



Notice of Meeting and Agenda

**Bi-State Development
Operations Committee
Tuesday, August 21, 2018 8:00 a.m.**

**Headquarters - Board Room, 6th Floor
One Metropolitan Square, 211 N. Broadway, Suite 650
St. Louis, Missouri 63102**

This location is accessible to persons with disabilities. Individuals with disabilities needing information or communication accommodations should call Bi-State Development at (314) 982-1400, for TTY access, call Relay 711. Sign language interpreter services or other accommodations for persons with hearing or speech disabilities will be arranged if a request for such service is made at least two days in advance of the meeting. Large print material, Braille material or other formats will also be provided upon request.

Agenda	Disposition	Presentation
1. Call to Order	Approval	Chairman Buehlhorn
2. Roll Call	Quorum	S. Bryant
3. Public Comment*	Information	Chairman Buehlhorn
4. Minutes from May 18, 2018, Combined Audit, Finance and Administration Committee / Operations Committee	Approval	Chairman Buehlhorn
5. St. Louis Regional Freightway Priority Freight Project List for 2019	Approval	M. Lamie
6. Contract Award: Date and Analysis Consulting Services for St. Louis Regional Freightway	Approval	M. Lamie / G. Smith
7. Contract Modification: MetroLink – Boyle Avenue (CORTEX) Station/Central West End Platform Extension Construction Contract	Approval	C. Poehler / G.Smith
8. 4 th Quarter Operations Summary	Information	J. Mefford-Miller
9. Unscheduled Business	Information	Chairman Buehlhorn
10. Call of Dates for Future Committee Meetings	Information	S. Bryant
11. Adjournment to Executive Session: <i>If such action is approved by a majority vote of The Bi-State Development Agency's Board of Commissioners who constitute a quorum, the Board may go into closed session to discuss legal, confidential, or privileged matters pursuant to Bi-State Development Board Policy Chapter 10, Section 10.080 (D) Closed Records: Legal under §10.080(D)(1); Real Estate under §10.080(D)(2); Personnel under §10.080(D)(3); Health Proceedings under §10.080(D)(4); Employee Negotiations under §10.080(D)(5); Data Processing under §10.080(D)(6); Purchasing and Contracts under §10.080(D)(7); Proprietary Interest under §10.080 (D)(8); Hotlines under §10.080(D)(9); Auditors under §10.080(D)(10); Security under §10.080(D)(11); Computers under</i>	Approval	Chairman Buehlhorn

Agenda	Disposition	Presentation
<p><i>§10.080(D)(12); Personal Access Codes under §10.080(D)(13); Personal Information under §10.080(D)(14); Insurance Information under §10.080(D)(15); Rail, Bus, or Facilities Safety and Accidents under §10.080(D)(16) or Protected By Law under §10.080(D)(17).</i></p>		

***Note: Public comment may be made at the written request of a member of the public specifying the topic(s) to be addressed and provided to the Agency’s information officer at least 48 hours prior to the meeting.**

Open Session Item

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**BI-STATE DEVELOPMENT
AUDIT, FINANCE & ADMINISTRATION COMMITTEE MEETING
AND OPERATIONS COMMITTEE MEETING
OPEN SESSION MINUTES
May 18, 2018**

Audit, Finance & Administration Committee

Members in Attendance

Aliah Holman, Chair
Constance Gully (absent)
Vince Schoemehl (absent)
Jeffrey Watson (absent)
Justin Zimmerman

Operations Committee

Members in Attendance

Michael Buehlhorn, Chair
Vernal Brown (absent)
Constance Gully (absent)
Derrick Cox (absent)
Irma Golliday (via phone)

Staff in Attendance

John Nations, President and Chief Executive Officer
Barbara Enneking, General Counsel and Deputy Secretary
Shirley Bryant, Certified Paralegal
Jim Cali, Director of Internal Audit
Larry Jackson, Executive Vice President for Administration
Barbara Georgeff, Director of Executive Services
Patti Beck, Director Communications
Brenda Krieger, Executive Assistant
Mark Vago, Sr. Vice-President and Chief Financial Officer
Lisa Burke, Executive Assistant
Kathy Klevorn, former Sr. Vice-President and Chief Financial Officer
James Schifferdecker, Director Passenger Revenue
Michael Gibbs, Manager Financial Operation-Admin & Business Operation
Tammy Fulbright, Director Treasury Services
Charles Stewart, Vice President Pension & Insurance
Scott Grott, General Manager MetroLink
Kent Swagler, Director Corporate Compliance & Ethics
Kelli Fitzpatrick, Sr. Internal Auditor, Part-time
Angela Staicoff, Sr. Internal Auditor
Kathy Brittin, Director Risk Management, Safety & Claims
John Langa, Vice President Economic Development
Greg Smith, Vice President Procurement & Inventory Management
Anita Dunn, Health and Welfare Plan Manager
Janis Clodfelter, Benefit Specialist II
Kerry Kinkade, Vice President Chief Information Officer
Virginia Alt-Hildebrandt, Manager Administrative Services
Gary Smith, Financial Analyst I
Charles Priscu, Director Labor Relations
Diana Bentz, Vice President Organizational Effectiveness
Tim Nittler, Director Capital Projects
Dave Sanders, Sr. Director Marketing & Partnerships
Evan Glantz, Senior Administrative Assistant

Others in Attendance

Brad Schelle, Crowe Horwath
Jeff White, Columbia Capital Management
Jason Terry, Gilmore & Bell

1. **Call to Order**
8:00 a.m. Chair Holman called the combined Open Session Audit, Finance and Administration Committee and Operations Committee Meeting to order at 8:00 a.m.
2. **Roll Call**
8:00 a.m. Roll call was taken.
3. **Public Comment**
8:00 a.m. There were no public comments.
4. **Audit, Finance and Administration Committee Open Session Minutes: March 27, 2018**
8:01 a.m. The March 27, 2018 Open Session Audit, Finance and Administration Committee Meeting minutes were provided in the Committee packet. A motion to approve the minutes as presented was made by Commissioner Buehlhorn and seconded by Commissioner Zimmerman. **Motion passed unanimously.**
5. **Operations Committee Open Session Minutes: March 13, 2018**
8:02 a.m. The March 13, 2018 Open Session Operations Committee Meeting minutes were provided in the Committee packet. A motion to approve the minutes as presented was made by Commissioner Golliday and seconded by Commissioner Buehlhorn. **Motion passed unanimously.**
6. **Conduit Bond Financing for Merchants Bridge Project**
8:02 a.m. A briefing paper, together with a draft resolution, regarding the Conduit Bond Financing for Merchants Bridge Project was provided in the Committee packet. Jeff White, Columbia Capital Management LLC, and Jason Terry, of Gilmore & Bell made a brief presentation. Mr. White gave an overview of the process stating that this resolution would authorize the issuance of up to \$250 million conduit financing on behalf of the Terminal Railroad Association of St. Louis (“TRRA”). TRRA approached the Agency with a request to issue bonds on its behalf in order to facilitate the reconstruction of the Merchants Bridge (the “**Bridge**”). The Bridge is incredibly important as a crossing of the Mississippi River for railroad traffic nationally, and is 128 years old and ready to be replaced. The proposal would have BSD issue the bonds as a conduit financing of BSD. The TRRA (through its member railroads) will be obligated on the repayment of the bonds. All costs associated with the financing will be borne by TRRA. BSD would not be obligated to repay the bonds if the money for the repayment is not received by BSD from the TRRA, and the bondholders would have the right to look only to the loan payments BSD receives from TRRA as a source of payment of the principal and interest on the bonds. BSD previously served as a conduit issuer for the MetroLink extension to Scott Air Force Base. In response to questions from the committee, Mr. White said that BSD has limited risk in the event of a TRRA default in payment on the bonds, which risk is really what he described as an “intangible risk”, namely having defaulted bonds issued in the name of BSD. Mr. White stated that the proposed issuance, even in the event of a default on repayment, would not create any loss of market access or credit rating changes for BSD’s other existing or potential borrowing programs. Mr. White also said that the reconstruction of the

Merchants Bridge is not a BSD project and BSD does not and will not own the Merchants Bridge. Mr. White was questioned about the amount of the bond issuance, in response to which he said that the exact amount is unknown because of some outstanding grant applications and other financing scenarios which have not been determined but that are expected to be determined by the time of the BSD Board meeting on June 22. The reason TRRA has asked the Agency to do this financing on their behalf is because this is a Freightway priority and Agency participation will help to facilitate the administration of this project. This is a great opportunity for the Agency to promote the Freightway and to provide a service for a regional partner, with no risk. The TRRA will pay all transaction costs incurred by the Agency.

Mr. Terry continued the discussion stating that this resolution authorizes the issuance of up to \$250 million of conduit bonds, which is similar to the structure the Agency has used for borrowing for its own bonds. The resolution authorizes the Executive Committee to approve, at a later date, the final bond documents and the final terms of these bonds. It also authorized the Officers of the Agency to sign the necessary bond documents. This process is substantially similar to the bond resolutions that the Agency has considered in the past for its own bonds.

Mr. White stated that a Committee recommendation for approval was required to refer this matter to the full Board for final approval. The initial financing is expected to take place later this summer. There may be one financing or there may be more, depending upon whether or not TRRA is successful in securing a large loan and/or a grant for the project from the federal government.

John Nations thanked Mr. White and Mr. Terry for their presentation and added that having the opportunity and the ability to do things like this is one of the reasons the Agency was selected to be the Regional Freightway. In addition, the Agency would receive a fee for issuing the bonds. We have discussed many times using our entities to generate alternate forms of revenue. This is an opportunity to advance what has been identified as the region's number one infrastructure project, which is the approximately 128 year old Merchants Bridge. That Bridge is within 10 years of being decertified, and there is not enough capacity on the McArthur Bridge to move all the freight across the Mississippi river. It is not 100% certain that the Agency will do this, but the approval today would allow the conversation to continue and to be in a position to move forward when ready. A motion to approve this agenda item as presented was made by Commissioner Zimmerman and seconded by Commissioner Buehlhorn. **Motion passed unanimously.**

7. **Sole Source Contract Award for Farebox System Maintenance**

8:11 a.m. A briefing paper regarding the Sole Source Contract Award for Farebox System Maintenance was provided in the Committee packet. Kerry Kinkade, Vice President Chief Information Officer, and Greg Smith, Vice President Procurement & Inventory Management, provided a brief overview. Mr. Kinkade requested Committee approval to forward this agenda item to the full Board for final approval of the sole source contract with Scheidt and Bachmann for the Farebox Management System. This system was contracted in 2011 and installed through 2013, and is now fully operational. It is a reasonably complicated system with a lot of components; there are 472 fareboxes in the system and 14 cash receiver systems. There are systems at each garage that control the facility equipment, and there is a back end system that collects, correlates, and allows the revenue staff to control the fareboxes. In addition, the system must interact and interface with the onboard Trapeze AVL System, and the Indra SmartCard System. The farebox operation, the cash collection, and the revenue management are all critical operations for the Agency, and the proprietary nature of the system requires support from Scheidt and Bachmann only. Mr. Kinkade

advised that the Agency has negotiated with this vendor and the resulting contract is a \$1,648,000 commitment over five years with annual payments of \$336,000 per year, which is a reasonable contract given the scope of the system and the general software system guidelines.

Some discussion continued regarding future possibilities of changing the entire system. Mr. Kinkade assured the Committee that there was no immediate future need to change the system. The farebox system typically stays in use for 10 to 15 years and is currently very stable. The entire fleet was recently converted to the onboard AVL system and it is not anticipated that it would be changed anytime soon. The Indra SmartCard system is just getting on its feet so it would not be changed within the next five years either. If and when the equipment is replaced, the Agency may want to consider a single supplier for the entire network.

Larry Jackson, Executive Vice President for Administration, informed the Committee of an error in the briefing paper, second paragraph under "Board Policy" which shows sole source procurement totaled 9.6% of all procurements over the last four quarters. The correct percentage should be 11.9%. A motion to approve this agenda item as presented was made by Commissioner Golliday and second by Commissioner Buehlhorn. **Motion passed unanimously.**

8. Sole Source Contracts for Hardware and Software Maintenance

8:17 a.m. A briefing paper regarding the Sole Source Contracts for Hardware and Software Maintenance was provided in the Committee packet. Greg Smith, Vice President Procurement and Inventory Management, provided a brief overview. Bi-State Development (BSD) has made significant investments in technology platforms to enhance all aspects of its business. Each of these systems require continued support from the manufacturer/developers to ensure the software functions as expected and remains current with technology updates. When software products are initially licensed and deployed, BSD enters into software maintenance agreements with the manufacturers/developers to ensure the necessary support is available. BSD's total operating budget allocates approximately \$2.8 million for costs associated with hardware and software maintenance. Kronos, Oracle and Trapeze equates to just shy of \$2 million of that total. Kronos is used for employee timekeeping, Oracle is for the Financial ERP System, and Trapeze is the Operations and Customer Service system. Several years ago the Board requested that these presentations be consolidated so they could be presented all at once. This presentation is done so that individual presentations do not have to be given throughout the year. Of the many contracts needed throughout the year for hardware and software maintenance, only three of them exceed the \$100,000 sole source Board approval level. Larry Jackson, Executive Vice President for Administration informed the Committee of an error in the briefing paper, second paragraph under "Board Policy" which shows sole source procurement totaled 9.6% of all procurements over the last four quarters. The correct percentage should be 11.9%.

A motion to approve this agenda item as presented was made by Commissioner Zimmerman and seconded by Commissioner Buehlhorn. **Motion passed unanimously.**

9. Contract Award: Employee Vision Plan Services

8:20 a.m. A briefing paper regarding the Contract Award for Employee Vision Plan Services was provided in the Committee packet. Charles Stewart, Vice President Pension & Insurance, provided a brief overview. This is a competitive negotiated bid and EyeMed was the successful bidder. This is an expenditure of \$700,000 over the course of this contract. Although this is not a budgeted item, BSD pays the bill and collects the money from the employees who participate in the vision

plan. Mr. Stewart introduced Anita Dunn, Health & Welfare Plan Manager, to provide additional information. Ms. Dunn stated that the standard RFP process was done in conjunction with the Procurement Department and with Gallagher, the Health & Welfare Plan consultant, to replace the current contract, which expires at the end of 2018. The new contract will be effective January 1, 2019, with 3 base years and 2 option years. Seven vendors were solicited and 3 bids were received. They were analyzed against various criteria and EyeMed was the highest ranking of the vendors. EyeMed offered a 15% rate reduction for years 1 through 3, with an opportunity for an additional 5% rate reduction in years 4 and 5, if BSD's loss ratio is at 65% or better on August 1 of year 3. We are currently at about 60%, so it is certainly an achievable goal. This vendor offers hearing aid discounts and a freedom pass, which is a voucher for a free set of frames at certain vendors for all enrolled participants. This is fully funded by the employees through payroll deduction, and Mr. Stewart said there is no cost to BSD; all monies are collected from the employees for this program. Based on all the information management's recommendation is for the Committee to approve this agenda item and forward it to the full Board for final approval. A motion to approve this agenda item as presented was made by Commission Buehlhorn and seconded by Commissioner Zimmerman. **Motion passed unanimously.**

10. **Contract Award: Gateway Arch Public Relations and Communications Agency Services**
8:25 a.m. A briefing paper regarding the Contract Award for the Gateway Arch Public Relations and Communications Agency Services was provided in the Committee packet. In Jenny Nixon's absence, Dave Sanders, Sr. Director Marketing & Partnerships, provided a brief presentation. A solicitation was issued on January 29, 2018, for Gateway Arch Public Relations and Communications Agency Services. These services are essential for BSD to interact effectively in a highly matrixed partnership in order to ensure strategic, proactive, and seamless communications to the general public as well as local, regional, and national media. Two proposals were received, evaluated and scored. Management requests the Committee's recommendation for Board approval to enter into a contract with the highest ranking firm, Common Ground Public Relations, in a not to exceed amount of \$572,000. This amount includes a 10% contingency for potential unforeseen activities and events; as well as to award monetary and administrative contract modifications as needed.

