



APPLICANT:
City of Saint Charles, Missouri

PROJECT TYPE:
Road and Bridge | Bike & Pedestrian
Environmental Restoration

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Total / Requested Amount
\$66,758,322 / \$25,000,000

BANGERT ISLAND RIVERFRONT TRANSFORMATION PROJECT AT RIVERPOINTE

USDOT BUILD DISCRETIONARY GRANT PROGRAM
MAY 2020



CITY OF SAINT CHARLES, MISSOURI

BANGERT ISLAND RIVERFRONT TRANSFORMATION PROJECT AT RIVERPOINTE

USDOT BUILD DISCRETIONARY GRANT APPLICATION

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I. Project Description

Upon the banks of the Missouri River in St. Charles Missouri, William Clark and Meriwether Lewis set forth to discover the western frontier on May 21, 1804. The history and future of St. Charles is tied to the Missouri Riverfront. Historic Main Street in St. Charles served as the State Capitol from 1821 to 1826 and as a center for economic prosperity and growth for the developing nation. As the western development of this great nation occurred, development along the City of St. Charles riverfront remained isolated to approximately one quarter of the City's total riverfront due to impacts from a changing river and poor access to the rapidly developing new modes of transportation. Today St. Charles is prepared to unlock the potential of expanded riverfront development, and by doing so will create a center for economic activity for the St. Louis metropolitan region. The Bangert Island Riverfront Transformation project, known locally as the "Riverpointe Development", will create approximately 4,000 jobs and stimulate approximately \$1.5 billion in growth.

The City of St. Charles has been working diligently to free a quarter of the City's riverfront from the constraints that have left this area blighted and underutilized for almost 200 years. In 2008 the City began efforts to reinvigorate 1.6 miles of riverfront located south of Interstate 70, which carries approximately 1 million vehicles a week, to the Family Arena. The City has partnered with the United States Army Corps of Engineers to do extensive river modeling and hydraulic design to ensure that the project will improve both the economic activity of the region and the environmental resources along the Missouri River. During the past 10 years the City of St. Charles has invested a significant amount of resources and time into the project and the City has acquired property to work with the United States Army Corps of Engineers and is currently poised to move forward with the riverfront development.

In 2019, the City of Saint Charles applied for the USDOT BUILD Grant for the Riverpointe Project. The City's application received a rating of "Highly Recommended" and "Moderate Risk." Following a debriefs with senior USDOT officials, the City moved forward to improve the application and reduce the level of risk associated with the implementation of the project and provide a more shovel ready project.

Since the 2019 application the City has addressed specific BUILD Grant debrief guidance including:

1. Acquiring all property in the Phase 1 area (\$3.5M non-federal investment)
2. Continuing roadway construction, including completion of 2.8 lane-miles of arterial roadway and 0.7 miles of sidewalk (\$1.6M non-federal investment)
3. On-site tree clearing, site grading, building demolition and utility relocations (\$1.2M non-federal funding)
4. Refined design of basin including sediment transport and hydraulic modeling (\$1M non-federal investment)
5. Completed phases of design including survey for all phases, geotechnical borings, mass grading, utilities, roadways. Continuing remaining design. (\$1.6M non-federal investment)
6. Coordination with Missouri State Parks for Katy Trail relocation (land lease exchange agreement)
7. Continued permitting efforts including USACE Jurisdictional Water Determination, USFWS Endangered Species Coordination, NEPA materials preparation
8. Completed magnetometer survey, test pits, and historical research for Section 106 Coordination with MDNR State Historic Preservation Office - preliminary clearances received
9. Continuing private utility relocations including scheduling major Ameren transmission main relocation and Cell tower relocation
10. Coordination with FHWA Regional Office

However, with all of this forward movement, challenges still exist in making this plan a reality. Investment in key transportation infrastructure to feed the area remains partially unfunded. Without investment this area will likely remain dormant for many years and will remain choked by environmental degradation caused by channelization of the Missouri River.

The City of St. Charles, State of Missouri and St. Charles County are poised to invest a significant amount of non-federal revenue for transportation infrastructure.

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Together, the local project sponsors have invested \$8.9M in the project to date.

