

AGENDA
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS MEETING
TUESDAY, JANUARY 22, 2025 – 2:00 P.M.

- 1. CALL TO ORDER**
- 2. APPROVAL OF MINUTES OF OCTOBER 22, 2024**
- 3. DISCUSSION ITEMS**
 - A. Housing First Update - - Jim Wild, Samantha Stangl, and Mandy Chapman-Semple
 - B. Ground-level Ozone Nonattainment Area Reclassification - - MaryGrace Lewandowski
 - C. Update on the Climate Pollution Reduction Grant - - Aaron Young
- 4. ACTION ITEMS**
 - A. 2025 Regional Safety Targets – Saranya Konala
 - B. Modifications to the FY 2025-2028 Transportation Improvement Program, *Connected 2050*, and the Related Air Quality Conformity Determination – Requested by Missouri and Illinois sponsors- - Alex Hartig
 - 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/6797686003123030357>

Webinar ID: 649-943-155

Phone: [1 \(562\) 247-8321](tel:15622478321) (Audio Access Code: 356-218-453)

NEXT MEETING DATE: TUESDAY, FEBRUARY 18, 2025

MINUTES

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS EXECUTIVE ADVISORY COMMITTEE OCTOBER 22, 2024

Voting Members Present

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

Non-Voting Members Present

Tom Caldwell, IDOT
Daniel Weitkamp, FHA IL (via webinar)

EWGCOG Staff:

Jim Wild, Staci Alvarez, Josh Campbell, Nancy Cambria, Anna Chott, Bailey DeJonge, Stephen Ducker, Joe Fetter, Ben Fleschert, Alex Hartig, Paul Hubbman, Saranya Konala, Rob Krosley, Ted LaBoube, Bradnon Sterling, Carol Lawrence, Mary Grace Lewandowski, Maddie Mattli, Maureen McCarthy, Marcie Meystrik, Anna Musial, Rachael Pawlak, Mary Rocchio, Landon Sagez, Quintin Sargent, Ciana Seddon, Himmer Soberanis, Lanie Sulz, Melissa Theiss, Leah Watkins, Derek Wetherell, Aaron Young

CALL TO ORDER

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

APPROVAL OF MINUTES OF THE SEPTEMBER 17, 2024 MEETING

Motion was made by Mr. Hampel seconded by Mr. Sharkey, to approve the minutes of the September 17, 2024, meeting. Motion carried, all voting aye.

DISCUSSION ITEMS

Great Rivers Greenway

Susan Trautman, Great Rivers Greenway District, gave the committee an update on current greenway projects. She noted that they have around 75 active projects at a time that move through community engagement, planning, design, and construction. She described the work undertaken by Great Rivers Greenway and collaborative partners to produce the park plans.

Ms. Trautman reviewed numerous current projects GRG has taken on, including the Brickline Greenway that would connect the Gateway Arch to Forest Park. The Brickline is currently at 48% of its funding goal and is estimated to be completed in 2029. Ms. Trautman discussed the Economic and social impact of the projects.

Transportation Improvement Program Development Schedule

Melissa Theiss, EWGCOG, informed the committee that EWG is opening a call for projects for funding through the Surface Transportation Program (STP-S), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives Program (TAP).

Ms. Theiss noted that in mid-November, EWG will hold a series of development workshops to review program requirements and eligibility. More information and registration for the workshops are available on the EWG website. Following the workshops, registration for individual Project Review Meetings will become available.

Applications are due February 7, 2025. Following that, there will be a two-week public comment period. In early May, the Transportation Planning Committee will review EWG funding recommendations and present them to the Board in late May. The final recommendations will be added to the FY 2026-2029 TIP in June, with a 30-day public comment period. Final approval from the Board will be sought in late August 2025.

FY 2024 Local Program Obligation Report and Update on Inflationary Adjustments

Rachael Pawlak, EWGCOG, presented the committee with the FY 2024 Local Program Obligation Report and Update on Inflationary Adjustments. Ms. Pawlak gave a brief background of the Inflationary Adjustments and discussed that EWG had been working with the Missouri Department of Transportation (MoDOT) since February 2023 to reduce year-end balances for federal transportation programs. Goals are set annually for the percentage of allocations to be obligated, as failing to meet these could risk federal funding for Local Public Agency (LPA) projects in St. Louis. MoDOT updated the LPA Policy due to concerns over rising unobligated balances, which began escalating in fiscal year 2019, mainly due to the COVID-19 pandemic.

Ms. Pawlak gave an overview of the FY 2024 Obligations. In FY 2024, the St. Louis region obligated \$117,795,488 (130.23%), exceeding the 120% goal and 110% trigger point and the statewide rate of 127%. The region reduced the unobligated balance by 55% over the last two years and avoided any loss of federal funds. MoDOT has not released targets for 2025.

Ms. Pawlak noted that to reach the 2024 target, the EWG Board approved a temporary measure to increase funding for projects experiencing inflationary issues. The Board approved \$10

million to be used for this measure. To date, EWG staff has processed 19 adjustments, at a federal total of \$5,704,188. There is \$4,295,812 remaining.

Great Streets Initiative – Missouri Planning Panel

Paul Hubbman, EWGCOG, informed the committee of a call for projects to select a pool of three or four Missouri communities to participate in a Spring 2025 Great Streets Planning Panel.

Selected communities receive a baseline analysis from a diverse group of planners and participate in a four-day planning event hosted by East West Gateway. The Panel will provide tailored recommendations on land use, transportation, design, environmental factors, and community engagement strategies. Mr. Hubbman briefly overviewed the four events and the initiative's timeline.

ACTION ITEMS

Calendar Year 2025 East-West Gateway Budget & Personnel Plan Update

Jim Wild, EWGCOG, provided the committee with an overview of the yearly budget to be presented at the annual meeting for approval. He gave a brief overview of the budget, discussing operating expenses and anticipated revenue to be received by federal, state, and local agencies. Mr. Wild noted that the 2025 proposed budget of \$ 13,323,508 includes percentages towards public safety, software & training, consulting services for transportation & environmental work, as well as the Council's staff and operating costs projected at \$8.1 million.

Mr. Wild also mentioned that the voluntary contribution by member counties will remain at 12.5 cents per capita. The contribution represents approximately 2.4 percent of the budgeted agency resources for CY 2025.

He noted that the Personnel Plan has been reviewed and updated, as required every two years. He added that a pay plan adjustment of 3.0% will be effective January 1, 2025. Staff recommended that the Board of Directors approve the proposed CY 2025 budget, recommend its adoption at East-West Gateway's Annual Meeting on November 15, 2024, and adopt the updated Personnel Plan, including the Pay Grade Plan.

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

Resolution to Modify Signatory Authorization on Council Bank Accounts

Jim Wild, EWGCOG, summarized staff's recommendation to adopt the updated Banking Resolution outlining authorized signers by virtue of position at the Council. Staff recommended that the Board of Directors adopt the attached resolution to modify the authorized signers on the Council's bank accounts.

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

Agency Telephone System Service Renewal

Jim Wild, EWGCOG, informed the committee that the current contract with CSI Telecommunications expires in December 2024. CSI hosts the agency's telephone system service and provides technical support and maintenance.

Staff recommended that the Board of Directors authorize the Executive Director to enter into a 36-month telephone service agreement with CSI Telecommunications that includes hosted telephone system service, technical support, maintenance, and the option to add phones at a cost of \$20/phone per month plus a one-time setup and hardware cost of \$250. The anticipated total cost is \$49,750, exclusive of applicable taxes, surcharges, and FCC fees.

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

Amendment to Consultant Contract to Conduct Comprehensive Compensation Study

Jim Wild, EWGCOG, presented the committee with a request to amend the approved agreement with Segal Group to include eight additional peers representing local government entities in the St. Louis region. He reminded the committee of the study's original scope, including job specification review and update, total compensation review including salaries/wages and benefits, recommendations for changes to the agency's compensation structure, the option for annual updates, and future pay equity analysis.

Mr. Wild noted that based on the recent experience filling open positions and current job market conditions, we believe that we should expand the scope of our study to include data collection from municipalities and/or county governments in the St. Louis region.

Staff recommended that the Board of Directors authorize the Executive Director to execute an amendment to our agreement with the Segal Group to expand the scope of our study to include eight additional peers representing local government entities in the St. Louis region. The cost of the additional work will not exceed \$35,000.

