

**AGENDA**  
**EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS**  
**EXECUTIVE COMMITTEE MEETING**  
**TUESDAY, AUGUST 20, 2024 – 2:00 P.M.**

**1. CALL TO ORDER**

**2. APPROVAL OF MINUTES OF JUNE 18, 2024**

**3. DISCUSSION ITEMS**

- A. Performance Measure Dashboard update - - Saranya Konala

**4. ACTION ITEMS**

- A. Auditors' Report on Financial Statements for Calendar Year 2023 - - Jim Wild
- B. Consultant Selection for Comprehensive Climate Action Plan for the St. Louis Region - - Aaron Young
- C. Approval of the Metropolitan Transportation Planning Process Certification, the Air Quality Conformity Determination and Documentation for the FY 2025-2028 Transportation Improvement Program and related amendments to the Metropolitan Transportation Plan, *Connected 2050*, and the FY 2025-2028 Transportation Improvement Program - - Melissa Thiess
- D. Modifications to the FY 2024-2027 Transportation Improvement Program, *Connected 2050*, and the Related Air Quality Conformity Determination – Requested by Illinois and Missouri Sponsors - - Alex Hartig

**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/4568881372479599200>

Webinar ID: 173-707-675 Phone: [1 \(415\) 930-5321](tel:14159305321) (Audio Access Code: 132-722-684)

**NEXT MEETING DATE: TUESDAY, SEPTEMBER 17, 2024**

## MINUTES

### EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS EXECUTIVE ADVISORY COMMITTEE JUNE 18, 2024

#### Voting Members Present

Chris Doucleff (*Vice-Chair*), Madison County, IL  
David Courtway, Jefferson County, MO  
Tom Dempsey, St. Charles County, MO  
Cristina Garmendia, City of St. Louis, MO (via webinar)  
John Greifzu, St. Charles County, MO  
Kevin Jemison, IDOT  
Pat Kelly, St. Louis County Municipal League  
Darren Lamb, Franklin County, MO  
Nathan Larson, Madison County, IL  
Tim Pruett, SWICOM, IL  
Ken Sharkey, St. Clair County, IL  
Charles Stewart, Bi-State Development/Metro  
Stephanie Streeter, St. Louis County, MO

#### Non-Voting Members Present

Tom Caldwell, IDOT  
Cindy Simmons, MoDOT  
Betsy Tracy, FHA IL (via webinar)

#### *EWGCOG Staff:*

Jim Wild, Staci Alvarez, Josh Campbell, Nancy Cambria, Anna Chott, Joyce Collins-Catling, Bailey DeJonge, Stephen Ducker, Joe Fetter, Ben Fleschert, Alex Hartig, Paul Hubbman, Saranya Konala, Ted LaBoube, Carol Lawrence, Mary Grace Lewandowski, Samantha Lewis, Maddie Mattli, Maureen McCarthy, Marcie Meystrik, Anna Musial, Rachael Pawlak, James Roger, Mary Rocchio, Quintin Sargent, Ciana Seddon, Himmer Soberanis, Lanie Sulz, Melissa Theiss, Derek Wetherell, Aaron Young

#### CALL TO ORDER

The Executive Advisory Committee was called to order by Darren Lamb, Vice-Chair, with roll call attendance.

#### APPROVAL OF MINUTES OF THE MAY 21, 2024 MEETING

Motion was made by Mr. Sharkey seconded by Mr. Jemison, to approve the minutes of the May 21, 2024, meeting. Motion carried, all voting aye.

## DISCUSSION ITEMS

### **Draft FY 2025-2028 Transportation Improvement Program and Regional Air Quality Conformity Determination**

Melissa Thiess, EWGCOG, provided the committee with the draft FY 2025-2028 TIP. Staff had worked with the EWG board, project sponsors, funding agencies, and advisory committees to develop the recommended projects for the program. Before a project is eligible to receive federal funds, it must be included in the TIP.

The TIP includes projects from MoDOT, IDOT, Bi-State Development, Madison County Transit, and local agencies that have received federal funds. The 2025-2028 TIP program consists of 857 projects at a total cost of approximately \$6.05 billion. This includes 169 new projects and 688 carryover projects from the prior TIP. In line with the long-range transportation plan, 46% of the total program is going towards preserving the existing system and infrastructure.

Ms. Thiess noted that IDOT's program was released last Friday and will be included in the board memo. IDOT's program consisted of 80 projects with a total cost of \$1.79 billion. This included 18 new projects and 62 carryover projects from the prior TIP. Ms. Thiess added that 76% of funds are going toward preserving the existing system and infrastructure.

MoDOT's program consists of 206 projects totaling \$2.09 billion, including 42 new projects and 164 carryovers. Of these, 51% of funds are going toward preserving the existing system and infrastructure. Ms. Thiess gave a breakdown of projects and funding for the Transit Program in the TIP and Local Programs. More details can be found in the memo and the draft TIP.

All projects in the TIP must be analyzed to determine conformity with air quality plans and budgets. Projects not included in the analysis cannot progress toward implementation; the current analysis will be completed by late June. A public comment period will be held from June 28 to August 1, 2024. The TIP and Air Quality documents are available on the EWG website. Starting in July, they will have five open houses throughout the region. The comments will be summarized and presented at the August EAC and Board meeting.

### **St. Louis Regional Hazard Mitigation Plan for Missouri Counties**

Carol Lawrence, EWGCOG, provided the committee with an update and overview of the St. Louis Regional Hazard Mitigation Plan (HMP) for Missouri Counties. The HMP encompasses natural hazards, floods, wildfires, earthquakes, tornadoes, etc., on a regional level. It is updated every five years and approved by the Missouri State Emergency Management Agency (SEMA) and the Federal Emergency Management Agency (FEMA). Ms. Lawrence added that the HMP is optional to take part in, but adoption is required by each jurisdiction that plans to apply for disaster mitigation funds.

The East-West Gateway Council of Governments developed the 2025-2030 St. Louis Regional Hazard Mitigation Plan for the five Missouri counties. The plan addressed actions to reduce the impacts of natural disasters and prepare residents to respond effectively. It presented information

about natural disasters, levels of risk, and strategies for local jurisdictions and school districts to mitigate the adverse effects of natural hazards.

Ms. Lawrence gave an overview of the project timeline, noting that an HMP questionnaire will be distributed in late June and that ongoing engagement with elected officials and municipal staff has been taking place. A Working Group was established to provide guidance, engage local jurisdictions, and improve communication and coordination of planning between counties in Missouri and Illinois. The draft HMP will be completed by March 2025 for review by SEMA and FEMA, with FEMA's approval required by October 2025.

### **Missouri Arterial Study update**

Paul Hubbman, EWGCOG, updated the committee on the recently completed Missouri Arterial Study. This study on the arterial roadway network in the Missouri region was created in partnership between EWG and MoDOT staff.

Mr. Hubbman noted that the study aimed to enhance existing guidance on roadway design to better address the complex conditions in urban areas. The new tools, including the "Blueprint for Arterials" document and a staff training curriculum, were developed and made available to MoDOT, county, and municipal roadway planners and engineers. These tools included additional steps and clarification of the existing MoDOT Engineering Policy Guide, extra tools for enhancing safety for all roadway users, recommendations for community engagement tailored to different project types, and clearly defined "Typologies" for the various arterial roadway segments in the region. Mr. Hubbman noted that they developed the training curriculum with a consultant team to help practitioners use it efficiently.

### **Task Force 46**

Samantha Lewis, EWGCOG, provided the committee with an update on the Dense Urban Terrain Training Exercises. Ms. Lewis gave an overview of the event held by the Task Force 46 U.S. National Guard unit. Task Force 46 picks a large city once a year to run drill stress tests and work with local agencies to prepare for catastrophic disasters. Ms. Lewis described the events and timeline. She reviewed key exercises, partners, and media communication plans. This activity will be held between July 15 and 18.

