Deck	PE ROW IMPL  Federal: \$1,104,617 State: \$0 Local: \$276,154	\$175,000 \$20,000 \$1,185,771  TOTAL \$1,380,771	\$175,000 \$0 \$0  \$175,000	\$0 \$20,000 \$0  \$20,000	\$0 \$0 \$0  \$0	\$0 \$0 \$1,185,771  \$1,185,771
					ESTIMATED TOTAL PROJECT COST: \$1,380,771				

**FISCAL YEARS 2025-2028**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION**

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8026-27 New	JEFFERSON COUNTY SALINE ROAD 500' S/O MEMORY LANE TO DIEHL ROAD SHOULDERS (4') - RUMBLE STRIPS - STRIPING - GUARDRAILS LENGTH (mi): 0.89 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Safety	STP-S	Roadway Shoulders Signing Roadway Improvements  Federal: \$1,200,000 State: \$0 Local: \$300,000	PE ROW IMPL  TOTAL	\$0 \$120,000 \$1,380,000  \$1,500,000	\$0 \$0 \$0  \$0	\$0 \$0 \$0  \$0	\$0 \$120,000 \$0  \$120,000	\$0 \$0 \$1,380,000  \$1,380,000
ESTIMATED TOTAL PROJECT COST: \$1,500,000									
8027-25 New	JEFFERSON COUNTY TWIN RIVER BRIDGE OVER BIG RIVER - REPLACE BRIDGE DECK REPLACE GIRDER SPAN - UPGRADE GUARDRAIL LENGTH (mi): 0.06 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	New Bridge Deck  Federal: \$1,272,937 State: \$0 Local: \$318,234	PE ROW IMPL  TOTAL	\$175,000 \$20,000 \$1,396,171  \$1,591,171	\$175,000 \$0 \$0  \$175,000	\$0 \$20,000 \$0  \$20,000	\$0 \$0 \$0  \$0	\$0 \$0 \$1,396,171  \$1,396,171
ESTIMATED TOTAL PROJECT COST: \$1,591,171									
8006-27 New	PEVELY ABBEY LANE IMPROVEMENTS COMMERCIAL BLVD (US 67) TO CHRISTINA DRIVE RESURFACING - SIDEWALKS (6') - CURB RAMPS - LIGHTING LENGTH (mi): 0.9 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Sidewalks Pedestrian Facility  Federal: \$1,111,286 State: \$0 Local: \$534,807	PE ROW IMPL  TOTAL	\$138,911 \$0 \$1,507,182  \$1,646,093	\$138,911 \$0 \$0  \$138,911	\$0 \$0 \$0  \$0	\$0 \$0 \$1,507,182  \$1,507,182	\$0 \$0 \$0  \$0
ESTIMATED TOTAL PROJECT COST: \$1,646,093									

# FISCAL YEARS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: MADISON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8303-28 New	ALTON MAIN STREET, PHASE 2 HILLCREST AVENUE TO EAST BROADWAY RESURFACING - CURB RAMPS LENGTH (mi): 0.49 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Pedestrian Facility	PE ROW IMPL	\$150,000 \$0 \$925,000	\$0 \$0 \$0	\$150,000 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$925,000
			Federal: \$740,000 State: \$0 Local: \$335,000	TOTAL	\$1,075,000	\$0	\$150,000	\$0	\$925,000
				ESTIMATED TOTAL PROJECT COST: \$1,075,000					
8304-28 New	ALTON STATE STREET, PHASE 3 LOGAN STREET TO 9TH STREET RESURFACING - CURB RAMPS LENGTH (mi): 0.61 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Pedestrian Facility	PE ROW IMPL	\$200,000 \$0 \$1,125,000	\$200,000 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,125,000
			Federal: \$900,000 State: \$0 Local: \$425,000	TOTAL	\$1,325,000	\$200,000	\$0	\$0	\$1,125,000
				ESTIMATED TOTAL PROJECT COST: \$1,325,000					
8300-28 New	BETHALTO CULP LANE IMPROVEMENTS, PHASE 1 STADIUM DRIVE TO 1000' E/O STADIUM DRIVE RECONSTRUCTION - SIDEWALK (5') - SHARED USE PATH (10') LENGTH (mi): 0.2 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Sidewalks Roadway - Curb & Gutter	PE ROW IMPL	\$190,000 \$50,000 \$1,545,660	\$190,000 \$0 \$0	\$0 \$50,000 \$0	\$0 \$0 \$0	\$0 \$0 \$1,545,660
			Federal: \$1,130,000 State: \$0 Local: \$655,660	TOTAL	\$1,785,660	\$190,000	\$50,000	\$0	\$1,545,660
				ESTIMATED TOTAL PROJECT COST: \$1,785,660					
8306-28 New	COLLINSVILLE ST. LOUIS ROAD, PHASE 1 RESURFACE: JEFFERSON AVE TO 150' E/O DAVIS PL SHARED USE PATH (10'): O'FARRELL ST TO JEFFERSON AVE LENGTH (mi): 0.39 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Bicycle Facilities Pedestrian Facility	PE ROW IMPL	\$200,000 \$50,000 \$1,095,000	\$200,000 \$0 \$0	\$0 \$50,000 \$0	\$0 \$0 \$0	\$0 \$0 \$1,095,000
			Federal: \$876,000 State: \$0 Local: \$469,000	TOTAL	\$1,345,000	\$200,000	\$50,000	\$0	\$1,095,000
				ESTIMATED TOTAL PROJECT COST: \$1,345,000					
8307-28 New	COLLINSVILLE SUMMIT AVE, PHASE 3 DOONER DRIVE TO GILES AVENUE RECONSTRUCTION - SIDEWALK (5') - SHARED USE PATH (10') LENGTH (mi): 0.11 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Sidewalks Bicycle Facilities	PE ROW IMPL	\$130,000 \$25,000 \$935,000	\$130,000 \$0 \$0	\$0 \$25,000 \$0	\$0 \$0 \$0	\$0 \$0 \$935,000
			Federal: \$748,000 State: \$0 Local: \$342,000	TOTAL	\$1,090,000	\$130,000	\$25,000	\$0	\$935,000
				ESTIMATED TOTAL PROJECT COST: \$1,090,000					

# FISCAL YEARS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: MADISON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8403-25 New	EDWARDSVILLE GOVERNORS PKWY SHARED USE PATH, PHASE 1 W/O TIGER DRIVE TO MCT NICKEL PLATE TRAIL SHARED USE PATH (10') LENGTH (mi): 0.58 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Bicycle Facilities Pedestrian Facility	PE ROW IMPL	\$128,000 \$0 \$954,000	\$128,000 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$954,000	\$0 \$0 \$0
			Federal: \$865,600 State: \$0 Local: \$216,400	TOTAL	\$1,082,000	\$128,000	\$0	\$954,000	\$0
					ESTIMATED TOTAL PROJECT COST: \$1,082,000				
8309-28 New	EDWARDSVILLE MADISON AVE RECONSTRUCT: MONTCLAIRE TO HADLEY RESURFACE: HADLEY TO FRANKLIN AVE - SHARED USE PATH LENGTH (mi): 0.3 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Bicycle Facilities Pedestrian Facility	PE ROW IMPL	\$185,000 \$85,000 \$1,419,000	\$0 \$0 \$0	\$185,000 \$0 \$0	\$0 \$85,000 \$0	\$0 \$0 \$1,419,000
			Federal: \$1,135,200 State: \$0 Local: \$553,800	TOTAL	\$1,689,000	\$0	\$185,000	\$85,000	\$1,419,000
					ESTIMATED TOTAL PROJECT COST: \$1,689,000				
8404-27 New	GLEN CARBON IL 159 AT GLEN CARBON RD RIGHT TURN LANES LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Right-turn lanes	PE ROW IMPL	\$0 \$0 \$1,649,929	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,649,929	\$0 \$0 \$0
			Federal: \$1,319,943 State: \$0 Local: \$329,986	TOTAL	\$1,649,929	\$0	\$0	\$1,649,929	\$0
					ESTIMATED TOTAL PROJECT COST: \$1,649,929				
8312-28 New	GODFREY NORTH ALBY STREET, PHASE 2 350' S/O CANNAN DRIVE TO ALTON CITY LIMITS RESURFACING - BIKE LANES (6') LENGTH (mi): 0.44 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Bicycle Facilities	PE ROW IMPL	\$134,200 \$0 \$671,100	\$134,200 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$671,100
			Federal: \$536,880 State: \$0 Local: \$268,420	TOTAL	\$805,300	\$134,200	\$0	\$0	\$671,100
					ESTIMATED TOTAL PROJECT COST: \$805,300				
8313-28 New	GRANITE CITY MADISON AVE, PHASE 4 21ST STREET TO 23RD STREET RESURFACING - REPLACE SIDEWALKS (5-9') - CURB RAMPS LENGTH (mi): 0.35 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 4 Lane Pvmnt Sidewalks Pedestrian Facility	PE ROW IMPL	\$151,376 \$0 \$1,270,696	\$0 \$0 \$0	\$151,376 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,270,696
			Federal: \$1,016,557 State: \$0 Local: \$405,515	TOTAL	\$1,422,072	\$0	\$151,376	\$0	\$1,270,696
					ESTIMATED TOTAL PROJECT COST: \$1,422,072				

# FISCAL YEARS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: MADISON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028	
8314-28 New	HIGHLAND	STP-S	Resurfacing 2 Lane Pvmnt	PE	\$165,000	\$0	\$165,000	\$0	\$0	
	POPLAR STREET		Pedestrian Facility	ROW	\$0	\$0	\$0	\$0	\$0	
	BROADWAY TO LINDENTHAL AVENUE		Roadway - Curb & Gutter	IMPL	\$1,140,000	\$0	\$0	\$0	\$1,140,000	
	RESURFACING - CURB RAMPS - CURB & GUTTER									
	LENGTH (mi): 0.35		Federal:	\$912,000	TOTAL	\$1,305,000	\$0	\$165,000	\$0	\$1,140,000
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$1,305,000					
PROJ PURPOSE: Preservation	Local:	\$393,000								
8316-28 New	MADISON	STP-S	Resurfacing 2 Lane Pvmnt	PE	\$143,109	\$0	\$143,109	\$0	\$0	
	6TH STREET, PHASE 1		Sidewalks	ROW	\$0	\$0	\$0	\$0	\$0	
	MADISON AVE TO ALTON AVE		Pedestrian Facility	IMPL	\$1,195,983	\$0	\$0	\$0	\$1,195,983	
	RESURFACING - REPLACE SIDEWALKS (5') - CURB RAMPS									
	LENGTH (mi): 0.28		Federal:	\$956,787	TOTAL	\$1,339,092	\$0	\$143,109	\$0	\$1,195,983
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$1,339,092					
PROJ PURPOSE: Preservation	Local:	\$382,305								
8317-28 New	MADISON	STP-S	Resurfacing 2 Lane Pvmnt	PE	\$112,035	\$0	\$112,035	\$0	\$0	
	STATE STREET, PHASE 1		Sidewalks	ROW	\$0	\$0	\$0	\$0	\$0	
	4TH STREET TO MARKET STREET		Pedestrian Facility	IMPL	\$940,453	\$0	\$0	\$0	\$940,453	
	RESURFACING - REPLACE SIDEWALK (6-8') - CURB RAMPS									
	LENGTH (mi): 0.21		Federal:	\$752,362	TOTAL	\$1,052,488	\$0	\$112,035	\$0	\$940,453
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$1,052,488					
PROJ PURPOSE: Preservation	Local:	\$300,126								
8407-26 New	MADISON COUNTY TRANSIT DISTRICT	CMAQ	Bicycle Facilities	PE	\$62,000	\$62,000	\$0	\$0	\$0	
	GATEWAY COMMERCE DRIVE SHARED USE PATH, PHASE 1		Pedestrian Facility	ROW	\$15,000	\$15,000	\$0	\$0	\$0	
	175' W/O IL 111 TO 1/4 MI W/O IL 111			IMPL	\$412,887	\$0	\$412,887	\$0	\$0	
	SHARED USE PATH (10')									
	LENGTH (mi): 0.25		Federal:	\$291,719	TOTAL	\$489,887	\$77,000	\$412,887	\$0	\$0
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$489,887					
PROJ PURPOSE: Sustainable Development	Local:	\$198,168								
8323-28 New	MARYVILLE	STP-S	Resurfacing	PE	\$92,941	\$0	\$92,941	\$0	\$0	
	KEEBLER ROAD, PHASE 4		Sidewalks	ROW	\$0	\$0	\$0	\$0	\$0	
	80' N/O WEST MAIN STREET TO 50' N/O CALICO LANE			IMPL	\$800,718	\$0	\$0	\$0	\$800,718	
	RESURFACING - REPLACE SIDEWALK (6')									
	LENGTH (mi): 0.28		Federal:	\$640,575	TOTAL	\$893,659	\$0	\$92,941	\$0	\$800,718
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$893,659					
PROJ PURPOSE: Preservation	Local:	\$253,084								