****8:26 a.m. Jenny Nixon joined the meeting.**

Jenny Nixon, Executive Director Tourism Innovation, informed the Committee that the Gateway Arch hosted the hospitality industry on Friday; and that was the largest turnout they have ever had for the St. Louis Attractions Association Tourism luncheon. Ms. Nixon added that the Board would be receiving a save the date postcard for July 2. Ms. Nixon asked for Committee approval to forward this agenda item to the full Board for final approval. A motion to approve this agenda item as presented was made by Commissioner Zimmerman and seconded by Commissioner Buehlhorn. **Motion passed unanimously.**

11. **Contract Award for Eight Full Size Sedans**
8:30 a.m. A briefing paper regarding the Contract Award for Eight Full Size Sedans was provided in the Committee packet. Greg Smith, Vice President Procurement & Inventory Management, provided a brief overview. BSD uses a variety of non-revenue support vehicles. The current fleet consists of approximately 62 full size sedans out of approximately 210 total support vehicles. The replacement plan for FY18 calls for 16 vehicles, 16 years or older or above 160,000 miles to be replaced. Fourteen full sized sedans fall into that category. Funding was identified for eight, and

a request for a quote was issued to 12 dealers, and only one bid was received. Only a single bid was received at \$21,390 each for a total of \$171,000, which is less than the state of Missouri paid for full sized sedans at \$21,649 so management recommends approval. Some discussion followed regarding the use of the vehicles. Mr. Jackson stated that BSD is in the process at looking at the fleet vehicle procedures and replacements. We currently have an RFP issued for a fleet management agreement where the vehicles will be totally maintained and we can turn them over a little more efficiently than we are doing today. Part of that process of making the transition to a fleet management program will be a review of all placements to make sure we only have vehicles that are absolutely necessary. A motion to approve this agenda item as presented was made by Commissioner Zimmerman and seconded by Commissioner Buehlhorn. **Motion passed unanimously.**

12. FY2019 Annual Audit Work Plan and Risk Assessment

8:35 a.m. A briefing paper regarding the FY2019 Annual Audit Work Plan and Risk Assessment was provided in the Committee packet. Jim Cali, Director of Internal Audit, provided a brief overview. In accordance with Board Policy, the Internal Audit Department (**IAD**) is responsible for preparing an Annual Audit Work Plan. The FY19 Audit Work Plan concentrates on the auditable units associated with grants, passenger revenue, payments and performance of contract services. The Plan confirms compliance with the relevant professional standards for IAD. The scope of the Annual Work Plan is designed to address key risk areas such as Corporate Systems, Support Systems, and Operational Systems. In preparing the audit program, many managers throughout the Agency were asked for their suggestions and areas for improvement. Over 14 individual submissions for audits were received, which have been reflected in this annual audit program. Passenger revenue activities were looked at as part of the high concentration of cash and revenue, high dollar volumes, as well as vendor contracts. The risk assessment used by IAD helps focus efforts on high risk areas, allowing for proper planning, ensuring that the audit resources are focused on those areas needing the greatest attention, and providing the best value to BSD's management.

Commissioner Holman asked if any of the 14 audits submitted were new issues. Mr. Cali responded that some are new and others are variations of old audits, because business processes had changed. IAD is concentrating on the high dollar vendor contracts. In addition to reviewing financial audits, IAD reviews compliance audits, operational audits, and safety and security audits that are required by the FTA. A motion to approve this agenda item as presented was made by Commissioner Golliday and seconded by Commissioner Buehlhorn.

13. 3rd Quarter Financial Statement

8:40 a.m. The 3rd Quarter Financial Statement report was provided in the Committee packet. Mark Vago, Sr. Vice-President and Chief Financial Officer and Michael Gibbs, Manager Financial Operation-Admin & Business Operation provided a brief overview. Mr. Gibbs informed the Board that this presentation will also include the Performance Indicators.

Executive Services business unit is composed mostly of revenue of management assessments from the BSD business units and the National Park Service. During the last nine (9) months their revenue increased 9.5%, which is \$3.1 million and their expense was \$2.9 million, primarily due to wages and benefits with a year over year increase in personnel. The income before depreciation was \$137,000.

Gateway Arch has seen a ridership increase year over year of 39%, and we are anticipating the ridership number to increase. The revenue for the year to date is \$5.3 million, which is a 39% increase over last year. Their expenses are \$5.2 million which is a 19.9% increase, mostly due to increased staffing and also increased advertising expense. The contribution to outside entities was \$909,000, and that is primarily a National Park Service (NPS) request for rehabilitation money for the Gateway Arch Projects. Income before depreciation was \$73,000.

Riverfront Attractions has had a good year so far, the passenger experience is up 11% and they have added 18 cruises this year over last year. There seems to be an increased interest in charter cruises. Their revenue of \$1.9 million is up 6.9% over last year. Their expenses of \$1.8 million is up 2.9% over last year. One of their largest expenses is material, supplies and staffing as they have more participation and more cruises. Income before depreciation is \$183,000.

St. Louis Downtown Airport has a total revenue of \$1.2 million or a 7% increase over last year. Their fuel sales are greater than last year by 3%. Their aircraft movements over last year have decreased but their base aircraft of 313 units has stayed steady for the last two quarters. Their total expenses of \$1.1 million is 6.2% over last year, which leaves them with \$89.8 thousand dollar income before depreciation. They sold a hangar during this last nine months for \$1.3 million which gave a gain of \$24,000. The balance sheet will show a large change in cash year over year and that is where this money is; and it can be used for operating expenses.

Mr. Vago discussed Metro statistics and financial information. Metro Transit for the first 9 months of the year had revenue of \$230 million. Passenger revenue of \$31.1 million that is down 7% compared to last year. Ridership is down 9%, ridership through the first nine (9) months is \$28.2 million in boardings. A year ago at this time it was \$31 million, and two years ago it was \$33 million. Metro Transit has contractual revenue coming in from the City of St. Louis, the County of St. Louis, and St. Clair County, of \$27 million, \$107 million and \$41 million respectively. Expenses are \$221.7 million for the first nine (9) months, with about 65% in wages and benefits. Services is \$420 million which is consistent with last year. Materials and supplies of \$18 million. There was some MetroBus engine rebuilds and fuel injectors that were not anticipated which leaves an income before depreciation of \$8 million compared to last year.

St. Louis Regional Freightway total revenue year to date is \$105,000. Their total expenses were \$563,000 with a loss before depreciation of \$457,000. They are continuing to forge agreements, to promote inland trade along the Mississippi, and to advance freight industries and freight movement within the area.

Bi-State Development Research Institute had total revenue of \$371,000, and \$218,000 of that is awards in grant funding and \$150,000 of that is in kind contributions provided by BSD for office services and personnel. The expenses are \$247,000, resulting in income before depreciation of \$123,000. The Research Institute also received the 5th Annual Argus Award for achievement in public policy and recognizing its work in addressing regional issues related to health cost and fresh food needs in the area, which is all part of the kiosk program.

Arts in Transit had a total income of \$186,000, and \$33,000 of that is grants and funding, and \$153,000 is in kind contributions by BSD. Total expenses are \$172,000 primarily for the payment of artists, licensing, and wares. Under the leadership of David Allen, the MetroScape local artist contest received 143 entries and 10 of them are now on display in 200 bus shelters all over the Metro Transit system.

Commissioner Holman asked if Metro numbers show that ridership is down 9% and passenger revenue is down, does that mean that there is greater farebox recovery. In response, Mark Vago said farebox recovery has been going down, our average fare is staying pretty much flat, but we are seeing an increase in our contractual revenue with St. Louis City and St. Louis County that is offsetting passenger revenue decrease at this time.

Commissioner Zimmerman questioned that if there is a \$49 to \$50 million loss, is that mainly because of depreciation or is that loss mainly on paper at this point. Mr. Vago said we probably have on an annual basis \$60 to \$70 million in depreciation, which in our case unlike a for profit that has to fund their assets at 100%, BSD only has to fund a portion of that for the local match and about 80% of that is funded through federal funds. So that is why we look at it before depreciation.

Mr. Gibbs continued his presentation discussing the Self-Insurance Funds. The Health Insurance Division received revenue of \$23 million which is a 4.5% increase over last year. The expenses were \$28 million, which is a 28.5% increase over last year. The loss before transfers was \$5.2 million. The main driver of this is that the revenue is received through the employees, by using the headcount rate from our third party actuary. That rate is not meeting the actual expenses that we are incurring.

Self-Insurance Casualty Division has revenue of \$4.2 million which is an 8% increase over last year. Their expenses for this year are flat, year over year at \$3.4 million, and income before transfers is \$743,000.

Workers Compensation total revenue is \$6.6 million that is a 74% increase over last year. The expenses are \$5.4 million, a 33% increase over last year, and income before transfers is \$1.1 million.

This presentation was informational only and no Committee action was required. A copy of this report will be kept at the office of the Deputy Secretary.

14. 3rd Quarter Performance Indicators

8:49 a.m. The 3rd Quarter Performance Indicators report was provided in the Committee packet. This agenda item was discussed during the presentation of agenda item 13. This was informational only and no Committee action was required. A copy of this report will be kept at the office of the Deputy Secretary.

15. March Treasury Report

8:50 a.m. The March Treasury Report was provided in the Committee packet. Tammy Fulbright, Director Treasury Services provided a brief overview. She explained that three months reporting was included in this report, to be in sync with other financial reporting. BSD Directed Funds in January was \$208 million with an average rate of return of 1.32%. In February it was almost \$218 million with an average rate of return of 1.34%. In March it was \$208 million with an average rate of return of 1.44%. The spike up in February was timing, BSD purchased buses in March which reduced the numbers back to \$208 million. The average rate of return in December was at 1.16% and in March it was 1.44%. We actually picked up about a quarter percent between December and March, which was equivalent to what the Fed Funds increased rates to in December and there was another rate increase in March. Trustee Directed Funds in January was \$44 million with an average rate of return of 1.76%. February was at \$47 million with an average rate of return of 1.88%; and March was \$49 million with an average rate of return at 1.91%. As of April 1, that \$49 million will be reduced by \$12 million because BSD paid out its semiannual interest payments on the 2009 and 2013 debt. The three month treasury is currently at 1.84%, the six month is at about 2%, and the one year is at about 2.25%. The two-year Agency bonds are at 2.66% and the three-year bonds are at 2.8%. The Feds met in May and they kept the rates steady at 1.75%, and after six years inflation has finally got to their target rate of 2%. They are not really so concerned with economic growth but they do have some slight concerns over trade disputes. It is still expected that there will be another rate increase of another ¼% in June. It is expected that there will be three rate increases this year, with the third expected in December. Three rate increases are expected in 2019 which would get us to a Fed fund rate of 3%. This report was informational only and no Committee action was required. A copy of this report will be kept at the office of the Deputy Secretary.

16. 3rd Quarter Procurement Report

8:52 a.m. The 3rd Quarter Procurement Report was provided in the Committee packet. Greg Smith, Vice President Procurement & Inventory Management, provided a brief overview. The 3rd Quarter 2018 Non-Competitive Procurement total \$1.6 million or 9.6% of the total purchase order commitment volume of \$16,240,000. Rolling last twelve months non-competitive procurement total \$12 million or 11.9% of the total purchase order commitment volume of \$102 million. This presentation was informational only and no committee action was required. A copy of this report will be kept at the office of the Deputy Secretary.

17. Treasury-Safekeeping Quarterly Accounts Audit Ending March 31, 2018

8:53 a.m. The report regarding the Treasury-Safekeeping Quarterly Accounts Audit ending March 31, 2018, was provided in the Committee packet. Jim Cali, Director Internal Audit, provided a brief overview. In accordance with Board Policy, Chapter 30, the Internal Audit Department is charged with the responsibility of reviewing all of the funds that are held by a third party custodian that are classified as Safekeeping Funds. IAD works closely with the Treasury Department to establish where these funds are and reviews the information from the custodian that the funds are there and the values are properly stated. IAD has determined that the Safekeeping Accounts exist, and the respective balances have been fairly presented. This report was informational only and no committee action was required. A copy of this report will be kept at the office of the Deputy Secretary.

18. Internal Audit Follow-Up Summary, 3rd Quarter FY2018

8:54 a.m. The report regarding the Internal Audit Follow-Up Summary, 3rd Quarter FY2018 was provided in the Committee packet. Jim Cali, Director Internal Audit, provided a brief overview. The most important part of the Internal Audit is the implementation of the recommendations by management. The Internal Audit Summary is a report card on the status on how management is doing toward implementing the recommendations that they have agreed to through the various audits that have been presented during the year. During the third quarter, there was great effort put forth by management, and we have no outstanding or overdue recommendations. To date, we have closed 57 out of 99 recommendations and as of the end of the third quarter, 13 audits have been completely closed out. This is a true testament to the great work that management is performing in implementing IAD's recommendations and observations. The 42 remaining recommendations are not overdue, but some of these recommendations have a time implementation date somewhere in the future. Some are related to a budget request in the future fiscal year where they need more time to complete the actual implementation. Management works with IAD to build this corrective action plan with the implementation dates. IAD follows up on all of those dates to make sure management is meeting all of those goals and none of the remaining 42 are at risk of being overdue. This report was informational only and no committee action was required. A copy of this report will be kept at the office of the Deputy Secretary.

19. Internal Audit Status Report, 3rd Quarter FY2018

8:55 a.m. The Internal Audit Status Report, 3rd Quarter FY2018 report was provided in the Committee packet. Jim Cali, Director Internal Audit, provided a brief overview. The Internal Audit Status Report for the third quarter shows the activity of IAD, and what audits are being performed. IAD is in good shape as compared to the annual audit program. Some of the highlights that took place during the third quarter are that the Internal Audit Department worked with Crowe Horwath, our external auditors, and completed IAD's quality review and again IAD received the highest rating possible under the Institute of Internal Auditing Standards. IAD worked with Human Resources to do the recruitment for the next college student intern, and has selected Camila Rivas who is a Masters in Accounting student at St. Louis University. IAD also attended the Government Finance Officers Association and National Conference, and got some good quality CPE at a really low rate. This report was informational only and no Committee action was required. A copy of this report will be kept at the office of the Deputy Secretary.

20. Unscheduled Business

8:56 a.m. There was no unscheduled business.

21. Call of Dates for Future Committee Meetings

8:57 a.m. The Board was advised of the upcoming meetings, as follows:

Board Meeting:	Friday, June 22, 2018, 8:00 a.m.
Operations Committee:	Tuesday, August 21, 2018, 8:00 a.m.
Audit, Finance & Administration Committee:	Friday, August 24, 2018, 8:00 a.m.

22. Adjournment to Executive Session

Executive Session - If such action is approved by a majority vote of the Bi-State Development Agency's Board of Commissioners who constitute a quorum, the Board may go into closed session to discuss legal, confidential, or privileged matters pursuant to Bi-State Development Board Policy Chapter 10, Section 10.080(D) Closed Records; Legal under §10.080(D)(1); Real Estate under §10.080(D)(2); Personnel under §10.080 (D)(3); Health Proceedings under §10.080(D)(4); Employee Negotiations under §10.080(D)(5); Data Processing under §10.080(D)(6); Purchasing and Contracts under §10.080(D)(7); Proprietary Interest under §10.080(D)(8); Hotlines under §10.080(D)(9); Auditors under §10.080(D)(10); Security under §10.080(D)(11); Computers under §10.080(D)(12); Personal Access Codes under §10.080(D)(13); Personal Information under § 10.080(D)(14); Insurance Information under §10.080(D)(15); Rail, Bus, or Facilities Safety and Accidents under §10.080(D)(16) or Protected by Law under §10.080(D)(17).

8:58 a.m. Pursuant to the requirements of Section 10.080 (D) (1), (7), (10), (11), (16) and (17) of the Bi-State Development Board Policy, Chapter 10, Section 10.080, Chair Holman requested a motion to allow the Committee to go into closed session. A motion to go into Executive Session was made by Commissioner Zimmerman and seconded by Commissioner Buehlhorn. A roll call vote was taken and the Commissioners present, Holman, Buehlhorn, Zimmerman, Golliday voted to approve this agenda item. **Motion passed unanimously, and the Open Session meeting was adjourned at 8:58 a.m.**



Deputy Secretary to the Board of Commissioners
Bi-State Development

Open Session Item

5

**Bi-State Development
Agenda Item
Operations Committee
August 21, 2018**

From: Mary C. Lamie, Executive Director, St. Louis Regional Freightway
Subject: St. Louis Regional Freightway Priority Freight Project List for 2019
Disposition: Approval
Presentation: Mary C. Lamie, Executive Director, St. Louis Regional Freightway
Yodit Teklu, Associate Project Manager, St. Louis Regional Freightway

Objective:

To present to the Operations Committee for approval and referral to the Board of Commissioners for approval the St. Louis Regional Freightway (**Freightway**) 2019 Multimodal Transportation Project List.