## **ACTION ITEMS**

### **Regional Effort to Address the Unhoused**

Jim Wild, EWGCOG, updated the committee on a conversation at the May EWG board meeting regarding homelessness and the unhoused in the St. Louis region. It was recognized that homelessness affects every county in the St. Louis region, and a decision was made to develop a regional strategy to address this issue. Staff were tasked with creating an approach for the Board to consider at their next meeting. Additionally, a Regional Summit was suggested to discuss homelessness and the unhoused, involving various sectors such as government, business, social services, housing experts, schools/universities, health and mental health experts, and peer communities. Mr. Wild introduced one of the experts working with EWG to provide some context on this issue.

Samantha Stangl, Executive Director of House Everyone STL (HESTL), provided the committee with a regional and national overview of homelessness. House Everyone STL is devoted to eliminating and preventing homelessness in St. Louis. To further this goal, HESTL works with service providers, business leaders, government agencies, media partners, and private funders.

Ms. Stangl discussed the situation of homelessness in the United States. She noted a national 12% increase in homelessness between 2022 and 2023, reaching a record high of 653,104 individuals in 2023. People who are homeless face higher rates of illness and a significantly reduced lifespan compared to the general population. Factors contributing to homelessness included poverty, an affordable housing shortage, and a significant number of low-income renters paying a large portion of their income for housing. The economic impact of chronic homelessness is substantial, costing taxpayers an average of \$35,000 per person annually.

Ms. Stangl introduced a couple of strategies used to combat homelessness. She noted the Housing First approach, which prioritizes providing permanent housing before addressing other needs. Evidence shows that this approach significantly reduces homelessness and improves housing stability compared to other programs.

Mr. Wild thanked Ms. Stangl for her expertise and added that the target date for the EWG Unhoused summit is late Fall 2024.

Staff recommended that the Board of Directors authorize staff to convene a Regional Summit on Homelessness and the Unhoused and to convene a group of experts from peer regions/communities to help provide insight into national best practices and experiences.

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

### **Gateway to Safer Roadways: Saint Louis Regional Safety Action Plan**

Anna Musial, EWGCOG, provided the committee with the Comprehensive Safety Action Plan and an update on its timeline. This plan covered the entire eight-county region and allowed any county or municipality in the region to apply for SS4A's Planning and Demonstration Grants in 2024, 2025, and/or 2026 or Implementation Grants in 2025 and/or 2026. The plan aims to reduce fatalities and serious injuries from roadway crashes by 50% by 2050 and includes strategies for various modes of transportation.

Ms. Musial reminded the committee that the Council had applied for and received a planning grant to develop a Comprehensive Safety Action Plan for the St. Louis region through the U.S. Department of Transportation's (USDOT) FY 2022 Safe Streets and Roads for All (SS4A) program as part of the Infrastructure Investment and Jobs Act. The Regional Safety Task Force and five county stakeholder groups worked together to develop the Action Plan.

From May 21 to June 10, staff requested feedback from the Transportation Planning Committee, Executive Advisory Committee, and Board of Directors. No comments were received during the comment period.

Staff recommended that the Board of Directors approve the resolution to adopt the Action Plan and commit to the eventual goal of zero roadway fatalities and serious injuries by setting a target of a 50 percent reduction in roadway fatalities and serious injuries by 2050.

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

### **Extension of September 30, 2024 Suspense Date for Locally Sponsored Projects**

Rachael Pawlak, EWGCOG, provided a brief background of the Reasonable Progress policy, which is intended to ensure that projects funded through the local program maintain the schedules they proposed in their project application. Staff tracks these projects to ensure they have obligated all federal funds programmed in the current fiscal year. Projects that do not use funds by September 30 will be removed from the TIP. Sponsors can request a one-time schedule extension for delays in the construction phase only.

As of the May 28 deadline, staff received 24 requests for schedule extensions beyond the September 30, 2024 suspense date. The amount of federal funds programmed for these projects is \$35.8 million. Of the 24 requested schedule extensions, three were for a three-month extension, and the remaining 21 were for a nine-month extension. The remaining 48 projects with construction funds programmed in FY 2024, representing \$52 million in federal funds, are scheduled to obligate funds by September 30, 2024. For reference, East-West Gateway received 36 requests for extensions totaling \$49.5 million last year.

Ms. Pawlak reminded the committee that the Missouri Department of Transportation now requires transportation management areas to obligate a certain amount of funds per year. For FY 2024, MoDOT's goal is for each TMA to obligate 120% of its annual allocation. A "trigger point" was also established, where if the obligation rate falls below 110 percent of the annual allocation at the end of the fiscal year, the funds will expire. As of May, \$6 million more needs to be obligated to meet this trigger point.

To account for the dropped projects and larger than expected project extension requests staff have been working with MoDOT and sponsors to ensure as many projects are obligated as possible. Staff identified eight projects with \$24 million in federal funds that could obligate in FY 2024. Staff had also identified ten project extension requests with \$9 million in federal funds that could likely make the September 30, 2023 deadline. Melissa Thiess will be proposing the committee amend the TIP to account for these projects.

In the best-case scenario, Ms. Pawlak noted we are looking at obligating \$135 million this fiscal year, which would not allow funds to expire. Ms. Pawlak added that the worst-case scenario is obligating only \$93 million, resulting in \$6 million expiring from the program. Based on the existing Policy on Reasonable Progress and the information provided by local project sponsors, staff recommends that the 21 be granted a nine-month extension to the September 30, 2024 suspense date. Federal funds for these 21 projects must be obligated by June 30, 2025.

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

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

Melissa Thiess, EWGCOG, provided a modification request to the 2024-2027 TIP. The Illinois Department of Transportation (IDOT), Missouri Department of Transportation (MoDOT), and East-West Gateway staff had requested to amend the FY 2024-2027 Transportation Improvement Program (TIP), Connected 2050, and the related Air Quality Conformity Determination. In all, they requested the addition of five new projects and the modification of one project as outlined in the memo.

Ms. Thiess noted that MoDOT had requested to add one new project to the current TIP to expand the capacity of I-70. This project is part of the state-wide rebuild I-70 project and is classified as regionally significant with a cost of \$4.37 million. It is scheduled for a July letting and amending it to the TIP now instead of waiting for approval of the FY 2025-2028 TIP in August would allow the project to be completed on time. This project was included in the most recent Air Quality Conformity Determination and will be included moving forward, allowing for it to be included in the TIP. Bi-State had agreed to receive these funds early, and staff have been coordinating with FHWA, FTA, and MoDOT to ensure the funds will obligate this fiscal year. These projects have gone through one public comment period, and the proposed amendments will be open for public comment starting June 24.

Staff recommended that the FY 2024-2027 TIP, Connected 2050, and related Air Quality Conformity Determination be revised to add four new projects and modify three projects. These projects are exempt (40 CFR 93.126) and not regionally significant following federal regulations. The regionally significant project (TIP# 6109A-21) is included in the most recent Air Quality Determination as federally required.

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

**Regional Security Expenditures**

Samantha Lewis, EWGCOG, provided the committee with three requests to extend funds in support of regional security. The requests total an amount not to exceed \$250,200 from the U.S. Department of Homeland Security's Urban Area Security Initiative (UASI) grant program. Requests were as follows:

- for the additional costs associated with CLEAR PRO license renewals from West Publishing / Thomson Reuters of Eagan, MN, in an amount not to exceed \$4,200.
- for the renewal of four Recorded Future software licenses from Carahsoft Technology Corp of Reston, VA, for an amount not to exceed \$138,500

- for the renewal of three CobWebs software licenses and dark web monitoring access from PenLink, Ltd. of Lincoln, NE, for an amount not to exceed \$107,500; for a total amount not to exceed \$250,200 from the UASI grant program.

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

ADJOURNMENT

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

Respectfully submitted,

A handwritten signature in cursive script that reads "James M. Wild".

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:** Project Notifications  
**Date:** August 14, 2024

Attached is the Project Notification list for June 8 – August 9, 2024. The compiled list contains information about funding requests, grant applications, and announcements/public notices. It is compiled from the weekly statewide project table sent out by the Missouri Federal Assistance Clearinghouse, Missouri Office of Administration, for comments. If you have any questions regarding this attachment, please contact Maureen McCarthy in the Community Planning Department.