The project will connect and enhance the surrounding investments in the City. Located north of the project area is Historic Main Street and Ameristar Casino and Hotel Complex, just west of the project lies the Streets of St. Charles Development, and on the southern end the project is bounded by the Family Arena. In particular, portions of Historic Main Street suffer from car-centric development where residents will commonly drive from short distances only to struggle to find a place to park within a 2-block radius of their final destination. In addition the Katy Trail State Park, the longest rails to trails conversion in the country, runs directly through the project area adding to the profound impact that the transformation of this area will have on regional, statewide and national travelers. The St. Charles Convention Center will also enhance the usage of the proposed multi-use development area.

The \$25M infrastructure investment requested from USDOT BUILD funds will match a massive \$40M local Private, City, State, and County investment to create accessibility to the area by constructing over 8 lane miles of new roads, new signals, new street lighting, bicycle and pedestrian infrastructure, transit improvements, green infrastructure, reconstruction of the existing inadequate roadway infrastructure located along Arena Parkway which runs the perimeter of the project, and creating stormwater control and flood protection from the Missouri River.

In 2018, the master plan was completed for the development of Riverpointe at the Bangert Island Riverfront, and has been phased to prioritize quick implementation of \$65M in public infrastructure to support 120 acres of job creating development. While planned as a mixed-use development is focused on attracting high quality office, entertainment, dining, and family focused tenants that will increase tourism in the region and support existing businesses on Historic Main Street and Streets of St. Charles. The City has started on Phase 1 of the improvements, and filling the development with tenants.



Utility work and grading is underway at Phase 1 of the project

While the City has been working on this project for over a decade, the project has gained momentum and started construction in the past 2 years. The City has proved it can deliver the project by continuing to advance construction, design, environmental clearances utility improvements, property acquisition, and permitting.

This investment will create approximately 6.7 million square feet of prime development ground located within the urban core of the fastest growing County within the State of Missouri (+10.3% population since 2010). The Missouri State Office of Administration projects even greater long term growth in St. Charles County which is estimated to realize 75.8% growth between 2000 and 2030. However, much of the County's growth has been west of the City of St. Charles which has contributed to longer commutes. Requested BUILD funds are intended to provide the infrastructure necessary to provide equitable access to middle class jobs, spur economic activity and access to the diverse business community. The improvements will strengthen the urban core of St. Charles County and provide a foundation for the future growth and success of the region.

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Project Highlights

Provides critical vehicular and multimodal transportation infrastructure to spur new and sustainable development

Creates an estimated **\$1.5 billion** impact to the local economy and will create **4,000** new jobs according to IMPLAN modeling

Restores sensitive aquatic habitat in an area damaged by Missouri River channelization

Enhances access to existing major regional riverfront attractions

Growth in the urban core creates travel time savings, operational cost savings, reduced accidents, and reduced vehicular emissions

Significant growth in property value, and sales to surrounding businesses

Elimination of repetitive flood damages caused by degradation of the side channel chute and elevation of the surrounding property

Replaces obsolete poor quality existing roadway infrastructure with new sustainable infrastructure

Leverages multijurisdictional transportation investments to generate economic stimulus, new jobs, and increased mobility for all citizens

BUILD funding will complete missing components needed to create 4 miles of new roadways, 5.8 miles of reconstructed roadways, 14 miles of new sidewalks, 1.6 miles of new or improved trails, 1.6 miles of new transit facilities, and 100 acres of high value development.

This project serves a population within walking (1/4 mile) and biking (3 miles) distance of approximately 100,000 people, 10,000 students, and more than 40,000 employees and is located adjacent to Interstate 70 which carries approximately 1 million vehicles per week. The project will contain the following key components:

New Roadway Infrastructure and ADA sidewalks

- Lombard Street Extension from South Main Street to new roundabout.

- New Phase 1 loop road from Old South River Road to Lombard roundabout to Old South River Road
- Old South River Road Reconstruction from South Main Street to South River Road, including new bridge.
- Phase 2 loop roadway from Old Friedens/ South River Road intersection to Arena Parkway
- Phase 2 entrance roadway from Arena Parkway to Family Arena
- New Phase 2 interior roadway from the Phase 2 loop road to the Phase 2 interior entrance roadway.