Board Policy:

No Board policy applies for the approval of the Freightway 2019 Multimodal Transportation Project List.

Funding Source:

Funding approval is not required. The projects will be funded through various sources, including federal, state and local funding and public-private partnerships.

Background/Analysis:

The mission of the St. Louis Regional Freightway is to develop and grow the manufacturing and the logistic industries through partnerships with public and private sector leaders. The Freight Development and Needs Analysis Committee (**FDC**), chaired by Terminal Railroad Association of St. Louis (**TRRA**) President Mike McCarthy, is responsible for preparing the region's Freight Development Plan (**FDP**) and setting infrastructure priorities which culminate into a list of multimodal transportation projects that will help grow our economy through the region's manufacturing and logistics industries. The Freight Development Plan will help drive economic growth through freight infrastructure improvements and will help raise awareness and support for multimodal infrastructure funding. Investing in our transportation infrastructure will increase the freight network's efficiency, reliability, capacity and level of service, leading to increased productivity, competitiveness, and economic growth.

FDC committee members include a broad cross-section of industry leaders representing manufacturing, logistics, industrial real estate, workforce development, economic development organizations, academia, all modes of transportation, both the Illinois and Missouri Departments of Transportation and the East-West Gateway Council of Governments.

In 2016 and 2017, the respective Freight Multimodal Transportation Project Lists were unanimously approved by the Freight Council, the EWCOG Board of Directors as well as the Bi-State Development Board of Commissioners. The inaugural list was presented to the USDOT Federal Highway Administration Administrator Gregory Nadeau and the Maritime

Administration Administrator Paul Jaenichen, who described our efforts as a model for the country. Additionally, the project list is helping the region gain critical support for infrastructure funding from state lawmakers and the congressional delegations from Illinois and Missouri.

The FDC Committee updated the Priority Freight Project list for 2019. Through this public-private partnership, the project list is a tool for elected leaders, the DOTs and regional leaders to better understand the infrastructure needs of manufacturing and logistic industries that represent the region and the nation's supply chain.

Project selection was based on the following criteria:

- Economic Impact
- Efficiency Impact
- Multimodal Impact
- Safety and Security in Travel

The projects in the attached 2019 Priority Freight Project List were confirmed through a request for projects and review by our FDC members. On April 5, 2018, the projects were vetted by the Freight Development Committee and the projects were organized and reported in three categories relating to their stage of development: Concept Development or Planning, Partially Programmed for Construction, and Advanced to Construction. We also indicated whether a project was partially or fully funded.

The Merchants Rail Bridge over the Mississippi River was once again ranked as the Freightway's highest priority. Other top priority projects include: I-270 Improvements from I-70 (MO) to Illinois Route 111 (MO-IL), North Riverfront Commerce Corridor Improvements (MO), Illinois Route 3 Access Improvements (IL), and I-70 Improvements from Warrenton to Stan Musial Veterans Memorial Bridge (MO).

The following projects have been modified for the 2019 list:

- **I-270 Improvements from I-70 (MO) to Illinois Route 111 (MO-IL)** – Project limits expanded to I-70 to coincide with programmatic and funding pursuits; project descriptions A, B & C were restructured accordingly.
- **Earth City Access Improvements (MO)** – Project Descriptions A & B were established.
- **North Riverfront Commerce Corridor Improvements (MO)** – Former project description B (Municipal River Terminal Rail Access Improvements) was removed and the I-70 Westbound Off-Ramp to North Broadway Relocation was incorporated; project description A was further divided into three sections and its limits expanded to I-270 based on funding and programming pursuits.
- **I-70 Improvements from Warrenton to Stan Musial Veterans Memorial Bridge (MO)** – This project was elevated to be among the top regional priorities; project limits expanded to Warrenton to coincide with programmatic and funding pursuits; project descriptions A & B were established; I-70 St. Louis County Improvements from Natural Bridge Road to Hanley Road (MO) were eliminated as a separate project on the list because it's within the limits of the I-70 Improvements from Warrenton to the Stan Musial Veterans Memorial Bridge.

The Freightway Council approved the project list during the April 20, 2018 Council Meeting. Finally, the list of projects was publicly unveiled during the Third Annual Freight Summit Luncheon on May 24, 2018. The list was also posted on the Freightway website at TheFreightway.com.

A copy of the 2019 Priority Freight Project List is included as **Exhibit A**. A copy of the 2019 Multimodal Transportation Project Summary is included as **Exhibit B**.

Committee Action Requested:

Managements recommends that the Operations Committee approve and forward to the Board of Commissioners for approval of the St. Louis Regional Freightway 2019 Multimodal Transportation Project List.

Attachments:

Exhibit A: St. Louis Regional Freightway 2019 Priority Freight Project List

Exhibit B: St. Louis Regional Freightway 2019 Multimodal Transportation Project Summary

Open Session Item 5

Exhibit A



2019 PRIORITY FREIGHT PROJECTS

ST LOUIS REGIONAL FREIGHTWAY

Exhibit A

The St. Louis region is setting records and gaining national and international attention as a freight leader for our strong global and fast-growing market. Our world-class multimodal transportation system is not only ideally positioned at the nexus of the U.S. freight network but is also located in the center of the nation's agricultural heartland. Our tremendous logistical advantages are attracting more and more manufacturers and logistics industry companies who compete in domestic and international markets, and they have paved the way for a 15-mile stretch of the Mississippi River flowing through the St. Louis region to gain recognition as the Ag Coast of America. Maintaining those logistical advantages is a key objective of the St. Louis Regional Freightway.

With support from the East-West Gateway Council of Governments (EWGCOG) Board of Directors, leaders in manufacturing, logistics, industrial real estate, all modes of transportation, economic development and both the Illinois and Missouri Departments of Transportation (DOT), the Freightway has helped garner national recognition for the St. Louis region as a premier freight hub. We continue to build public-private partnerships to maximize infrastructure funding opportunities for the region's priority infrastructure projects.

Those infrastructure priorities are updated every year by the Freight Development and Needs Analysis Committee, chaired by Mike McCarthy, president of the Terminal Railroad Association of St. Louis. Project selection continues to be based on the following criteria:

- Economic Impact
- Efficiency Impact
- Multimodal Impact
- Safety and Security in Travel

Last fall, the EWGCOG Board of Directors endorsed the Freightway's multimodal project list, signifying the region's widespread support of industry leaders working hand-in-hand with both IDOT and MoDOT to set infrastructure priorities. This acclaimed model allows private sector representatives to help public sector leaders understand how freight travels through the region's infrastructure and how efficient and reliable transportation impacts on-time delivery and costs.

The 2019 list includes projects that have advanced to construction, projects that were recently submitted for both federal and state grant funding, and recently added projects. Projects advancing to construction include the Merchants Rail Bridge Replacement over the Mississippi River (Freightway's #1 priority), J.S. McDonnell Connector Access Improvements project, North Park Access Improvements project, Earth City Access Improvements project, and components of the I-270 Improvements from I-70 to Illinois Route 11 project.

The Freight Development Committee will continue to identify infrastructure funding opportunities through public-private partnerships that can be leveraged to advance additional priority projects. The committee will also identify high impact-low cost projects that help shippers and carriers improve service, making it possible to better predict on-time performance with greater accuracy and reducing transportation costs.

By keeping our focus on infrastructure improvements that can help ensure our freight network can accommodate future growth, we will be better positioned to capture a share of the 40 percent increase in national freight volume expected over the next 30 years.

St. Louis Regional Freightway
Executive Director
Mary C. Lamie, P.E.

Freight Development and Needs Analysis Chairman
Terminal Railroad Association of St. Louis President
Mike McCarthy



2019 PRIORITY FREIGHT PROJECTS

ST LOUIS REGIONAL FREIGHTWAY



The St. Louis Regional Freightway plays a critical role in the growth of regional manufacturing and distribution sections within the bi-state region including seven counties in Missouri and Illinois and the City of St. Louis.

The Freight Development and Needs Analysis Committee updated the project list for 2019.

Advanced to Construction

- **Merchants Bridge (TRRA) Replacement over the Mississippi River (MO-IL)***
- **I-270 Improvements from I-70 (MO) to Illinois Route 111 (MO-IL)* (Partial)**
- J.S. McDonnell Connector Access Improvements (MO)
- North Park Access Improvements (MO)
- Earth City Access Improvements (MO)

Partially Programmed for Construction

- **North Riverfront Commerce Corridor Improvements (MO)***
- **Illinois Route 3 Access Improvements (IL)***
- Union Pacific Railroad Lenox Tower Replacement and Track Realignment (IL)
- St. Louis Lambert International Airport North Cargo Improvements (MO)
- America's Central Port Improvements (IL)

Concept Development or Planning

- **I-270 Improvements from I-70 (MO) to Illinois Route 111 (MO-IL)* (Partial)**
- I-70 Improvements from Warrenton to Stan Musial Veterans Memorial Bridge (MO)
- MidAmerica St. Louis Airport Distribution Improvements (IL)
- I-64 Improvements from Green Mount Road to Illinois Route 158 (Air Mobility Drive) (IL)
- Kaskaskia Regional Port District Improvements (IL)
- I-255 / Davis Street Ferry Road Interchange (IL)
- I-255 / Fish Lake (Ramsey Road) Interchange (IL)
- St. Louis Lambert International Airport Access Improvements (MO)
- Mississippi River Port Development Projects (MO)
- Illinois Route 158 (Air Mobility Drive) Expansion from Route 161 to Route 177 (IL)

**Project titles in bold indicate the St. Louis Regional Freightway's highest priority projects.*



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Merchants Bridge (TRRA) Replacement over the Mississippi River (MO-IL)

Advanced to Construction

Project Location



Location: Mississippi River, Mile Marker 183

Estimated Cost: \$172 million

Owner: Terminal Railroad Association of St. Louis (TRRA)

Contact: Mike McCarthy, TRRA President, (314) 539-4704

The Merchants Bridge over the Mississippi River in America's heartland impacts national freight movement, the future of freight, and the future of farmers, manufacturers, and distributors who depend on it.

Project Aerial



The Merchants Bridge serving the St. Louis region:

- Links America's eastern and western freight rail networks
- Carries more than 40 million gross tons annually
- Serves six Class I Railroads and Amtrak

The St. Louis region is the:

- 2nd largest freight rail interchange location in the nation
- 3rd largest freight rail interchange location by tonnage

Without funding, the Merchants Rail Bridge could be taken out of service within ten years. Meanwhile, in its current condition with restricted speed, single-track capacity, and rising maintenance costs, the bridge will continue to cause delays in the national multimodal freight rail and passenger service networks.

Project Status



Construction

Design

Planning Study

Concept Development

Project Funding

TRRA and its shareholders decided to fund the Merchants Bridge replacement without federal grant assistance, recognizing that this critical bridge will go out of service in less than 10 years without action. Construction is anticipated to begin in mid-2018 and is expected to be complete in 2022.

The nearly 130-year-old Merchants Rail Bridge spans the Mississippi River between St. Louis, Missouri and Venice, Illinois and is owned by the Terminal Railroad Association of St. Louis (TRRA). The Merchants Rail Bridge has rail connections to Amtrak's St. Louis Station and to six Class I railroads servicing BNSF Railway, CSX Transportation, Canadian National, Kansas City Southern, Norfolk Southern, and Union Pacific. The Class I railroads serve the St. Louis region's manufacturing and logistics companies that are part of an interdependent supply chain requiring access to markets on both sides of the Mississippi River, across the United States, and internationally, including: U.S. Steel, Conoco Phillips, Cargill, Archer Daniels Midland (ADM) Company, World Wide Technologies, General Motors, Hershey's, Unilever, Metro East Industries, Bunge, American Milling, Schneider Trucking, SCF Lewis & Clark Marine, FedEx, Boeing, and Kinder Morgan.

This project is the #1 priority for the St. Louis Regional Freightway.



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Merchants Bridge (TRRA) Replacement over the Mississippi River (MO-IL)

Advanced to Construction

Owning the sixth busiest Mississippi River rail bridge in the country serving the nation's third largest rail hub, TRRA interfaces with the nation's 3rd and 8th largest inland port systems, the northern most year-round ice-free Mississippi River port providing services to America's Central Port (with container-on-barge capacity), Kaskaskia Regional Port District, and the St. Louis Port Authority. The Merchants Rail Bridge is in close proximity to four interstate freight corridors, I-70, I-64, I-44, and I-55, providing national north-south and east-west access. With improvements to the bridge, an estimated 185,676 truckloads could be diverted from these highways to rail, reducing vehicle miles traveled by trucks by 74 million miles and saving \$63 million in roadway damage over twenty years.

Illinois and Missouri's impact on the national freight movement (Association of American Railroads, 2012):

- Illinois ranked #1 and Missouri ranked #3 in rail cars carried
- Illinois ranked #3 and Missouri ranked #4 in rail tons carried
- Illinois ranked #2 and Missouri ranked #6 in freight rail employment

Economic Impact: TRRA spends an average of \$80.9 million per year in the St. Louis metropolitan statistical area for operation support, infrastructure repair and maintenance, and employee wages which support nearly \$237 million in overall economic activity for the region. With implementation of the project, TRRA estimates that the project impact will increase to generate more than \$456 million in local economic activity over a 20-year period. Construction of the project will also support nearly 1,100 jobs, including 150 direct jobs.

Current Restrictions: Currently, the Merchants Rail Bridge has speed, clearance, and load restrictions. Load restrictions prevent the crossing of two trains simultaneously, limiting the bridge to one track at all times. Since trains cannot pass on the bridge, they come to a complete stop on or near the approach grades. Load restrictions do not allow the bridge to accommodate modern loads, which impose costs of delay, braking, and startup.

Project Details: The Merchants Rail Bridge replacement project includes removal and replacement of the three river-span trusses, seismically retrofitting the existing river piers, and improving the east approach. The new double track structure will provide additional capacity for increased freight and passenger rail. The double track will also provide more reliable movements and reduce grade crossing delays for motorists and emergency vehicles. All of these benefits will help reduce stress on the National Highway Freight Network that is anticipated to grow by 40 percent over the next three decades.

The Merchants Rail Bridge replacement is a model for public-private partnerships and the St. Louis Regional Freightway contributed over 80 letters of support for the project. TRRA and its shareholders decided to fund the Merchants Bridge replacement without federal grant assistance, recognizing the adverse impact a non-functional bridge would have on the regional and national economy without action. In July 2018, TRRA awarded the construction contract to Walsh Construction Company and the project is anticipated to be complete in 2022.

"In terms of the Merchants Bridge, it's one of the main east-west rail corridors in the region. It's an absolute vital artery in order to maintain efficient rail movement across the Mississippi River."

- Ryan Krull, Commercial Manager,
Watco Terminal & Port Services



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-270 Improvements from I-70 (MO) to Illinois Route 111 (MO-IL)

Advanced to Construction / Concept Development or Planning

Project Location



Location: St. Louis County, Missouri and Madison County, Illinois

Estimated Cost: \$1.2 billion

Owner: Illinois Department of Transportation (IDOT)
Missouri Department of Transportation (MoDOT)

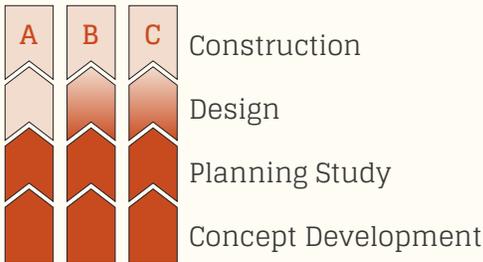
Contact: Jeff Keirn, IDOT Region 5 Engineer, (618) 346-3110
Tom Blair, MoDOT District Engineer, (314) 453-1800

Project Aerial



*The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: economic impact, multimodal impact, efficiency impact, and safety and security in travel. Based on the criteria, the following project addresses regional freight needs and is considered one of the **highest priorities** for the region.*

Project Status



Project Need: The St. Louis region is home to national and international manufacturers and logistics businesses that are part of the global supply chain. The I-270 outer belt is one of the most traveled freight corridors in the St. Louis region and is a link to the national freight network with connections to I-70, I-64, I-44, and I-55. Northern segments of I-270 in St. Louis County and Madison County were identified as severe freight bottlenecks in the 2016 *East-West Gateway Regional Congestion Report*. The I-270 outer belt consists of a minimum of six lanes with the exception of a four-lane section of I-270 from Lilac Avenue in Missouri to Illinois Route 111 in Illinois.