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Illinois Department of Transportation

Vacant  
Illinois Department of Commerce  
and Economic Opportunity

Patrick McKenna  
Missouri Department of Transportation

Taulby Roach  
Bi-State Development

Aaron Willard  
Missouri Office of Administration

**Executive Director**

James M. Wild

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**Project Reviews for East-West Gateway Council of Governments  
June 8 – August 9, 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>
City of St. Louis	Kairos Academies  #2412019	16.710 - Public Safety Partnership and Community Policing Grants  Target Hardening Using Evidence-Based Technology	DOJ	\$500,000		\$500,000
St. Louis County	Bayless School District  #2412023	16.710 - Public Safety Partnership and Community Policing Grants  2024 Bayless Security Project: An Extensive Enhancement Initiative Aimed at Bolstering Security Technology, Reinforce Physical Entryways, and Elevate Environmental Security.	DOJ	\$228,903.68	Applicant: \$76,301.23	\$305,204.91
Jefferson County	Narayan LLC/Ingram's Market  #2412052	10.754 - Higher Blends Infrastructure Incentive Program  Narayan LLC/Ingram's Market Wants to Replace Current Fueling Infrastructure with Higher Blends Of Ethanol and Biodiesel. Two new Underground Storage Tanks and 6 New Gas Pumps are Requested in the HBIIP Grant Application. Ingram's Market Will Sell 15%	DOA	\$617,250	Applicant: \$205,750	\$823,000

<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>
City of St. Louis	City of St. Louis Airport Authority  #2412057	20.106 - Airport Improvement, COVID-19 Airports Programs, and Infrastructure Investment and Jobs Act Programs  2025 Pavement Management Plan (PMP) Update / The previous pavement inspection commenced in 2022	DOT	\$297,205	Applicant: \$99,069	\$396,274
City of St. Louis St. Louis County	Affinia Healthcare  #2412061	93.224 - Community Health Centers  Reducing Barriers to Healthcare through Mobile Medical Care in St. Louis, MO	HHS	\$650,000		\$650,000
Jefferson County	Narayan LLC/Ingram's Market  Hillsboro  #2412076	10.754 - Higher Blends Infrastructure Incentive Program  Higher Blends Infrastructure Incentive Program: / 3812 Highway Z Hillsboro, MO 63035	DOA	\$823,000		\$823,000
City of St. Louis	City of St. Louis Airport Authority  #2412078	20.106 - Airport Improvement Program, COVID-19 Airports Program, and Infrastructure Investment and Job Act Programs  Design, Construction Management, and Reconstruction of Taxi Lane Charlie from Taxiway S to Taxiway G-Project 2	DOT	\$22,467,492	Applicant: \$8,914,859	\$31,382,351

<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	Junior College District of St. Louis #2412086	84.042 - TRIO Student Support Services  St. Louis Community College Meramec - TRIO Student Support Services	DOEd	\$272,364		\$272,364
City of St. Louis	Junior College District of St. Louis #2412087	84.042 - TRIO Student Support Services  St. Louis Community College Forest Park - TRIO Student Support Services	DOEd	\$272,364		\$272,364
St. Louis County	Junior College District of St. Louis #2412088	84.042 - TRIO Student Support Services  St. Louis Community College Florissant Valley - TRIO Student Supportive Services	DOEd	\$286,089		\$286,089
Jefferson County	Jefferson College District of Jefferson County #2412090	84.042 - TRIO Student Support Services  Project SUCCESS	DOEd	\$318,277		\$318,277
St. Louis County	The Curators of the University of Missouri, on behalf of UMSL #2412093	84.042 - TRIO Student Support Services  University of Missouri - St. Louis Student Support Services FY25 Program Proposal	DOEd	\$272,364		\$272,364

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Franklin County	Junior College District of East Central Missouri Union, MO  #2412094	84.042 - TRIO Student Support Services  East Central College Student Support Services STEM Grant	DOEd	\$272,364	Applicant: \$61,078	\$333,442
Franklin County	Junior College District of East Central Missouri  #2412095	84.042 - TRIO Student Support Services East Central College Student Support Services Grant	DOEd	\$272,364	Applicant: \$123,747	\$396,111
City of St. Louis	Saint Louis Metropolitan Police Department  #2412100	16.835 - Body Worn Camera Policy and Implementation Body-Worn Camera Policy and Implementation  Program to Promote Evidence-Based and Procedurally Just Practice in St. Louis	DOJ	\$1,000,000	Applicant: \$1,000,000	\$2,000,000
St. Louis County	JADASA #2412103	16.063 - Financial Assistance to Victims of Domestic Violence, Dating Violence, Sexual Assault, and Stalking  JADASA Financial Assistance Project 2024	DOJ	\$400,000		\$400,000
City of St. Louis	Saint Louis Metropolitan Police Department  #2412105	16.738 - Edward Byrne Memorial Justice Assistance Grant Program  Building on the successes of the St. Louis CGIC: Expanding Intelligence and Technology Use in Holding Trigger Pullers Accountable	DOJ	\$300,000		\$300,000

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE, LOCAL/OTHER	TOTAL
St. Louis County	Affinia Healthcare #2412111	93.224 - Health Center Program (Community Health Centers, Migrant Health Centers, Health Care for the Homeless, and Public Housing Primary Care)  Expanded Hours to Address Healthcare Disparities in Ferguson, Missouri	HHS	\$500,000		\$500,000
Jefferson County	City of De Soto #2412114	66.616 - Environmental and Climate Justice Block Grant Program  Joachim Parks and Trail System: Creating Resilience in a Flood-Impacted Community	EPA	\$16,405,950		\$16,405,950
City of St. Louis	St. Louis Development Corporation #2412116	66.818 - Brownfield Multipurpose, Assessment, Revolving Loan Fund, and Cleanup Cooperative Agreements  FY2024 SUPPLEMENTAL BROWNFIELD CLEANUP REVOLVING LOAN FUND - ST LOUIS DEVELOPMENT CORP	EPA	\$2,500,000		\$2,500,000

<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>
City of St. Louis	City of St. Louis Airport Authority  #2502008	20.106 – Airport Improvement Program, COVID-19 Airports Programs, and Infrastructure Investment and Jobs Act Programs  Purchase of Zero Emission Vehicles	DOT	\$1,634,437	Applicant: \$563,193	\$2,197,630



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

Creating Solutions Across Jurisdictional Boundaries

**To:** Board of Directors  
**From:** Council Staff  
**Subject:** Auditors' Report on Financial Statements for Calendar Year 2023  
**Date:** August 14, 2024

Keber, Eck & Braeckel (KEB) has completed the Council's annual audit for calendar year 2023. The audit examined both the Council's financial statements and compliance with the requirements described in the OMB Compliance Supplement for each of the Council's major federal programs. The audit was conducted in accordance with generally accepted auditing standards, government auditing standards issued by the Comptroller General of the United States, and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance).

We want to remind you of new language in the auditor's governance letter. Beginning with the 2021 audit year, new audit standards (Statement on Auditing Standards 134-140) went into effect that require additional communication with the Board of Directors about significant risks identified during planning for the audit engagement. The intent of these standards is to provide additional transparency in the audit process. To comply with these new standards, KEB's governance letter identifies these risks. The risks identified by KEB do not mean that they believe that EWG management has taken actions or has deficient processes that created these risks; these risks are presumed to be default significant risks in every audit engagement regardless of an entity's actual control environment. As auditors, KEB is required to design their audit procedures to respond to the identified risks. This is not a new process; this is a process KEB uses every year for EWG's audit. The only difference is that KEB is now required to communicate with the Board of Directors about the identified risks. Importantly, if KEB identified any issues with EWG's internal controls, it would communicate those to the Board of Directors in the Report on Internal Control.

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John A. Laker  
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**Executive Director**

James M. Wild

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St. Louis, MO 63102-2451

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KEB's audit did not identify any material weaknesses or significant deficiencies in the Council's internal control over financial reporting and did not note any noncompliance material to the financial statements as presented. KEB's audit also did not identify any material weaknesses or significant deficiencies in the Council's internal control cover its major programs and did not identify any federal award findings or questioned costs. KEB issued an unmodified opinion with respect to both the Council's financial statements and the Council's compliance with its major programs. A summary of KEB's audit results can be found beginning on page 29 of the audit report (page 49 in the PDF version).