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

Endorsement of MoDOT's Regional Blueprint for Arterials

Paul Hubbman, EWGCOG, presented to the committee the Regional Blueprint for Arterials. Mr. Hubbman explained that in 2023 and the first half of 2024, East-West Gateway and MoDOT's St. Louis District developed the "Blueprint for Arterials," a resource for engineers and planners focused on arterial roads in Missouri.

This document provided a process and additional resources to enhance MoDOT's existing guidelines, addressing various urban contexts and objectives. Key features included recommendations for community engagement, project scoping, safety tools, and a typology of

roadway segments to help planners select appropriate tools. The Blueprint aimed to promote safety for all users while considering local community goals that may impact a roadway. The project utilized vetted national resources, including those from the Federal Highway Administration and NACTO. The resources developed are intended for county, municipal, and private engineering and planning professionals, as well as MoDOT staff and includes a training curriculum for its description and use.

Staff recommended that the Board of Directors endorse the Blueprint for Arterials document and process for use in the Missouri portion of East West Gateway's area.

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

Functional Classification Update

Ben Fleschert, EWGCOG, provided the committee with the recommendations based on revision applications submitted by county and municipal officials requesting function class changes. He noted that applications were reviewed by staff along with representatives from both MoDOT and IDOT according to the FHWA guidelines.

At this time, a total of two changes in Missouri and no changes in Illinois are recommended to the system. Four applications are not recommended because they do not meet the criteria for a change in classification. A list showing the summary of recommended changes can be found in the memo.

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

Modifications to the FY 2025-2028 Transportation Improvement Program, Connected 2050, and the Related Air Quality Conformity Determination – Requested by Illinois Sponsors

Alex Hartig, EWGCOG, informed the committee that the Illinois Department of Transportation (IDOT) has requested to amend the FY 2024- 2027 Transportation Improvement Program (TIP), Connected 2050, and the related Air Quality Conformity Determination.

In all, they requested to add three new projects, modify two projects, and add three scoping projects. Mr. Hartig gave a brief overview of the requests, which can be found in the memo.

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

Regional Security Expenditures

Samantha Lewis, EWGCOG, provided the committee with nine requests to extend funds in support of regional security. Details on the requests can be found in the Regional Security memo, Attachment A. The requests total an amount not to exceed \$1,424,930 from the U.S. Department of Homeland Security's Urban Area Security Initiative (UASI) grant program.

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

OTHER BUSINESS

- Jim Wild reminded the committee about the upcoming Annual Meeting and OLGA Ceremony scheduled for Friday, November 15, 2024. He mentioned that this year there will be a morning session, followed by a luncheon.
- Mr. Wild also noted that a certification review required by our federal partners will take place from Monday, October 28, through Wednesday. They will present an overview of their report at the board meeting on October 30, 2024.
- Additionally, Mr. Wild mentioned that the day prior, EWG held a Summit on the Unhoused at Washington University. The event featured a panel of national and local experts who presented and compared the St. Louis region to other areas across the country. The general takeaway was that we need to address homelessness as a regional issue. There will be a practicum running from tomorrow through the week, during which EWG will work to develop a regional plan to tackle homelessness in the area.

ADJOURNMENT

Motion to adjourn the meeting was made by Mr. Doucleff Motion carried, all voting aye.

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: Project Notifications
Date: January 15, 2025

Attached is the Project Notification list for October 12, 2024 – January 10, 2025. 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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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

Ed Hassinger
Missouri Department of Transportation

Taulby Roach
Bi-State Development

Aaron Willard
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**Project Reviews for East-West Gateway Council of Governments
October 12, 2024 – January 10, 2025**

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE, LOCAL/OTHER	TOTAL
St. Louis County	St. Louis County #2504014	16. 738 – Edward Byrne Memorial Justice Assistance Grant Program St. Louis County Justice Services’ Body Worn Camera Program: Enhancing Surveillance in Missouri’s Largest Jail	DOJ	\$137,951		\$137,951
City of St. Louis	St. Louis Arts Chamber of Commerce #2504018	66.616 – Environmental and Climate Justice Block Grant Program Watershed Resilience in the Gravois and Jefferson Historic Neighborhoods	EPA	\$20,000,000	Applicant: \$1,000,000 State: \$250,000 Local: \$500,000	\$21,750,000
St. Charles County	St. Charles City #2504020	81.128 – Energy Efficiency and Conservation Block Grant Program (EECBG) Riverwalk Pedestrian and Bicycle Trail	DOE	\$129,280	Applicant: \$1,120,720 Local: \$1,250,000 Other: \$2,500,000	\$5,000,000
City of St. Louis	Bethlehem Evangelical Lutheran Church of the Unaltered Augsburg #2504025	66.616 – Environmental and Climate Justice Block Grant Program Bethlehem Lutheran Resilience Center and Community Farm	EPA	\$19,681,340		\$19,681,340

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE, LOCAL/OTHER	TOTAL
City of St. Louis	BioSTL #2505001	11.024 – Build to Scale Gateway Bioeconomy Advanced Research and Commercialization Hub (ARCH)	DOC	\$3,943,684	Applicant: \$3,943,684	\$7,887,368
City of St. Louis	Washington University #2505002	84.325 – Special Education – Personnel Development to Improve Services and Results for Children with Disabilities Project Prepare: Preparing Full Credentialed Teachers of the Deaf	DOEd	\$1,246,589		\$1,246,589



A VISION FOR SOLVING HOMELESSNESS IN THE REGION

A Comprehensive Roadmap
to Solving Homelessness
Across the Region

2024

Regional Problems Like Chronic Homelessness Need Collaborative Regional Solutions

East-West Gateway Council of Governments convenes leaders from the city of St. Louis and its seven surrounding counties every month to facilitate planning, collaboration, and the creation of more effective systems for the greater benefit of the St. Louis region. In the summer of 2024, under the direction of its Chair, St. Louis Mayor Tishaura Jones, East-West Gateway's board of directors tasked the agency to begin an intensive regional effort to reduce homelessness. In October 2024, East-West Gateway and its partners, Greater St. Louis, Inc., House Everyone STL, and Think Big! convened a full-day Housing First STL Summit and three-day Practicum. More than 150 leaders representing government, service providers, funders, businesses, health care organizations, faith-based groups, and other stakeholders envisioned an ambitious housing first regional system to solve homelessness.

This ensuing report presents a road map to unite the region and truly realize a future St. Louis region without homelessness. The region is ready to take its first big steps so that no one has to sleep on the streets.

Steering Committee Lead Members

Jim Wild, Executive Director, East-West Gateway Council of Governments

Nancy Cross, Executive Director of Operations, City of St. Louis

Adam Pearson, Director, Department of Human Services, City of St. Louis

Samantha Stangl, Executive Director, House Everyone STL

Kurt Weigle, Senior Vice President & Chief Downtown Officer, Greater St. Louis, Inc.



EAST-WEST GATEWAY
Council of Governments



A Vision for a Region Without Homelessness

Our Commitment

We are not merely aiming to make incremental progress on homelessness; we are dedicated to **solving homelessness across the region**. This is our vision and promise.

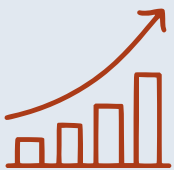
While we may not be able to prevent every instance of homelessness, we are committed to building a **system of care** that offers immediate relief and solutions, ensuring that homelessness is a **brief and rare experience** rather than a persistent struggle.



Building A System of Care

We will construct a comprehensive **system of care** where:

- **No one has to sleep on the streets.**
- Everyone receives the **support needed to stabilize** and **enhance their wellbeing.**



Accountability and Progress

We pledge to:

- **More than triple** the number of households transitioning out of homelessness and securing stable housing and futures.
- Implement clear accountability metrics to ensure **visible, measurable progress.**

Bringing Solutions Directly to People

Our approach will take the **system of care to the streets**, enabling individuals to:

- Move **directly from the streets to housing**, supported by **wrap-around services** tailored for recovery and stability.



Empowering Service Providers



We will:

- **Strengthen and support** nonprofit service providers, allowing them to focus on their **core strengths** and service delivery.
- Foster partnerships across the region to deliver a **full spectrum of services** essential for solving homelessness.

Responsible Stewardship



We are committed to:

- **Effective resource management** by consolidating functions, reducing redundancy, and scaling proven solutions.
- **Leveraging resources** from public and private sectors to maximize impact and efficiency.