Project Funding

(A) \$155 million is programmed in the STIP for improvements.

(B) Engineering design is in process. Final design and construction is funded in the IDOT Multi-Year Plan.

(C) Preliminary engineering for this segment is included in the IDOT Multi-Year Plan. Construction is funded for the IL-111 interchange with \$13.5 million in IDOT Competitive Freight Program funds.

Project Impact: The 22-mile I-270 corridor from I-70 to Illinois Route 111 is one of the most important regional freight corridors. In Missouri, it serves major freight generators, such as the Hazelwood Logistics Center, within and near St. Louis Lambert International Airport. In Illinois, I-270 feeds directly into the Lakeview Commerce Center and Gateway Commerce Center, two of the region's largest and fastest growing logistics parks. The I-270 corridor also offers easy access to major destinations in Illinois including the Conoco Phillips Refinery, America's Central Port, and Terminal Railroad Association Madison Yard.

With freight forecasted to grow heavily in the next few decades, traffic around these freight generators and users will continue to increase. The ability of this stretch of interstate to absorb this traffic will play a major role in the speed, efficiency, and cost to move freight through



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-270 Improvements from I-70 (MO) to Illinois Route 111 (MO-IL)

Advanced to Construction / Concept Development or Planning

the region. In addition, a portion of the corridor is in the top five percent of all locations in Illinois where a higher rate of crashes occur compared to roadways with the same physical characteristics. The following proposed improvements seek to improve safety, enhance efficiency, and meet future freight demands to positively impact multimodal access and economic development. Construction for the I-270 corridor is anticipated to occur over a 17-year time frame with up to 12 individual construction contracts. This construction schedule will create supply chain disruptions that will have significant impacts on the network of supplies and industry competitiveness.

Project Description (A) Improvements from I-70 to Mississippi River (MO): This project includes major modernization improvements to relieve growing traffic congestion at a severe freight bottleneck, enhance safety and resiliency, and improve mobility for freight and passengers. Improvements will include reconstruction of multiple interchanges, improved connections with and relocation of selected segments of the outer road, and the addition of travel lanes in the most heavily-traveled segments. A significant component of the improvements includes expanding I-270 from four lanes to six lanes along the 1.5-mile corridor from Lilac Avenue to the Mississippi River. The project (and Project C) would ensure that the I-270 outer belt in the St. Louis region would have a minimum of six lanes to better accommodate future freight flows and reduce bottlenecks. The improvements would also support continued redevelopment of a historically low-income and economically disadvantaged part of the state. Estimated cost for the total project is approximately \$700 million. Over \$155 million has been allocated for improvements in the Statewide Transportation Improvement Program (STIP).

Project Description (B) Mississippi River Chain of Rocks Bridge Replacement (MO-IL): This project includes replacement of the existing two structures, constructed in 1966, over the Mississippi River and construction of a new structure. The Chain of Rocks Bridge has experienced rising maintenance costs due to the age of the structure, increasing traffic volumes, and safety issues associated with narrow shoulders. In particular, there has been a significant increase in traffic from 19,800 vehicles per day in 1975 to over 51,500 vehicles per day. At four lanes wide, the current bridge creates a severe freight bottleneck and is not equipped to handle the large freight flow increases forecasted for the region. Engineering design is in process. \$223.3 million is included in the IDOT Multi-Year Plan for design and construction with \$2 million of the total cost allocated for design in FY19. IDOT is the lead agency for the project with MoDOT sharing equally in the bridge replacement and engineering costs.

Project Description (C) Widening from Mississippi River to Illinois Route 111 (IL): This project includes increasing the capacity of I-270 by expanding from four lanes to six lanes along the 5.3-mile corridor from the Mississippi River to Illinois Route 111. The project (and Project A) would ensure that the I-270 outer belt in the St. Louis region would have a minimum of six lanes to better accommodate future freight flows and reduce a severe freight bottleneck. Estimated cost for the total project is approximately \$250 million. The IDOT Multi-Year Plan includes funding for preliminary engineering in FY18-FY23. Construction is not funded. The I-270 and Illinois Route 111 interchange has become a separate component to accelerate implementation of the overall project. Construction of the Illinois Route 111 interchange is funded with assistance of \$13.6 million (as of June 2018) from the IDOT Competitive Freight Program.



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-70 Improvements from Warrenton to Stan Musial Veterans Memorial Bridge (MO)

Concept Development or Planning

Project Location



Location: Warren, St. Charles, St. Louis Counties, and City of St. Louis

Estimated Cost: \$650 million

Owner: Missouri Department of Transportation (MoDOT)

Contact: Tom Blair, MoDOT District Engineer, (314) 453-1800

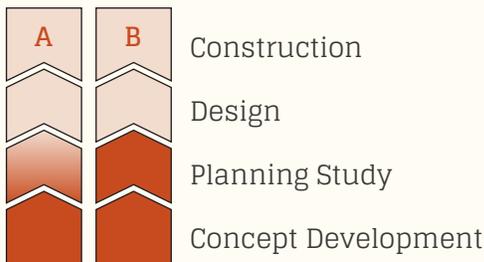
*The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: economic impact, multimodal impact, efficiency impact, and safety and security in travel. Based on the criteria, the following project addresses regional freight needs and is considered one of the **highest priorities** for the region.*

Project Aerial



Project Need: The I-70 corridor is a transcontinental highway stretching from Pennsylvania to Utah. In the St. Louis region, I-70 is an important link for freight due to the proximity of major corporations, industrial areas, hospitals, universities, and St. Louis Lambert International Airport. A majority of the 60-mile corridor through Missouri also experiences moderate to heavy congestion during peak hours.

Project Status



The I-70 / I-64 interchange in St. Charles County was identified as one of the greatest freight bottlenecks in the St. Louis region in the 2016 *East-West Gateway Regional Congestion Report*. Additionally, the 20-mile section west of the I-64 interchange, the segment from Wentzville to Warrenton, experienced an estimated user delay cost of \$12.7 million in 2016. On a per-mile basis, this cost is over three times greater than the user delay cost for the remainder of rural I-70 combined (over 170 miles).

Project Funding

(A) The Envision I-70 planning study is currently ongoing. No funding sources or partnership have been identified beyond the planning study.

(B) \$3.4 million is programmed in the STIP for improvements.

Project Impact: The project will enhance east-west freight mobility by providing more capacity where it is needed most, reducing congestion and associated vehicle crashes. Several of the region's highest activity industrial parks are located along this stretch of I-70 including a new 1.1 million square feet General Motors 3PL Facility in the Wentzville Logistics Center. Overall, improvement recommendations from the *Envision I-70* planning study, discussed in further detail below, will provide a broad framework and implementation strategies to meet the desired future mobility and accessibility needs of this critical regional transportation link. Based on findings from the study, the project would address specific safety and congestion issues including interchange, bridge, and pavement improvements.



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-70 Improvements from Warrenton to Stan Musial Veterans Memorial Bridge (MO)

Concept Development or Planning

Project Description (A) Improvements from Wentzville to Stan Musial Veterans Memorial Bridge: A Planning and Environmental Linkages study for the I-70 corridor from the I-64 interchange in Wentzville, Missouri to the Stan Musial Veterans Memorial Bridge was included as a recommendation in the region's *2045 Long-Range Transportation Plan*. MoDOT, in collaboration with regional planning partners such as Metro and East-West Gateway Council of Governments, initiated the *Envision I-70* study in 2017 to advance this effort. The study focused on developing a comprehensive multimodal vision that incorporates sustainable mobility, economic competitiveness, freight and port distribution needs, and the relationships between community character and transportation. Final recommendations from the study are currently being developed. Over \$70 million in bridge, interchange, and pavement improvements are currently included in the Statewide Transportation Improvement Plan (STIP) at various locations along the corridor. Estimated cost for the total project is approximately \$500 million. Construction is not funded.

Project Description (B) Expansion from Wentzville to Warrenton:

This project includes reconstruction and expansion of the existing four-lane interstate to six lanes for a 20-mile segment from Wentzville to Warrenton. The project will improve the safety, reliability, and capacity of I-70 for freight and passenger vehicles. The additional travel lanes would ensure that the I-70 corridor towards downtown St. Louis would have a minimum of six lanes to better accommodate future freight flows and improve a critical bottleneck at the I-64 interchange. Estimated cost for the total project is \$150 million. Approximately \$3.4 million has been allocated for associated improvements in the Statewide Transportation Improvement Program (STIP).

“When we look at the St. Louis region and the infrastructure we have here, it’s vital to our operators. We’re excited about the growth in St. Louis and the investment being made in infrastructure.” - *Matthew Freix, Vice President, DNJ Intermodal Services*

“I can’t think of any place in the country whose history is more closely linked with trade than St. Louis. That’s what we’re talking about - trade. It’s about commerce. It’s about expanding economic opportunity.” - *Gregory Nadeau, Federal Highway Administration*



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Union Pacific Railroad Lenox Tower Replacement and Track Realignment (IL)

Partially Programmed for Construction

Project Location



Location: Mitchell, Illinois

Estimated Cost: \$14.8 million

Owner: Union Pacific Railroad (UPRR)

Contact: Paul Hinton, Service Unit Superintendent, (314) 331-0663

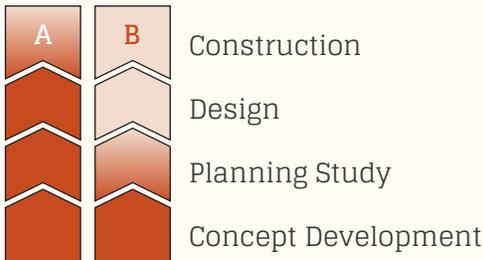
*The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.*

Project Aerial



Project Need: Built in 1924, the existing Lenox Tower at the junction of Union Pacific rail corridors in Mitchell, Illinois controls a major railroad junction where five of the region's railroads operate services: Union Pacific, BNSF Railway, Kansas City Southern, Norfolk Southern, and Alton & Southern. An average of 66 trains pass through the interlocking junction daily. The junction includes a complex system of signals and switches controlling freight and passenger rail routing. The existing tower and its associated switching equipment are obsolete and unable to accommodate the growth in rail traffic.

Project Status



Project Description: Realigning the trackage through the Lenox Tower interlocking will increase freight train speed limits from the 10-30 mph range to the 40-60 mph range through the junction. Passenger train speeds could also increase from the 40-60 mph range to nearly 80 mph. Increased velocity will reduce the existing bottleneck and increase the capacity and efficiency of the St. Louis region's rail network. In 2018, the Lenox Tower will be removed and dispatching control will be automated and incorporated into Union Pacific centralized dispatching in Omaha, Nebraska (A). This coordination would optimize local rail traffic and allow the railroads to increase velocity through the St. Louis terminal, which creates a competitive advantage with other rail interchange locations such as Chicago. Approximately \$10 million in track realignment work remains unfunded (B).

Project Funding

Union Pacific is partnering with IDOT to help advance portions of the project. Approximately \$10.0 million (track realignment) of the \$14.8 million total project cost remains unfunded.

Project Impact: This modernization project would reduce freight train delays by 43 hours a week for combined freight, or more than 10 hours per day. The increase in velocity would reduce delays at highway-



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Union Pacific Railroad Lenox Tower Replacement and Track Realignment (IL)

Partially Programmed for Construction

rail grade crossings due to passing trains, thereby decreasing traffic delays for nearby communities and reducing emissions from idling vehicles. The project would also consolidate six operator positions, eliminate tower facility expenses, and lower track maintenance. Overall, the project will enable freight, including four Class I rail carriers, and passenger trains to travel through the region more safely and efficiently while allowing rail traffic to be better integrated into system-wide patterns.

Left (Bottom): An average of 66 trains pass through the Lenox Tower interlock, which is located at the intersection of four railroads: Union Pacific, Kansas City Southern, Norfolk Southern, and Alton & Southern. Movements are restricted by diverging turnouts and a specialty track switch known as a single slip switch.

Right (Top): The Lenox Tower's interior houses the operator's office and the interlocking equipment., which consists of the interlocking machine and track model board. The Lenox Tower is one of the last three manually operated interlocking plants in the St. Louis Area in Illinois.

Right (Bottom): The 80-lever G pistol-grip electric interlocking machine is housed in a large wooden console. A track model board above the console shows the 80 switch location on each of the railroad tracks.

“Velocity, the ability to move equipment efficiently on a railroad is vitally important. Time is money. The more efficient a railroad can be because of infrastructure, the higher they velocity they can have, and the more efficient and cost competitive they can be.”

- Rick Ortyl, Vice President, Metro East Industries





2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

St. Louis Lambert International Airport North Cargo Improvements (MO)

Partially Programmed for Construction

Project Location



Location: St. Louis County, Missouri

Estimated Cost: \$20.7 million

Owner: St. Louis Lambert International Airport

Contact: Jerry Beckmann, Airport Deputy Director, (314) 551-5034

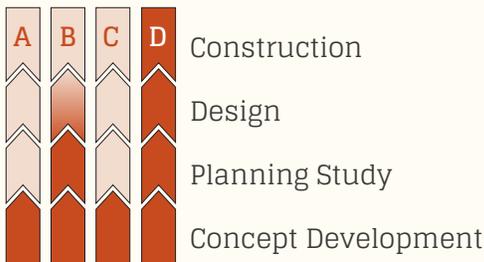
*The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.*

Project Aerial



Project Need: St. Louis Lambert International Airport (STL) in St. Louis County is the largest and most utilized airport in Missouri. Positioned within Foreign Trade Zone 102, it is an attractive destination for logistics businesses due to its multimodal transportation infrastructure combined with available and accessible land for business growth. Current air cargo facilities are conveniently located on both sides of the primary parallel runways and are designed to expedite the flow of freight and handle both current and next-generation air cargo aircraft.

Project Status



Project Impact: St. Louis Lambert International Airport is moving forward with an international air cargo facility, which includes construction of a new terminal with ramp for freighter aircraft. The airport is also pursuing several infrastructure projects to improve service delivery for air cargo facilities including FedEx, UPS, and Forward Air. The airport continues to attract new businesses to increase its revenue base and utilize 1,000 acres of land for industrial development. These efforts include a development agreement with Bi-National Air Cargo to develop 60 acres of airport property referred to as the Northern Tract. The airport is also in the final stage of approval to become a USDA port of embarkation to allow live animal charters to depart from St. Louis. In addition to the airport, several industrial areas are located nearby including Aviator Business Park, Hazelwood Logistics Center, and Park 370 Business Center. The following projects further these goals to provide safe, efficient, and multimodal access near the St. Louis Lambert International Airport and industrial areas along with potential economic benefits for the region.

Project Funding

(B) St. Louis County has programmed \$1.13 million for design in 2022, but construction is currently unfunded.

(D) Construction of the \$6.1 million project was completed in 2017.

Remaining projects are currently unfunded. No funding sources or partnerships have been identified.



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

St. Louis Lambert International Airport North Cargo Improvements (MO)

Partially Programmed for Construction

Project Description (A) Norfolk Southern Railroad Spur on Northern Tract: This project includes constructing a 1,200-foot long railroad spur from Norfolk Southern mainline track to connect to the Northern Tract of the airport. The spur would support the 60-acre logistics and air cargo center under development at this site. Estimated cost is approximately \$2.5 million.

Project Description (B) Banshee Road Reconstruction: This project includes rebuilding Banshee Road from J.S. McDonnell Boulevard to Lindbergh Boulevard, including a structure over Coldwater Creek, in order to accommodate heavy commercial truck traffic. The three-lane roadway currently has issues with drainage and roadway geometry that make it un conducive to major freight flows. The project would support the Northern Tract air cargo center. Estimated cost is approximately \$9.1 million. St. Louis County has programmed approximately \$1.13 million for design in 2022. Construction is currently unfunded.

Project Description (C) McDonnell Boulevard / Airport Road Intersection Reconstruction: This project includes reconstruction of the intersection of McDonnell Boulevard and Airport Road. The intersection plays a critical role in freight movement for the St. Louis Air Cargo Facility currently used by FedEx, UPS, and Forward Air. The existing intersection has a complex series of turning movements within a confined area and experiences numerous crashes. The project would improve roadway geometry, eliminate difficult turning movements, and meet updated design standards in order to accommodate current and future users. St. Louis County manages this facility and no improvements are currently programmed for the intersection. Estimated cost is approximately \$3.0 million.