The auditors' report is available for your review at:

[https://www2.ewgateway.org/secure/v4wtvse56b/nt768imf/jfd9whg9/EWGCOG\\_CY-2023-Audit-Report\\_2024-08-13.pdf](https://www2.ewgateway.org/secure/v4wtvse56b/nt768imf/jfd9whg9/EWGCOG_CY-2023-Audit-Report_2024-08-13.pdf). The printed report will also be made available to the Board of Directors at its meeting. We will also submit the final report to our funding agencies in accordance with the requirements of the Uniform Guidance.

**Staff Recommendation:** Staff recommends that the Board of Directors accept the auditors' report for the year ended December 31, 2023.



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

Creating Solutions Across Jurisdictional Boundaries

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**2nd Vice Chair**

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County Executive, Jefferson County

George Green  
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Dr. Sam Page  
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Council of Mayors

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Council of Mayors

Donald R. Summers, Jr.  
St. Louis County

**Regional Citizens**

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

**Non-voting Members**

Holly Bieneman  
Illinois Department of Transportation

Vacant  
Illinois Department of Commerce  
and Economic Opportunity

Patrick McKenna  
Missouri Department of Transportation

Taulby Roach  
Bi-State Development

Aaron Willard  
Missouri Office of Administration

**Executive Director**

James M. Wild

**Memo To: Board of Directors**

**From: Staff**

**Subject: Consultant Selection for Comprehensive Climate Action Plan for the St. Louis Region**

**Date: August 14, 2024**

The Council received a non-competitive planning grant from the US Environmental Protection Agency to develop a comprehensive climate action plan for the reduction of greenhouse gas emissions for the St. Louis Metropolitan Statistical Area. The funding is provided through the Climate Pollution Reduction Program under the Inflation Reduction Act. The majority of the planning process involves identifying implementable emissions reduction projects and programs and quantifying their potential impact.

To solicit consulting services for the plan, the Council released a Request for Proposals (RFP) on June 10, 2024 with a closing date of July 10, 2024. Four consulting teams responded to the RFP:

- AECOM Technical Services (AECOM) as the lead consultant with Shockey Consulting
- Environmental Resources Management (ERM)
- Keramida as the lead consultant with Shockey Consulting
- Sustainable Solutions Group (SSG) with Civix and Shockey Consulting

A selection committee comprised of Council staff reviewed and scored the proposals. The consultant teams led by AECOM and SSG were interviewed on August 12. Subsequently, the selection committee recommended that the contract be awarded to the team led by SSG.

The Council will be the responsible contracting party.

**Staff Recommendation:** Staff recommends that the Executive Director be authorized to negotiate and enter into a contract with SSG. The contract amount will not exceed \$530,000. In the event that the Council cannot reach agreement with SSG, staff recommends the Executive Director be authorized to negotiate and enter into a contract with AECOM.

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Aaron Willard  
Missouri Office of Administration

**Executive Director**

James M. Wild

**Memo to:** Board of Directors

**From:** Staff

**Subject:** Approval of the Metropolitan Transportation Planning Process Certification, the Air Quality Conformity Determination and Documentation for the FY 2025-2028 Transportation Improvement Program and related amendments to the Metropolitan Transportation Plan, *Connected 2050*, and the FY 2025-2028 Transportation Improvement Program

**Date:** August 14, 2024

**Metropolitan Transportation Planning Process Certification**

Appendix A of the Transportation Improvement Program (TIP) document contains the Metropolitan Transportation Planning Process certification. This certifies that East-West Gateway Council of Governments (the Council) meets the requirements of 23 CFR §450.336 and must be signed by the Council, Missouri Department of Transportation (MoDOT), and Illinois Department of Transportation (IDOT). It must also be approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The certification is part of the TIP document. The certification language may be found in **Attachment A** of this memo.

**Air Quality Conformity Analysis**

Since the St. Louis region is designated as a non-attainment area for air quality, the TIP must be analyzed to determine its conformity with air quality plans and objectives. Staff completed this analysis prior to the draft TIP being released for public comment in June. Subsequent TIP modifications were determined to have no impact on the conformity finding. The projects in the proposed transportation program meet the applicable air quality conformity requirements.

**FY 2025-2028 Transportation Improvement Program**

Each year the Board of Directors adopts a TIP that allocates federal funds to transportation projects. The program comprises the first four years of projects and strategies in the regional long-range transportation plan. Before a project is eligible to receive federal funds it must be included in the TIP.

The FY 2025-2028 TIP has been developed using priorities, procedures, and policies approved by the Board of Directors through the adoption of the long-range transportation plan. Staff has worked with project sponsors, funding agencies, and advisory committees to develop the recommended program of projects.

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Total Program Summary

The FY 2025-2028 TIP contains 892 projects totaling nearly \$6.4 billion. Most of these projects (730) are currently programmed in the FY 2024-2027 TIP and presented for reprogramming with some adjustments. All projects proposed by sponsors to retain their program status are recommended for reprogramming.

The FY 2025-2028 TIP differs from the draft TIP that was submitted for public comment. Fourteen (14) state and transit projects have been added, 24 local projects received a one-time schedule extension in June 2024, two local projects obligated ahead of schedule, and one local project was removed – yielding a net increase of 35 projects. These changes are reflected in the table below by program and detailed in **Attachment B**.

Summary of Changes to the FY 2025-2028 TIP (\$ in millions)						
Program	Draft TIP		FY 2025-2028 TIP		Net Effect	
	#	Cost (M)	#	Cost (M)	#	Cost (M)
IDOT	80	\$1,790.8	85	\$1,916.4	+5	+\$125.6
MoDOT	206	\$2,085.5	212	\$2,225.2	+6	+\$139.7
Transit	211	\$1,297	214	\$1,312.6	+3	+\$15.6
Local	360	\$876.9	381	\$923.9	+21	+\$51.5
<b>Total</b>	<b>857</b>	<b>\$6,050.1</b>	<b>892</b>	<b>\$6,378.1</b>	<b>+35</b>	<b>+\$332.4</b>

IDOT Program Summary

IDOT’s program contains 85 projects at a total cost of \$1.9 billion. This includes 66 reprogrammed projects and 19 new projects. Nearly 73% of the program is for preservation of existing transportation infrastructure.

MoDOT Program Summary

MoDOT’s program contains 212 projects at a total cost of \$2.2 billion. This includes 169 reprogrammed projects and 43 new projects. Nearly 52% percent of the program is for preservation of existing transportation infrastructure.

Transit Program Summary

In Missouri and Illinois, the transit program contains 214 projects at a total cost of \$1.3 billion. This includes 181 reprogrammed projects and 33 new projects.

Bi-State Development/Metro’s program consists of 84 projects at a total cost of \$1.2 billion and Madison County Transit District’s program contains 47 projects at a total cost of \$81.9 million. Most of the funding in Metro’s and Madison County Transit District’s programs comes from FTA Section 5307 funds.

The other 83 projects in the transit program (\$15.9 million) consist of Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) projects.

#### Summary of Local Programs

The local Illinois program contains 140 projects at a total cost of \$246.4 million. This includes 114 reprogrammed and 26 new projects. The 26 new projects have a total cost of \$36.4 million (\$28.5 million in federal funds).

The local Missouri program contains 241 projects at a total cost of \$676.9 million. This includes 193 reprogrammed projects and 48 new projects. The 48 new projects have a total cost of \$138.4 million (\$97.7 million in federal funds).

#### Financial Capacity

The TIP is required to be fiscally constrained, with reasonable assurance that funds will be available to implement the proposed projects in a given year. Staff has evaluated the federal funds programmed in the TIP with regard to amounts authorized in federal legislation and anticipated federal spending limitations. The proposed federal funding levels for the entire program do not exceed the funds anticipated to be available in the various program years.