United Funding Efforts



We will:

- Bring together **public institutions and private funders** to raise additional funds, supporting our comprehensive system of care across the region.

Serve Local Jurisdictions



Our system will be designed to:

- **Align with local needs** across jurisdictions, ensuring that centralized services and investments serve the entire region equitably.

Sustainable Solutions



This is a long-term commitment, we will:

- Seek **sustainable funding** to maintain a robust system of care that prevents backsliding.
- Ensure the **system of care adapts** to meet the needs of anyone facing imminent homelessness.

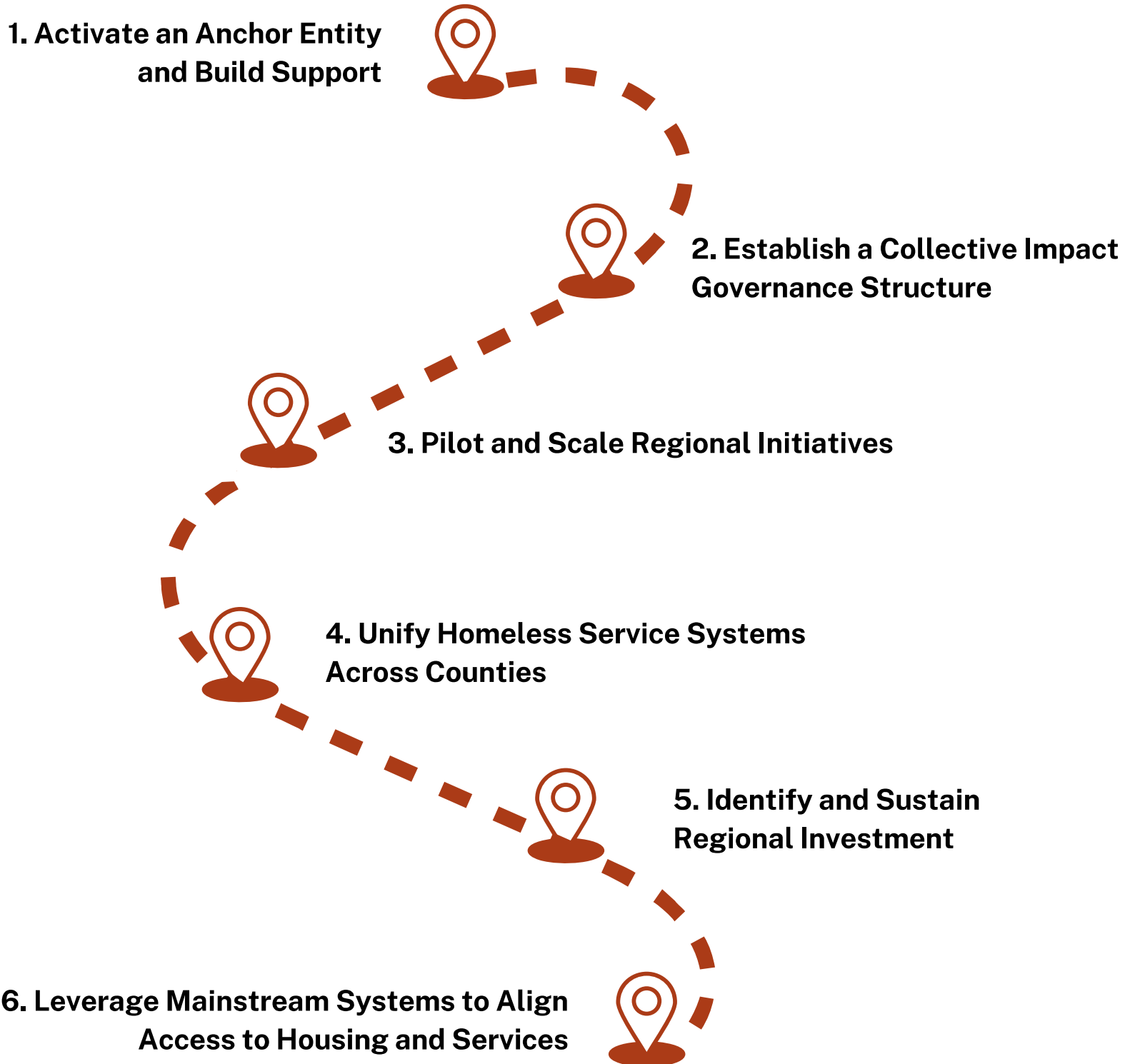
Expanding Housing Accessibility



To make housing attainable, we will:

- **Increase the housing stock** and make **existing housing more accessible**, working to expand options and opportunities for everyone.

Roadmap to Uniting the Region and Realizing a Future Without Homelessness



Roadmap to Uniting the Region and Realizing a Future Without Homelessness

1. Activate an Anchor Entity and Build Support

Engage with Key Stakeholders

- Identify and reach out to influential groups, including government agencies, business leaders, philanthropic organizations, service providers, and communities affected by homelessness. Through targeted engagement, share the vision and roadmap, articulating the long-term regional benefits. Emphasize that solving homelessness can only be accomplished by working together and highlight the tangible outcomes for each group.

Define and Empower an Anchor Organization

- Select a leading organization that is trusted across the region and well-positioned to drive the initiative forward. This organization will champion the vision and host the regional governance structure, serving as the primary connector for diverse stakeholders and as a centralized hub for communication and coordination. The anchor entity's credibility and influence will be critical in aligning various groups and maintaining momentum.

2. Establish a Collective Impact Governance Structure

To create a truly regional solution, implement a **Collective Impact Governance Structure** that encourages participation, collaboration, and accountability among all stakeholders.

Build a Diverse and Inclusive Governance Team

- Our governance team will bring together representatives from regional governments, philanthropy, business leaders, nonprofits, service providers, and most importantly, individuals with lived experience of homelessness. This diverse group will ensure that decisions are informed by a wide range of perspectives and expertise.

Apply Core Principles of Collective Impact

- This governance structure will be rooted in the core principles of collective impact.
 - A shared vision that unites all participants around common goals.
 - Shared metrics to measure progress and accountability.
 - Mutually reinforcing activities where each partner contributes based on their strengths.
 - Open, transparent communication to keep everyone aligned and informed.
 - A backbone organization to manage coordination and maintain focus on the shared vision.

Roadmap to Uniting the Region and Realizing a Future Without Homelessness

Create Clear and Inclusive Pathways for Engagement and Improvement:

To enable all stakeholders to participate meaningfully, structure the governance with multiple levels of involvement.

The Collective Impact Governance Structure is designed not as a single decision-making body but as a **network of collaborative groups** that work in concert toward the shared vision.

This approach enables continuous engagement, where every stakeholder — whether a government official, business leader, service provider, or community member — has a clear role and pathway to participate in shaping and implementing the regional response to homelessness.

This structure ensures that the voices of all stakeholders are heard and that everyone has a defined role in advancing the shared vision of ending homelessness. By fostering collaboration at every level, we create a governance model that is inclusive, responsive, and effective in driving sustainable regional impact



- **Steering Body:**
 - The Steering Body will include **leadership representatives** from key sectors and jurisdictions. This group will hold the vision, set strategic direction, assemble resources, and remove barriers to progress. Their role is to ensure that the overall initiative stays on track and adapts to emerging needs.
- **Regional Backbone Agency:**
 - Coordinating agencies will act as **bridges between the Steering Body and on-the-ground efforts**, serving as facilitators, translators, and connectors. They ensure that the vision set by the Steering Body is communicated effectively, that resources are deployed efficiently, and that feedback from local efforts is brought back to the leadership level for continuous improvement.

Roadmap to Uniting the Region and Realizing a Future Without Homelessness

- **Work Groups:**

- Work groups will focus on specific areas such as **policy development, service delivery innovation, housing access, and community engagement**. These groups will include **service providers, technical experts, and individuals with lived experience** who work together to test and shape policies and practices that build the regional system of care. Work groups provide a hands-on opportunity for stakeholders to influence program design, refine implementation strategies, and identify new solutions.

- **Public Engagement Forums:**

- Hold **regular public forums** where community members can engage directly with the governance structure. These forums will be designed to inform the public about progress, gather feedback, and encourage broader community involvement in the initiative.