Project Description (D) Taxiway Victor Connector to Cargo Ramp: This project included construction of a full-strength concrete taxiway capable of supporting the largest jets. It provides common-use access to Trans States Airlines, Airport Terminal Services ramps, and the Bi-National Air Cargo ramp. MoDOT partnered with the St. Louis Lambert International Airport to finance the Taxiway Victor Connector project and issued a grant to fund construction. Construction of the \$6.1 million project was completed in 2017.

“From a shipping point of view, if you are only going to have one spot, the St. Louis region is it. From an infrastructure point of view, our location in Hazelwood is close to all the highways and the airport. We have the ability to do some very late shipping by air if needed. There’s also a very large USPS facility.”

- Tod Yazdi, Principal, TAGG Logistics



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

America's Central Port Improvements (IL)

Partially Programmed for Construction

Project Location



Location: Granite City, Illinois

Estimated Cost: \$22.5 million

Owner: America's Central Port

Contact: Bill Stahlman, Director of Engineering, (618) 452-8450

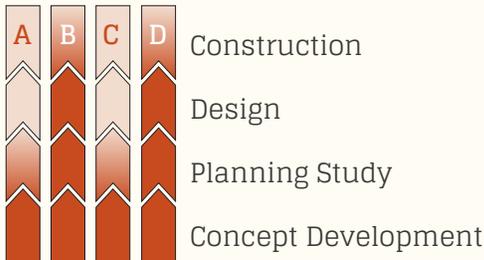
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Project Aerial



Project Need: America's Central Port in Granite City, Illinois is at the center of the multimodal freight transportation system in the United States with direct access to three major modes of transportation: river, rail, and road. The Port offers over 1.7 million square feet of rail-served warehouse space located in secured industrial park settings within Foreign Trade Zone 31.

Project Status



Project Impact: The Port recently opened the new Madison Harbor expansion in 2016. The new harbor offers the northern-most lock-free and ice-free access to the Gulf of Mexico on the Mississippi River. It also offers additional opportunities for container-on-barge industry. America's Central Port is seeking several improvements to enhance the new expansion.

Project Funding

(B) Construction is funded with assistance of \$1.09 million in IDOT Competitive Freight Program funds.

(D) Construction is funded with assistance of \$1.59 million in IDOT Competitive Freight Program funds.

Remaining projects are currently unfunded. No funding sources or partnerships have been identified.

These improvements also support recent alliances with the Port of New Orleans and the Port of Plaquemines, both located in Louisiana along the Gulf of Mexico, to promote international and inland trade routes along the Mississippi River. This location is part of America's Agriculture Coast or "Ag Coast" that supports a 15-mile section of the Mississippi River with the highest level of barge handling capacity anywhere along the river. The St. Louis region's port system was ranked as the most efficient inland port district in terms of tons moved per river mile during 2015, the most recent year for which data is available. The St. Louis region's port system plays a critical role in the nation's global supply chain.



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

America's Central Port Improvements (IL)

Partially Programmed for Construction

Project Description (A) Granite City Harbor Lead Track Revitalization: This project includes upgrades to the rail track that serves the Granite City Harbor and its four main terminals, including U.S. Steel, with track capable of handling 286,000 pound rail cars delivered by unit trains. The track will be replaced with 115RE rail sections, new cross ties, and improved drainage. Approximately 9,800 feet of track, three at-grade crossings, and 14 turnouts will be upgraded. The project will allow tenants to operate more efficiently, reduce costs, and better compete in the global market. Estimated cost is approximately \$8 million.

Project Description (B) Granite City Harbor General Cargo Dock Revitalization: This project includes upgrades to the general cargo dock at the Granite City Harbor that serves two main terminals, including U.S. Steel. A pipe pile fender system will be installed to protect the steel sheet pile wall, the deck will be paved over with reinforced concrete, an improved drainage system will be installed, and approximately 3,450 feet of railroad track will be upgraded to handle 286,000 pound rail cars. Estimated cost is approximately \$6.8 million. Construction is funded with assistance of \$1.09 million (as of June 2018) from the IDOT Competitive Freight Program.

Project Description (C) Union Pacific / Kansas City Southern Connection Through A&K Yard: This project includes construction of new railroad track from the Union Pacific Railroad / Kansas City Southern Railway mainline through the A&K Granite City rail yard into the Port. Approximately 3,200 feet of new railroad track will be laid along with a new No. 15 turnout at the mainline. The new connection will allow direct deliveries from two Class I rail carriers, providing lower shipping costs and transparent competition amongst all carriers for Port shippers. Estimated cost is approximately \$4.5 million.

Project Description (D) New Port Entrance at Illinois Route 3: This project includes construction of a new right-in, right-out entrance to the Port industrial park and other associated roadway upgrades. The connection will provide for the safe movement and flow of traffic between Illinois Route 3 and the interior routes of E Street and 1st Street. Approximately 3,900 feet of new concrete roadway will realign traveling vehicles along 1st Street away from the warehouse loading docks to enhance access, improve safety, and expand traffic volume capacity into the industrial campus of the Port. Estimated cost is approximately \$3.2 million. Construction is funded with assistance of \$1.59 million (as of June 2018) from the IDOT Competitive Freight Program.

"The St. Louis region is the envy of the barge industry. Location in the heart of the nation and strategically positioned at the northernmost ice-free lock-free point on the Mississippi River."

- Gary LaGrange, CEO, Port of New Orleans

"St. Louis regional ports were ranked by the U.S. Army Corps of Engineers as the most efficient inland port district in terms of tons moved per river mile in 2015. The St. Louis region is two and a half times more efficient on its river usage than its closest competitors. The numbers reinforce the St. Louis region's critical role in the nation's freight network and further solidifies its position as the Ag Coast of America."

- American Journal of Transportation, 2017



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

MidAmerica St. Louis Airport Distribution Improvements (IL)

Concept Development or Planning

Project Location



Location: Mascoutah, Illinois

Estimated Cost: \$45 million

Owner: MidAmerica St. Louis Airport

Contact: Tim Cantwell, Airport Director, (618) 266-5240

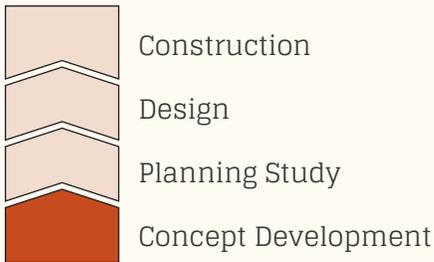
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Project Aerial



Project Need: MidAmerica St. Louis Airport (BLV) is a commercial/ cargo and passenger airport co-located with Scott Air Force Base in Mascoutah, Illinois. MidAmerica offers air cargo facility development of over 2,500 acres within Foreign Trade Zone 31 and an Enterprise Zone, making it an ideal location for modern freight needs with an emphasis on e-commerce businesses. Located along I-64 with on-site customs services and easy airplane-to-truck processes, the airport makes air cargo transfer highly efficient by reducing time on the ground and cost of operations. The airport serves major tenants including Boeing and North Bay Produce. To better accommodate these operations and attain manufacturing and distribution businesses, the land surrounding the airport requires improved access to the freight network.

Project Status



Project Description: This project includes building an approximately two-mile rail spur from the Norfolk Southern mainline at the southern edge of the airport, enabling freight rail access for businesses on the eastern side of the airport.

Project Funding

This project is currently unfunded. No funding sources or partnerships have been identified.

Project Impact: The improvements would provide MidAmerica St. Louis Airport and surrounding businesses easy access to the rail network, giving this cluster of existing businesses and available sites access to three of the four primary modes of freight transportation.

“Our facility at MidAmerica Airport is a huge piece of our operation. Building this facility knocked days off the transportation time, and more importantly, providing more shelf life for the grocers.”
- Jon Wall, Manager, North Bay Produce



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

J.S. McDonnell Connector Access Improvements (MO)

Advanced to Construction

Project Location



Location: Berkeley, Missouri

Estimated Cost: \$2.4 million

Owner: St. Louis County Department of Transportation

Contact: Stephanie Leon Streeeter, Deputy Director, (314) 615-8501

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Project Aerial



Project Need: One of the St. Louis region's greatest assets is the extensive manufacturing base, particularly in defense and aerospace-related businesses. These facilities are served by a deteriorated roadway that forms part of a route between James S. McDonnell Boulevard and Hanley Road, and forces manufacturers in the vicinity to use the I-170 on-ramp at Frost Avenue and the I-170 ramp off-ramp at Airport Road to make this connection. Part of this patchwork of roads traverses the Formerly Utilized Sites Remedial Action Program contamination area, requiring coordination with the U.S. Army Corps of Engineers to develop adequate procedures and specifications for any excavation necessary in this area.

Project Status



Project Description: This project involves the reconstruction of a deteriorated roadway, Eva Avenue, between Frost Avenue and McDonnell Boulevard. The reconstruction will improve truck access between McDonnell Boulevard and Hanley Road, two important arterial roadways, and will eliminate the current unsafe practice of using the I-170 ramp at Frost Avenue and the I-170 off-ramp at Airport Road to make this connection. In addition to roadway reconstruction, the deteriorated Norfolk Southern railroad crossing at Frost Avenue will be replaced. These improvements will improve access for multiple manufacturers in the vicinity. Construction will begin in mid-2018 and is anticipated to be complete in early 2019.

Project Funding

The project is funded through construction. Construction will begin in mid-2018 and is anticipated to be complete in early 2019.

Project Impact: The project supports existing and new facilities by linking to the freight network. This will also provide additional flexibility for freight flows within the manufacturing cluster north of St. Louis Lambert International Airport.



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-64 Improvements from Green Mount Road to Illinois Route 158 (Air Mobility Drive) (IL)

Concept Development or Planning

Project Location



Location: O’Fallon, Illinois

Estimated Cost: \$20 million

Owner: Illinois Department of Transportation (IDOT)

Contact: Jeff Keirn, IDOT Region 5 Engineer, (618) 346-3110

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Project Aerial



Project Need: The I-64 corridor is an important link between businesses and industrial areas near downtown St. Louis and the MidAmerica St. Louis Airport (BLV), a commercial/cargo and passenger airport approximately 20 miles to the east of downtown St. Louis. The I-64 corridor is generally a minimum of six lanes from downtown St. Louis until the interchange with Green Mount Road in Illinois, which is located just west of the MidAmerica St. Louis Airport. For the remaining three-mile corridor to the airport, I-64 is only a four-lane roadway.

Project Status



Project Description: This project would widen I-64 to six lanes from Green Mount Road to Illinois Route 158 (Air Mobility Drive). Other safety and capacity improvements would be incorporated into the project as needed.

Project Impact: The interstate widening would increase capacity and access to MidAmerica St. Louis Airport and surrounding developments. The airport offers air cargo facility development of over 2,500 acres within Foreign Trade Zone 31 and an Enterprise Zone, making it an ideal location for modern freight needs with an emphasis on e-commerce businesses.

“From a truck perspective, we have a large number of interstates that converge in the St. Louis area, which is a major competitive advantage as it gives us a good outlet for trucks going [to] major cities that are within a half-day drive.”
- Ryan Krull, Commercial Manager, Watco Terminal & Port Services

Project Funding

This project is currently unfunded. No funding sources or partnerships have been identified.



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Kaskaskia Regional Port District Improvements (IL)

Concept Development or Planning

Project Location



Location: New Athens, Illinois; Red Bud, Illinois

Estimated Cost: \$8.2 million

Owner: Kaskaskia Regional Port District

Contact: Ed Weilbacher, General Manager, (618) 282-3807

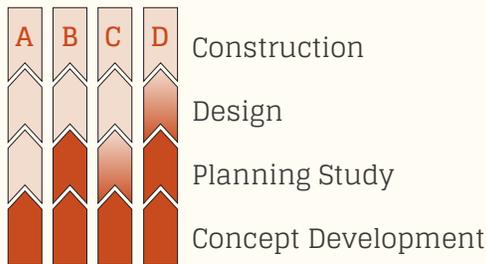
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Project Aerial



Project Need: Kaskaskia Regional Port District (KRPD) is the 9th largest inland port district in the country. The Port owns several facilities and partners with operators who lease, develop, and operate within the facilities. In addition to existing terminals, the Port is developing the new Fayetteville Port, which will serve as the closest river terminal to Scott Air Force Base and provide an additional 128 acres for development. Two other ports (KRPD #1 and KRPD #2) are also slated for upgrades and expansion to handle new commodities.

Project Status



Project Impact: The projects provide improvements to meet existing customer needs and attract new industrial opportunities. The projects would enhance economic development opportunities on the Kaskaskia River, the fastest growing tributary in the inland waterway system.

Project Funding

(B) An \$85,000 planning study was completed and outlined the need for approximately \$6 million in outbound movement improvements.

(D) A \$120,000 planning grant was approved to create a site plan for a third dock on land recently purchased by the Port.

Project Description (A) Fuel Pipeline Feasibility Study: This project includes a feasibility study for a proposed fuel pipeline to connect Scott Air Force Base with the uppermost terminal, the Fayetteville Terminal, on the Kaskaskia River. The pipeline would provide an alternate method for fuel delivery to Scott Air Force Base and allow for increased market choices in sourcing fuel. The pipeline could also serve a redundancy function for Scott Air Force Base to ensure critical needs are met at all times. Estimated cost for the feasibility study is approximately \$125,000.

Project Description (B) Outbound Conveyor Upgrade and Retrofit: This project includes upgrades to an outbound conveyor to accommodate new business prospects. Port Terminal #1 (River Mile 24.5) is located



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Kaskaskia Regional Port District Improvements (IL)

Concept Development or Planning

in rural New Athens, Illinois and was constructed in the late 1970s to handle outbound coal. Over the years, more than 50 million tons of coal have been shipped through the facility. In the 1990s, the coal mines closed and this outbound terminal was out of service. Since then, a new inbound conveyor was installed to supply scrubber stone to the Prairie State Power Plant. Recently, other business prospects indicated interest in shipping outbound products through the facility, which would require structural upgrades, new conveyor belts, electrical upgrades, and other improvements as needed. The Kaskaskia Port District completed an \$85,000 planning study for Terminal #1 to review the outbound movement. Improvements include reconfiguring the loop track to accommodate two movements at the same time. A new outbound conveyor, second interior track, and track location is also needed. New cargo will include grain, gypsum, and fly ash. This will include adding a second track to the existing loop track and a second dump pit. Estimated cost is approximately \$6 million.

Project Description (C) Container-on-Barge Capacity:

This project includes infrastructure improvements to Port Terminal #2 (River Mile 18.0) to develop a container-on-barge inbound and outbound handling facility. The Port has an existing 50-ton overhead crane that is ideally suited for handling containers. Additional infrastructure improvements would include a new scale, laydown yard, additional chassis, a staging area, and on-site handling equipment. Estimated cost is approximately \$1.6 million.

Project Description (D) Port Secondary Access: This project includes access expansion at Port Terminal #2 (River Mile 18.0) to accommodate a high volume of trucks entering and leaving the site each day. A second entrance and expansion at both Gateway FS and The Material Works would reduce congestion and facilitate additional truck movement through the terminal. Estimated cost is approximately \$430,000. The Port has also been approved for a \$120,000 grant to create a site plan for a third dock on land recently purchased by the Port.

“The Port of Plaquemines [Louisiana] to St. Louis route would be a key component of the service American Patriot Holdings intends to implement through the Mississippi River basin. There are a wide variety of opportunities we are exploring, which include utilizing the vessels and port facilities for agricultural products, including refrigerated cargo. The timing is right for us to market this new option, which will move large numbers of containers via the Mississippi River - our nation’s greatest river highway.”

- Sandy Sanders, Executive Director,
Plaquemines Port Harbor & Terminal District



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

North Riverfront Commerce Corridor Improvements (MO)

Partially Programmed for Construction

Project Location



Location: St. Louis, Missouri

Estimated Cost: \$33.9 million

Owner: City of St. Louis, Missouri

Contact: Robert Orr, Deputy Executive Director, (314) 657-3738

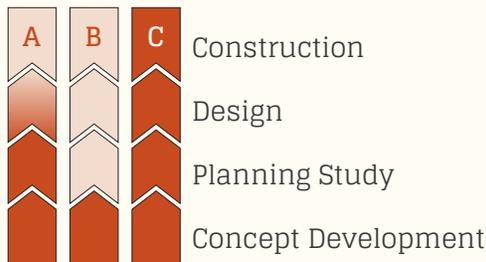
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Project Aerial



Project Need: The North Riverfront Commerce Corridor is a 3,000 acre multimodal logistics and business district located in the north end of downtown St. Louis. With access to highways, rail, and barge shipping, the area is home to dozens of major manufacturers and warehouses. The location also includes the BNSF Railway North St. Louis Yard, Norfolk Southern Luther Yard, Terminal Railroad Association Bremen Yard, and the Municipal River Terminal. Manufacturers and logistics companies within the corridor are part of a global supply chain and require access to markets on both sides of the Mississippi River, across the United States, and internationally. In addition, several existing and new shippers are in the process of expanding, resulting in a significant increase in the quantity and diversity of goods shipped throughout the region. Major industrial real estate in the area includes North Riverfront Business Park, Hall Street corridor, and North Broadway Distribution area.