The state DOTs, transit agencies, and local sponsors have incorporated inflation factors into the cost estimates for their projects that are expected to be implemented beyond the first year of this TIP. Further, each of the local implementing agencies has submitted written certification indicating that non-federal matching funds are available for their respective projects. In this way, there is some assurance that proposed projects represent true commitments on the part of local agencies rather than project “wish lists.”

#### **Public Participation**

The draft TIP and Air Quality Conformity Determination were circulated for public comment from June 28 through August 1. Information on the comment period was posted on the Council’s website, in the Council’s *Local Government Briefings* newsletter, on the Council’s Facebook and Twitter page, and advertised in local newspapers. Council staff was available to answer questions about the documents. Comments could be made through the Council’s webpage, email, or mail. Overall, 21 people attended the public open house meetings. A total of 53 comments were received – 51 through the online comment form and two through the open house public comment form.

A summary of the public comments received is included in the following table. Further detail on all comments received is included in **Attachment C**. Staff does not recommend any changes to these documents based on these comments.

<b>Summary of Public Comments</b>				
<b>Project</b>	<b>Support</b>	<b>Oppose</b>	<b>Have Concerns</b>	<b>Total</b>
7349A-25 - Centennial Greenway at 39 North	16	1	1	18
7353A-25 - Patterson Road	24	1	6	31
7353B-25 - Rue St. Denis, Phase 2	2	0	0	2
General Comments	---	---	---	2
<b>Total</b>	<b>42</b>	<b>2</b>	<b>7</b>	<b>53</b>

The FY 2025-2028 TIP and Air Quality Conformity Determination are available for download on the on the Council’s website: [www2.ewgateway.org - /download/August-2024/](http://www2.ewgateway.org/download/August-2024/)

**Staff Recommendation:** Staff recommends approval of the Metropolitan Transportation Planning Process Certification, Air Quality Conformity Determination and Documentation for the FY 2025-2028 Transportation Improvement Program and related amendments to the Metropolitan Transportation Plan, *Connected 2050*, and the FY 2025-2028 Transportation Improvement Program.

## Appendix A

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### **METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION**

In accordance with 23 CFR § 450.336, the Illinois Department of Transportation, the Missouri Department of Transportation, and the East-West Gateway Council of Governments (EWGCOG), the Metropolitan Planning Organization for the St. Louis urbanized area, “certifies” that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. § 134, 49 U.S.C. § 5303, and 23 CFR Part 450 Subpart C;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. §§ 7504, 7506(c) and (d)) and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. § 2000d *et seq.*) and 49 CFR Part 21;
4. 49 U.S.C. § 5332 prohibiting discrimination on the basis of race, color, religion, national origin, sex, disability, or age in employment or business opportunity;
5. Section 1101(b) of the Fixing America’s Surface Transportation (FAST) Act (Pub. L. No. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. § 6101 *et seq.*) prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
9. Section 324 of the Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 *et seq.*) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

EWGCOG is exempt from the requirements of 23 U.S.C § 134(d)(2) and 49 U.S.C. § 5303(d)(2), as amended by the FAST Act §§ 1201 and 3003 because: (1) EWGCOG operates pursuant to the Missouri State and Regional Planning and Community Development Act (Mo. Rev. Stat. Chapter 251) and the Missouri Nonprofit Corporation Act (Mo. Rev. Stat. Chapter 355), which were both in effect on or before December 18, 1991; (2) these Missouri laws have not been amended after December 18, 1991, as regards EWGCOG’s structure or organization; and (3) EWGCOG has not been designated or re-designated after December 18, 1991.

***\*Appendix A signatures will be included after Board approval.***

Signature	Signature	Signature
Ms. Tishaura Jones Chairman, Board of Directors East-West Gateway Council of Governments	Mr. Kirk Brown, Region Five Engineer Illinois Department of Transportation	Mr. Tom Blair, District Engineer St. Louis District Missouri Department of Transportation
August 28, 2024 Date	August 28, 2024 Date	August 28, 2024 Date

County	TIP#	Sponsor	Title-Description	Type of Change	Reason for Change
Franklin	7277-24	Pacific	Union Street Sidewalk - Sanker St To Neosho St Sidewalks (5')	Project addition	Board approved nine-month schedule extension in June 2024
Franklin	7324C-24	MODOT	MO 100 - At Oldenburg Industrial Park - Add Turn Lanes	Project addition	Funds moved to FY 2025 - Administrative action July 2024
Franklin	7380A-25	MODOT	I-44 - Pavement improvements from Rt 100 to Rt 30	Project addition	New project added by state DOT
Franklin	7380F-25	MODOT	Rt M - Pavement preservation treatment from Rt 100 to Rt AT	Project addition	New project added by state DOT
Jefferson	7113A-23	Jefferson County	Gravois Road - 450' N/O Indian Springs Rd To Dellwood Ln Resurfacing - Restripe For Twtl - Shared Use Path (8')	Project addition	EWG staff approved three-month schedule extension in June 2024
Jefferson	7113B-23	Jefferson County	Old Lemay Ferry Rd, Phase 3 - Vogel Rd To Spring Forest Rd Reconstruction - Shoulders (5')	Project addition	EWG staff approved three-month schedule extension in June 2024
Jefferson	7113F-23	Jefferson County	Saline Road - Northwest Blvd To 400' S/O Memory Ln Overlay - Shoulders (4') - Rumble Strips - Signage	Project addition	Board approved nine-month schedule extension in June 2024
Jefferson	7113D-22	Jefferson County	Antire Road - 400' N/O Crestview Dr To 200' E/O Sunshine Dr Overlay - Shoulder (4') - Curve Impr. - Signage - Rumblestrip	Project addition	EWG staff approved three-month schedule extension in June 2024
Madison	5327-12	IDOT	IL 162 - Relocate from IL 157 (N Jct) to IL 157 (S Jct)	Project addition	Funds moved to FY 2025 - Administrative action July 2024
Madison	7345D-24	IDOT	IL 3/ IL 203/ IL 111 - Traffic Signal Modernization	Project addition	Funds moved to FY 2025 - Administrative action July 2024
Madison	7374Z-25	County Transit District	Replace 3 non-revenue support vehicles	Project addition	New project added by transit agency
Madison	7377-25	County Transit District	Replace transit support equipment – 2 tractors	Project addition	New project added by transit agency
Multi-County	7378-25	Bi-State Development	Replace approximately 10 buses with low-emission diesel-electric hybrid buses	Project addition	New project added by transit agency
Multi-State	72160-24	MODOT	US 67 - On the Clark Bridge - Payment to IDOT for Stay Cable Inspe	Project addition	Funds moved to FY 2025 - Administrative action July 2024
St. Charles	7153-24	Augusta	Walnut: Jackson-Ferry Ferry: Locust-Chestnut; Chestnut: Jackson-Ferry	Project addition	Board approved nine-month schedule extension in June 2024
St. Charles	7161-22	O'Fallon	Dardenne Greenway Connection - Phoenix Pkwy To Barat Haven Blvd Shared Use Path (10') - Parking Lot (Locally Funded)	Project addition	Board approved nine-month schedule extension in June 2024
St. Clair	6671A-22	IDOT	I-55/64/ US 40 - Bridge Rehabilitation, Repair, Painting	Project addition	Funds moved to FY 2025 - Administrative action July 2024
St. Clair	6109A-21	IDOT	I-64/US 50 - PE II, Additional Lanes, Bridge Repair, Resurfacing	Project addition	Funds moved to FY 2025 - Administrative action July 2024
St. Clair	7379-25	IDOT	Bridge painting - Over UPRR & 8th St and Over TRRA in East St. Louis	Project addition	New project added by state DOT
St. Louis	7175-24	Clayton	Brentwood/Central/Bemiston - Bw: Forsyth To Maryland; Central: Maryland To Shaw Bemiston: Bonhomme To Maryland - Resurfacing	Project addition	Board approved nine-month schedule extension in June 2024
St. Louis	7112-22	Frontenac	Geyer Road, Phase 2 - Hermitage Hill Rd Rd To Huntleigh Trails Ln Resurfacing - Sidewalk (6')	Project addition	Board approved nine-month schedule extension in June 2024
St. Louis	7124A-22	St. Louis County	Lackland Road - 2024 - Craig Rd To E/O Concourse Dr Resurfacing - Curb Ramps - Slab Replacement	Project addition	Board approved nine-month schedule extension in June 2024
St. Louis	7124B-22	St. Louis County	N. Hanley Road (F) - 2024 - I-70 To Natural Bridge Rd (MO 115) Resurfacing - Curb Ramps	Project addition	Board approved nine-month schedule extension in June 2024
St. Louis	7167-22	St. Louis County	Old Jamestown Rd Sidewalk, Ph. 3 - Jamestown E.S. Entrance To Cedar Crest Creek Dr Sidewalk (5')	Project addition	Board approved nine-month schedule extension in June 2024
St. Louis	7124C-22	St. Louis County	Olive Blvd - 2024 - Ferguson Ave To W/O Skinker Blvd (Stl City Limit) Resurfacing - Curb Ramps - Lane Reduction	Project addition	Board approved nine-month schedule extension in June 2024
St. Louis	7124G-22	St. Louis County	Reavis Barracks Road/Green Park Road - Over Gravois Creek Replace Reavis Barracks Bridge - Realign Gp Rd To Reav. Barracks	Project addition	Board approved nine-month schedule extension in June 2024
St. Louis	7124D-22	St. Louis County	Sulphur Spring Road - 2024 - Manchester Rd (MO 100) To Big Bend Rd Resurfacing - Curb Ramps	Project addition	Board approved nine-month schedule extension in June 2024
St. Louis	7124E-22	St. Louis County	West Florissant Avenue - 2024 - Lucas & Hunt To Solway Ave Resurfacing - Curb Ramps	Project addition	Board approved nine-month schedule extension in June 2024
St. Louis	7124F-22	St. Louis County	Woodson Road - 2024 - Brown Rd To Kempland PI Resurfacing - Curb Ramps - Bike Ln	Project addition	Board approved nine-month schedule extension in June 2024
St. Louis	7126-22	University City	Canton Avenue, Phase 2 - Midland Blvd To Pennsylvania Ave Full Depth Reclamation - Upgrade Sidewalks (5-6')	Project addition	Board approved nine-month schedule extension in June 2024
St. Louis	7283-24	University City	Ferguson Avenue Sidewalks - Melrose Ave To Olive Blvd (MO 340) Sidewalks (5')	Project addition	Board approved nine-month schedule extension in June 2024
St. Louis	7129-22	Wildwood	MO 109 - At MO BA (South) Roundabout - Shared Use Path (10')	Project addition	Board approved nine-month schedule extension in June 2024
St. Louis	7169-22	Wildwood	Old State Road Shared Use Path - Old State Place Dr To Nantucket Island Dr Shared Use Path (10') - Connection To Waterfront Way	Project addition	Board approved nine-month schedule extension in June 2024
St. Louis	7171C-21	MODOT	MO 366 - Geyer Rd to St. Louis City Limits - Pavement Resurfacing	Project addition	Funds moved to FY 2025 - Administrative action July 2024