Communicate goals and progress through a coordinated messaging and reporting strategy

Develop a communication plan that educates the region on the issues and plans, instills confidence in the effort, identifies the ways people can engage, and transparently reports on results.

Common Agenda (Vision + Theory of Change) and Shared Metrics

Alignment, Policy, Strategy

Backbone(s)

Partner Driven Action



Roadmap to Uniting the Region and Realizing a Future Without Homelessness

3. Pilot and Scale Regional Initiatives

Learn and Refine before Scaling

- Use small-scale pilot programs to assess the effectiveness of various rehousing strategies. Collect data on outcomes, identify best practices and refine approaches based on real-world results. These pilots will help reduce homelessness on a small scale and provide valuable insights for scaling up to a comprehensive, regional initiative that meets the diverse needs of all communities.

Launch an Inaugural Rehousing Initiative

Roll out targeted rehousing programs across the region to build a comprehensive system of care that addresses specific community needs. For instance:

- Some jurisdictions may prioritize rehousing for individuals living on the streets.
- Others may focus on transitioning people from shelters into stable housing.
- Certain areas may concentrate on preventing individuals and families from entering shelters in the first place.

Each approach will be adapted to local conditions but rooted in a coordinated regional initiative that implements rehousing strategies under a unified governance structure.

4. Unify Homeless Service Systems Across Counties

Establish a Regional Data Management Infrastructure

- Develop a centralized data system to support emergency rehousing functions across counties. This will involve merging each Continuum of Care's (CoC) Homeless Management Information System (HMIS) and Coordinated Entry and Exit System (CES) data into a unified platform. With this infrastructure, real-time sharing of information about individuals needing assistance and resource availability will become seamless, significantly enhancing coordination and response times across the region.

Enhance Regional Visibility and Efficiency

- By consolidating data and processes, the region will gain a holistic view of homelessness demand, enabling a coordinated approach that reduces duplication and optimizes resource allocation. This unified system will position the region to streamline service delivery, reduce costs, and ensure that people in need are matched with available resources more accurately and promptly.

Roadmap to Uniting the Region and Realizing a Future Without Homelessness Continued

4. Unify Homeless Service Systems Across Counties Continued

Utilize Regional Data for Strategic Insights and Data-Driven Decision-Making:

- With a centralized data system in place, the backbone organization can provide the governance structure with regular reports on outcomes, impacts, and strategic insights. This data will be used to identify trends, evaluate program effectiveness, and inform evidence-based decisions. Such an approach will allow for continuous refinement of policies, more effective resource allocation, and scaling of successful solutions.

Coordinate Compliance Efforts:

- Transitioning to a centralized system requires careful navigation of federal regulations, particularly as the region currently operates with seven distinct CoCs. Work groups will be activated to address regulatory needs, working closely with legal and regulatory experts to ensure compliance and facilitate a smooth transition to a unified regional system.

5. Identify and Sustain Regional Investment

Assess Needs and Gaps:

- Conduct a comprehensive analysis of the data assembled from each of the region's seven CoCs to understand current needs, available resources, and service gaps. Use technical assistance to deduplicate and interpret the information to build an accurate picture of regional demands, capacities, and shortfalls. This analysis will provide a foundation for making informed, targeted investments.

Assemble Resources and Calibrate Investments:

- Secure funding from diverse sources, including federal grants, state and local budgets, philanthropic organizations, and private sector contributions. This investment will be used to strengthen each jurisdiction's capabilities while ensuring that resources are leveraged for maximum regional impact. Investment strategies will be coordinated to avoid redundancy and maximize the effectiveness of each dollar spent.

Roadmap to Uniting the Region and Realizing a Future Without Homelessness Continued

5. Identify and Sustain Regional Investment Continued

Drive Strategic Investments that Support Scaling Efforts:

- Utilize the collective impact governance structure to engage new public-private partnerships and create funding mechanisms that can support a transformational investment. This structure will help coordinate the efforts of different funders and ensure that investments are aligned with the overall vision. Significant one-time investments will be needed to achieve meaningful reductions in unsheltered and long-term homelessness.

Secure Sustainable Funding Sources:

- While initial investments may rely on grants and partnerships, our long-term goal is to identify stable funding streams that will sustain the regional system of care at scale and prevent backsliding. These might include public funding allocations, dedicated taxes or levies, and endowments. A stable financial foundation will ensure that the region's system of care is maintained over time and can continue to meet evolving needs.

6. Leverage Mainstream Systems to Align Access to Housing and Services

Expand Housing Accessibility:

- To support individuals exiting homelessness, it is essential to increase the availability of affordable housing throughout the region. This will involve close collaboration with local governments, regional housing authorities, developers, and community organizations to expand the housing stock, streamline access to existing units, and maintain affordability. This coordinated effort will align with the regional system of care, ensuring that permanent, sustainable rehousing options are available for all individuals in need.

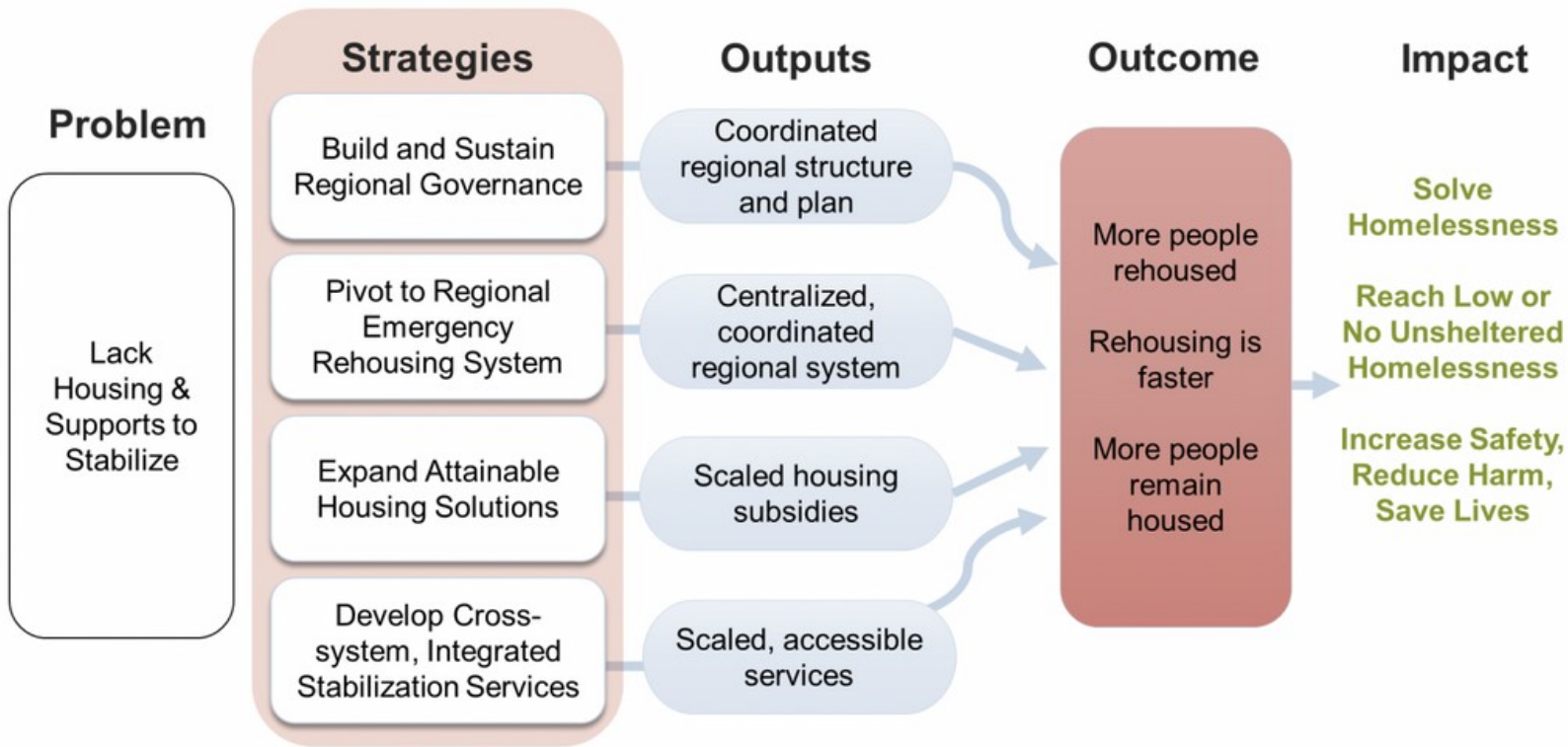
Enhance Service Accessibility:

- Public mainstream systems provide a wide range of critical services, including physical and mental healthcare, substance use treatment, income support, and workforce development. Additionally, nonprofits deliver stabilizing and supportive services to low-income households. Connecting these services effectively to individuals exiting homelessness is vital for promoting housing stability and preventing future homelessness. Integrating mainstream services with the regional emergency rehousing system will be a gradual process, requiring an opportunistic yet systematic approach. This integration should follow the establishment of the regional system of care to maximize its impact and sustainability.