Project Status



Project Funding

(A-1) \$4.3 million in STP funds (TIP 6744) is programmed for partial construction in FY19.

(A-3) \$5.3 million in NHPP funds (TIP 6705K) and \$700,000 in CMAQ funds are programmed for construction in FY19.

(C) The project will be complete in May 2018.

Project Impact: Despite these regional benefits, the North Riverfront Commerce Corridor suffers from mobility and circulation issues. The following projects were identified in the *North Riverfront Commerce Corridor Land Use Plan* as a high priority. The projects will improve supply chain reliability, increase efficiency, and lower costs.

Project Description (A) Hall Street and Riverview Drive Improvements: This project includes improvements to two primary corridors that trucks utilize to access I-70 and I-270 from the riverfront corridor. Estimated cost for the total project is approximately \$27.3 million. This project includes three segments:



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

North Riverfront Commerce Corridor Improvements (MO)

Partially Programmed for Construction

(A-1) Hall Street from Grand Avenue to Adelaide Avenue: This segment includes a road diet (lane/width restriction) to improve roadway condition and control speeds. A bicycle path from Grand Avenue to Prairie Avenue will provide a future connection to the riverfront trail. Estimated cost for this segment is approximately \$4.3 million. Approximately \$3.0 million is programmed in STP funds for partial construction. Metropolitan Sewer District (MSD) will also provide an additional \$1.3 million in funding for stormwater improvements. Design is scheduled for 2018 and construction is anticipated to begin in 2019.

(A-2) Hall Street from Adelaide Avenue to Riverview Drive: This segment includes roadway resurfacing, median improvements, and stormwater improvements. Estimated cost for this segment is approximately \$17 million. Metropolitan Sewer District (MSD) has also committed funds for stormwater improvements. If funded, construction is anticipated to begin in 2020 with completion by 2022.

(A-3) Riverview Drive from Hall Street to I-270: This segment includes pavement improvements as well as intersection improvements at the Hall Street and Riverview Drive intersection. Estimated cost for this segment is approximately \$6.0 million. The approximately \$5.3 million roadway resurfacing project is anticipated to begin construction in 2019. The approximately \$700,000 intersection improvement project is in final design with construction in 2019. National Highway Performance Program (NHPP) funds are programmed for the roadway resurfacing project while Congestion Mitigation and Air Quality (CMAQ) funds are programmed for the intersection improvement project. Metropolitan Sewer District (MSD) may seek future funding for associated stormwater improvements. Construction is anticipated to begin in 2019.

Project Description (B) Branch Street Improvements: This project includes improvement to Branch Street from Levee Road to 14th Street, which provides truck traffic access between I-70 and the Municipal River Terminal. As trains have continued to grow in length, rail delays have increased and are impacting growth. The project will improve the at-grade crossings and the speed and efficiency of current freight flows to prepare the area for future traffic demands. Improvements would also provide continuous access to the Municipal River Terminal if the Market Street floodwall gate is closed. Estimated cost for the project is approximately \$5 million. The project is not currently funded.

Project Description (C) I-70 Westbound Off-Ramp to North Broadway Relocation: This project includes relocation of the westbound I-70 off-ramp to Carrie Avenue. The ramp will be configured and lengthened to allow westbound vehicles on I-70 to exit and turn south on North Broadway Street. Estimated cost for the project is approximately \$1.58 million. This project will be completed in May 2018.

“The North Riverfront Commerce Corridor improvements are a prime example of collaboration contributing to the success of projects in the region that are vital to the freight network and are helping to improve freight velocities.”

– Rob Orr, Deputy Executive Director, St. Louis Development Corporation

“We [Proctor & Gamble] have purchased land next to our North St. Louis facility for expansion. The labor workforce, freight availability, and cost of living are good, but seeing improvements to key road infrastructure will be a big win for us.”

– Herbert Hall, Product Supply Warehouse Leader, Proctor & Gamble



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Illinois Route 3 Access Improvements (IL)

Partially Programmed for Construction

Project Location



Location: St. Clair County, Illinois

Estimated Cost: \$147 to \$192 million

Owner: Illinois Department of Transportation (IDOT), Village of Sauget

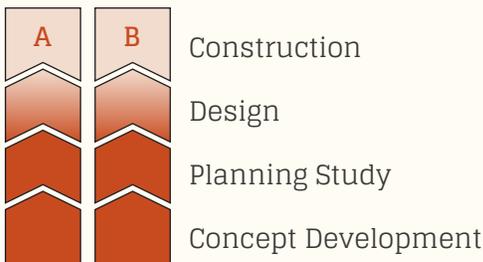
Contact: Jeff Keirn, IDOT Region 5 Engineer, (618) 346-3110
Richard Sauget, Village of Sauget Mayor, (618) 274-2990

Project Aerial



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Project Status



Project Need: Illinois Route 3 is the backbone of a nearly 60-mile long, five-mile wide economic corridor in Southwestern Illinois. The corridor provides access through the industrial heart of the region including Wood River, Granite City, East St. Louis, Sauget, and Dupo. The corridor is responsible for 215,000 jobs and a \$9.2 billion annual payroll. A significant portion of the region’s freight generators and users are located in the area, including America’s Central Port, Union Pacific Dupo Intermodal Yard, American Milling, and business parks such as Gateway Commerce Center and Lakeview Commerce Center. A 2.2-mile segment of the corridor from approximately Monsanto Avenue to Illinois Route 157 was identified as a freight bottleneck in the 2018 IDOT Freight Competitive Program.

Project Funding

(B) \$12.8 million of the total \$22.0 million project costs has been programmed for construction. Segment 2 has a funding shortfall of approximately \$6.1 million with additional funds needed to complete the connecting segments and intersections. The project received \$1.1 million in IDOT Competitive Freight Program funds.

Project Impact: The state has made significant investments in recent years in this important north-south transportation link, but Illinois Route 3 is still in need of improvements. Completion of the improvements will:

- Support long-term, high-paying job growth in manufacturing and transportation sectors
- Improve access to the I-70 Stan Musial Veterans Memorial Bridge, Sauget Industrial Park, and St. Louis Downtown Airport
- Accelerate the redevelopment of brownfield sites and underutilized properties along the corridor

This corridor is part of America’s Agriculture Coast or “Ag Coast” that supports a 15-mile section of the Mississippi River with the highest



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Illinois Route 3 Access Improvements (IL)

Partially Programmed for Construction

level of barge handling capacity anywhere along the river. The St. Louis region's port system was ranked as the most efficient inland port district in terms of tons moved per river mile during 2015, the most recent year for which data is available. The St. Louis region's port system plays a critical role in the nation's global supply chain.

Project Description (A) Illinois Route 3 Relocation: This project includes new construction of a 2.1-mile corridor of Illinois Route 3 from River Park Drive in East St. Louis, Illinois south to Monsanto Avenue in Sauget, Illinois. The project will consider a two-lane option and a four-lane option with potential phasing. The majority of the north section between River Park Drive and Trendley Avenue would be on structure due to existing railroads. The south section between Trendley Avenue and Monsanto Avenue requires two grade separation structures over railroads. The proposed additional lanes and grade-separated structures will decrease congestion, improve safety, address clearance issues, and better accommodate truck and freight movements. Estimated cost is approximately \$125 million for the two-lane option and approximately \$170 million for the four-lane option. Construction is currently not funded and no partnerships have been identified.

Project Description (B) Falling Springs Road / Illinois Route 3 Railroad Bypass: This project includes construction of the Falling Springs Diversion bypass loop with a structure that carries traffic from Illinois Route 3 over the Alton & Southern Railroad between Monsanto Avenue and Queeny Avenue. Without improvements, this location will continue to experience significant delays of 20 to 30 minutes for each unit car train, resulting in hours of through-traffic delays each day. In addition, it is also anticipated that nearby rail barge offload facilities will increase the number of units in the immediate future. The project has multiple benefits to the region in terms of improving access to the growing business community, encouraging future business development, and opening up to 220 acres of dormant industrial land for active use adjacent to a community of chronic economic distress. The project will bypass the existing heavily used Illinois Route 3 at-grade crossings using local roads such as Monsanto Avenue, Queeny Avenue, and Falling Springs Road. Improvements will include a grade-separated structure where two railroads (Alton & Southern Railroad and Terminal Railroad Association) converge, eliminating two public crossings along Falling Springs Road. A new segment of Falling Springs Road will be constructed and intersection improvements will also be needed to effectively move vehicles to the proposed grade separation.

Estimated cost for the total project is approximately \$22.0 million. The project is phased into four segments and four intersections. Approximately \$11.7 million has been programmed through multiple funding sources including IDOT, Illinois Commerce Commission (ICC), Congestion Mitigation & Air Quality (CMAQ), and Surface Transportation Program (STP). The largest funding gap relates to Segment 2, the relocation of Falling Springs Road and grade separation project, which currently has a funding shortfall of approximately \$6.1 million (local match to ICC funds). Additional funds are also needed to complete the connecting segments and intersections. Construction is partially funded with assistance of \$1.1 million (as of June 2018) from IDOT Competitive Freight Program funds. Engineering on various phases is currently underway with anticipated completion of all phased improvements, excluding Segment 2, by 2022. If funding is acquired for Segment 2, construction may be complete by 2023.

"When I think of the St. Louis region, and I think of logistical advantage, I can come up with very few areas that can offer the same width and depth of modal systems as the Illinois Route 3 corridor."

- Rick Orytl, Vice President, Metro East Industries



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-255 / Davis Street Ferry Road Interchange (IL)

Concept Development or Planning

Project Location



Location: Dupu, Illinois

Estimated Cost: \$40 million

Owner: Illinois Department of Transportation (IDOT)

Contact: Jeff Keirn, IDOT Region 5 Engineer, (618) 346-3110

*The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.*

Project Aerial



Project Need: The new I-255 / Davis Street Ferry Road interchange would replace the existing interchange at Exit 9 (Old Illinois Route 3 / Main Street) with improved roadway geometry. A combination of the Union Pacific Railroad intermodal terminal in Dupu, the Columbia Quarry, and new and expanding truck facilities have added to the volume of heavy truck traffic traveling through Dupu. The new interchange will serve existing Dupu traffic as well as new traffic from industrial and commercial developments that are planned or underway. The existing interchange at Exit 9 was not configured optimally to handle the projected increase in truck traffic and village officials and emergency responders are aware of safety concerns at the existing ramp/intersections related to Exit 9 in Dupu.

Project Status



Project Description: The proposed I-255 / Davis Street Ferry Road interchange project would include a diverging diamond interchange with a system of connecting roads to serve the emerging 2,000-acre industrial area along Davis Street Ferry Road. Improvements also include a future grade-separated structure at the southern end of the intermodal yard, crossing five rail tracks near Davis Street Ferry Road. The project will improve access and enable more cost-effective traffic into the intermodal facility, thus enhancing the ability of the Dupu Discovery Business Park to attract business development and further the potential for the creation of thousands of new jobs.

Anticipated Project Funding

\$16.0 million (TIP 4593) is programmed for partial construction.

The \$14 million local share is currently unfunded.

Estimated construction cost is approximately \$29.9 million. Estimated total cost for the project including right-of-way acquisition, utility relocations, and design is approximately \$40 million. \$16.0 million



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-255 / Davis Street Ferry Road Interchange (IL)

Concept Development or Planning

in HPP (High Priority Projects) funds are programmed for partial construction, but the local share is currently unfunded. Overall, the project has an approximately \$14 million local funding shortfall.

Project Impact: By improving access from I-255 to Davis Street Ferry Road, truck traffic will be re-routed to improve safety, capacity, and traffic operations in Dupo. From an economic perspective, this project is a unique situation in the St. Louis region that will provide a competitive advantage to value-added rail freight movement and business development opportunities. The development is conservatively comprised of approximately 1,000 to 2,000 acres in the first several phases of the business park development with extensive adjacent acreage for additional future expansion. Phase I of Discovery Business Park includes approximately 9 million square feet of commercial, retail, office, and light industrial space on approximately 840 acres. Phase II of the project involves the development of 13 million square feet of commercial and industrial space on approximately 1,000 acres. Both phases combined would total an estimated 22 million square feet of building space on an estimated 1,840 acres. The surrounding development is estimated to bring thousands of jobs to the area as the project progresses. The interchange project would be a key benefit for the Dupo Intermodal Yard in order to expand operation and remain competitive, as well as support development near the proposed interchange.



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

I-255 / Fish Lake (Ramsey Road) Interchange (IL)

Concept Development or Planning

Project Location



Location: Columbia, Illinois

Estimated Cost: \$27 million

Owner: Illinois Department of Transportation (IDOT)

Contact: Edie Koch, Monroe County Economic Development, (618) 939-8681

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Project Aerial



Project Need: The Dupo Intermodal Yard in Illinois is one of the region's largest intermodal assets. Access to the yard includes several at-grade crossings with Union Pacific mainline tracks, causing delays to trucks serving the facility and creating safety issues for motorists. The site also lacks enough storage for intermodal containers, necessitating off-site storage. The storage issues, combined with congestion at the at-grade crossings, makes current expansion of the site unattractive. Without better access, Union Pacific may be forced to expand its facilities outside the region in an attempt to meet growing demand.

Project Status



Project Description: This project would improve the current Fish Lake (Ramsey Road) overpass into a full highway interchange. The interchange would provide additional access to the Union Pacific Dupo Intermodal Yard, enabling further expansion of the facility. The new highway interchange would also complement proposed improvements at the I-255 / Davis Street Ferry interchange.

Project Funding

This project is currently unfunded. No funding sources or partnerships have been identified.

Project Impact: The project would increase the growth of manufacturing and distribution businesses, which would mutually benefit the Village of Dupo as well as economic development south of I-255 in the City of Columbia.



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

St. Louis Lambert International Airport Access Improvements (MO)

Concept Development or Planning

Project Location



Location: St. Louis County, Missouri

Estimated Cost: \$30.25 million

Owner: St. Louis Lambert International Airport

Contact: Jerry Beckmann, Airport Deputy Director, (314) 551-5034

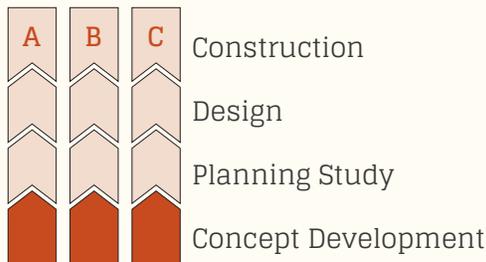
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Project Aerial



Project Need: St. Louis Lambert International Airport (STL), located in St. Louis County, is Missouri's largest and most used airport. It is positioned within Foreign Trade Zone 102 and is an attractive destination for logistics businesses due to its multimodal transportation infrastructure, including three interstates, combined with available and accessible land.

Project Status



Project Impact: St. Louis Lambert International Airport has over 1,000 acres of commercial and industrial land adjacent to the airport that is ideal for logistic businesses and airborne cargo users. The following projects will attract more freight-centered development.

Project Funding

Improvements are included in the region's 2045 Long-Range Transportation Plan, but the projects are currently unfunded. No funding sources or partnerships have been identified.

Project Description (A) Cargo City Access Analysis: This project includes a study of the logistics center for air freight, Cargo City. Access to Cargo City from the interstate system is circuitous and not conducive to truck movements as entry requires trucks to intermingle with passenger vehicles. The project will analyze and develop alternatives for improving truck access to Cargo City from the interstate network. Estimated cost of the study is approximately \$250,000.