Reconstructed Roadways and ADA sidewalks

- Old South River Road from South Fifth Street to south of Friedens Road

Off street Trail Facilities

- Reconstruction of 1.6 miles of flood prone Katy Trail through Phase 1, 2, & 3 built at an elevation above the 500 year floodplain

New Transit Facilities

- New transit service from the SCAT hub located at Clark Street and Riverside Drive to development area
- Adjacent Transit Parking project will construct new transit parking under Interstate 70 bridge using Federal Congestion Mitigation and Air Quality "FAST Act" funds
- Design includes planning for future implementation of innovative autonomous trolley that would run 1.7 miles from American Car Foundry (ACF) to development

Flood Mitigation & Water Quality Improvements

- 120 acres of ground directly removed from flood damages by elevation.
- New water quality basins will create aquatic habitat to mitigate damage caused by river channelization.
- Water quality basins will more than offset any impacts of increased development and roadway construction



Riverfront Development will stimulate economic activity (Phase1)

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Project Costs	
New Roadway Construction:	\$ 41,446,834.86
Roadway Reconstruction:	\$3,711,487
On-Street Bicycle / Pedestrian Facilities:	\$2,620,000
Off Street Trail Facilities	\$7,810,000
New Transit Facilities	\$500,000
<u>Flood Mitigation & Water Quality Improvements</u>	<u>\$10,670,000</u>
Total Project Costs	\$ 66,758,322.11
Sources of Funding	
Non-Federal BUILD Match	\$39,758,322
Federal BUILD Request	\$25,000,000
Non-Federal U.S. Army Corps of Engineers Grant Match	\$1,000,000
Federal U.S. Army Corps of Engineers Grant	\$1,000,000
Federal Funding	39%
Non-Federal Funding	61%

* Costs include property acquisition, design, and utility work

This project will transform the Riverfront in St. Charles into an economic center of growth and prosperity by providing access to land parcels that have been constrained by environmental degradation.

This project provides increased access to major attractions and employers including the \$385M Streets of Saint Charles mixed-use development, the Family Arena, Historic Main Street St. Charles, Ameristar Casino Hotel and Spa.

In short, this project provides primary access to thousands of regional jobs, services, and amenities and is strategically positioned amid the most dense and mixed-income neighborhoods in the entire county.

This project brings calculated benefits of over **\$111M**, for an overall Benefit to Cost Ratio (BCR) of **2.05** at a 7% discount rate.

When zoning, utilities, and the increase in adjacent property values are taken into account, the benefits are over **\$159M**, for an overall BCR of **2.92** at a 7% discount rate. While these items may not be directly related to transportation, they are included in the City's project, and should be considered when discussing the benefits of the Project.

Please visit www.BangertIsland.com for video testimonials from project supporters, fly through videos, before and after point of view renderings, and for more information.

II. Project Location

The Bangert Island Riverfront Transformation Project at Riverpointe is situated along the Missouri River near the confluence of the Mississippi and Missouri Rivers. St. Charles and St. Louis Counties are the two largest counties in the St. Louis area, and are separated by the Missouri River. St. Charles was the kick-off point for the 1804-1806 Lewis and Clark expedition, and played a key role in the settlement of the western United States. Founded in 1765, the cultural heritage of Saint Charles lives on through its historical museums, festivals, and the nationally known Historic Main Street St. Charles which attracts over a million visitors a year.



St. Charles skyline at sunset

<http://www.greatriversgreenway.org/photo-details.aspx?tabid=237&photoid=170>

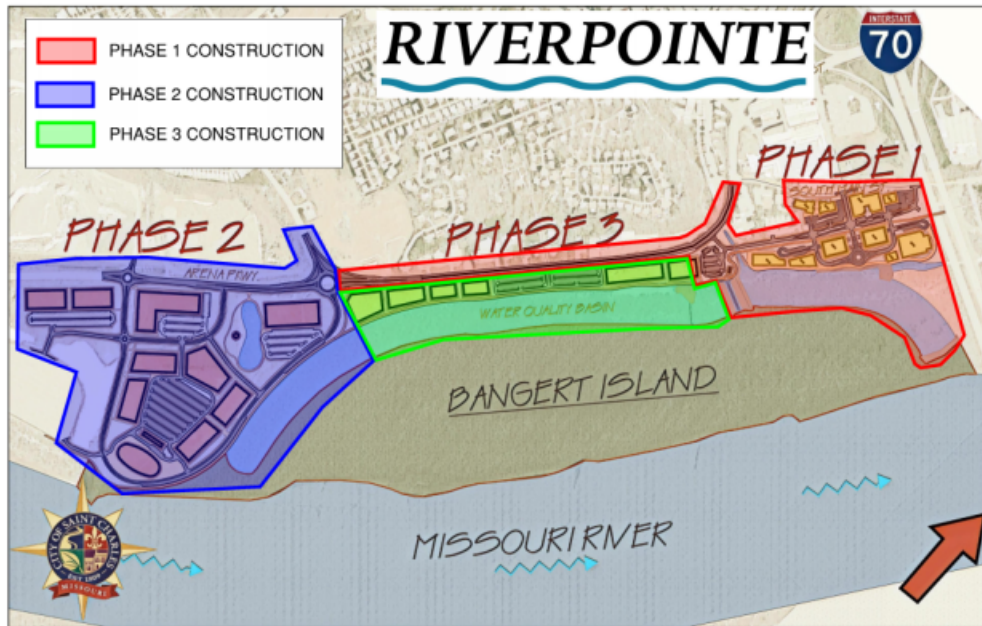
Four freeways and major river crossings connect auto oriented travel between St. Louis and St. Charles Counties. Immediately north of the project, I-70 is the largest of the four river crossings and carries 153,994 vehicles a day. The City of St. Charles, St. Charles County, and MoDOT recently reconstructed the adjacent 5th Street interchange and upgraded the infrastructure to 21st Century standards. Additionally, the I-70 Fairgrounds to Cave Springs Interchange project has been programmed by EWGCOG and MoDOT and is fully funded. Improvements to both the 5th Street Interchange and upcoming I-70 project will providing the motoring public a safe and efficient access to the project location.