## FISCAL YEARS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: MADISON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8302-28 New	TROY BOUSE ROAD, PHASE 1 RECONSTR: 125' E/O CHAMBERLAIN TO 500' E/O WHITWORTH SHARED USE PATH (10') - OLD TROY TO WHITWORTH LENGTH (mi): 0.53 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Bicycle Facilities Pedestrian Facility	PE ROW IMPL	\$125,000 \$33,000 \$925,000	\$125,000 \$33,000 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$925,000
			Federal: \$740,000 State: \$0 Local: \$343,000	TOTAL	\$1,083,000	\$158,000	\$0	\$0	\$925,000
					ESTIMATED TOTAL PROJECT COST: \$1,083,000				
8322-28 New	WOOD RIVER EDWARDSVILLE ROAD, PHASE 3 E/O 6TH STREET TO E/O IL 111 RESURFACING - CURB RAMPS LENGTH (mi): 0.49 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Pedestrian Facility	PE ROW IMPL	\$166,000 \$0 \$925,000	\$0 \$0 \$0	\$166,000 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$925,000
			Federal: \$740,000 State: \$0 Local: \$351,000	TOTAL	\$1,091,000	\$0	\$166,000	\$0	\$925,000
					ESTIMATED TOTAL PROJECT COST: \$1,091,000				

FISCAL YEARS 2025-2028  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: MONROE

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8308-28	COLUMBIA	STP-S	Roadway Reconstruction	PE	\$100,000	\$0	\$100,000	\$0	\$0
New	GALL ROAD, PHASE 1		Sidewalks	ROW	\$30,000	\$0	\$0	\$30,000	\$0
	400' S/O IL 3 TO 0.25 MI SO/O IL 3 - RECONSTRUCTION		Bridge(s)	IMPL	\$922,555	\$0	\$0	\$0	\$922,555
	SIDEWALK (5') - PEDESTRIAN BRIDGE								
	LENGTH (mi): 0.26		Federal:		\$731,444				
	AIR QUALITY STAT: Exempt - 93.126		State:		\$0				
	PROJ PURPOSE: Preservation		Local:		\$321,111				
				TOTAL	\$1,052,555	\$0	\$100,000	\$30,000	\$922,555
				ESTIMATED TOTAL PROJECT COST: \$1,052,555					

## FISCAL YEARS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8201-27 New	BI-STATE DEVELOPMENT/METRO BUS REPLACEMENT - 2027 (A) REPLACE 10 BUSES	CMAQ	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$5,382,730	\$0	\$0	\$5,382,730	\$0
	LENGTH (mi): 0		Federal:	\$4,306,184	TOTAL	\$5,382,730	\$0	\$0	\$5,382,730
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0					
	PROJ PURPOSE: Congestion		Local:	\$1,076,546	ESTIMATED TOTAL PROJECT COST: \$5,382,730				
8202-27 New	BI-STATE DEVELOPMENT/METRO BUS REPLACEMENT - 2027 (B) REPLACE 10 BUSES	CMAQ	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$5,382,730	\$0	\$0	\$5,382,730	\$0
	LENGTH (mi): 0		Federal:	\$4,306,184	TOTAL	\$5,382,730	\$0	\$0	\$5,382,730
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0					
	PROJ PURPOSE: Congestion		Local:	\$1,076,546	ESTIMATED TOTAL PROJECT COST: \$5,382,730				
8014-28 New	BI-STATE DEVELOPMENT/METRO CALL-A-RIDE VAN REPLACEMENT - 2028 (A) REPLACE 9 CALL-A-RIDE VANS	STP-S	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$1,324,170	\$0	\$0	\$0	\$1,324,170
	LENGTH (mi): 0		Federal:	\$1,059,336	TOTAL	\$1,324,170	\$0	\$0	\$1,324,170
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0					
	PROJ PURPOSE: Preservation		Local:	\$264,834	ESTIMATED TOTAL PROJECT COST: \$1,324,170				
8015-28 New	BI-STATE DEVELOPMENT/METRO CALL-A-RIDE VAN REPLACEMENT - 2028 (B) REPLACE 9 CALL-A-RIDE VANS	STP-S	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$1,324,170	\$0	\$0	\$0	\$1,324,170
	LENGTH (mi): 0		Federal:	\$1,059,336	TOTAL	\$1,324,170	\$0	\$0	\$1,324,170
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0					
	PROJ PURPOSE: Preservation		Local:	\$264,834	ESTIMATED TOTAL PROJECT COST: \$1,324,170				
8200-25 New	CITIZENS FOR MODERN TRANSIT/BSD DRIVING RIDERSHIP ON TRANSIT STL CITY AND STL COUNTY - MARKET RESEARCH PUBLIC OUTREACH - PLACEMAKING - EMPLOYER BENEFIT PROGRAM	CMAQ	Education/Marketing Program Transit Improvements	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$663,986	\$663,986	\$0	\$0	\$0
	LENGTH (mi): 0		Federal:	\$531,189	TOTAL	\$663,986	\$663,986	\$0	\$0
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0					
	PROJ PURPOSE: Congestion		Local:	\$132,797	ESTIMATED TOTAL PROJECT COST: \$663,986				

**FISCAL YEARS 2025-2028**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION**

COUNTY: MULTI-STATE

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8406-26 New	MADISON COUNTY TRANSIT DISTRICT RIDEFINDERS VANPOOL FLEET ACQUISITION - 2026 - IL RIDESHARE VAN REPLACEMENT - 11 TOTAL COST SPLIT B/W MO CMAQ (\$481 K MO) LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity	CMAQ	Transit Capital Imps.	PE ROW IMPL  Federal: \$120,400 State: \$0 Local: \$0	\$0 \$0 \$120,400 TOTAL \$120,400	\$0 \$0 \$0 \$0	\$0 \$0 \$120,400 \$120,400	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$120,400				
8205-26 New	MADISON COUNTY TRANSIT DISTRICT RIDEFINDERS VANPOOL FLEET ACQUISITION - 2026 - MO RIDESHARE VAN REPLACEMENT - 11 TOTAL COST SPLIT B/W IL CMAQ (\$120 K IL) LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Transit Capital Imps.	PE ROW IMPL  Federal: \$481,000 State: \$0 Local: \$0	\$0 \$0 \$481,000 TOTAL \$481,000	\$0 \$0 \$0 \$0	\$0 \$0 \$481,000 \$481,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$481,000				

## FISCAL YEARS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028	
8018-25 New	DARDENNE PRAIRIE	STP-S	Resurfacing	PE	\$175,905	\$175,905	\$0	\$0	\$0	
	BATES ROAD		Bicycle Facilities	ROW	\$0	\$0	\$0	\$0	\$0	
	SOUTH OUTER ROAD 364 TO HENNING ROAD		Pedestrian Facility	IMPL	\$1,553,824	\$0	\$0	\$1,553,824	\$0	
	RESURFACING - BIKE LANES (6') - RRFB - CURB RAMPS									
	LENGTH (mi): 1.79		Federal:	\$1,297,297	TOTAL	\$1,729,729	\$175,905	\$0	\$1,553,824	\$0
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0						
	PROJ PURPOSE: Preservation		Local:	\$432,432	ESTIMATED TOTAL PROJECT COST:	\$1,729,729				
8019-28 New	DARDENNE PRAIRIE	STP-S	Resurfacing	PE	\$299,648	\$0	\$299,648	\$0	\$0	
	POST ROAD, PHASE 2		Widening	ROW	\$100,000	\$0	\$0	\$100,000	\$0	
	TOWN SQUARE ROAD TO POST VALLEY DRIVE		Bicycle Facilities	IMPL	\$2,552,999	\$0	\$0	\$0	\$2,552,999	
	RESURFACING - WIDEN LANES (13.5') - SUP (10') - SIDEWALK (5')									
	LENGTH (mi): 0.62		Federal:	\$1,299,872	TOTAL	\$2,952,647	\$0	\$299,648	\$100,000	\$2,552,999
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0						
	PROJ PURPOSE: Preservation		Local:	\$1,652,775	ESTIMATED TOTAL PROJECT COST:	\$2,952,647				
8029-25 New	LAKE SAINT LOUIS	STP-S	Roadway Reconstruction	PE	\$300,000	\$300,000	\$0	\$0	\$0	
	LAKE SAINT LOUIS BLVD SOUTH, PHASE 3		Bi-directional Left-turn Ln.	ROW	\$125,000	\$0	\$125,000	\$0	\$0	
	HAWK RIDGE TRAIL TO 1200' S/O ORF RD - RECONSTRUCT		Bicycle Facilities	IMPL	\$3,097,100	\$0	\$0	\$0	\$3,097,100	
	TWLTL - SHARED USE PATH (10-14') - SIDEWALK (6') - LIGHTING									
	LENGTH (mi): 0.41		Federal:	\$2,817,680	TOTAL	\$3,522,100	\$300,000	\$125,000	\$0	\$3,097,100
	AIR QUALITY STAT: Not Regionally Significant		State:	\$0						
	PROJ PURPOSE: Preservation		Local:	\$704,420	ESTIMATED TOTAL PROJECT COST:	\$3,522,100				
8204-26 New	LAKE SAINT LOUIS	CMAQ	Right-turn lanes	PE	\$0	\$0	\$0	\$0	\$0	
	TECHNOLOGY DRIVE			ROW	\$0	\$0	\$0	\$0	\$0	
	AT TECHNOLOGY DR LOOP			IMPL	\$191,325	\$0	\$191,325	\$0	\$0	
	ADD RIGHT TURN LANE ON TECHNOLOGY DR									
	LENGTH (mi): 0.1		Federal:	\$153,060	TOTAL	\$191,325	\$0	\$191,325	\$0	\$0
	AIR QUALITY STAT: Exempt - 93.127		State:	\$0						
	PROJ PURPOSE: Congestion		Local:	\$38,265	ESTIMATED TOTAL PROJECT COST:	\$211,294				
8207-25 New	MODOT	CMAQ	Traffic Signals	PE	\$73,136	\$73,136	\$0	\$0	\$0	
	MO 94		Left-turn lanes	ROW	\$150,000	\$0	\$150,000	\$0	\$0	
	AT MO B		Right-turn lanes	IMPL	\$667,976	\$0	\$0	\$667,976	\$0	
	SIGNALIZATION - ADD TURN LANES									
	LENGTH (mi): 0		Federal:	\$712,890	TOTAL	\$891,112	\$73,136	\$150,000	\$667,976	\$0
	AIR QUALITY STAT: Exempt - 93.127		State:	\$178,222						
	PROJ PURPOSE: Congestion		Local:	\$0	ESTIMATED TOTAL PROJECT COST:	\$891,112				