St. Louis	7380B-25	MODOT	I-44 - Rebuild pavement from Rt 141 to Rt 109	Project addition	New project added by state DOT
St. Louis City	7204-24	Great Rivers Greenway	Brickline Greenway - Sarah St To Grand Ave Shared Use Path (12-14') - Bridge Over Vandeventer	Project addition	Board approved nine-month schedule extension in June 2024
St. Louis City	6502B-22	St. Louis	Columbia And Southwest Bridge - Over Union Pacific Railroad Replace Southwest Bridge - Realign Columbia To Southwest	Project addition	Board approved nine-month schedule extension in June 2024
St. Louis City	7213-22	St. Louis	S. Broadway Cycle Track - Dover St To River City Casino Blvd Cycle Track (10') - Curb Ramps	Project addition	Board approved nine-month schedule extension in June 2024
St. Louis	7247J-23	St. Louis County	Milburn Road - At Yaeger Rd Roundabout - Sidewalks	Project deletion	Sponsor relinquished funds for the project
St. Charles	7258A-23	St. Charles County	Jungerman/Spencer/Salt Lick ATSPM	Project deletion	Project advanced and obligated construction funds in FY 2024
St. Charles	7258C-23	St. Charles County	5th/Zumbehl/Elm/Kingshighway ATSPM	Project deletion	Project advanced and obligated construction funds in FY 2024

Great Rivers Greenway – Centennial Greenway at 39 North
Comments in Support (15)
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> I am an active senior citizen living in the nearby community and would greatly benefit from the proposed Centennial Greenway project. I would use it both for recreation and for walking and bicycling transit through the area.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b> Please fund this project. I believe it will have a beneficial quality-of-life impact on the whole St. Louis area.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> No</p> <p><b>What are the key reasons for your position?</b> Cycling in this area can be dangerous because of traffic. Lindberg Blvd (US 67) is dangerous for cars. This project will link the developing Centennial Greenway. I live north of this project, but I would use it as a connector to my area of St. Ann (near St. Louis-Lambert Airport). For the Centennial Greenway to reach its full potential it must follow the project west.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b> This project by itself will not reach Creve Coeur Lake Memorial Park, one of the most used parks in the county park system. By continuing development of this route through the park . ultimately Clayton will be linked to the KATY Trail (City of St Charles, Jefferson City and Kansas City).</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> The more trails the better! Increased pedestrian and bike use is wonderful. Improving the crossing on Warson, Olive, and Lindbergh to be more pedestrian friendly is very important. Traffic travels fast and aggressive along these roads.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b> Improving the crossing on Warson, Olive, and Lindbergh to be more pedestrian friendly is very important. Traffic travels fast and aggressive along these roads. If it's possible for the trail extension to not actually be on the roads, but be a separate bike path, that is optimal. Riding along the roads is still a significant safety hazard as many St. Louis drivers are not bike-conscious and do not give room or drive with consideration of bicyclists and pedestrians.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> The new trail will help connect the community. Currently, everyone has to drive to get around in this area. Biking and walking will be more healthy and allow people to meet.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> This project will provide those who live and work in the City of Creve Coeur an opportunity to be a part of a green way network that should bring the community together, provide access to neighboring communities, and support a healthier alternative to users and the environment.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> 1. improved connectivity between neighborhoods, cities, and businesses; 2. adding to the existing greenway; 3. Excellent improvement for car-less community.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> No</p> <p><b>What are the key reasons for your position?</b> Having Great River trails to and from 39 North (the Centennial Trail ultimately to Creve Coeur Park and to Clayton) as well as 39 North dedicated trails</p>

<p>internal to 39 North will both enhance the marketability of the region and help attract global talent to the United States and the city of St. Louis. Long overdue.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> Would give me a safe way to commute to work without using a car.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> I believe it will help connect and extend existing bike routes in a safe manner.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> 1. The JCC complex located at the corner of Lindbergh Blvd. an Schuetz Rd. is a high volume destination for many residents in area. Inclusion of Greenway access to that intersection could benefit many of the local residents who are fitness oriented and/or may already belong to "The J". 2. I reside very near to the intersection of Lindbergh &amp; Schultz and would much enjoy access to the Centennial Greenway and the points Eastward already accessible via it.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b> It makes perfect sense to me that the Centennial Greenway continue to expand Westward and hopefully reach Faust Park or even beyond it.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> I think this is a great use of public dollars- to go to a public space project that benefits all.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> It will enhance the value and the livability of the community. I'm so excited about it.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b> The sooner the better!!!</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> I would love to have more ways to safely bike from my neighborhood to other areas, parks, etc. If there was a complete connector from Creve Coeur Lake to Shaw Park I would be able to use the greenways to bike to work!</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> I am the owner of the property at 1055 Corporate Square Dr. and have worked in the area for almost 30 years. I feel the project will be a huge benefit to the cohesion of the area and will create/promote the ability to walk and bike around the area. Currently the only safe way to enter/exit and move about the area is via motor vehicle.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> I would like to be able to bike from Warson Park to CC safely, for example to Schmucks area. Even better, I would like to finally see an extension to CC Lake.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p>