Theory of Change Driving Regional System of Care

Theory of Change: Strategies to Solve Homelessness

This theory of change provides the strategic framework for addressing homelessness across the region by focusing on four key strategies, each with defined outputs, outcomes, and impacts. The approach is designed to tackle the root causes of homelessness, accelerate rehousing, and increase stability for those at risk.



The theory of change demonstrates a holistic approach to addressing homelessness, with each strategy directly contributing to the regional goal of reducing and ultimately solving homelessness. By aligning outputs, outcomes, and impacts, this framework ensures that all efforts are coordinated, efficient, and focused on delivering meaningful, measurable results. The framework will serve the region and continue to evolve as the region builds its system of care and leans deeper into the root causes of homelessness.

Immediate Next Steps



Identify Anchor Organization by Spring 2025

We will:

- Define and Empower an Anchor Organization: Select a leading organization that is trusted across the region and well-positioned to drive the initiative forward.



Identify Backbone Organization by late Spring 2025

We will:

- Establish coordinating entities will act as bridges between the Steering Body and on-the-ground efforts, serving as facilitators, translators, and connectors.



Create Steering Group for Funding

We will:

- Work with regional funding groups being led by GSL, HESTL and government to create Housing First Funding Initiative.



System Data Collection

We will:

- Work with all 7 CoCs towards a system of data collection to build out metrics for next steps.



Create Steering Group for Housing

We will:

- Develop a centralized, coordinated housing and rehousing system to manage and expedite housing placements.



Create Work Groups

We will:

- Work groups will focus on specific areas such as policy development, service delivery innovation, housing access, and community engagement. These groups will include service providers, technical experts, and individuals with lived experience who work together to test and shape policies and practices that build the regional system of care.



Public Engagement Forums

We will:

- Hold regular public forums where community members can engage directly with the steering committee.

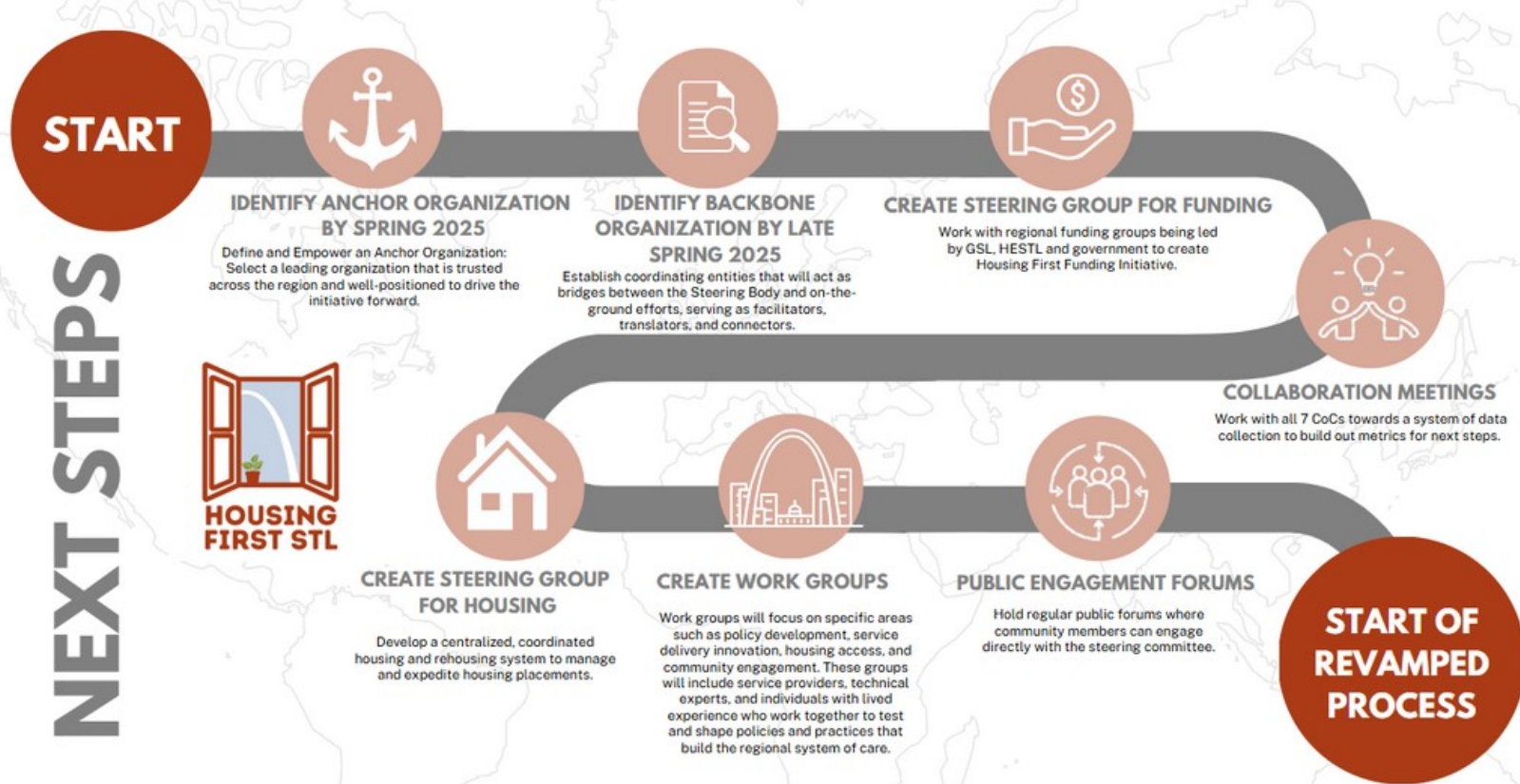


A Vision for a Region Without Homelessness

Our Commitment

We are not merely aiming to make incremental progress on homelessness; we are dedicated to solving homelessness across the region. This is our vision, and this is our promise.

While we may not be able to prevent every instance of homelessness, we are committed to building a system of care that offers immediate relief and solutions, ensuring that homelessness is a brief and rare experience rather than a persistent struggle.



Steering Committee Contact Information:

East West Gateway Council of Governments:

<https://www.ewgateway.org/>

Greater St. Louis Inc.:

<https://greaterstlinc.com/>

City of St. Louis:

<https://www.stlouis-mo.gov/>

House Everyone STL:

<https://houseeveryone.stl.org/>



EAST-WEST GATEWAY
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EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Memo To: Board of Directors
From: Staff
Subject: Ground-level Ozone Nonattainment Area Reclassification
Date: January 15, 2025

In August 2018, the St. Louis area was classified as “marginal” non-attainment for the 2015 eight-hour ozone National Ambient Air Quality Standard, which is 70 parts per billion (ppb). The non-attainment area includes, in Missouri, Jefferson, St. Charles and St. Louis counties, the City of St. Louis and Boles Township in Franklin County, and in Illinois, Madison, Monroe and St. Clair counties. On November 7, 2022, U.S. EPA reclassified the area from “marginal” to “moderate” nonattainment. Then in late 2024, the area was reclassified from “moderate” to “serious” non-attainment for the 2015 eight-hour ozone standard.

Ground-level ozone is not directly produced, but is formed when hydrocarbons, also known as volatile organic compounds, and oxides of nitrogen, from vehicle and truck exhaust and other industrial processes, chemically react, or “cook,” with oxygen in the lower atmosphere in the presence of strong sunlight and high temperatures. High levels of ozone can cause headaches; fatigue; and eye, nose, and respiratory tract irritation. Prolonged exposure to ozone can aggravate chronic heart disease and chronic respiratory ailments, like asthma.