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COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8208-27 New	MODOT MO 94 AT MO D ADD TURN LANES - ATSPM SIGNAL EQUIPMENT LENGTH (mi): 0.3 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Traffic Signals Left-turn lanes Right-turn lanes	PE ROW IMPL	\$0 \$656,000 \$2,397,375	\$0 \$0 \$0	\$0 \$656,000 \$0	\$0 \$0 \$2,397,375	\$0 \$0 \$0
			Federal: \$1,917,900 State: \$1,135,475 Local: \$0	TOTAL	\$3,053,375	\$0	\$656,000	\$2,397,375	\$0
					ESTIMATED TOTAL PROJECT COST: \$3,508,375				
8211-26 New	O'FALLON WEST TERRA LANE AT BRYAN RD ROUNDAABOUT - REALIGNMENT - SHARED USE PATH (10') LENGTH (mi): 0.4 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Intersection Reconstruction Roadway Realignment Bicycle Facilities	PE ROW IMPL	\$0 \$5,100,000 \$6,423,000	\$0 \$0 \$0	\$0 \$5,100,000 \$0	\$0 \$0 \$0	\$0 \$0 \$6,423,000
			Federal: \$5,761,500 State: \$0 Local: \$5,761,500	TOTAL	\$11,523,000	\$0	\$5,100,000	\$0	\$6,423,000
					ESTIMATED TOTAL PROJECT COST: \$12,753,354				
8030-25 New	O'FALLON WEST TERRA LANE, PHASE 1 HOFF ROAD TO W/O BRYAN ROAD RESURFACING - SIGNAL UPGRADES AT HOFF RD LENGTH (mi): 0.87 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Traffic Signals	PE ROW IMPL	\$120,000 \$0 \$1,263,334	\$120,000 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,263,334	\$0 \$0 \$0
			Federal: \$1,106,667 State: \$0 Local: \$276,667	TOTAL	\$1,383,334	\$120,000	\$0	\$1,263,334	\$0
					ESTIMATED TOTAL PROJECT COST: \$1,383,334				
8032-25 New	ST. CHARLES FIRST CAPITOL DRIVE E/O KINGSHIGHWAY TO FIFTH STREET RESURFACING - BIKE LANES (6') - LANE RECONFIG. - TWTL LENGTH (mi): 0.6 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Preservation	STP-S	Bi-directional Left-turn Ln. Resurfacing Bicycle Facilities	PE ROW IMPL	\$600,000 \$250,000 \$5,750,000	\$600,000 \$0 \$0	\$0 \$250,000 \$0	\$0 \$0 \$5,750,000	\$0 \$0 \$0
			Federal: \$5,280,000 State: \$0 Local: \$1,320,000	TOTAL	\$6,600,000	\$600,000	\$250,000	\$5,750,000	\$0
					ESTIMATED TOTAL PROJECT COST: \$6,600,000				
8212-25 New	ST. CHARLES FRIEDENS ROAD SIGNALIZATION AT FAIRGROUNDS RD TRAFFIC SIGNAL - LEFT TURN LANES - SIDEWALK (5') LENGTH (mi): 0.03 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Traffic Signals Left-turn lanes Sidewalks	PE ROW IMPL	\$125,000 \$25,000 \$1,300,000	\$125,000 \$0 \$0	\$0 \$25,000 \$0	\$0 \$0 \$1,300,000	\$0 \$0 \$0
			Federal: \$1,160,000 State: \$0 Local: \$290,000	TOTAL	\$1,450,000	\$125,000	\$25,000	\$1,300,000	\$0
					ESTIMATED TOTAL PROJECT COST: \$1,450,000				

# FISCAL YEARS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8033-25 New	ST. CHARLES MUEGGE ROAD INTERSECTIONS AT HACKMANN, GRAYSTONE, AND S OLD HIGHWAY 94 REPL SLABS - REPLACE SIDEWALK (5') - PUSH BUTTONS LENGTH (mi): 0.12 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Sidewalks Pedestrian Facility	PE ROW IMPL	\$103,977 \$0 \$866,483	\$103,977 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$866,483	\$0 \$0 \$0
			Federal: \$776,368 State: \$0 Local: \$194,092	TOTAL	\$970,460	\$103,977	\$0	\$866,483	\$0
					ESTIMATED TOTAL PROJECT COST: \$970,460				
8034-25 New	ST. CHARLES N SECOND STREET BAINBRIDGE STREET TO BAYARD STREET - SIDEWALK TRAFFIC CALMING - PED LIGHTING - PERV PAVER - RESURFACE LENGTH (mi): 0.47 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	STP-S	Resurfacing Traffic Calming/Access Mgt Lighting	PE ROW IMPL	\$790,000 \$300,000 \$6,410,000	\$790,000 \$0 \$0	\$0 \$300,000 \$0	\$0 \$0 \$6,410,000	\$0 \$0 \$0
			Federal: \$6,000,000 State: \$0 Local: \$1,500,000	TOTAL	\$7,500,000	\$790,000	\$300,000	\$6,410,000	\$0
					ESTIMATED TOTAL PROJECT COST: \$7,500,000				
8213-25 New	ST. CHARLES COUNTY FIBER INTERCONNECT EXPANSION CONNECT 16 INTERSECTIONS IN ST. CHARLES COUNTY FIBER INTERCONNECTION LENGTH (mi): 9.3 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Misc traffic control items/ITS Traffic Signals	PE ROW IMPL	\$424,839 \$0 \$2,973,873	\$424,839 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$2,973,873	\$0 \$0 \$0
			Federal: \$2,718,969 State: \$0 Local: \$679,743	TOTAL	\$3,398,712	\$424,839	\$0	\$2,973,873	\$0
					ESTIMATED TOTAL PROJECT COST: \$3,398,712				
8039-26 New	ST. CHARLES COUNTY JOSEPHVILLE ROAD, PHASE 3 MO A TO 0.92 MI N/O MO A RESURFACING - SHOULDERS (5') LENGTH (mi): 0.92 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Roadway Shoulders	PE ROW IMPL	\$375,000 \$150,000 \$2,765,000	\$375,000 \$0 \$0	\$0 \$150,000 \$0	\$0 \$0 \$2,765,000	\$0 \$0 \$0
			Federal: \$1,300,000 State: \$0 Local: \$1,990,000	TOTAL	\$3,290,000	\$375,000	\$150,000	\$2,765,000	\$0
					ESTIMATED TOTAL PROJECT COST: \$3,290,000				
8035-27 New	ST. CHARLES COUNTY MINOR ARTERIALS CONCRETE SLAB REPLACEMENT - 2027 VARIOUS LOCATIONS ALONG UPPER BOTTOM/JUNGS STN REPLACE CONCRETE SLABS - REPLACE DAMAGED CURBS LENGTH (mi): 2.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Roadway - Curb & Gutter	PE ROW IMPL	\$0 \$0 \$1,854,000	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,854,000	\$0 \$0 \$0
			Federal: \$1,297,800 State: \$0 Local: \$556,200	TOTAL	\$1,854,000	\$0	\$0	\$1,854,000	\$0
					ESTIMATED TOTAL PROJECT COST: \$1,854,000				

## FISCAL YEARS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8036-27 New	ST. CHARLES COUNTY MINOR COLLECTORS ASPHALT OVERLAY - 2027 ALONG CAMPUS DR, LAKE HILL DR , ST. PAUL RD, WILMER RD RESURFACING - REPLACE DAMAGED CURBS - CURB RAMPS LENGTH (mi): 2.6 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Roadway - Curb & Gutter Pedestrian Facility	PE ROW IMPL	\$0 \$0 \$1,220,000	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,220,000	\$0 \$0 \$0
			Federal: \$976,000 State: \$0 Local: \$244,000	TOTAL	\$1,220,000	\$0	\$0	\$1,220,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,220,000					
8037-27 New	ST. CHARLES COUNTY MINOR COLLECTORS CONCRETE SLAB REPLACEMENT - 2027 ALONG CAMBRIDGE XING DR - PARK CHARLES BLVD S REPLACE CONCRETE SLABS - REPLACE DAMAGED CURBS LENGTH (mi): 1.93 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Roadway - Curb & Gutter	PE ROW IMPL	\$0 \$0 \$906,000	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$906,000	\$0 \$0 \$0
			Federal: \$724,800 State: \$0 Local: \$181,200	TOTAL	\$906,000	\$0	\$0	\$906,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$906,000					
8040-26 New	ST. CHARLES COUNTY OBERHELMAN ROAD BRIDGE OVER TRIBUTARY OF DARDENNE CREEK REPLACE BRIDGE - WIDEN SHOULDERS LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Bridge(s)	PE ROW IMPL	\$125,000 \$30,000 \$725,000	\$125,000 \$0 \$0	\$0 \$30,000 \$0	\$0 \$0 \$725,000	\$0 \$0 \$0
			Federal: \$604,000 State: \$0 Local: \$276,000	TOTAL	\$880,000	\$125,000	\$30,000	\$725,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$880,000					
8041-26 New	ST. CHARLES COUNTY SALT RIVER ROAD MULTI-USE PATH, PHASE 2 MAIN STREET TO MO C SHARED USE PATH - CURB AND GUTTER LENGTH (mi): 0.32 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	STP-S	Bicycle Facilities Pedestrian Facility Roadway - Curb & Gutter	PE ROW IMPL	\$100,000 \$35,000 \$935,000	\$100,000 \$0 \$0	\$0 \$35,000 \$0	\$0 \$0 \$935,000	\$0 \$0 \$0
			Federal: \$776,000 State: \$0 Local: \$294,000	TOTAL	\$1,070,000	\$100,000	\$35,000	\$935,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,070,000					
8042-26 New	ST. CHARLES COUNTY SCHWEDE ROAD BRIDGE OVER TRIBUTARY OF DARDENNE CREEK REPLACE BRIDGE - WIDEN SHOULDERS LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Bridge(s)	PE ROW IMPL	\$125,000 \$30,000 \$775,000	\$125,000 \$0 \$0	\$0 \$30,000 \$0	\$0 \$0 \$775,000	\$0 \$0 \$0
			Federal: \$644,000 State: \$0 Local: \$286,000	TOTAL	\$930,000	\$125,000	\$30,000	\$775,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$930,000					



## FISCAL YEARS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8043-26 New	ST. CHARLES COUNTY SNEAK ROAD BRIDGE OVER CALLAWAY FORK OF FEMME OSAGE CREEK REPLACE BRIDGE - WIDEN SHOULDERS LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Bridge(s)	PE ROW IMPL	\$125,000 \$30,000 \$705,000	\$125,000 \$0 \$0	\$0 \$30,000 \$0	\$0 \$0 \$705,000	\$0 \$0 \$0
			Federal: \$587,000 State: \$0 Local: \$273,000	TOTAL	\$860,000	\$125,000	\$30,000	\$705,000	\$0
					ESTIMATED TOTAL PROJECT COST: \$860,000				
8038-27 New	ST. CHARLES COUNTY TOWERS ROAD KISKER ROAD TO CAULKS HILL ROAD RESURFACING - REPLACE DAMAGED CURBS LENGTH (mi): 2.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Roadway - Curb & Gutter	PE ROW IMPL	\$0 \$0 \$1,423,000	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,423,000	\$0 \$0 \$0
			Federal: \$1,138,400 State: \$0 Local: \$284,600	TOTAL	\$1,423,000	\$0	\$0	\$1,423,000	\$0
					ESTIMATED TOTAL PROJECT COST: \$1,423,000				
8055-25 New	ST. PETERS JUNGERMANN ROAD, PHASE 1 BRIARWICK TRAIL TO MCCLAY ROAD REPLACE SLABS - REPLACE SIDEWALK (6') - DIAMOND GRIND LENGTH (mi): 0.57 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Paving Sidewalks	PE ROW IMPL	\$327,332 \$50,000 \$2,688,668	\$327,332 \$0 \$0	\$0 \$50,000 \$0	\$0 \$0 \$0	\$0 \$0 \$2,688,668
			Federal: \$2,452,800 State: \$0 Local: \$613,200	TOTAL	\$3,066,000	\$327,332	\$50,000	\$0	\$2,688,668
					ESTIMATED TOTAL PROJECT COST: \$3,066,000				
8056-25 New	ST. PETERS MCCLAY ROAD JUNGERMANN ROAD TO MCCLAY VILLAGE DRIVE SLAB REPL. - SIDEWALK (6') - SUP (10') - DIAMOND GRIND LENGTH (mi): 0.68 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Improvements Bicycle Facilities Sidewalks	PE ROW IMPL	\$335,720 \$40,000 \$2,758,280	\$335,720 \$0 \$0	\$0 \$40,000 \$0	\$0 \$0 \$0	\$0 \$0 \$2,758,280
			Federal: \$2,507,200 State: \$0 Local: \$626,800	TOTAL	\$3,134,000	\$335,720	\$40,000	\$0	\$2,758,280
					ESTIMATED TOTAL PROJECT COST: \$3,134,000				
8057-25 New	ST. PETERS MEXICO ROAD SPENCER ROAD TO MCGAVOCK STREET RESURFACING - SIDEWALK (6') - SHARED USE PATH (10') LENGTH (mi): 1.04 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 5 Lane Pvmnt Bicycle Facilities Sidewalks	PE ROW IMPL	\$598,509 \$60,000 \$4,916,491	\$598,509 \$0 \$0	\$0 \$60,000 \$0	\$0 \$0 \$4,916,491	\$0 \$0 \$0
			Federal: \$4,460,000 State: \$0 Local: \$1,115,000	TOTAL	\$5,575,000	\$598,509	\$60,000	\$4,916,491	\$0
					ESTIMATED TOTAL PROJECT COST: \$5,575,000				