<p><b>What are the key reasons for your position?</b> This connection is one step closer to connecting two of the most heavily used parks in the region - Creve Coeur Park and Forest Park. The benefits to be able to cycle between the two will open up many recreational opportunities for cyclists hesitant to ride on the roadways. As for me personally, it will ease my commute into downtown when I ride my bike to work.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b> I think the option of an elevated crossing for Lindbergh needs to be high on the priority list.</p>
<p><b>Opposing Comments (1)</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> there are a lot of animals that live there. as well as people leaving their trash behind. most importantly i question how safe my own back yard will be if people are encouraged to congregate on benches and such affecting the value of our homes</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b> the only people who want this are people who won't lose anything. of course people who don't live here want to take the space by other people private home and backyard. this would be awful for those of that live along this path</p>
<p><b>Having Concerns (1)</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> I live on Decorah Drive. I see that a future trail is proposed for the Ameren Easement between Decorah Drive and Chieftain Drive. I'd like to know, in general, what the trail will look like in terms of width of the paved portion and any other unpaved portions that will be considered part of the Greenway. I'm 54 and have lived here my whole life. I grew up playing in the easement with all of my friends. I'm hoping there will not be any walls built that would ruin my view and prevent me from walking to my friends' homes on Chieftain. That would be heartbreaking. Otherwise, I think this is one of the greatest things to ever happen!</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b> Are you considering a Prairie Restoration project along the trail through the Ameren Easement? If so, I would love to be involved as a volunteer especially if it was along the section between Decorah Drive and Chieftain Drive.</p>
<p><b>Florissant – Patterson Road</b></p>
<p><b>Comments in Support (24)</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> I've seen too many near accidents and one really bad one happen right in front of me. I want this to be a safer intersection for cars &amp; pedestrians alike.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> This intersection needs to be improved to reduce the number of accidents.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> This is a VERY busy, VERY dangerous section of road.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b> Please and Thank you</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> Unsafe and confusing intersections. No sidewalk, no bike lane.its past time to do something about this.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>

<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> Safety for drivers and easing traffic congestion in this intersection</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> I live right off patterson just before mullanphy and I see accidents all the time. I have lived here for three years and seen at least 5 accidents. Also,no turning lane for the homes and streets before mullanphy is awful. I have almost been rear ended multiple times. It's very scary.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> I traverse this intersection at least once daily, sometimes more. The improvements are much needed.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> Dangerous and complicated intersection for those wanting to go straight on Patterson or left from Lindbergh and make the left on Lindsay behind Baskin Robbins.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b> The little street between Baskin Robbins and White Castle becomes full so quickly when you have a green light. 2 lanes of traffic do not fit for those wishing to turn right or left.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> Safety</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> This is a dangerous intersection because people get confused on which lane to use to turn. Also, many people will run red lights at this intersection.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> I was in an accident at that intersection. The other driver was confused by so many signs and lanes. He drove straight in a left turn only lane. It's a hard intersection to navigate.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b> Please help our neighborhood intersection. Too many people are getting hurt!</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> Very bad intersection, lots of accidents!!</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> This is a terrible intersection and needs an update</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> This is a very busy intersection , especially at rush hour. It has been for many many years and needs a redesign .</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> Have the engineers actually drive through that intersection daily for a month at different times of day instead of sitting off to the side noting the</p>

traffic. The engineers would go from slowly shaking their heads at the drivers to having white knuckles on their steering wheels from trying to manage the intersection without someone hitting their bumpers or slamming on their brakes and hitting another's bumper. Please experience what we do daily. Hopefully, they will do something to this area to alleviate the accidents.

**Anything else you'd like us to consider or comments you'd like to share about the project?** Have the engineers actually drive through that intersection daily for a month at different times of day instead of sitting off to the side noting the traffic. The engineers would go from slowly shaking their heads at the drivers to having white knuckles on their steering wheels from trying to manage the intersection without someone hitting their bumpers or slamming on their brakes and hitting another's bumper. Please experience what we do daily. Hopefully, they will do something to this area to alleviate the accidents.

**Do you live or work in the community where the project is proposed?** Yes

**What are the key reasons for your position?** Patterson/Lindbergh area is a nightmare and something needs to be done to make it better!

**Anything else you'd like us to consider or comments you'd like to share about the project?** Please actually go and drive through the intersection at different times of day and experience it, in order to be able to better judge how to improve it

**Do you live or work in the community where the project is proposed?** Yes

**What are the key reasons for your position?** This is a crazy intersection trying to go from Patterson to South on Lindbergh. Lots of opportunity for accidents and traffic merging in multiple directions.

**Anything else you'd like us to consider or comments you'd like to share about the project?** First eliminating access to the McDonalds from Patterson would help. Although there is a NO LEFT into McD from Patterson, people do it all the time causing issues for those entering Patterson from Lindbergh. Just simplify entrance onto Lindbergh south from Patterson .

**Do you live or work in the community where the project is proposed?** Yes

**What are the key reasons for your position?** Its a dangerous intersection and I go out of my way to go around it.

**Anything else you'd like us to consider or comments you'd like to share about the project?** Have the engineers actually drive through that intersection daily for a month at different times of day instead of sitting off to the side noting the traffic. The engineers would go from slowly shaking their heads at the drivers to having white knuckles on their steering wheels from trying to manage the intersection without someone hitting their bumpers or slamming on their brakes and hitting another's bumper. Please experience what we do daily. Hopefully, they will do something to this area to alleviate the accidents.

**Do you live or work in the community where the project is proposed?** Yes

**What are the key reasons for your position?** Safety is a huge issue on Lindbergh and this intersection is a problem.

**Anything else you'd like us to consider or comments you'd like to share about the project?**

**Do you live or work in the community where the project is proposed?** Yes

**What are the key reasons for your position?** there have been a lot of accidents at that location, and this project seems like it will alleviate that. It should also improve traffic flow.

**Anything else you'd like us to consider or comments you'd like to share about the project?**

**Do you live or work in the community where the project is proposed?** Yes

**What are the key reasons for your position?** Traffic accidents and congestion causing the intersections to be blocked.

**Anything else you'd like us to consider or comments you'd like to share about the project?**

**Do you live or work in the community where the project is proposed?** Yes

<p><b>What are the key reasons for your position?</b> Over 70 accidents a year for the last 7 years is all the proof needed that this intersection is confusing, overly complicated and dangerous.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b> This is a majorly important intersection for our community and we need it to be fixed. If it were in west county it would've been done years ago</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> Safety, safety!!! Too man accidents, due to blocked intersections and RUNNING RED LIGHTS!</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b> Get rid of the Flowerama building and include it into turning lanes or something to help leviate some of the traffic problems.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> This is a dangerous intersection with much converging traffic. Improvements could save lives.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<b>Opposing Comments (1)</b>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> I'll say this only once. Only bad drivers cause accidents. Spend that money on police! I'm sick of seeing people turn left on red at graham rd and Pershall. It happens every time I'm at the light and sometimes multiple cars. I'm sick of seeing people driving at extreme speeds throughout our community! I see crime on my ring camera group. Start doing something productive with our money!!!! There's nothing wrong with that intersection. I drive there with no trouble at all.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b> This is the same crap we heard when you wanted hwy270 and the side roads turned one way to help stop its accidents. It wasn't necessary! and it hasn't stopped anything and we all know it. People are speeding down these off ramps and falling to merge correctly. If you really wanted to stop these accidents you would add police and slow the traffic down. You would spend money on drivers education and you would hold people accountable.</p>
<b>Having Concerns (6)</b>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> When making a left turn from northbound Lindbergh onto Patterson, the left lane on Patterson often comes to a screeching halt after about 1,000 feet because cars are trying to make left turns onto Sally Drive. The other concern is in making a right turn from Patterson onto southbound Lindbergh. Drivers stubbornly and unfairly wait in that far right turn lane for space to open up in the two main Lindbergh lanes because they don't want to merge later on. This is in front of McDonalds. This holds up the entire right turn lane of Patterson.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b> Such a congested, small area! Maybe the empty former flower shop needs to be torn out to make the intersection wider. Maybe take part of the McDonalds corner curb so the Patterson right turn lane can be widened to let the rest of us pass by to the right of the idiots who won't keep moving and gradually merge like they're supposed to. Lastly, maybe Patterson to Lindbergh (left turn, straight, and right turn) needs a coordinated green light with Lindsay's traffic light to avoid the Patterson back-up, and a no-right-turn-on- red light to stay safe from cars traveling south on Lindbergh because those cars are often trying to turn into McDonalds and onto Lindsay.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p>