The area now has until 2027 to show attainment of the 2015 ozone standard. Illinois and Missouri state air agencies are working on attainment demonstration plans, which are due to U.S. EPA in January 2026. The Council is coordinating with the state air agencies on any possible changes to emissions budgets used in transportation air quality conformity determinations performed for the Long-range Transportation Plan and the Transportation Improvement Plan.

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Memo to: Board of Directors

From: Staff

Date: January 15, 2025

Subject: Climate Pollution Reduction Grant Program Update (CPRG)

In 2023, the U.S. Environmental Protection Agency launched the Climate Pollution Reduction Grant program under authority of the Inflation Reduction Act. The CPRG consists of a planning phase that will occur from August 2023 to August 2027 and an implementation phase that will occur from October 2024 to October 2029. East-West Gateway received funding under the planning phase, which involves producing a Comprehensive Climate Action Plan (CCAP) for the St. Louis Metropolitan Statistical Area. The St. Louis MSA is one of 81 MSAs participating in the planning phase. The Illinois Environmental Protection Agency (ILEPA) was awarded a \$430 million implementation grant that they will distribute through a mix of existing and new state agency programs and grants.

In October of 2024, East-West Gateway contracted with a consulting team consisting of Sustainable Solutions Group (SSG), Civix, and Shockey Consulting to produce the CCAP. Gateway staff will be working with the consultant team over the next five months on public and stakeholder engagement, scenario development and impact analyses.

Public and stakeholder engagement will be used to form a minimum of three scenarios for greenhouse gas emissions reduction. The scenarios will include a mix of practices such as adoption of clean fuels, installation of private solar panels, electrification of industrial processes, energy efficiency in buildings, and technologies and environmental practices that absorb emissions. While the goal of the grant program is to reduce greenhouse gas emissions, the benefits and opportunities of such projects are wide ranging. Gateway staff and the consulting team will be looking at the economic development impacts and job opportunities that accompany emissions reduction projects.

A draft CCAP will be brought to the Board in June and the final CCAP in September for Board action.

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Memo to: Board of Directors
From: Staff
Subject: 2025 Regional Safety Performance Targets
Date: January 15, 2025

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

Safety Performance Measures

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

To fulfill the requirements of the Safety PM, the East-West Gateway Board of Directors (the Board) must set safety targets for 2025 by February 2025, no more than 180 days after IDOT and MoDOT set their targets (August 2024). The MPO has the option to set quantitative regional targets or support the statewide targets. These performance targets ensure states and MPOs invest resources in transportation projects that make progress toward the achievement of national goals. Following approval by the Board, staff will inform IDOT and MoDOT that EWG has established 2025 regional safety targets.

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

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

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

National Trends

According to the latest report for the National Highway Traffic Safety Administration (NHTSA), the national number of traffic fatalities for the first half of 2024 declined by 3.2 percent compared to the same period in 2023, marking the ninth straight quarter of declines since, second quarter 2022. The estimated fatality rate was 1.17 fatalities per 100 million vehicle miles traveled in the first half of 2024.

EWG Collaboration with State DOTs to Promote Safety

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

A Note on Target Setting Methodology

MPOs have a choice between adopting State DOT safety targets and setting their own. As a two-state region, EWG has a policy of setting our own targets, but since the implementation of the target setting process, we have used the same methodology as Illinois (2% reduction across all measures). With the completed Gateway to Safer Roadways (GTSR) action Plan, EWG is committed to an eventual goal of zero fatalities and serious injuries resulting from crashes on the surface transportation system. The GTSR plan sets a target to reduce the number of fatalities and serious injuries resulting from roadway crashes in the EWG Region by 50% by 2050 (Fifty by Fifty).

2025 Regional Safety Targets

The table below shows the 2020-2024 regional safety performance and the 5-year rolling average targets for 2025. 2022 was the most recently available data at the creation of the Gateway for Safer Roads Action Plan and serves as the baseline for target setting. Targets decrease annually with a percent decrease of 2.45% to align with the Gateway for Safer Roads Fifty by Fifty goal.

2025 Regional Safety Performance					
Performance Measure	5-Year Rolling Average Regional Target	5-Year Rolling Average - Actual*	5-Year Rolling Average - Actual*	Percent Change	5-Year Rolling Average Regional 2025 Targets
	2020-2024	2019-2023	2020-2024		2021-2025
Number of Fatalities	331.08	327.60	↓323.65	-1.21%	289.30
Fatality Rate (per 100 million VMT)	1.12	1.13	↑1.18	4.42%	1.02
Number of Serious Injuries	1977.13	2028.60	↑2033.65	0.25%	1796.50
Rate of Serious Injuries (per 100 million VMT)	6.65	7.01	↑7.23	3.14%	6.33
Number of Non-Motorized Fatalities and Serious Injuries Combined	219.44	241.40	↑251.10	4.02%	205.45
* Compiled using unofficial 2024 data and trend line projections. 2024 VMT and IDOT data not available as of 12/18/2024.					

Staff Recommendation: Staff recommends that the Board establish 2025 safety targets for the East-West Gateway (EWG) planning area as recommended above.



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Memo to: Board of Directors

From: Staff

Subject: Modifications to the FY 2025-2028 Transportation Improvement Program, *Connected 2050*, and the Related Air Quality Conformity Determination – Requested by Illinois and Missouri Sponsors

Date: January 15, 2025

The Illinois Department of Transportation (IDOT) and Missouri Department of Transportation (MoDOT) have requested to amend the FY 2025-2028 Transportation Improvement Program (TIP), *Connected 2050*, and the related Air Quality Conformity Determination to add 16 new projects, modify eight projects, and add three scoping projects.

Illinois New Projects

IDOT and Illinois sponsors have requested to add 14 new projects to the FY 2025-2028 TIP. The projects are summarized on the following table.

New Projects – Illinois					
Sponsor/ TIP #	Project Title - Limits	Description of Work	County	Federal Cost	Total Cost
IDOT/ 7386A-25	IL 158 – US 50 in O’Fallon to IL 161	Resurfacing	St. Clair	\$15,200,000	\$19,000,000
IDOT/ 7386B-25	I-55 at Goshen Rd	Bridge Painting	Madison	\$225,000	\$250,000
IDOT/ 7386C-25	IL 143 – Kendall Dr to 0.1 mi w/o Oasis Dr	Resurfacing	Madison	\$1,600,000	\$2,000,000
IDOT/ 7386D-25	I-70 over I-55/64 and KCSRR	Bridge Deck Overlay, Repair	St. Clair	\$9,000,000	\$10,000,000
IDOT/ 7386E-25	IL 4 – s/o Commill Rd to NCL in Fayetteville	Resurfacing	St. Clair	\$9,600,000	\$12,000,000
Alton / 7386F-25	Pebble Creek Drive Bridge over Black Creek	Replace Bridge Deck Beams	Madison	\$462,500	\$647,875
Madison Co. / 7386G-25	Hodapp Bridge over Tributary to Silver Creek	Bridge Replacement	Madison	\$900,000	\$900,000

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New Projects – Illinois					
Sponsor/ TIP #	Project Title - Limits	Description of Work	County	Federal Cost	Total Cost
Madison County / 7386H-28	New Poag Road - IL 11 to 325' w/o Allen Street	Resurfacing	Madison	\$3,800,000	\$4,750,000
St. Clair County / 7386I-28	Green Mount Reliever – IL 158 to IL 15	Engineering for Capacity Improvements	St. Clair	\$280,000	\$350,000
St. Clair County / 7386J-29	Concordia Church Road Bridge over Prairie du Pont Creek	Bridge Replacement	St. Clair	\$1,261,392	\$1,539,490
Worden / 7386K-26	Safe Routes to School	Sidewalks and Intersection Improvements	Madison	\$326,600	\$408,250
Francis Energy / 7386L-25	EV Charging Ports	4 Ports – at Casey's O'Fallon	St. Clair	\$663,118	\$828,897
Love's / 7386M-25	EV Charging Ports	6 Ports – at Love's New Baden	St. Clair	\$1,109,889	\$1,387,362
Universal EV LLC / 7386N-25	EV Charging Stations	4 Ports – at La Quinta Inn Collinsville	Madison	\$649,240	\$811,550

Illinois Modified Projects

IDOT and Illinois sponsors have requested to modify seven projects. The projects are summarized on the following table.