**FISCAL YEARS 2025-2028**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION**

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8058-25 New	ST. PETERS MID RIVERS MALL DRIVE ST. PETERS HOWELL ROAD TO COTTLEVILLE PARKWAY SLAB REPL.- SIDEWALK (6') - SHARED USE PATH (10') LENGTH (mi): 1.3 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 5 Lane Pvmnt Bicycle Facilities Sidewalks	PE ROW IMPL	\$397,538 \$30,000 \$4,892,462	\$397,538 \$0 \$0	\$0 \$30,000 \$0	\$0 \$0 \$0	\$0 \$0 \$4,892,462
			Federal: \$4,256,000 State: \$0 Local: \$1,064,000	TOTAL	\$5,320,000	\$397,538	\$30,000	\$0	\$4,892,462
				ESTIMATED TOTAL PROJECT COST: \$5,320,000					
8059-25 New	ST. PETERS SUEMANDY DRIVE MID RIVERS MALL DRIVE TO VETERAN'S MEMORIAL PKWY RESURFACING - SIDEWALK (6') - INTERSECTION IMPROVEMENTS LENGTH (mi): 0.9 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Sidewalks Intersection Improvement	PE ROW IMPL	\$790,550 \$50,000 \$6,493,450	\$790,550 \$0 \$0	\$0 \$50,000 \$0	\$0 \$0 \$0	\$0 \$0 \$6,493,450
			Federal: \$5,867,200 State: \$0 Local: \$1,466,800	TOTAL	\$7,334,000	\$790,550	\$50,000	\$0	\$6,493,450
				ESTIMATED TOTAL PROJECT COST: \$7,334,000					
8064-25 New	WENTZVILLE WENTZVILLE PKWY AND WEST MEYER ROAD SCHROEDER CREEK BLVD TO 400' S/O W PEARCE BLVD SLAB REPL. - SIGNAL UPGRADES - CURB RAMPS LENGTH (mi): 1.8 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Improvements Traffic Signals Pedestrian Facility	PE ROW IMPL	\$600,000 \$150,000 \$3,165,000	\$600,000 \$0 \$0	\$0 \$150,000 \$0	\$0 \$0 \$3,165,000	\$0 \$0 \$0
			Federal: \$1,900,000 State: \$0 Local: \$2,015,000	TOTAL	\$3,915,000	\$600,000	\$150,000	\$3,165,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$3,915,000					

# FISCAL YEARS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: ST. CLAIR

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8305-28 New	BELLEVILLE W MAIN STREET, PHASE 3 44TH STREET TO 49TH STREET RESURFACING - REPLACE SIDEWALK - MID-BLOCK XING LENGTH (mi): 0.44 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Pedestrian Facility	PE ROW IMPL	\$136,100 \$0 \$986,300	\$0 \$0 \$0	\$136,100 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$986,300
			Federal: \$789,040 State: \$0 Local: \$333,360	TOTAL	\$1,122,400	\$0	\$136,100	\$0	\$986,300
				ESTIMATED TOTAL PROJECT COST: \$1,122,400					
8402-26 New	BI-STATE DEVELOPMENT/METRO BUS REPLACEMENT - 2026 (A) REPLACE 3 BUSES LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Transit Capital Imps.	PE ROW IMPL	\$0 \$0 \$1,601,910	\$0 \$0 \$0	\$0 \$0 \$1,601,910	\$0 \$0 \$0	\$0 \$0 \$0
			Federal: \$1,281,528 State: \$0 Local: \$320,382	TOTAL	\$1,601,910	\$0	\$1,601,910	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,601,910					
8401-26 New	BI-STATE DEVELOPMENT/METRO BUS REPLACEMENT - 2026 (B) REPLACE 2 BUSES LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Transit Capital Imps.	PE ROW IMPL	\$0 \$0 \$1,067,940	\$0 \$0 \$0	\$0 \$0 \$1,067,940	\$0 \$0 \$0	\$0 \$0 \$0
			Federal: \$854,352 State: \$0 Local: \$213,588	TOTAL	\$1,067,940	\$0	\$1,067,940	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,067,940					
8310-28 New	FAIRVIEW HEIGHTS LONGACRE DRIVE SOUTH RUBY LANE TO IL 159 RESURFACING - CURB RAMPS LENGTH (mi): 0.5 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Pedestrian Facility	PE ROW IMPL	\$30,000 \$0 \$764,221	\$30,000 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$764,221
			Federal: \$611,376 State: \$0 Local: \$182,845	TOTAL	\$794,221	\$30,000	\$0	\$0	\$764,221
				ESTIMATED TOTAL PROJECT COST: \$794,221					
8311-28 New	FAIRVIEW HEIGHTS OLD COLLINSVILLE ROAD ASHLAND AVE TO WEST HIGHWAY 50 RESURFACING - CURB RAMPS LENGTH (mi): 0.5 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Pedestrian Facility	PE ROW IMPL	\$103,000 \$0 \$709,700	\$103,000 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$709,700
			Federal: \$567,760 State: \$0 Local: \$244,940	TOTAL	\$812,700	\$103,000	\$0	\$0	\$709,700
				ESTIMATED TOTAL PROJECT COST: \$812,700					

## FISCAL YEARS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: ST. CLAIR

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8405-25 New	IDOT IL 159 F STREET TO MONROE STREET UPGRADE SIGNALS - SIGNAL OPTIMIZATION LENGTH (mi): 0.84 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Traffic Signals Signal Timing Progression	PE ROW IMPL	\$0 \$0 \$1,264,000	\$0 \$0 \$0	\$0 \$0 \$1,264,000	\$0 \$0 \$0	\$0 \$0 \$0
			Federal: \$899,200 State: \$364,800 Local: \$0	TOTAL	\$1,264,000	\$0	\$1,264,000	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,264,000					
8315-28 New	LEBANON MONROE STREET W ST. LOUIS STREET TO W SCHUETZ STREET RESURFACING - REPLACE SIDEWALK (5') - CURB RAMPS LENGTH (mi): 0.2 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Sidewalks Pedestrian Facility	PE ROW IMPL	\$110,000 \$75,000 \$793,678	\$110,000 \$75,000 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$793,678
			Federal: \$634,942 State: \$0 Local: \$343,736	TOTAL	\$978,678	\$185,000	\$0	\$0	\$793,678
				ESTIMATED TOTAL PROJECT COST: \$978,678					
8318-28 New	MASCOUTAH SOUTH 10TH STREET DANIEL DRIVE TO BRICKYARD ROAD RECONSTRUCTION - SHARED USE PATH (10') LENGTH (mi): 0.21 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Sidewalks	PE ROW IMPL	\$124,000 \$0 \$925,000	\$0 \$0 \$0	\$124,000 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$925,000
			Federal: \$740,000 State: \$0 Local: \$309,000	TOTAL	\$1,049,000	\$0	\$124,000	\$0	\$925,000
				ESTIMATED TOTAL PROJECT COST: \$1,049,000					
8319-28 New	O'FALLON WEST STATE ST-OBERNEUFEMANN RD RESURFACING W STATE: HWY 50-DOUGLAS; OBER: CARRIAGEWY-GREEN MT SIDEWALK (4-6') - CURB RAMPS LENGTH (mi): 1.34 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Sidewalks Pedestrian Facility	PE ROW IMPL	\$40,000 \$0 \$738,000	\$0 \$0 \$0	\$0 \$0 \$0	\$40,000 \$0 \$0	\$0 \$0 \$738,000
			Federal: \$586,400 State: \$0 Local: \$191,600	TOTAL	\$778,000	\$0	\$0	\$40,000	\$738,000
				ESTIMATED TOTAL PROJECT COST: \$778,000					
8320-28 New	SHILOH ANDERSON LANE E B STREET RD TO S/O CABALLEROS BLVD RESURFACING - CURB AND GUTTER - SIDEWALK (5') LENGTH (mi): 0.25 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Roadway - Curb & Gutter Sidewalks	PE ROW IMPL	\$115,000 \$30,000 \$1,156,194	\$115,000 \$0 \$0	\$0 \$30,000 \$0	\$0 \$0 \$0	\$0 \$0 \$1,156,194
			Federal: \$924,948 State: \$0 Local: \$376,246	TOTAL	\$1,301,194	\$115,000	\$30,000	\$0	\$1,156,194
				ESTIMATED TOTAL PROJECT COST: \$1,301,194					

# FISCAL YEARS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: ST. CLAIR

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8301-28 New	ST. CLAIR COUNTY FRANK SCOTT PARKWAY WEST PRESERVATION 300' N/O BELLEVILLE CROSSING ST TO 230' N/O TOWN HALL RD RESURFACING - CURB RAMPS LENGTH (mi): 0.45 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Pedestrian Facility	PE ROW IMPL	\$120,750 \$0 \$1,000,150	\$120,750 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,000,150
			Federal: \$800,120 State: \$0 Local: \$320,780	TOTAL	\$1,120,900	\$120,750	\$0	\$0	\$1,000,150
				ESTIMATED TOTAL PROJECT COST: \$1,120,900					
8400-25 New	ST. CLAIR COUNTY TRANSIT DISTRICT/CMT BUILDING TRANSIT RIDERSHIP THROUGH DESIGN, DATA, AND DELIVERABLES NEW BUS ROUTES - PUBLIC OUTREACH - STATION UPGRADES LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Transit Operating Asst. Education/Marketing Program Transit Improvements	PE ROW IMPL	\$0 \$0 \$597,415	\$0 \$0 \$597,415	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0
			Federal: \$477,932 State: \$0 Local: \$119,483	TOTAL	\$597,415	\$597,415	\$0	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$597,415					
8321-28 New	SWANSEA FULLERTON ROAD 150' E/O N BELT W TO IL 159 RESURFACING - CURB RAMPS LENGTH (mi): 0.65 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Pedestrian Facility	PE ROW IMPL	\$110,000 \$0 \$1,155,956	\$110,000 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,155,956
			Federal: \$924,765 State: \$0 Local: \$341,191	TOTAL	\$1,265,956	\$110,000	\$0	\$0	\$1,155,956
				ESTIMATED TOTAL PROJECT COST: \$1,265,956					