<p><b>What are the key reasons for your position?</b> I would like to support this project, but have concerns about the affect it would have on traffic going toward St. Denis from Lindbergh. St. Denis is a residential street that has had considerable increase in traffic from Lindbergh cutting through to Florissant Rd. I have encountered on several occasions cars passing me on St. Denis, running through stop signs. Particularly at the corner of Jefferson/St. Denis, and Lafayette/St. Denis.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b> I have heard that the historic home Casa Alvarez on St. Denis will be adversely affected as well due to the proposed project. Our historic homes should be preserved at all costs.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> Reduce accident; safety Close entrance onto McDonalds Lot. Cars make the left turn off Patterson on to lot; regardless of the signage.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b> Would like to see entrance into restaurant on the corner off Patterson closed. After cars turn off Hwy 67 onto Patterson, they stop to turn into the lot on the corner (McDonalds). Thank you for listening and taking action.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> I don't want a roundabout</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> It was a horrible design from day one. The drivers driving north and trying to turn into McDonalds or Lindsay Drive have to dodge the drivers on Patterson merging onto to Lindbergh. Patterson drivers have the merge lane and those taking advantage of it do so without thinking of the Lindbergh drivers going at least 40 mph trying to get in the lane to turn. Rush hour(s) and weekends are horrible and accidents are there all the time. Road rage is at its highest at this intersection. One thing that would help is having red stoplights at Lindbergh/Patterson and leave a longer green at Lindbergh/Lindsay so it moves the traffic from Patterson Road instead of just lining up onto the small area in front of McDonalds</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b> Have the engineers actually drive through that intersection daily for a month at different times of day instead of sitting off to the side noting the traffic. The engineers would go from slowly shaking their heads at the drivers to having white knuckles on their steering wheels from trying to manage the intersection without someone hitting their bumpers or slamming on their brakes and hitting another's bumper. Please experience what we do daily.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> This intersection is extremely busy at most hours of the day with narrow lanes and turning radii. Any work would cause a major disruption but please make sure the end result is worth it. Only repaving with a couple sidewalks won't really help. Please experience the traffic during busy hours from a car using every turn option.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b> Have the engineers actually drive through that intersection daily for a month at different times of day instead of sitting off to the side noting the traffic. The engineers would go from slowly shaking their heads at the drivers to having white knuckles on their steering wheels from trying to manage the intersection without someone hitting their bumpers or slamming on their brakes and hitting another's bumper. Please experience what we do daily.</p>
<p><b>Florissant – Rue St. Denis</b></p>
<p><b>Comments in Support (2)</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p>



<p><b>What are the key reasons for your position?</b> This road needs sidewalks for pedestrians to walk safely on it. This road is a major route thru Old Town for cars &amp; people alike.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> Been to long in the making. I do oppose the blocking off of streets and one way streets that was proposed</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about the project?</b> Would like to see the plan</p>
<b>General Comments (2)</b>
<p>Smart technology</p>
<p>Horseshoe Lake Rd: Consider patching and surface treatment. It is faulting and the raised medians are crumbling. Very poor ride quality.</p>



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**Memo to:** Board of Directors

**From:** Staff

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

**Date:** August 14, 2024

The Missouri Department of Transportation (MoDOT) has requested to amend the FY 2024-2027 Transportation Improvement Program (TIP), *Connected 2050*, and the related Air Quality Conformity Determination. In all, they are requesting to add three projects and modify one project. This memo outlines the requested changes.

**Missouri New Projects**

MoDOT has requested to add three new projects to the FY 2024-2027 TIP. The new projects are summarized on the following table:

New Projects – Missouri					
Sponsor/ TIP #/ County/	Project Title - Limits	Description of Work	County	Federal Cost	Total Cost
MoDOT/ 7320F-24	Various Bridges on I-70, I-270, I-170, MO 141, MO 340, MO 364, and US 67. Potentially on MO 94, MO 79, and MO K	Bridge Deck Sealing	Multi-County	\$2,163,600	\$2,404,000
MoDOT/ 7372B-24	Various Locations in the St. Louis District	Replace ITS Dynamic Message Signs	Multi-County	\$1,846,400	\$2,308,000
MoDOT/ 7372K-25	MO 30 - 1.3 mi e/o Bethel Church Rd to Oak Grove Church Rd	Replace Bridge, Pavement Repair, & ADA Upgrade	Franklin	\$0	\$10,309,000

**Missouri Modified Projects**

MoDOT has requested to modify one project currently programmed in the FY 2024-2027 TIP. The project is summarized on the following table:

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

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

webmaster@ewgateway.org  
www.ewgateway.org

<b>Modified Project – Missouri</b>				
<b>Sponsor/ TIP #/ County/</b>	<b>Project Title - Limits</b>	<b>Description of Work</b>	<b>Current Cost / Revised Cost</b>	<b>Reason for Change</b>
MoDOT/ 7322B-24/ St. Louis	Upgrade Lighting – I- 70 at I-270, I-270 at I- 44, and I-64 at MO 364	Upgrade Lighting	\$368,000 / \$368,000	Advancing Funds to FY2024

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

**Amendment #** 0824-073  
**TIP #** 7320F-24  
**Sponsor #** SL0143

**PROJECT SPONSOR:** MoDOT

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

**TITLE:** Various

**LIMITS:** Various Bridges on I-70, I-270, I-170, MO 141, MO 340, MO 364, and US 67. Potentially on MO 94, MO 79, and MO K

**DESCRIPTION:** Bridge Deck Sealing

**COUNTY:** Multi-County

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

	<b>Federal</b>	<b>Match</b>	<b>Total</b>
<b>PE</b>	\$210,600	\$23,400	\$234,000
<b>ROW</b>	\$0	\$0	\$0
<b>Implementation</b>	\$1,953,000	\$217,000	\$2,170,000
<b>Total</b>	\$2,163,600	\$240,400	\$2,404,000

**AIR QUALITY CONFORMITY:** Exempt (§ 93.126)

**STAFF RECOMMENDATION:** Approval

**Amendment #** 0824-074  
**TIP #** 7372B-24  
**Sponsor #** SL0202

**PROJECT SPONSOR:** MoDOT

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

**TITLE:** Various

**LIMITS:** Various Locations in the St. Louis District

**DESCRIPTION:** Replace ITS Dynamic Message Signs

**COUNTY:** Multi-County

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

	<b>Federal</b>	<b>Match</b>	<b>Total</b>
<b>PE</b>	\$80,000	\$20,000	\$100,000
<b>ROW</b>	\$0	\$0	\$0
<b>Implementation</b>	\$1,766,400	\$441,600	\$2,208,000
<b>Total</b>	\$1,846,400	\$461,600	\$2,308,000

**AIR QUALITY CONFORMITY:** Exempt – Signage (§ 93.126)

**STAFF RECOMMENDATION:** Approval

**Amendment #** 0824-075  
**TIP #** 7372K-25  
**Sponsor #** 6S3435B

**PROJECT SPONSOR:** MoDOT

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

**TITLE:** MO 30

**LIMITS:** 1.3 mi e/o Bethel Church Rd to Oak Grove Church Rd

**DESCRIPTION:** Replace Bridge, Pavement Repair, & ADA Upgrade

**COUNTY:** Franklin

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

	<b>Federal</b>	<b>Match</b>	<b>Total</b>
<b>PE</b>	\$0	\$915,000	\$915,000
<b>ROW</b>	\$0	\$75,000	\$75,000
<b>Implementation</b>	\$0	\$9,319,000	\$9,319,000
<b>Total</b>	\$0	\$10,309,000	\$10,309,000

**AIR QUALITY CONFORMITY:** Exempt (§ 93.126)

**STAFF RECOMMENDATION:** Approval