Modified Projects – Illinois				
Sponsor/ TIP #/ County/	Project Title - Limits	Description of Work	Current Cost / Revised Cost	Reason for Change
IDOT / 7146X-25 / St. Clair	IL 4 – IL 15 to IL 13	Resurfacing	\$8,100,000 / \$8,100,000	Moved construction from FY26 to FY25
IDOT / 7345F-24 / St. Clair	IL 15 – 4 th St in East St. Louis to I-255	Reconstruction (PE I)	\$3,000,000 / \$3,000,000	Moved construction from FY26 to FY25, Changed funding source

Modified Projects – Illinois				
Sponsor/ TIP #/ County/	Project Title - Limits	Description of Work	Current Cost / Revised Cost	Reason for Change
IDOT / 7379-25 / St. Clair	I-70 – Over UPRR and 8 th St in East St. Louis and Over TRRA in East St. Louis	Bridge Painting	\$1,738,000 / \$2,250,000	Cost increase greater than 15%
MCT / 7226Y-24 / Madison	Base Facility Paving Improvement at Madison County Transit HQ	Pave Gravel Lot for Vehicles/Equipment	\$1,000,000 / \$3,000,000	Cost increase greater than 15%
Monroe Co. / 6575G-20 & 6575GG-20 / Monroe	Bluff Road over Carr Creek	Replace Bridge	\$1,603,000 / \$2,496,250	Cost increase greater than 15%, Added LBFP funds
St. Clair Co. / 6575R-25 & 6575RR-25 / St. Clair	Concordia Church Road – IL 163 to Frank Scott Pkwy	Shoulders	\$1,250,000 / \$3,276,528	Cost increase greater than 15%, Added HSIP funds
Troy / 6831F-18 & 6831FF-18 / Madison	IL 162 at Old Troy Rd	Construct Roundabout	\$1,199,699 / \$4,173,471	Cost increase greater than 15%, Added HSIP funds

Missouri New Projects

MoDOT has requested to add two new projects to the FY 2025-2028 TIP. These projects are summarized on the following table.

New Projects – Missouri					
Sponsor/ TIP #	Project Title - Limits	Description of Work	County	Federal Cost	Total Cost
MoDOT/ 7385A-25	Various Locations in the St. Louis District	Repair Signals, Flashers, Signage, and Lighting	Multi- County	\$395,000	\$494,000
MoDOT/ 7385B-25	Route V – MO 47 to MO 100	Pavement Resurfacing	Franklin	\$0	\$1,075,000

Missouri Modified Project

MoDOT has requested to modify one project. This project is summarized on the following table.

Modified Project – Missouri				
Sponsor/ TIP #/ County/	Project Title - Limits	Description of Work	Current Cost / Revised Cost	Reason for Change
MoDOT / 7217U-22 / St. Charles	MO 370 and MO 94 – e/o Elm Point Rd to I-270 and MO B to n/o Little Hills Expwy	Resurfacing	\$20,702,000 / \$26,753,000	Cost increase greater than 15%

Missouri Scoping Projects

MoDOT has requested to add three scoping projects. MoDOT's scoping policy is intended to ensure that projects have defined scopes and construction cost estimates before they are committed to the TIP. At this time, there is no construction funding committed to these projects and the projects entail preliminary engineering only (30 percent engineering). The projects are summarized on the following table.

Scoping Projects – Missouri					
Sponsor/ TIP #	Project Title - Limits	Description of Work	County	Fed/Total Cost for Design	Est. Cost for Construction
MoDOT/ 7385C	Two Bridges on MO 370 over MO 94	Scoping for Bridge Painting and Maintenance	St. Charles	\$100,000 / \$125,000	\$1,001,000 - \$2,000,000
MoDOT/ 7385D	Various Locations in the St. Louis District	Scoping for Roadway Sensor Implementation	Multi- County	\$161,000 / \$201,000	\$2,001,000 - \$5,000,000
MoDOT/ 7385E	Various Locations in the St. Louis District	Scoping for Dynamic Message Signs	Multi- County	\$162,000 / \$202,000	\$1,001,000 - \$2,000,000

Staff Recommendation: Staff recommends that the FY 2025-2028 TIP, *Connected 2050*, and related Air Quality Conformity Determination be revised to add 16 new projects, modify eight projects, and add three scoping projects as summarized above and detailed in the attachment. This memo outlines the requested changes as summarized above and detailed in the attachment. These projects are exempt (40 CFR 93.126) with respect to air quality in accordance with federal regulations.

Amendment # 0125-014
TIP # 7386A-25
Sponsor # C-98-068-25

PROJECT SPONSOR: IDOT

ACTION REQUESTED: Revise the FY 2025-2028 TIP to add a project

TITLE: IL 158

LIMITS: US 50 in O'Fallon to IL 161

DESCRIPTION: Resurfacing

COUNTY: St. Clair

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	\$0	\$0	\$0
ROW	\$0	\$0	\$0
Implementation	\$15,200,000	\$3,800,000	\$19,000,000
Total	\$15,200,000	\$3,800,000	\$19,000,000

AIR QUALITY CONFORMITY: Exempt (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # 0125-015
TIP # 7386B-25
Sponsor # C-98-080-25

PROJECT SPONSOR: IDOT

ACTION REQUESTED: Revise the FY 2025-2028 TIP to add a project

TITLE: I-55

LIMITS: at Goshen Rd - Overhead

DESCRIPTION: Bridge Painting

COUNTY: Madison

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	\$0	\$0	\$0
ROW	\$0	\$0	\$0
Implementation	\$225,000	\$25,000	\$250,000
Total	\$225,000	\$25,000	\$250,000

AIR QUALITY CONFORMITY: Exempt (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # 0125-016
TIP # 7386C-25
Sponsor # C-98-055-25

PROJECT SPONSOR: IDOT

ACTION REQUESTED: Revise the FY 2025-2028 TIP to add a project

TITLE: IL 143

LIMITS: Kendall Dr to 0.1 mi w/o Oasis Dr

DESCRIPTION: Resurfacing

COUNTY: Madison

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	\$0	\$0	\$0
ROW	\$0	\$0	\$0
Implementation	\$1,600,000	\$400,000	\$2,000,000
Total	\$1,600,000	\$400,000	\$2,000,000

AIR QUALITY CONFORMITY: Exempt (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # 0125-017
TIP # 7386D-25
Sponsor # C-98-059-25

PROJECT SPONSOR: IDOT

ACTION REQUESTED: Revise the FY 2025-2028 TIP to add a project

TITLE: I-70

LIMITS: Over I-55 and KCSRR in East St. Louis

DESCRIPTION: Bridge Deck Overlay, Repair

COUNTY: St. Clair

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	\$0	\$0	\$0
ROW	\$0	\$0	\$0
Implementation	\$9,000,000	\$1,000,000	\$10,000,000
Total	\$9,000,000	\$1,000,000	\$10,000,000

AIR QUALITY CONFORMITY: Exempt (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # 0125-018
TIP # 7386E-25
Sponsor # C-98-245-18

PROJECT SPONSOR: IDOT

ACTION REQUESTED: Revise the FY 2025-2028 TIP to add a project

TITLE: IL 4

LIMITS: s/o Commill Rd to NCL in Fayetteville

DESCRIPTION: Resurfacing

COUNTY: St. Clair

FUNDING SOURCE: Surface Transportation Block Grant Program (STBG)

	Federal	Match	Total
PE	\$0	\$0	\$0
ROW	\$0	\$0	\$0
Implementation	\$9,600,000	\$2,400,000	\$12,000,000
Total	\$9,600,000	\$2,400,000	\$12,000,000

AIR QUALITY CONFORMITY: Exempt (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # 0125-019
TIP # 7386F-25
Sponsor # C9807525

PROJECT SPONSOR: Alton

ACTION REQUESTED: Revise the FY 2025-2028 TIP to add a project

TITLE: Pebble Creek Drive Bridge

LIMITS: Over Black Creek

DESCRIPTION: Replace Bridge Deck Beams

COUNTY: Madison

FUNDING SOURCE: Local Bridge Formula Program (LBFP)

	Federal	Match	Total
PE	\$0	\$0	\$0
ROW	\$0	\$0	\$0
Implementation	\$462,500	\$185,375	\$647,875
Total	\$462,500	\$185,375	\$647,875

AIR QUALITY CONFORMITY: Exempt (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # 0125-020
TIP # 7386G-25