# FISCAL YEARS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8016-25 New	CHESTERFIELD HIGHCROFT DR/OLD BAXTER RD BAXTER ROAD TO SCHOETTLER VALLEY DRIVE RESURFACING - REPAIR CURB/GUTTER - REPLACE SIDEWALK (5') LENGTH (mi): 0.59 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Roadway - Curb & Gutter Sidewalks	PE ROW IMPL	\$303,000 \$53,000 \$2,382,000	\$303,000 \$0 \$0	\$0 \$53,000 \$0	\$0 \$0 \$0	\$0 \$0 \$2,382,000
			Federal: \$1,916,600 State: \$0 Local: \$821,400	TOTAL	\$2,738,000	\$303,000	\$53,000	\$0	\$2,382,000
					ESTIMATED TOTAL PROJECT COST: \$2,738,000				
8203-25 New	CREVE COEUR CENTENNIAL GREENWAY AT 39 NORTH GATEWAY BLVD/RESEARCH BLVD: BAUR TO WARSON SHARED USE PATH (8-10') - NEW SIGNAL LENGTH (mi): 0.5 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Sustainable Development	CMAQ	Bicycle Facilities Pedestrian Facility Traffic Signals	PE ROW IMPL	\$384,000 \$64,000 \$3,360,000	\$384,000 \$0 \$0	\$0 \$64,000 \$0	\$0 \$0 \$3,360,000	\$0 \$0 \$0
			Federal: \$2,560,000 State: \$0 Local: \$1,248,000	TOTAL	\$3,808,000	\$384,000	\$64,000	\$3,360,000	\$0
					ESTIMATED TOTAL PROJECT COST: \$3,808,000				
8017-27 New	CREVE COEUR LADUE ROAD 120' E/O EMERSON ROAD TO 400' W/O US 67 (LINDBERGH) RESURFACING - SIDEWALK IMPROVEMENTS - SIGNAL UPGRADES LENGTH (mi): 2.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Sidewalks Traffic Signals	PE ROW IMPL	\$175,000 \$25,000 \$1,780,000	\$175,000 \$0 \$0	\$0 \$25,000 \$0	\$0 \$0 \$1,780,000	\$0 \$0 \$0
			Federal: \$1,300,000 State: \$0 Local: \$680,000	TOTAL	\$1,980,000	\$175,000	\$25,000	\$1,780,000	\$0
					ESTIMATED TOTAL PROJECT COST: \$1,980,000				
8020-25 New	FLORISSANT PATTERSON ROAD US 67 TO 250' N/O PATTERSON RD RESURFACE - TWO WAY TURN LN - SIDEWALK (4-6') LENGTH (mi): 0.2 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Safety	STP-S	Resurfacing Sidewalks Bi-directional Left-turn Ln.	PE ROW IMPL	\$189,000 \$320,000 \$1,300,000	\$189,000 \$0 \$0	\$0 \$320,000 \$0	\$0 \$0 \$1,300,000	\$0 \$0 \$0
			Federal: \$1,447,200 State: \$0 Local: \$361,800	TOTAL	\$1,809,000	\$189,000	\$320,000	\$1,300,000	\$0
					ESTIMATED TOTAL PROJECT COST: \$1,809,000				
8021-25 New	FLORISSANT RUE ST. DENIS, PHASE 2 N LAFAYETTE STREET TO N NEW FLORISSANT ROAD RESURFACING - CURB AND GUTTER - SIDEWALK (5') LENGTH (mi): 0.27 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Roadway - Curb & Gutter Sidewalks	PE ROW IMPL	\$0 \$120,000 \$1,333,000	\$0 \$120,000 \$0	\$0 \$0 \$0	\$0 \$0 \$1,333,000	\$0 \$0 \$0
			Federal: \$1,162,400 State: \$0 Local: \$290,600	TOTAL	\$1,453,000	\$120,000	\$0	\$1,333,000	\$0
					ESTIMATED TOTAL PROJECT COST: \$1,453,000				

# FISCAL YEARS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8022-25 New	GLENDALE EAST ESSEX AVE, PHASE 2 N SAPPINGTON ROAD TO DEVON ROAD RESURFACING - CURB AND GUTTER - SIDEWALK (5') LENGTH (mi): 0.3 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Roadway - Curb & Gutter Sidewalks  Federal: \$1,398,080 State: \$0 Local: \$349,520	PE \$233,000 ROW \$172,600 IMPL \$1,342,000  TOTAL \$1,747,600  ESTIMATED TOTAL PROJECT COST: \$1,747,600	\$233,000	\$233,000	\$0	\$0	\$0
8028-25 New	KIRKWOOD GRANT'S TRAIL EXTENSION, PHASE 2 LEFFINGWELL N/O CLINTON PL TO LEFFINGWELL & HOLMES SHARED USE PATH - RRFB - PEDESTRIAN LIGHTING LENGTH (mi): 0.56 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	STP-S	Bicycle Facilities Pedestrian Facility Roadway Lighting  Federal: \$3,868,720 State: \$0 Local: \$967,180	PE \$445,000 ROW \$1,049,750 IMPL \$3,341,150  TOTAL \$4,835,900  ESTIMATED TOTAL PROJECT COST: \$4,835,900	\$445,000	\$445,000	\$0	\$0	\$0
8206-25 New	MODOT MO 141 INTERSECTION IMPROVEMENTS AT PARKWAY SOUTH MIDDLE SCHOOL - ADD LEFT TURN LANE AT SPRINGDALE AVE/13TH ST - ADD LEFT TURN LANE PHASES LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Left-turn lanes Traffic Signals  Federal: \$224,484 State: \$56,120 Local: \$0	PE \$25,732 ROW \$25,000 IMPL \$229,872  TOTAL \$280,604  ESTIMATED TOTAL PROJECT COST: \$280,604	\$25,732	\$25,732	\$0	\$0	\$0
8209-25 New	MODOT MO D SIGNAL OPTIMIZATION SCHUETZ RD TO OGDEN AVE OPTIMIZE 22 SIGNALS ALONG CORRIDOR LENGTH (mi): 7.7 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Traffic Signals Signal Timing Progression  Federal: \$2,169,689 State: \$542,423 Local: \$0	PE \$199,420 ROW \$0 IMPL \$2,512,692  TOTAL \$2,712,112  ESTIMATED TOTAL PROJECT COST: \$2,712,112	\$199,420	\$199,420	\$0	\$0	\$0
8210-25 New	MODOT US 67 SIGNAL OPTIMIZATION OLD JAMESTWN-MO BTM & BLAKE-OLD ST. CHARLES OPTIMIZE 31 SIGNALS ALONG CORRIDOR LENGTH (mi): 9.2 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Traffic Signals Signal Timing Progression  Federal: \$2,801,437 State: \$700,360 Local: \$0	PE \$257,485 ROW \$0 IMPL \$3,244,312  TOTAL \$3,501,797  ESTIMATED TOTAL PROJECT COST: \$3,501,797	\$257,485	\$257,485	\$0	\$0	\$0

# FISCAL YEARS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8031-25 New	ROCK HILL ROCK HILL ROAD 400' S/O MANCHESTER ROAD TO BISMARCK AVE RESURFACING LENGTH (mi): 0.55 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt	PE ROW IMPL  Federal: \$346,589 State: \$0 Local: \$86,647	\$46,546 \$0 \$386,690  TOTAL \$433,236	\$46,546 \$0 \$0  \$46,546	\$0 \$0 \$0  \$0	\$0 \$0 \$386,690  \$386,690	\$0 \$0 \$0  \$0
					ESTIMATED TOTAL PROJECT COST: \$433,236				
8009-25 New	ST. ANN WRIGHT AVENUE, PHASE 1 ST. CHARLES ROCK RD (MO 180) TO STEPHENS PLACE RESURFACING - CURB RAMPS - SIDEWALK (5') LENGTH (mi): 0.45 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Sidewalks Pedestrian Facility	PE ROW IMPL  Federal: \$1,197,240 State: \$0 Local: \$299,308	\$163,560 \$169,200 \$1,163,788  TOTAL \$1,496,548	\$163,560 \$0 \$0  \$163,560	\$0 \$169,200 \$0  \$169,200	\$0 \$0 \$1,163,788  \$1,163,788	\$0 \$0 \$0  \$0
					ESTIMATED TOTAL PROJECT COST: \$1,496,548				
8046-25 New	ST. LOUIS COUNTY BAPTIST CHURCH ROAD - 2028 200' N/O CORAL RIDGE DRIVE TO TESSON FERRY ROAD RESURFACING - SIGNAL UPGRADES - CURB RAMPS LENGTH (mi): 0.61 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Traffic Signals Pedestrian Facility	PE ROW IMPL  Federal: \$1,721,075 State: \$0 Local: \$4,425,622	\$633,900 \$46,397 \$5,466,400  TOTAL \$6,146,697	\$633,900 \$0 \$0  \$633,900	\$0 \$46,397 \$0  \$46,397	\$0 \$0 \$0  \$0	\$0 \$0 \$5,466,400  \$5,466,400
					ESTIMATED TOTAL PROJECT COST: \$6,146,697				
8047-25 New	ST. LOUIS COUNTY BARRETT STATION ROAD - 2028 DOUGHERTY FERRY ROAD TO BIG BEND ROAD RESURFACING - SIGNAL UPGRADES - CURB RAMPS LENGTH (mi): 1.18 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Traffic Signals Pedestrian Facility	PE ROW IMPL  Federal: \$1,664,130 State: \$0 Local: \$896,070	\$263,400 \$25,000 \$2,271,800  TOTAL \$2,560,200	\$263,400 \$0 \$0  \$263,400	\$0 \$25,000 \$0  \$25,000	\$0 \$0 \$0  \$0	\$0 \$0 \$2,271,800  \$2,271,800
					ESTIMATED TOTAL PROJECT COST: \$2,560,200				
8048-25 New	ST. LOUIS COUNTY DUNN ROAD - 2028 LEAF CREST DRIVE TO HOWDERSHELL ROAD RESURFACING - CURB RAMPS LENGTH (mi): 1.56 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Pedestrian Facility	PE ROW IMPL  Federal: \$1,272,068 State: \$0 Local: \$1,272,068	\$258,800 \$53,536 \$2,231,800  TOTAL \$2,544,136	\$258,800 \$0 \$0  \$258,800	\$0 \$53,536 \$0  \$53,536	\$0 \$0 \$0  \$0	\$0 \$0 \$2,231,800  \$2,231,800
					ESTIMATED TOTAL PROJECT COST: \$2,544,136				



# FISCAL YEARS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8049-25 New	ST. LOUIS COUNTY MCKNIGHT ROAD - 2028 LITSINGER ROAD TO MANCHESTER ROAD (MO 100) RESURFACING - CURB RAMPS - LEFT TRN LN AT CHARLEVILLE LENGTH (mi): 0.68 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 4 Lane Pvmnt Pedestrian Facility Left-turn lanes	PE ROW IMPL	\$249,900 \$220,000 \$2,155,500	\$249,900 \$0 \$0	\$0 \$220,000 \$0	\$0 \$0 \$0	\$0 \$0 \$2,155,500
			Federal: \$2,100,320 State: \$0 Local: \$525,080	TOTAL	\$2,625,400	\$249,900	\$220,000	\$0	\$2,155,500
					ESTIMATED TOTAL PROJECT COST: \$2,625,400				
8050-25 New	ST. LOUIS COUNTY OLD HALLS FERRY ROAD - 2028 NEW HALLS FERRY RD TO VAILE AVE - RESURFACING LN RECONFIG - BIKE LANES (6-8') - SIGNAL UPGRADES LENGTH (mi): 1.66 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Preservation	STP-S	Resurfacing Bicycle Facilities Traffic Signals	PE ROW IMPL	\$865,600 \$369,915 \$7,140,300	\$865,600 \$0 \$0	\$0 \$369,915 \$0	\$0 \$0 \$0	\$0 \$0 \$7,140,300
			Federal: \$6,700,652 State: \$0 Local: \$1,675,163	TOTAL	\$8,375,815	\$865,600	\$369,915	\$0	\$7,140,300
					ESTIMATED TOTAL PROJECT COST: \$8,375,815				
8051-25 New	ST. LOUIS COUNTY SCHULTE DRIVE - 2028 VILLA DORADO DRIVE TO OLIVE BLVD (MO 340) RESURFACING - CURB RAMPS LENGTH (mi): 1.3 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Pedestrian Facility	PE ROW IMPL	\$268,200 \$67,812 \$2,212,500	\$268,200 \$0 \$0	\$0 \$67,812 \$0	\$0 \$0 \$0	\$0 \$0 \$2,212,500
			Federal: \$1,274,256 State: \$0 Local: \$1,274,256	TOTAL	\$2,548,512	\$268,200	\$67,812	\$0	\$2,212,500
					ESTIMATED TOTAL PROJECT COST: \$2,548,512				
8053-25 New	ST. LOUIS COUNTY WEBER ROAD - 2028 MACKENZIE ROAD TO GRAVOIS ROAD (MO 30) RESURFACING - REPLACE SIDEWALK (5') - MID BLOCK XING LENGTH (mi): 0.27 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Sidewalks	PE ROW IMPL	\$135,400 \$65,700 \$1,168,100	\$135,400 \$0 \$0	\$0 \$65,700 \$0	\$0 \$0 \$0	\$0 \$0 \$1,168,100
			Federal: \$1,095,360 State: \$0 Local: \$273,840	TOTAL	\$1,369,200	\$135,400	\$65,700	\$0	\$1,168,100
					ESTIMATED TOTAL PROJECT COST: \$1,369,200				
8052-25 New	ST. LOUIS COUNTY WEST FLORISSANT AVENUE - 2028 LUCAS & HUNT ROAD TO ST. LOUIS CITY LIMITS RESURFACING - SIGNAL UPGRADES - CURB RAMPS LENGTH (mi): 1.3 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Traffic Signals Pedestrian Facility	PE ROW IMPL	\$645,000 \$441,477 \$5,562,200	\$645,000 \$0 \$0	\$0 \$441,477 \$0	\$0 \$0 \$0	\$0 \$0 \$5,562,200
			Federal: \$5,318,942 State: \$0 Local: \$1,329,735	TOTAL	\$6,648,677	\$645,000	\$441,477	\$0	\$5,562,200
					ESTIMATED TOTAL PROJECT COST: \$6,648,677				