Project Description (B) Fee Fee Road Bridge Improvement: This project includes a proposed Fee Fee Road bridge over the Norfolk Southern mainline and a new intersection between Fee Fee Road (City of Bridgeton) and Missouri Bottom Road (City of Hazelwood). The existing intersection is substandard as the geometry is not suitable for heavy truck traffic and the available land envelope does not provide any opportunity for improvements. The project would construct a new



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

St. Louis Lambert International Airport Access Improvements (MO)

Concept Development or Planning

intersection suitable for heavy vehicle movements, bridge the Norfolk Southern mainline, and connect to Fee Fee Road. The improvements will provide commercial vehicles access to 250 acres planned for commercial and industrial development at the airport. By creating a new intersection, development along Fee Fee Road becomes more attractive to heavy freight users. Estimated cost is approximately \$10 million.

Project Description (C) Gist Road Upgrade: This project includes upgrading and realigning Gist Road (City of Bridgeton) between the Norfolk Southern mainline and the I-270 bridge. Gist Road is a two-lane road with an asphalt surface designed for light vehicle traffic. The upgrade provides a signalized crossing at the Norfolk Southern mainline and expands the road to two-lane concrete pavement with a center turn lane suitable for heavy truck traffic. The project will provide interstate access to 300 acres identified for commercial and industrial development at the airport and strengthen the region's intermodal options. Estimated cost is approximately \$20 million.

“The nearby airport isn't the point of the marketing arrow, but certain buyers do like proximity to an international airport. They also like that it's at the intersection of two interstates [I-70 and I-270] as well as being served by two interchanges on I-170.”

- Pat Reilly, Senior Vice President,
Jones Lang LaSalle



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Mississippi River Port Development Projects (MO)

Concept Development or Planning

Project Location



Location: Jefferson County / St. Louis County / City of St. Louis, Missouri

Estimated Cost: \$17.5 million

Owner: Jefferson County Port Authority, St. Louis County Port Authority, City of Saint Louis Port Authority

Contact: Neal Breitweiser, Director at Jefferson County, (636) 797-6168
Joe Bannister, Vice President for Real Estate, (314) 615-7692
Susan Taylor, Director at City of St. Louis, (314) 657-3740

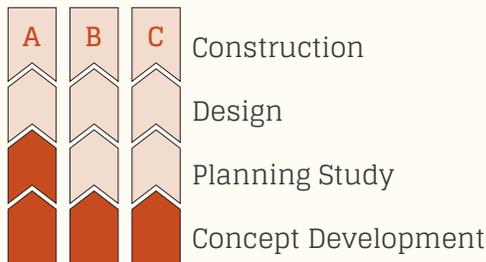
Project Aerial



The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on four primary criteria: safety and security in travel, efficiency impact, multimodal impact, and economic impact. Based on the criteria, the following project addresses regional freight needs and is considered a **high priority** for the region.

Project Need: Inland waterborne transportation is a key component of regional goods movement as the St. Louis region is centrally located on the Mississippi and Missouri Rivers. The region is ideally suited as a year-round, central node for consolidating agricultural and mining goods produced in the Midwest and northern Great Plains and shipping bulk cargo on the Mississippi River.

Project Status



Project Impact: In 2015, about 35 million tons of waterborne cargo moved through the St. Louis region. Three Missouri ports located in the St. Louis region - Jefferson County Port Authority, St. Louis County Port Authority, and City of Saint Louis Port Authority - are seeking to enhance waterborne freight flow.

Project Funding

All three projects have requested funding in the FY18-22 Capital Improvement Program.

Project	Million	Year
Project A	\$8.5	FY18-FY22
Project B	\$2.0	FY21
Project C	\$5.0	FY18-FY22

Project Description (A) Crystal City Port Development with Access Roadway: This project includes land acquisition and preliminary engineering for a public freight harbor located on the Mississippi River approximately 20 miles south of downtown St. Louis in Crystal City, Missouri. The project will allow Jefferson County Port Authority to move forward with the phased construction of the proposed multimodal port facility that will capitalize on the transportation of bulk commodities and containers via barge, rail, and truck (and a small airport located within two miles). Initial discussions with the Port of Plaquemines have also focused on loading operations at a centralized location in Jefferson County, such as the Crystal City Port,



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Mississippi River Port Development Projects (MO)

Concept Development or Planning

with feeder services throughout the bi-state region. The proposed facility is well positioned for aggregate, sand, and grain shippers. The facility also has intersecting rail lines from the Union Pacific and BNSF Railway, and these rail carriers also provide connections to the Norfolk Southern and CSX Railroad. The proposed Crystal City Port will assist in creating additional flexibility and connectivity to the region's freight system while assisting in repurposing existing industrial sites. The current roadway network available to provide access would force traffic supporting port operations through the core of Crystal City via narrow, often brick, two-lane roadways with skewed intersections. As a result of the planned regional port development and significant growth potential at the Crystal City Port, access improvements are needed to enhance traffic flow between the port and I-55 via a Crystal City connector. Overall, the Crystal City Port Development project provides freight movement options away from congestion in the downtown St. Louis area and affords unobstructed access to the Gulf of Mexico. Estimated cost is approximately \$8.5 million. The FY18-FY22 Capital Improvement Program includes \$8.5 million in funding for property acquisition, rail design, permitting, site work, and rail construction. Estimated total cost to complete the port is \$240 million.

Project Description (B) City of St. Louis South Riverfront Site Preparation: This project includes clearing, remediation, and preparation of a site along the south riverfront for intermodal development. The National Geospatial-Intelligence Agency is expected to vacate the 20-acre site due to relocation and expansion of a new \$1.75 billion facility. A portion of the site covers a former rail yard that has immediate access to the Union Pacific Railroad and Patriot Rail, a national shortline railroad. While the site does not currently provide river access, the location is an ideal spot for last-mile truck and rail transfer of goods. Both railroads have indicated strong support for an intermodal facility at the site. Estimated cost is approximately \$4 million. The FY18-FY22 Capital Improvement Program includes \$2 million in funding for site preparation in FY22.

Project Description (C) St. Louis County Port Development North / South Sites: This project includes the exploration of building ports in northern and southern portions of St. Louis County. Estimated cost is approximately \$5 million. The FY18-FY22 Capital Improvement Program includes \$1 million annually for the project. County locations to assess for development have not yet been identified, and are therefore not depicted on project location or aerial maps. Estimated total cost to complete the project is approximately \$25 million.

"The relationships we are building with ports like Jefferson County and the neighboring ports in and around St. Louis are important first steps in creating a transportation network between Plaquemines Port and upper ports along the Mississippi River. We plan to move thousands of containers from our port to theirs utilizing the American Patriot Holdings unique container transport vessels. This is a real job multiplier."

- Sandy Sanders, Executive Director,
Plaquemines Port Harbor & Terminal District

"The St. Louis region is a rail and interstate highway gateway. It's more effective to move commodities into, out of, and through St. Louis by combinations of truck, rail, and barge than points upstream on the Mississippi and Illinois Rivers."

- David Jump, President, American Milling



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Illinois Route 158 (Air Mobility Drive) Expansion from Route 161 to Route 177 (IL)

Concept Development or Planning

Project Location



Location: Shiloh, Illinois

Estimated Cost: \$10 million

Owner: Illinois Department of Transportation (IDOT)

Contact: Jeff Keirn, IDOT Region 5 Engineer, (618) 346-3110

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Project Aerial



Project Need: MidAmerica St. Louis Airport (BLV) is a commercial/ cargo and passenger airport co-located with Scott Air Force Base in Mascoutah, Illinois. MidAmerica Airport offers air cargo facility development of over 2,500 acres within Foreign Trade Zone 31 and an Enterprise Zone, making it an ideal location for modern freight needs. To better accommodate growth and retain clustered manufacturing and distribution businesses, the land surrounding the airport requires improved access to the freight network.

Project Status



Project Description: The project includes a one-mile extension of Illinois Route 158 (Air Mobility Drive), the main gateway from I-64 to MidAmerica Airport and Scott Air Force Base. The extension from Illinois Route 161 (Carlyle Avenue) to Illinois Route 177 (Mascoutah Avenue) would extend a two-lane roadway along a growth corridor.

Project Funding

This project is currently unfunded. No funding sources or partnerships have been identified.

Project Impact: This location is one of the highest potential corridors for supporting industrial real estate development and freight transportation, and the roadway expansion would facilitate this future growth. In addition to growth at the airport, Scott Air Force Base also provides a \$3 billion annual impact on the regional economy, a 40 percent increase in the past decade. The base expansion has fueled business growth and available property for expansion around the base and the airport has exceptional community support.

“The airport brings inherent advantages. We are also on a major highway, so for the truck access, it couldn’t get any better.

- Jon Wall, Manager, North Bay Produce



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

North Park Access Improvements (MO)

Advanced to Construction

Project Location



Location: Berkeley, Missouri

Estimated Cost: \$3.0 million

Owner: St. Louis County Department of Transportation

Contact: Stephanie Leon Streeeter, Deputy Director, (314) 615-8501

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Project Aerial



Project Need: North Park is a premier 550-acre business park located east of St. Louis Lambert International Airport at the junction of I-70 and I-170. The development is capable of hosting over 5 million square feet of building area within a Foreign Trade Zone and an Enhanced Enterprise Zone. North Park is the only urban redevelopment project in the nation located at the intersection of two major highways, an international airport, and a university. North Hanley Road, the major corridor serving North Park and other businesses, requires improvements to accommodate existing and future businesses.

Project Status



Project Description: This project includes phased safety and capacity improvements along Hanley Road from I-70 to Madison Avenue. This two-mile corridor provides direct connections to I-270, I-170, and I-70 and links freight to North Park and other development zones east and west of the airport. The infrastructure improvements include repair and replacement of deteriorated roadway surface to improve drivability and drainage as well as adding a new Superpave wearing surface. The proposed roadway improvements would improve traffic safety and access, increase pedestrian safety, and support local businesses. Design is complete and construction is anticipated to begin in 2019.

Project Funding

The project is funded through construction and construction is anticipated to begin in 2019.

Project Impact: North Park partners have invested over \$291 million dollars, creating over 5,000 permanent jobs. Other nearby industrial areas include Aviator Business Park and Hazelwood Logistics Center. Several major corporations are located in North Park including Express Scripts Corporation, Schnucks, SFR, and Vaterott College.



2019 PRIORITY FREIGHT PROJECT

ST LOUIS REGIONAL FREIGHTWAY

Earth City Access Improvements (MO)

Advanced to Construction

Project Location



Location: Earth City, Missouri

Estimated Cost: \$4.01 million

Owner: St. Louis County Department of Transportation

Contact: Stephanie Leon Streeeter, Deputy Director, (314) 615-8501

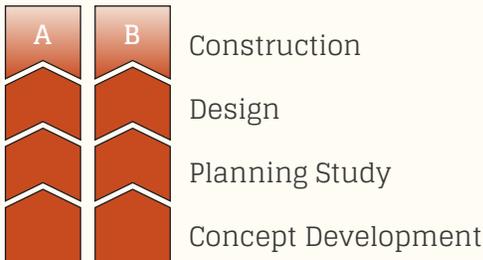
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Project Aerial



Project Need: Earth City is one of the largest industrial areas in the St. Louis region. The site contains numerous industrial facilities as well as office complexes, agricultural land, and entertainment venues. The 12,700-acre site also has approximately nine miles of river frontage along the Missouri River. Many arterial roadways serving the area, with connections to I-70 and I-270, require improvements accommodate existing and future business access and traffic volumes.

Project Status



Project Impact: Several The Earth City area serves the City of Bridgeton industrial and warehouse district as well as major corporations including UPS, FedEx, Spectrum Brands, Save-A-Lot, and U.S. Cellular.

Project Description (A) St. Charles Rock Road Preservation: This project includes critical preservation of the existing network by resurfacing the 1.3-mile St. Charles Rock Road corridor from Tausig Road to Earth City Expressway (Route 141). Additional intersection improvements to enhance safety and capacity will also be incorporated. Preliminary engineering will be complete in Spring 2018 and construction is anticipated to begin in late 2019. Estimated cost is approximately \$2.26 million. Approximately \$2.1 million is programmed in the STIP (Statewide Transportation Improvement Plan) with additional local funding to meet total construction costs.

Anticipated Project Funding

(A) The project is funded through construction. \$2.1 million (TIP 6607B-17) is programmed with additional local funding to meet total construction costs.

(B) The project is funded through construction. \$1.75 million is programmed for pavement repairs.

Project Description (B) Arterial Roadway Repairs: This project includes additional pavement repairs in the Earth City area. Phase 1 of Rider Trail South is currently under construction. Phase 2 of the remaining arterial roadways will begin construction in late 2018 or early 2019. Approximately \$1.75 million is budgeted for these repairs.

Exhibit B



2019 Multimodal Transportation Project List

ST LOUIS REGIONAL FREIGHTWAY

Exhibit B

Advanced to Construction



Merchants Bridge (TRRA) Replacement over the Mississippi River (MO-IL)

Replacement of Terminal Railroad Association 130-year old rail bridge

Freightway's #1 Priority



I-270 Improvements from I-70 (MO) to Illinois Route 111 (MO-IL)

(B) Mississippi River Chain of Rocks bridge replacement *(Funded)*

(C) I-270 / Illinois Route 111 interchange improvements *(Funded)*

Highest Priority Project



North Park Access Improvements (MO)

Safety and capacity improvements along Hanley Road from I-70 to Madison Avenue *(Funded)*



Earth City Access Improvements (MO)

(A) St. Charles Rock Road preservation of 1.3-mile corridor *(Funded)*

(B) Arterial roadway pavement repairs in Earth City area *(Funded)*



J.S. McDonnell Connector Access Improvements (MO)

Roadway improvements to enhance truck traffic movements and replace deteriorated rail crossing *(Funded)*

Partially Programmed for Construction



North Riverfront Commerce Corridor Improvements (MO)

(A) Hall Street and Riverview Drive improvements *(Partially Funded)*

(B) Branch Street improvements

(C) I-70 westbound off-ramp to North Broadway relocation *(Complete)*

Highest Priority Project

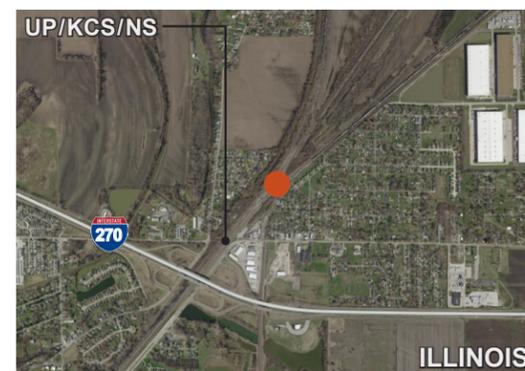


Illinois Route 3 Access Improvements (IL)

(A) Illinois Route 3 relocation from River Park Drive to Monsanto Avenue

(B) Falling Springs Road / Illinois Route 3 railroad bypass *(Partially Funded)*

Highest Priority Project



Union Pacific Railroad Lenox Tower Replacement and Track Realignment (IL)

(A) Remove Lenox Rail Tower in Mitchell, Illinois in order to centralize dispatching in Omaha, Nebraska *(Partially Funded)*

(B) Realign track through interlock



St. Louis Lambert International Airport North Cargo Improvements (MO)

(A) Norfolk Southern railroad spur

(B) Banshee Road reconstruction

(C) McDonnell Boulevard / Airport Road intersection reconstruction

(D) Taxiway V connector *(Complete)*



America's Central Port Improvements (IL)

(A) Granite City Harbor track revitalization

(B) Granite City Harbor general cargo dock revitalization *(Funded)*

(C) Union Pacific / Kansas City Southern connection through A&K yard

(D) New port entrance at IL-3 *(Funded)*



2019 Multimodal Transportation Project List

ST LOUIS REGIONAL FREIGHTWAY

Concept Development or Planning



I-270 Improvements from I-70 (MO) to Illinois Route 111 (MO-IL)

- (A) Improvements and some widening from I-70 to Mississippi River
- (C) Widening from Mississippi River to Illinois Route 111

Highest Priority Project



I-70 Improvements from Warrenton to Stan Musial Veterans Memorial Bridge (MO)

- (A) Improvements from Wentzville to Stan Musial Veterans Memorial Bridge (40 miles)
- (B) Expansion to six lanes from Wentzville to Warrenton (20 miles)

Highest Priority Project



MidAmerica St. Louis Airport Distribution Improvements (IL)

- New two-mile rail spur from Norfolk Southern mainline to enable freight rail access for industry on the eastern side of airport



I-64 Improvements from Green Mount Road to Illinois Route 158 (Air Mobility Drive) (IL)

- Expansion of I-64 to six lanes as well as other safety and capacity improvements



Kaskaskia Regional Port District Improvements (IL)

- (A) Fuel pipeline feasibility study
- (B) Outbound conveyor upgrade
- (C) Container-on-barge capacity improvements
- (D) Port secondary access



I-255 / Davis Street Ferry Road Interchange (IL)

- New interchange and connecting roadways to serve emerging industrial area near Union Pacific Dupo Intermodal Yard including future grade separation over five rail tracks



I-255 / Fish Lake (Ramsey Road) Interchange (IL)

- New interchange to provide additional access to the Union Pacific Dupo Intermodal Yard



St. Louis Lambert International Airport Access Improvements (MO)

- (A) Cargo City access analysis
- (B) Fee Fee Road bridge improvement
- (C) Gist Road upgrade



Mississippi River Port Development Projects (MO)

- (A) Crystal City Port development with access roadway
- (B) City of St. Louis south riverfront site preparation
- (C) St. Louis County Port development north/south sites



Illinois Route 158 (Air Mobility Drive) Expansion from Route 161 to Route 177 (IL)

- One-mile extension of two lanes along a growth corridor near I-64 and MidAmerica St. Louis Airport

Open Session Item

6

**Bi-State Development
Operations Committee
Open Session Agenda Item
August 21, 2018**

From: Mary C. Lamie, Executive Director St. Louis Regional Freightway
Subject: **Contract Award:** Data and Analysis Consulting Services for St. Louis Regional Freightway
Disposition: Approval
Presentation: Mary C. Lamie, Executive Director, St. Louis Regional Freightway, Gregory Smith, VP Procurement & Inventory Management

Objective:

To present to the Operations Committee for approval and referral to the Board of Commissioners for approval to award a contract to Aegis Strategies, LLC for Data and Analysis Consulting Services for the St. Louis Regional Freightway.