PROJECT SPONSOR: Madison County

ACTION REQUESTED: Revise the FY 2025-2028 TIP to add a project

TITLE: Hodapp Bridge

LIMITS: Over Tributary to Silver Creek

DESCRIPTION: Bridge Replacement

COUNTY: Madison

FUNDING SOURCE: Local Bridge Formula Program (LBFP)

	Federal	Match	Total
PE	\$0	\$0	\$0
ROW	\$0	\$0	\$0
Implementation	\$900,000	\$0	\$900,000
Total	\$900,000	\$0	\$900,000

AIR QUALITY CONFORMITY: Exempt (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # 0125-021
TIP # 7386H-28
Sponsor # C9808125

PROJECT SPONSOR: Madison County

ACTION REQUESTED: Revise the FY 2025-2028 TIP to add a project

TITLE: New Poag Road

LIMITS: IL 11 to 325' w/o Allen Street

DESCRIPTION: Resurfacing

COUNTY: Madison

FUNDING SOURCE: Surface Transportation Program – Rural (STR)

	Federal	Match	Total
PE	\$0	\$0	\$0
ROW	\$0	\$0	\$0
Implementation	\$3,800,000	\$950,000	\$4,750,000
Total	\$3,800,000	\$950,000	\$4,750,000

AIR QUALITY CONFORMITY: Exempt (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # 0125-022
TIP # 7386I-28

PROJECT SPONSOR: St. Clair County

ACTION REQUESTED: Revise the FY 2025-2028 TIP to add a project

TITLE: Green Mount Reliever

LIMITS: IL 158 to IL 15

DESCRIPTION: Engineering for Capacity Improvements

COUNTY: St. Clair

FUNDING SOURCE: Surface Transportation Program – Rural (STR)

	Federal	Match	Total
PE	\$0	\$0	\$0
ROW	\$0	\$0	\$0
Implementation	\$280,000	\$70,000	\$350,000
Total	\$280,000	\$70,000	\$350,000

AIR QUALITY CONFORMITY: Exempt – Engineering (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # 0125-023
TIP # 7386J-29
Sponsor # C9805924

PROJECT SPONSOR: St. Clair County

ACTION REQUESTED: Revise the FY 2025-2028 TIP to add a project

TITLE: Concordia Church Road Bridge

LIMITS: Over Prairie Du Pont Creek

DESCRIPTION: Bridge Replacement

COUNTY: St. Clair

FUNDING SOURCE: Illinois Special Bridge Program (ISBP)

	Federal	Match	Total
PE	\$0	\$0	\$0
ROW	\$0	\$0	\$0
Implementation	\$1,390,490	\$149,000	\$1,539,490
Total	\$1,390,490	\$149,000	\$1,539,490

AIR QUALITY CONFORMITY: Exempt (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # 0125-024
TIP # 7386K-26

PROJECT SPONSOR: Worden

ACTION REQUESTED: Revise the FY 2025-2028 TIP to add a project

TITLE: Worden Safe Routes to School

LIMITS: Near Vicinity of Worden Elementary School

DESCRIPTION: Sidewalks and Intersection Improvements

COUNTY: Madison

FUNDING SOURCE: Highway Improvement Program (HIP) /
Congressionally Designated Spending (CDS)

	Federal	Match	Total
PE	\$20,000	\$5,000	\$25,000
ROW	\$0	\$0	\$0
Implementation	\$306,600	\$76,650	\$383,250
Total	\$326,600	\$81,650	\$408,250

AIR QUALITY CONFORMITY: Exempt (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # 0125-025
TIP # 7386L-25

PROJECT SPONSOR: Francis Energy

ACTION REQUESTED: Revise the FY 2025-2028 TIP to add a project

TITLE: EV Charging Ports

LIMITS: at Casey's O'Fallon

DESCRIPTION: 4 Ports

COUNTY: St. Clair

FUNDING SOURCE: National Electric Vehicle Infrastructure (NEVI)

	Federal	Match	Total
PE	\$0	\$0	\$0
ROW	\$0	\$0	\$0
Implementation	\$663,118	\$165,779	\$828,897
Total	\$663,118	\$165,779	\$828,897

AIR QUALITY CONFORMITY: Exempt (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # 0125-026
TIP # 7386M-25

PROJECT SPONSOR: Love's

ACTION REQUESTED: Revise the FY 2025-2028 TIP to add a project

TITLE: EV Charging Ports

LIMITS: at Love's New Baden

DESCRIPTION: 6 Ports

COUNTY: St. Clair

FUNDING SOURCE: National Electric Vehicle Infrastructure (NEVI)

	Federal	Match	Total
PE	\$0	\$0	\$0
ROW	\$0	\$0	\$0
Implementation	\$1,109,889	\$277,473	\$1,387,362
Total	\$1,109,889	\$277,473	\$1,387,362

AIR QUALITY CONFORMITY: Exempt (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # 0125-027
TIP # 7386N-25

PROJECT SPONSOR: Universal EV LLC

ACTION REQUESTED: Revise the FY 2025-2028 TIP to add a project

TITLE: EV Charging Stations

LIMITS: at La Quinta Inn Collinsville

DESCRIPTION: 4 Ports

COUNTY: Madison

FUNDING SOURCE: National Electric Vehicle Infrastructure (NEVI)

	Federal	Match	Total
PE	\$0	\$0	\$0
ROW	\$0	\$0	\$0
Implementation	\$649,240	\$162,310	\$811,550
Total	\$649,240	\$162,310	\$811,550

AIR QUALITY CONFORMITY: Exempt (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # 0125-028
TIP # 7385A-25
Sponsor # SL0240

PROJECT SPONSOR: MODOT

ACTION REQUESTED: Revise the FY 2025-2028 TIP to add a project

TITLE: **Repair Signals, Flashers, Signage, and Lighting**

LIMITS: Various Locations in the St. Louis District

DESCRIPTION: Repair Signals, Flashers, Signage, and Lighting

COUNTY: Multi-County

FUNDING SOURCE: National Highway Freight Program (NHFP)

	Federal	Match	Total
PE	\$48,000	\$12,000	\$60,000
ROW	\$0	\$0	\$0
Implementation	\$347,000	\$87,000	\$434,000
Total	\$395,000	\$99,000	\$494,000

AIR QUALITY CONFORMITY: Exempt (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # 0125-029
TIP # 7385B-25
Sponsor # ST0134

PROJECT SPONSOR: MODOT

ACTION REQUESTED: Revise the FY 2025-2028 TIP to add a project

TITLE: MO V

LIMITS: MO 47 to MO 100

DESCRIPTION: Pavement Resurfacing

COUNTY: Franklin

FUNDING SOURCE: State Funds

	Federal	Match	Total
PE	\$0	\$75,000	\$75,000
ROW	\$0	\$0	\$0
Implementation	\$0	\$1,000,000	\$1,000,000
Total	\$0	\$1,075,000	\$1,075,000

AIR QUALITY CONFORMITY: Exempt (§ 93.126)

STAFF RECOMMENDATION: Approval



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Memo to: Board of Directors
From: Staff
Subject: Regional Security Expenditures
Date: January 15, 2025

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 \$400,000.

REGIONAL RESPONSE TEAMS:

Bomb Robot for Regional Bomb Response Team - Staff is seeking approval to purchase quantity one (1) Remotec Andros Spartan bomb robot for the St. Charles County bomb response team. The robot's platform would allow for bomb technicians to maintain a safe standoff distance while evaluating and performing render safe operations on an explosive device, securing soft targets and crowded places. The total cost of one (1) bomb response robot from Peraton, Remotec, Inc. will not exceed \$400,000 from the UASI grant program.

STAFF RECOMMENDATION:

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

- for the purchase of one (1) Remotec Andros Spartan bomb response robot for the St. Charles County bomb response team from Peraton, Remotec, Inc. of Clinton, TN in an amount not to exceed \$400,000;

for a total amount not to exceed \$400,000 from the UASI grant program.

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ATTACHMENT A

Expenditures for Equipment and Services

January 15, 2025

<u>Vendor</u>	<u>Description</u>	<u>Jurisdiction/Agency</u>	<u>Quantity</u>	<u>Cost</u>
Emergency Response Equipment (UASI)				
Peraton, Remotec, Inc. (Clinton, TN)	Bomb response robot	St. Charles County, MO	1	\$400,000
TOTAL EXPENDITURES				\$ 400,000

Total UASI Expenditures: \$400,000