## FISCAL YEARS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028	
8054-25 New	ST. LOUIS COUNTY	STP-S	Resurfacing 2 Lane Pvmnt	PE	\$307,000	\$307,000	\$0	\$0	\$0	
	WHITE ROAD - 2028		Pedestrian Facility	ROW	\$130,140	\$0	\$130,140	\$0	\$0	
	OLIVE BOULEVARD TO CONWAY ROAD			IMPL	\$2,647,100	\$0	\$0	\$0	\$2,647,100	
	RESURFACING - CURB RAMPS									
	LENGTH (mi): 1.66		Federal:	\$1,233,696	TOTAL	\$3,084,240	\$307,000	\$130,140	\$0	\$2,647,100
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$3,084,240					
PROJ PURPOSE: Preservation	Local:	\$1,850,544								
8007-25 New	TOWN & COUNTRY	STP-S	Resurfacing 2 Lane Pvmnt	PE	\$245,000	\$245,000	\$0	\$0	\$0	
	BOPP ROAD RESURFACING AND PED IMPROVEMENTS		Bicycle Facilities	ROW	\$40,000	\$0	\$40,000	\$0	\$0	
	CLAYTON ROAD TO CITY LIMITS S/O SPRING DRIVE		Pedestrian Facility	IMPL	\$2,039,685	\$0	\$0	\$0	\$2,039,685	
	RESURFACING - SHARED USE PATH (8')									
	LENGTH (mi): 1.02		Federal:	\$1,511,045	TOTAL	\$2,324,685	\$245,000	\$40,000	\$0	\$2,039,685
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$2,324,685					
PROJ PURPOSE: Preservation	Local:	\$813,640								
8008-27 New	UNIVERSITY CITY	STP-S	Resurfacing 2 Lane Pvmnt	PE	\$99,308	\$99,308	\$0	\$0	\$0	
	GROBY ROAD IMPROVEMENTS		Pedestrian Facility	ROW	\$0	\$0	\$0	\$0	\$0	
	MCKNIGHT ROAD TO MISSISSIPPI AVENUE			IMPL	\$1,177,906	\$0	\$0	\$1,177,906	\$0	
	RESURFACING - CURB RAMPS									
	LENGTH (mi): 1.2		Federal:	\$882,740	TOTAL	\$1,277,214	\$99,308	\$0	\$1,177,906	\$0
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$1,277,214					
PROJ PURPOSE: Preservation	Local:	\$394,474								

# FISCAL YEARS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM 2024 - CMAQ & STP-S APPLICATIONS SUBMITTED FOR CONSIDERATION

COUNTY: ST. LOUIS CITY

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8044-25 New	ST. LOUIS LAUREL-WATERMAN BRIDGE OVER METROLINK BRIDGE REPLACEMENT - RESURFACING - REPLACE SIDEWALKS LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Resurfacing Pedestrian Facility  Federal: \$3,360,000 State: \$0 Local: \$840,000	PE ROW IMPL  TOTAL	\$600,000 \$100,000 \$3,500,000  \$4,200,000	\$600,000 \$0 \$0  \$600,000	\$0 \$100,000 \$0  \$100,000	\$0 \$0 \$0  \$0	\$0 \$0 \$3,500,000  \$3,500,000
					ESTIMATED TOTAL PROJECT COST: \$4,200,000				
8045-25 New	ST. LOUIS RIVER DES PERES BLVD LANSLOWNE AVE TO GRAVOIS AVE - RESURFACE/WIDEN LNS TRAFFIC SIGNAL AT LOUGHBOROUGH - MEDIANS - LIGHTING LENGTH (mi): 2.4 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Intersection Improvement Lighting  Federal: \$15,760,000 State: \$0 Local: \$3,940,000	PE ROW IMPL  TOTAL	\$2,400,000 \$100,000 \$17,200,000  \$19,700,000	\$2,400,000 \$0 \$0  \$2,400,000	\$0 \$100,000 \$0  \$100,000	\$0 \$0 \$0  \$0	\$0 \$0 \$17,200,000  \$17,200,000
					ESTIMATED TOTAL PROJECT COST: \$19,700,000				
8214-25 New	ST. LOUIS TRAFFIC MANAGEMENT ENHANCEMENTS, PHASE 7 SOUTH BROADWAY - CARROLL ST TO MARCEAU ST UPGRADE SIGNALS - CCTV CAMERAS - INSTALL FIBER LENGTH (mi): 6.1 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Traffic Signals Misc traffic control items/ITS  Federal: \$8,400,000 State: \$0 Local: \$2,100,000	PE ROW IMPL  TOTAL	\$1,200,000 \$150,000 \$9,150,000  \$10,500,000	\$1,200,000 \$0 \$0  \$1,200,000	\$0 \$150,000 \$0  \$150,000	\$0 \$0 \$9,150,000  \$9,150,000	\$0 \$0 \$0  \$0
					ESTIMATED TOTAL PROJECT COST: \$10,500,000				
8215-25 New	ST. LOUIS TRAFFIC MANAGEMENT ENHANCEMENTS, PHASE 8 NORTH BROADWAY - RIVERVIEW BLVD TO CASS AVE UPGRADE SIGNALS - CCTV CAMERAS - INSTALL FIBER LENGTH (mi): 6.8 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Traffic Signals Misc traffic control items/ITS  Federal: \$5,600,000 State: \$0 Local: \$1,400,000	PE ROW IMPL  TOTAL	\$800,000 \$150,000 \$6,050,000  \$7,000,000	\$800,000 \$0 \$0  \$800,000	\$0 \$150,000 \$0  \$150,000	\$0 \$0 \$6,050,000  \$6,050,000	\$0 \$0 \$0  \$0
					ESTIMATED TOTAL PROJECT COST: \$7,000,000				



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

Creating Solutions Across Jurisdictional Boundaries

**Memo to:** Board of Directors  
**From:** Staff  
**Subject:** Regional Violent Crime Reduction Strategy  
**Date:** March 13, 2024

In January the EAC and Board of Directors received a copy of *Saving Lives, Stopping Violence: The St. Louis Region's "Plan To Plan" For Violence Reduction*. The document was developed by the Center for the Study and Practice of Violence Reduction (VRC) as a result of the Practicum on Partnership-Based Violence Reduction held December 4 – 8 2023. The Practicum convened a diverse group of stakeholders who gathered to discuss, deliberate, and decide on new strategies to address elevated rates of lethal and potentially lethal violence in the St. Louis region. The participants engaged in a series of briefings by leading anti-violence researchers and practitioners on the most effective local anti-violence strategies currently available. Following the briefings, participants deliberated and produced a draft “plan to plan,” to help serve as a blueprint and guide the region’s anti-violence efforts. The blueprint is a guidepost that helps the region focus on a general direction and approach to battling violent crime and gun violence in the St. Louis region.

The blueprint focusses on key programs and a structure for implementing the effort. The Key Program’s effectiveness is supported by a strong base of evidence and include:

- Focused Deterrence
- Cognitive Behavioral Therapy
- Street Outreach

The structure identified for implementing the effort identified five Capacity Building Measures that should be done when moving ahead with a regional strategy.

- Establish a Regional Anti-Violence Collaborative
- Establish a Regional Anti-Violence Advisory Board
- Launch a Regional Implementation Team
- Expand Regional Homicide Analysis Capacity
- Build Regional Capacity for Coordination

Both the Key Programs and Capacity Building Measures are described in more detail in the attached *Saving Lives, Stopping Violence: The St. Louis Region's "Plan To Plan" For Violence Reduction* and its summary document *Save Lives Now! A Blueprint for a Collaborative Anti-Violence Program for the St. Louis Region*.

Following the January EWGCOG Board meeting there appears to be a need to clarify the Regional Anti-Violence Advisory Board (Save Lives Now Advisory Council) membership, the

**Chair**  
Tishaura Jones  
Mayor  
City of St. Louis

**Vice Chair**  
Kurt Prenzler  
Chairman  
Madison County Board

**2nd Vice Chair**  
Tim Brinker  
Presiding Commissioner  
Franklin County

**Executive Committee**  
Steve Ehlmann  
County Executive, St. Charles County

Dennis Gannon  
County Executive, Jefferson County

George Green  
County Board Chairman  
Monroe County

Mark A. Kern  
Chairman, St. Clair County Board

Dr. Sam Page  
County Executive, St. Louis County

**Members**  
Mike Elam  
Councilman, District 3  
St. Charles County

Megan Green  
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City of St. Louis

Michelle Harris  
President  
Municipal League of Metro St. Louis

Ella Jones  
Mayor, City of Ferguson  
St. Louis County

Lonnie Mosley  
St. Clair County

Steven M. Pelton  
Sheriff, Franklin County

Charles Powell III  
Mayor, City of East St. Louis

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Vice President, Southwestern Illinois  
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David Schwind  
Madison County

Herbert Simmons  
President, Southwestern Illinois  
Metropolitan & Regional  
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Seth Speiser  
President, Southwestern Illinois  
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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**  
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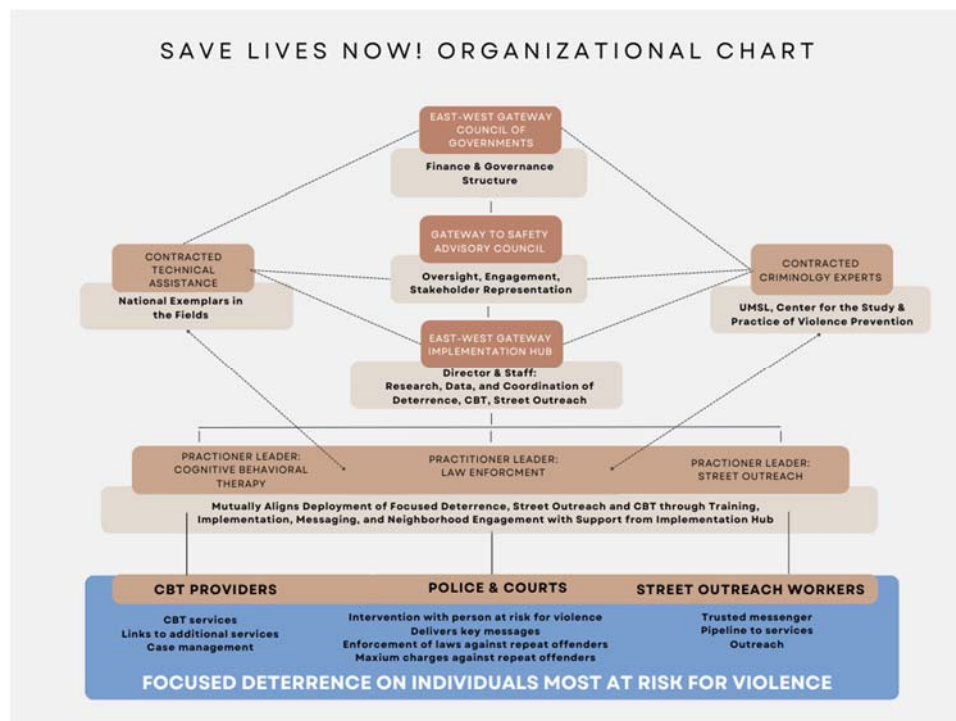
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www.ewgateway.org

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role of the advisory board, and its place in the structure of EWGCOG and the structure for implementing the effort.

The Regional Anti-Violence Advisory Board (Save Lives Now Advisory Council) will include and engage stakeholders who play critical roles in the success of the Save Lives Now initiative. The Council's membership is designed to be inclusive of governmental leaders, police and court leaders, mental health professionals, and community associations and residents of neighborhoods where incidences of street violence and homicides are severe. The larger council structure presents critical opportunities for the initiative to gain greater understanding and buy-in from the hundreds of police officers, court officials, mental health workers, street outreach providers and impacted residents who will all play a part in reducing homicides.