Board Policy:

Board Policy Chapter 50, Section 50.010 E1a, Award Authority, The Board of Commissioners shall approve Competitive Negotiation Procurements which exceed \$500,000.

Funding Source:

The funding sources for this project are Bi-State Development Operating Budget and Illinois Department of Transportation (**IDOT**). The project titled IL/MO-Modeling Freight Flows and Visualizing System Performance will have a total cost of \$720,000 of which, \$576,000 will be covered by the IDOT grant awarded in June 2018, which will leave St. Louis Regional Freightway to cover the remaining balance of \$144,000 grant match requirement.

Background:

The maturing of the St. Louis Regional Freightway needs analysis capability requiring collection and assessment of data to characterize movements of freight related shipments within the St. Louis Region. Developing and implementing a pilot project to enhance data collection and analysis capabilities will enhance visualization of rail freight flow traffic and performance within the St. Louis Region linked to agribusiness.

Analysis:

Request for Proposal (**RFP**) 18-RFP-104961-CG was issued on February 6, 2018, seeking proposals to retain a qualified Consulting Firm to provide Data and Analysis Consulting for St. Louis Regional Freightway. The solicitation was advertised in Bi-State Development iSupplier Portal, Bi-State's web-based communication tool structured to allow bidders / proposers full and open access to view, communicate, and submit bids/proposals on active solicitations.

Proposals were due February 21, 2018; a total of three (3) proposals were received and forwarded to a technical evaluation team for evaluation and scoring. The team was comprised of three (3) individuals representing Bi-State Development's St. Louis Regional Freightway and Bi-State Development Research Institute.

The offerors' technical proposal were evaluated based on their responses to the evaluation criteria presented in the solicitation. The technical proposal received 70% of the total score and cost received 30%.

The technical evaluation criteria are shown below in the order of importance:

1. Experience
2. Capabilities
3. Capacity
4. Project Understanding
5. Project Approach

Cost was evaluated using a pre-established formula whereby the firm with the lowest cost received a maximum score of 150 points. The second and third firm received points based on a formula which assigns points in such a manner that is inversely proportional to increasing cost.

Firm:	Cost	Cost Score	Technical Score	Total
AEGIS	\$952,025.00	49.91	323.33	373.24
STRATEGIC RAIL	\$996,000.00	47.71	280.00	327.71
QUETICA	\$316,775.00	150.00	173.33	323.33
Total Possible Points			350.00	500.00
Percentage of Total Points		30%	70%	100%

Following calculation of cost scores, final combined scores were tabulated. The evaluation team determined that the proposal from Aegis provided Bi-State Development with the best value based on being the most advantageous offer, technical, and cost factors considered, the quality of services to be performed, their conformity with the scope of services, and their suitability to the requirement.

Aegis pricing is fair and reasonable compared to the competitive technical and cost proposal received from Strategic Rail. Aegis has provided exceptional creative services to Bi-State Development in the past.

On March 1, 2018 further negotiations and discussions were conducted with Aegis via a conference call requesting a Best and Final Offer (**BAFO**) and Revised Cost Proposal in order to reach a mutually acceptable price. On August 3, 2018, we received Aegis' Revised Cost Proposal / BAFO in the amount of \$720,000 to include a period of two (2) base years and one (1) option year; which was determined fair and reasonable. The option year will be exercised at the discretion of BSD.

Action Requested:

It is recommended that the Operations Committee approve and refer to the Board of Commissioners for approval to award a Contract 18-RFP-104961-CG – Data and Analysis Consulting Services; to Aegis Strategies, LLC in the not-to-exceed amount of **\$720,000**.

Open Session Item

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**Bi-State Development
Operations Committee
Agenda Item
August 21, 2018**

From: Christopher Poehler, Assistant Executive Director of Engineering Systems
Subject: **Contract Modification:** MetroLink – Boyle Avenue (CORTEX) Station/Central West End Platform Extension Construction Contract
Disposition: Approval
Presentation: Jessica Mefford-Miller, Interim Executive Director Metro Transit, Christopher Poehler, Assistant Executive Director Engineering Systems, Gregory Smith, VP Procurement & Inventory Management

Objective:

To present to the Operations Committee for approval and referral to the Board of Commissioners for approval a no cost time extension extending the performance period until May 3, 2019 to Sachs Electric for the scope of work identified in Contract No. 17-SB-104153-CG Package 4 – Communications for Boyle Avenue/Central West End Platform Extension.

Previous Board Actions:

On June 23, 2018, The Board of Commissioners approved the award of a single bid contract to Sachs Electric in the amount of \$540,645.00 for project 17-SB-104153-CG Boyle Avenue (CORTEX) Station /CWE Platform Extension – Package 4-Communications.

Board Policy:

Board Policy Chapter 50.010, Section G.2 The President & CEO is authorized to extend contract performance periods up to 180 days in the aggregate beyond the original contract performance period; provided that no single extension shall exceed 90 days. Contract extensions in excess of 180 days must be approved by the Board of Commissioners.

Funding Source:

Federal Transit Administration (FTA) Transportation Investment Generating Economic Recovery (TIGER) Grant Number MO-79-x004 and Local Match.

Background:

On August 10, 2017, Bi-State Development (BSD) awarded a firm fixed price contract in the amount \$540,645.00 to Sachs Electric to perform the scope of work by the Completion Milestone date of January 31, 2018 for Package 4 – Communications-Boyle Avenue (CORTEX) Station/Central West End Platform Extension.

The Boyle Avenue (CORTEX) Station/Central West End project consists of five distinct construction/bid packages as shown below:

- Package 1 - Facilities
- Package 2 - Track
- Package 3 - Signals
- Package 4 - Communications
- Package 5 - Overhand Catenary System (OCS) and Traction Power

Operations Committee

Contract Modification: MetroLink – Boyle Avenue (CORTEX)

Station/Central West End Platform Extension Construction Contract

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Analysis:

Sachs Electric has completed 90% of the Package 4 - Communications scope of work to date and the remaining 10% shall be performed at the Central West End Station concurrently with the platform extension Work performed by Package 1 - Facilities. The communications equipment installation and testing activities are predicated on the completion of work within the Facilities Package.

The original contract duration should have extended through the completion of all three portions of the project.

Action Requested:

Management recommends that the Operations Committee approve and forward to the Board of Commissioners for approval, a no cost time extension extending the performance period until May 3, 2019.

Open Session Item

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**Bi-State Development
Operations Committee
Agenda Item
August 21, 2018**

From: Jessica Mefford-Miller, Interim Executive Director, Metro Transit
Subject: 4th Quarter Operations Summary
Disposition: Information
Presentation: Jessica Mefford-Miller, Interim Executive Director, Metro Transit

Objective:

To inform the Operations Committee of trends in transit system performance and major projects for the fourth quarter of fiscal year 2018.

Board Policy:

None applies.

Background & Analysis:

Financials

Metro Transit expenses continue to fall below budget, primarily due to vacancies. The FY18 budget for expenses includes \$20.0M budgeted for a multi-jurisdictional security enhancement program, which is awaiting definition and implementation. Passenger revenue continues to fall, and both ridership and passenger revenue are below budget forecasts. The reported drop in federal funding reflects the change in non-capital grants; federal vehicle maintenance funding remains stable at \$16.0M. Metro is working to make service and policy decisions that are intended to stabilize and restore system ridership while controlling costs.

FY18 4th Quarter Financial Summary				
	Fiscal Year 2018		Variance	
	Actual	Budget	\$	%
Revenue				
Passenger revenue	\$ 10,722,371	\$ 11,196,053	\$ (473,682)	-4.2%
Contracts with jurisdictions	51,576,394	52,146,600	(570,206)	-1.1%
Federal funding	4,440,022	5,152,594	(712,572)	-13.8%
Other revenue	9,190,953	14,973,235	(5,782,282) *	-38.6%
	75,929,740	83,468,482	(7,538,742)	-9.0%
Expense				
Expense	83,449,565	89,788,392	(6,338,827) *	7.1%
	83,449,565	89,788,392	(6,338,827)	7.1%
Net Income Before Depreciation	\$ (7,519,825)	\$ (6,319,910)	\$ (1,199,915)	-19.0%

FY18 Year End Financial Summary				
	Fiscal Year 2018		Variance	
	Actual	Budget	\$	%
Revenue				
Passenger revenue	\$ 41,833,696	\$ 45,572,303	\$ (3,738,607)	-8.2%
Contracts with jurisdictions	227,617,001	230,025,873	(2,408,872)	-1.0%
Federal funding	18,145,156	20,610,375	(2,465,219)	-12.0%
Other revenue	18,162,008	39,194,551	(21,032,543) *	-53.7%
	305,757,861	335,403,102	(29,645,241)	-8.8%
Expense				
Expense	305,167,526	339,294,439	(34,126,913) *	10.1%
	305,167,526	339,294,439	(34,126,913)	10.1%
Net Income Before Depreciation	\$ 590,335	\$ (3,891,337)	\$ 4,481,672	115.2%

System Productivity

Ridership

System ridership and service productivity remain troubling for Metro Transit, and transit agencies across the United States. In the 4th Quarter of 2018, the rate of ridership decline appeared to be weakening, though it is too soon to presume that ridership is stabilizing. 4th quarter ridership trends are partially attributable to stronger weekday ridership on MetroLink. Another area of discernable growth on the system was trips made by Washington University students, faculty, and staff partially in response to on-campus parking restrictions. There was more stability as compared to the prior year across some of the key factors that impact ridership, such as extreme weather events, attendance at regional special events, and safety and security on the system. Metro continues to monitor ridership trends and will report on the possibility of stabilizing ridership patterns and strategy development to encourage ridership growth.

Q4 Service Operated						
	FY18 Revenue Miles	FY17 Revenue Miles	+/- Previous Period	FY18 Revenue Hours	FY17 Revenue Hours	+/- Previous Period
MetroLink	766,173	781,940	-2.0%	32,768	33,270	-1.5%
MetroBus	4,661,365	4,613,135	1.0%	344,215	344,122	0.0%
Metro Call-A-Ride	1,282,894	1,294,665	-0.9%	72,526	71,559	1.4%
Q4 Ridership						
	FY18	FY17	+/- Previous Period			
MetroLink	3,538,476	3,667,397	-3.5%			
MetroBus	5,754,056	6,037,598	-4.7%			
Metro Call-A-Ride	139,800	135,987	2.8%			
Q4 Service Productivity						
	FY18 Passengers / Revenue Mile	FY17 Passengers / Revenue Mile	+/- Previous Period	FY18 Passengers / Revenue Hour	FY17 Passengers / Revenue Hour	+/- Previous Period
MetroLink	4.62	4.69	-1.5%	107.99	110.23	-2.0%
MetroBus	1.23	1.31	-5.7%	16.72	17.54	-4.7%
Metro Call-A-Ride	0.11	0.11	3.7%	1.93	1.90	1.4%

Service Availability

On-time performance of all three modes of service operated continues to exceed 90%, reflecting industry-leading scheduling and operations.

MetroBus performance weakened in the 4th quarter due to shortages in operators. Compared to FY17, MetroBus' missed trips increased by 8%, and late pullouts increased by 33% primarily due to operator shortages. MetroBus is currently experiencing an attrition rate nearly double historical trends at fourteen operators per month. Combined with increased rates of absences due to workers compensation, FMLA and unauthorized absences, MetroBus is occasionally unable to support scheduled service levels.

MetroBus Operator Absenteeism Trends			
	Jun-18	Jun-17	
Sick	7,355	8,652	-15%
Unauthorized	304	250	22%
FMLA	10,656	7,901	35%
Workers Comp	4,107	2,696	164%

Staff is working to improve operator availability by incenting perfect attendance and working above scheduled time; shifting from part-time to full-time hiring; partnering within the community to create pipelines for workforce-ready employees; improving training practices; and exploring options for adjusting hiring requirements including shifting from a two-year to one-year Department of Transportation licensure at hiring.

Customer Communication

As technology, demand, and our customers' expectations evolve, Metro continues to use strategic management and technological innovation to provide valuable, excellent, cost-effective service to our customers. Metro has delivered a new Trip Planner; launched the Metro on the Go mobile app; a new website; interactive voice response (**IVR**) software; a next bus text messaging and e-mail solution; and publishes automatic vehicle location (**AVL**) and schedule data in open-source format to the development community. In July 2018, Metro reached the next frontier in customer communication through release of an interactive messaging software. Customers can now live chat with Metro Customer Service staff via our website at metroslouis.org, and can text 314-207-9786 Monday – Friday 7am – 6pm to ask questions, seek directions, or make suggestions. Metro customers have requested a live, passive mechanism for reporting security concerns while riding the system. In July, Metro released a security text messaging service is available 24 hours a day, 7 days a week to customers (text 314-300-0188). Find out more at <http://www.metroslouis.org/nextstop/metro-transit-offers-new-text-messaging-web-chat-services>.

Fleet Performance

The Vehicle Maintenance Division continues its industry-leading performance in distance operated between service delays (mean distance between failures, or MDBF). This record was maintained in the 4th quarter by performing over 99% of scheduled inspections on time, and resulted in an over 40% reduction in equipment complaints for MetroBus and MetroLink compared to FY17. Metro anticipates receiving its next delivery of twenty 40' Gillig buses in October 2018. During the 4th quarter, Metro submitted a Low or No-Emissions (**Low-No**) vehicle and facilities application to the Federal Transit Administration (**FTA**). If successful, this Low-No award will support the purchase of 40' battery electric vehicles, and infrastructure and equipment at the Brentwood MetroBus garage. In 2017, Metro successfully competed for Low-No funding for its initial delivery of 2 battery electric buses, to be received in 2019. Metro plans to expand its inaugural battery electric fleet in 2021 with the purchase of eighteen battery electric 60' articulated buses, which will replace the vehicles currently operating on the #70 Grand route. Metro is currently working with Jacobs Engineering, our general engineering contractor (**GEC**) and Ameren UE on the facility and equipment design for the Brentwood MetroBus facility.

Public Safety

Metro Public Safety continues to collaborate with our law enforcement partners and Metro's operating entities to create a more secure transit system. In the 4th quarter of FY18, MetroBus experienced a fatal incident onboard the #79 Ferguson route, north of the North Hanley MetroLink Station. Since mid-July, Metro Public Safety Officers have significantly increased patrols across MetroBus, and in the 4th quarter performed 2,491 bus checks, compared to 298 in the same period in FY17. The response from the MetroBus operations team to this increased presence has been very positive, and leadership is committed to strengthening our support of front-line employees by creating a safer environment for our customers and staff.

Committee Action Requested:

None. This briefing paper is provide for information only.