The Advisory Council will meet quarterly. Its meetings will be scheduled by the director and staff of the Regional Anti-Violence Collaborative (Save Lives Now Anti-Violence Hub) operating through East-West-Gateway Council of Governments. The Hub will further advise the council and assist in Advisory Council agendas. The meetings will be open to the public and will likely be conducted in differing venues so residents of nearby neighborhoods most impacted by violent crime can attend. The meetings will include regular reporting out on data, benchmarks, program adjustments, and updates from leaders in focused deterrence, cognitive behavioral health and street outreach. Meetings will strive to include targeted education and engagement components facilitated by Hub staff. As illustrated in the organizational chart the Save Lives Now Advisory Council is advisory to the EWGCOG Board. Although the proposed roster of the Save Lives Now Advisory Council is still in development, a PRELIMINARY roster is attached.



Board of Directors  
March 13, 2024  
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**Staff Recommendation:**

Staff recommends that the Board of Directors adopt the “*Plan To Plan*” *For Violence Reduction* as the blueprint for moving ahead with a Regional Violent Crime Reduction Strategy for the St. Louis region and authorized staff to establish a Regional Anti-Violence Advisory Board.

# Save Lives Now!

## A Blueprint for a Collaborative Anti-Violence Program for the St. Louis Region

The St. Louis region faces a critical challenge: homicides. Our homicide rate remains one of the highest in the nation, costing lives, causing trauma, and hindering economic growth. Homicides tear families apart and leave trauma in communities. Violent crime in poor neighborhoods traps residents in poverty. High homicide rates cost the region between \$3.6 and \$6.9 billion in 2022.

**The rising consensus is clear: If our region does not collectively address homicide, the future of our entire region is at risk.**

Save Lives Now (SLN) is a regional initiative designed to address this crisis head-on with a focus on regional partnership. This collaborative program aims to **reduce homicides by 20% over the next three years.**

We will achieve this through a balanced approach of intervention, enforcement and outreach using three key strategies - **focused deterrence, cognitive behavioral therapy, and street outreach.**

**Focused Deterrence** is a nationally recognized model of police work that has a proven track record of decreasing homicides. Examples of successful reductions in violence include Chicago (37%), Philadelphia (35%), Indianapolis (34%), Boston (31%), and Kansas City (21%). Focused deterrence leverages data to focus law enforcement and community resources on a set of individuals who are at the highest risk for perpetuating violence or becoming victims of a crime.

Focused deterrence leverages two simple messages:

**Message 1:** We know who you are, what you are doing, and, if violence continues, we will stop you. Consequences are communicated, including arrest, prosecution and incarceration, as well as clear facts about the lifelong impact of continued violence and incarceration on the individual and the devastating collateral damage to loved ones.

**Message 2:** If you commit to stopping, we will connect you with supports, services, and treatment to help you turn your life around.

**Cognitive Behavioral Therapy (CBT)** is an effective evidence-based intervention used to engage individuals at risk for violence to help them change their decision-making processes. The goal is to provide those at risk for violence with strategies to make decisions that do not result in violence. This strategy interrupts cycles of violence primarily by changing how individuals react to stressful situations.

When violent offenders have access to Cognitive Behavioral Therapy, violent crime drops. In Chicago, researchers found one program reduced shooting and homicide arrests

among high-risk individuals by 65%. A review of 58 different CBT studies, found that the programs reduced criminal recidivism by 25%.

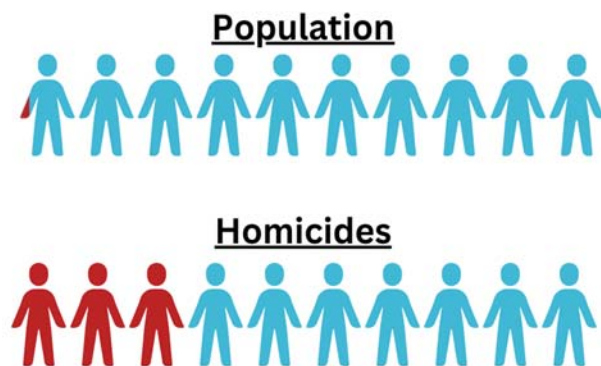
It is not easy for violent offenders to “just stop,” even if they know right from wrong and severe punishment is ahead. They typically need help to change, which is where CBT plays a key role.

**Street Outreach** is a growing field of expertise in which trained professionals are deployed into high-risk neighborhoods to engage and support individuals and groups at high risk for violence. They are considered “trusted messengers” within the communities, and use this earned trust to mediate and resolve conflicts so they do not result in violence. They further act as a pipeline to services for at-risk individuals to more easily access CBT and other services. Other duties include being active and present in assigned neighborhoods; supporting victims and their families; mentoring victims who may be likely to commit future violence; and reclaiming public spaces for healthy and safe community activities.

## Engaging With Purpose

Data shows us that homicides are committed by a small subset of the population. In general, this population has had previous, significant engagement with law enforcement. We can use data to identify high risk individuals and stop them from engaging in violence. Roughly 30 percent of homicides in our region are perpetrated by only .16 percent of the region’s population. Only 4 percent of the city’s geography accounts for over half of the crime in the city. Nationally, 1% of the population is responsible for 63% of all violent crime convictions. In other words, focusing our work on a small group of individuals is both manageable and effective.

Despite representing only **0.16%** of the population, **High Risk Individuals** commit **30% or more** of the homicides in our region.



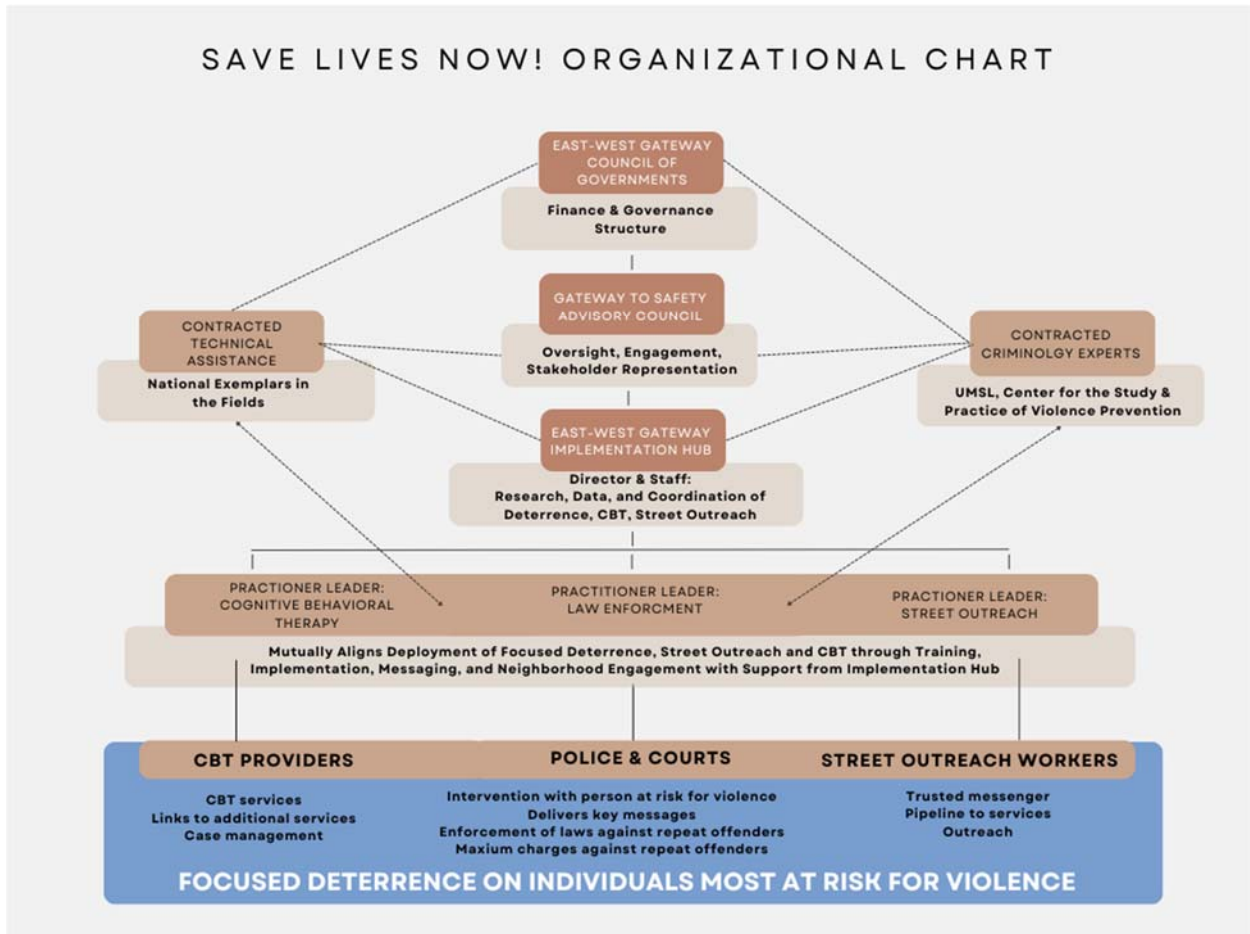
## Who Does the Work?

SLN brings together a regional team of stakeholders. With practitioners on the implementation team, our work will take a coordinated, balanced approach with law enforcement and service providers. SLN will work to engage those at highest risk for violence, working to keep them alive, safe, and free while holding those who shoot and kill accountable. The region’s new anti-violence strategy will be regionally focused, informed by evidence and data, and humanity centered.



Transforming an anti-violence vision into meaningful action requires clear and consistent leadership, management and oversight. It does not happen overnight.

City of St. Louis Mayor Tishaura Jones and County Executive Dr. Sam Page have agreed to chair and fast-track the creation of this advisory council. The group will have a meeting home and operating base out of East-West Gateway Council of Governments.



## Assessing Our Work

Using a team of criminologists we will look at year-over-year homicides and nonfatal shootings compared to years prior. We will also look at the outcomes for the individuals we engage, including the number of people we engage, the number connected to services, who have gained employment, and who have ended up incarcerated. Broadly, we will also examine calls for service to determine if residents are experiencing less incidents of violence overall.

## Building on Progress

In December 2023, the East-West Gateway Council of Governments and the Center for the Study and Practice of Violence Reduction (VRC) convened a diverse group of experts from law enforcement, elected leaders, business, social services, and more for a crime summit.

Now a group of members, including the Mayor of St. Louis, the St. Louis County Executive, local business leaders, local and federal law enforcement, and prominent practitioners in crime reduction, want to build a foundation that builds on progress from these meetings.

Our implementation team is actively:

- **Scoping out service providers:** Identifying qualified organizations to deliver the program effectively.
- **Gathering community feedback:** Ensuring the program reflects the needs and concerns of our residents.
- **Securing funding:** Building a sustainable financial plan for long-term success.

Save Lives Now represents a collaborative effort critical to building a safer future for our region. By working together, we can interrupt cycles of violence, support at-risk individuals, and create a more vibrant and prosperous St. Louis metropolitan area.



*Let's move forward, united. Let's make Save Lives Now a reality.*



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

January 10, 2024

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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<sup>21</sup> Ibid.

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Conclusion**

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

## APPENDIX A

### List of Practicum participants:

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

## APPENDIX B

List of outside instructors:

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

## APPENDIX C

List of Practicum sessions:

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

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

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

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

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

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

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

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

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

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

## Save Lives Now Advisory Council

PRELIMINARY Roster – STILL UNDER DEVELOPMENT

<b><u>Name</u></b>	<b><u>Title, Organization</u></b>	<b><u>Type</u></b>	<b><u>County</u></b>
Tim Brinker	Franklin County	Government	Franklin County
Dennis Gannon	Jefferson County	Government	Jefferson County
Steve Ehlmann	St. Charles County	Government	St. Charles County
Sam Page	St. Louis County	Government	St. Louis County
Tishaura Jones	City of St. Louis	Government	City of St. Louis
Mark Kern	St. Clair County	Government	St. Clair County
Kurt Prenzler	Madison County	Government	Madison County
George Green	Monroe County	Government	Monroe County
TBD	Municipal League of Metropolitan St. Louis	Government	St. Louis County
TBD	Southwestern Illinois Council of Mayors	Government	Regional
TBD	Franklin County - Elected or County Official Appointed by the Presiding Commissioner	Government	Franklin County
TBD	Jefferson County - Elected or County Official Appointed by the County Executive	Government	Jefferson County
TBD	St. Charles County - Elected or County Official Appointed by the County Executive	Government	St. Charles County
TBD	St. Louis County - Elected or County Official Appointed by the County Executive	Government	St. Louis County
TBD	City of St. Louis - Elected or County Official Appointed by the Mayor	Government	City of St. Louis
TBD	St. Clair County - Elected or County Official Appointed by the County Board Chair	Government	St. Clair County
TBD	Monroe County - Elected or County Official Appointed by the County Board Chair	Government	Monroe County
TBD	Madison County - Elected or County Official Appointed by the County Board Chair	Government	Madison County

# Save Lives Now Advisory Council

## PRELIMINARY Roster – STILL UNDER DEVELOPMENT

Sheriff Steven M. Pelton	Franklin County Sheriff's Department	Law Enforcement	Franklin County
Sheriff Marshack	Jefferson County Sheriff's Department	Law Enforcement	Jefferson County
Chief Kurt Frisz	St. Charles County Police Department	Law Enforcement	St. Charles County
Colonel Kenneth Gregory	Chief of Police, St. Louis County	Law Enforcement	St. Louis County
Chief Robert Tracy	St. Louis Metropolitan Police Department	Law Enforcement	City of St. Louis
Elbert Jennings	Illinois State Police	Law Enforcement	Regional
Chief Kendall Perry	Police Chief, East St. Louis	Law Enforcement	St. Clair County
Chief Timothy Fagan	Chairman - St. Louis Area Police Chiefs Association	Law Enforcement	St. Louis County
TBD	North County Police Cooperative	Law Enforcement	St. Louis County
Sayler Fleming	U.S. Attorney's Office, Eastern District of Missouri	Law Enforcement	Missouri
Rachelle Aud Crowe	U.S. Attorney's Office, Southern Dist. Of Illinois	Law Enforcement	Illinois
Matthew Becker	Prosecuting Attorney - Franklin County	Law Enforcement	Franklin County
Trishia Stefanski	Prosecuting Attorney - Jefferson County	Law Enforcement	Jefferson County
Joe McCullogh	Prosecuting Attorney - St. Charles County	Law Enforcement	St. Charles County
Wesley Bell	Prosecuting Attorney - St. Louis County	Law Enforcement	St. Louis County
Gabe Gore	Circuit Attorney - St. Louis City	Law Enforcement	City of St. Louis
James Gomric	State's Attorney - St. Clair County	Law Enforcement	St. Clair County
Tom Haine	State's Attorney - Madison County	Law Enforcement	Madison County
Ryan Webb	State's Attorney - Monroe County	Law Enforcement	Monroe County



## Save Lives Now Advisory Council

### PRELIMINARY Roster – STILL UNDER DEVELOPMENT

Kathy Osborn	Regional Business Council	Non-Government	Regional
Sam Murphy	Greater St. Louis Inc.	Non-Government	Regional
TBD	Leadership Council of Southwestern Illinois	Non-Government	Regional
Michael McMillan	Urban League	Non-Government	Regional
TBD	United Way of Greater St. Louis	Non-Government	Regional
Evan Krauss	East Side Aligned	Non-Government	St. Clair County
TBD	Missouri Foundation for Health	Non-Government	Regional
TBD	East St. Louis School District 189	Non-Government	St. Clair County
TBD	St. Louis City School District	Non-Government	City of St. Louis
TBD	St. Louis County School District(s)	Non-Government	St. Louis County
TBD	Neighborhood/Community Group(s) in High Violence Area	Non-Government	City of St. Louis
TBD	Neighborhood/Community Group(s) in High Violence Area	Non-Government	St. Louis
TBD	Neighborhood/Community Group(s) in High Violence Area	Non-Government	St. Clair County
TBD	Behavioral Health	Non-Government	Regional
TBD	Healthcare	Non-Government	Regional
TBD	Youth Advocate Group(s)	Non-Government	Regional
TBD	Interfaith Group(s)	Non-Government	Regional
TBD	Crime Victims Advocate(s)	Non-Government	Regional
TBD	Regional Data Alliance	Non-Government	Regional



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

Creating Solutions Across Jurisdictional Boundaries

**Memo to:** Board of Directors  
**From:** Staff  
**Subject:** Resolution to Approve / Adopt the Title VI Program  
**Date:** March 13, 2024

East-West Gateway is the St. Louis metropolitan area's federally designated metropolitan planning organization (MPO) and is a federal-aid recipient. As a federal-aid recipient, EWG is required to develop a Title VI Program which demonstrates how the agency will ensure compliance with the nondiscrimination requirements expressed in Title VI of the Civil Rights Act of 1964 as well as Executive Orders pertaining to Environmental Justice and Limited English Proficiency (collectively referred to as Title VI). Guidance from the U.S. Department of Transportation (DOT) through the Federal Transit Administration (FTA) also requires that EWG's Title VI Program be updated every three years and that the Council approve the updated Title VI Program. Staff has completed the required update of the Council's Title VI Program, which continues to reflect the agency's commitment to nondiscrimination and inclusion in all of its programs and activities.

In accordance with FTA guidance, EWG's Title VI Program includes: the Title VI Assurance that represents EWG's agreement that it will comply with DOT's nondiscrimination requirements; a step-by-step Title VI complaint process; data analysis related to the region's hard-to-reach populations; and extensive discussion of how the agency will ensure appropriate and fair treatment of the citizens we serve.

The draft Title VI Program document was open for public comment between February 7, 2024 and March 8, 2024. On February 27 and March 4, 2024, EWG held two, virtual open houses to take comments and answer questions. Staff did not receive any comments on the draft 2024 Title VI Program.

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Bi-State Development

Aaron Willard  
Missouri Office of Administration

**Executive Director**

James M. Wild

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Board of Directors  
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The 2024 Title VI Program and its appendices can be found at:

[https://www.ewgateway.org/wp-content/uploads/2024/03/2024-Title-VI-Program\\_w-Appendices\\_Final\\_2024-03-11.pdf](https://www.ewgateway.org/wp-content/uploads/2024/03/2024-Title-VI-Program_w-Appendices_Final_2024-03-11.pdf)

The resolution attached to this memo includes: (1) the Council's approval / adoption of the 2024 Title VI Program, (2) authorization for the Executive Director to sign the Title VI Assurance, and (3) authorization for the Executive Director to make certain minor changes to the 2024 Title VI Program.

**Staff Recommendation:** Staff recommends that the Board of Directors adopt the resolution that: (1) approves / adopts the 2024 Title VI Program, (2) authorizes the Executive Director to sign the Title VI Assurance, and (3) authorizes the Executive Director to make certain minor changes to the 2024 Title VI Program.

**RESOLUTION NO. 2024-1**  
**EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS**  
**TITLE VI PROGRAM APPROVAL / ADOPTION**

A resolution of East-West Gateway Council of Governments that authorizes the following: (1) the approval / adoption of East-West Gateway Council of Governments' 2024 Title VI Program, (2) the execution of the Title VI Assurance, and (3) approval to incorporate certain minor changes to the Title VI Program.

WHEREAS, the U.S. Department of Transportation (DOT) requires that all recipients of federal funding develop and implement a program that ensures that the federal-aid recipient is implementing programs and activities in a nondiscriminatory manner and in compliance with the Civil Rights Act of 1964 (42 U.S.C. § 2000d – 2000e) and other statutes, regulations, executive orders, and guidance that mandate nondiscrimination in the conduct of a recipient's programs and activities;

WHEREAS, the Federal Transit Administration (FTA) has issued guidance (currently, FTA Circular 4702.1B) that describes the requirements for and content of these nondiscrimination programs known as Title VI Programs, which includes, in part, that a federal-aid recipient's Title VI Program must: (1) be updated every three years, (2) include a signed Title VI Assurance, and (3) be approved by the recipient's governing body;

WHEREAS, East-West Gateway Council of Governments is the Metropolitan Planning Organization and regional planning commission for the St. Louis metropolitan area and is a recipient of federal funding, including DOT funding;

WHEREAS, East-West Gateway Council of Governments has completed an update of its Title VI Program, which includes the Title VI Assurance;

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

1. The 2024 Title VI Program is approved and adopted.
2. The Executive Director or his designee is authorized to execute and submit to grant funding agencies East-West Gateway Council of Governments' Title VI Assurance.
3. The Executive Director or his designee is authorized to make minor changes (i.e. update contact information, fix broken URLs, etc.) to the Title VI Program that are necessary to keep the documents up-to-date or ensure compliance with any new or revised state or federal requirements. This authorization is limited to the three year period between the date that the 2024 Title VI Program is accepted by FTA and the date that the next Title VI Program update is due to DOT and presented to the Board of Directors for approval.

**CERTIFICATION OF AUTHORIZING RESOLUTION NO. 2024-1**

The undersigned duly qualified Executive Director of East-West Gateway Council of Governments, acting on behalf of East-West Gateway Council of Governments, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the East-West Gateway Council of Governments Board of Directors held on March 27, 2024.

James M. Wild

\_\_\_\_\_  
**Name**

Executive Director

\_\_\_\_\_  
**Title**

\_\_\_\_\_  
**Signature**

\_\_\_\_\_  
**Date**



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

Creating Solutions Across Jurisdictional Boundaries

**Memo to:** Board of Directors  
**From:** Staff  
**Subject:** Regional Security Expenditures  
**Date:** March 13, 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 \$312,700.

**ST. LOUIS FUSION CENTER:**

**Intelligence Analyst Position** – The Intelligence Analyst position is a core function of the St. Louis Fusion Center, analyzing information and identifying trends to share timely law enforcement intelligence data with federal, state and local law enforcement entities. Duties include researching tactics, techniques and procedures of domestic and international terrorist groups, developing safety alerts and bulletins for St. Louis regional law enforcement agencies, responding to requests for information from private sector, local, state and federal sources, working in collaboration with Fusion Centers from around the country to develop timely and accurate intelligence products and analyzing federal law enforcement data for determination of relevance for the St. Louis region. Staff is requesting approval to enter into a sub-award agreement with St. Charles County, Missouri to provide funding from the UASI grant program to support the Intelligence Analyst 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 Intelligence Analyst position will not exceed \$95,000.

**REGIONAL CYBERSECURITY INITIATIVE:**

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

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**Executive Director**

James M. Wild

Board of Directors  
March 13, 2024  
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Staff is requesting approval to enter into a sub-award agreement with St. Charles County, Missouri to provide funding from the UASI grant program to support a Cybersecurity Coordinator position within the St. Louis Regional Fusion Center for the period of July 1, 2024 through June 30, 2025. The total cost for salary and benefits for the Cybersecurity Coordinator position will not exceed \$134,850.

**REGIONAL RESPONSE TEAMS:**

**Mass Spectrometer Chemical Detection System** - Staff is seeking approval to purchase quantity one (1) handheld, portable high pressure mass spectrometer system for the City of St. Louis Fire Department's hazardous materials response team. The mass spectrometer detects and identifies trace-level chemicals, explosives, narcotics and other dangerous elements within seconds during incident responses and events, which is critical to safety, medical response and decontamination. The total cost of one (1) system will not exceed \$82,850 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. Charles County, MO to support the Intelligence Analyst position for 12 months in an amount not to exceed \$95,000;
- allow the Executive Director to enter into a sub-award agreement with St. Charles County, MO to support the Regional Cybersecurity Coordinator position for 12 months in an amount not to exceed \$134,850;
- for the purchase of quantity one (1) handheld, portable high pressure mass spectrometer system from 908 Devices, Inc. of Boston, MA in an amount not to exceed \$82,850;

for a total amount not to exceed \$312,700 from the UASI grant program.

**ATTACHMENT A**  
**Expenditures for Equipment and Services**  
**March 6, 2024**

<u>Vendor</u>	<u>Description</u>	<u>Jurisdiction/Agency</u>	<u>Quantity</u>	<u>Cost</u>
<b>Emergency Response Planning and Equipment (UASI)</b>				
St. Charles County, Missouri	Sub-award Intelligence Analyst Position	St. Charles County	1	\$95,000
St. Charles County, Missouri	Sub-award Regional Cybersecurity Coordinator Position	St. Charles County	1	\$134,850
908 Devices, Inc. (Boston, MA)	Mass Spectrometer Chemical Detection System	City of St. Louis	1	\$82,850
<b>TOTAL EXPENDITURES</b>				<b>\$ 312,700</b>

**Total UASI Expenditures: \$312,700**