The Katy Trail, a popular 237 mile cross state trail that runs along the St. Charles side of the Missouri River, is at the center of the project area. Unfortunately the Katy Trail is subject to Missouri River flooding in the project area and

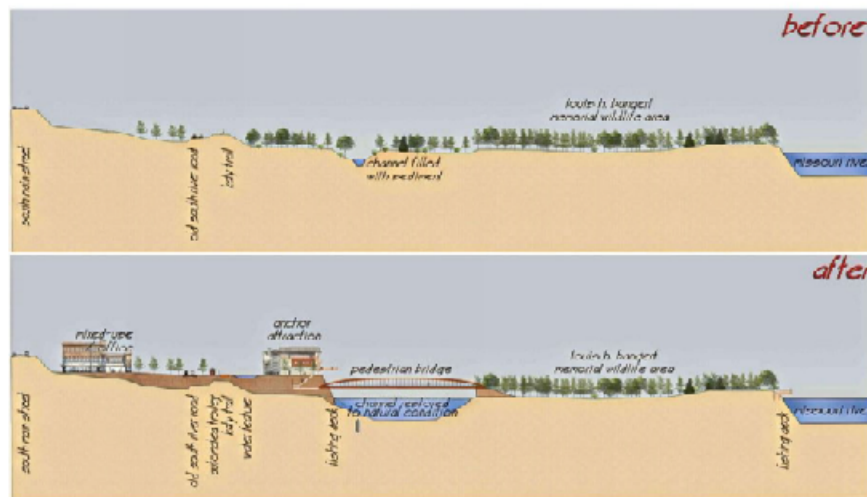
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BUILD PROJECT MAP



PROJECT CROSS SECTION



PROJECT LOCATION MAP



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is disconnected from the surrounding existing development by significant grade difference.

The project area is an economic hub for both Saint Charles and St. Louis Counties and the greater Saint Louis region. As such, it offers the region's highest potential return on investment for transportation infrastructure. St. Charles is home to more than 60,000 residents and provides more than 24,000 jobs. While situated in a more rural St. Charles County, the City of St. Charles is located within the St. Louis, MO-IL Urbanized Area Census Area.

St. Charles has worked for over 10 years with the Corps of Engineers to develop a solution that unlocks the enormous potential of the Bangert Island Riverfront area. Extensive Missouri River modeling studies have been conducted by the Corps and they have determined that excavation of the historic slough area will not impact navigation on the Missouri River. The City negotiated the purchase of Bangert Island in order to become the cooperative landowner to allow the Corps project to move into final design. However, while the project has been considered for several Corps funding programs, it has been delayed by the changing habitat restoration science. Currently the Corps continues to assist the City through their Planning Assistance to States (PAS) program to advance preparation of the NEPA materials and project design.



Governor Mike Parson, County Executive Steve Ehlmann, and City of Saint Charles officials after a productive meeting on the Bangert Island Riverfront

III. Grant Funds, Sources, and Uses of all Project Funding

The FY 2020 BUILD grant funds will be matched with local non-federal funding from various funding mechanisms as described in the "Non-Federal Revenue for Transportation Infrastructure" of this report. As described previously, the City of Saint Charles will draw from Proposition P

Stormwater Funds, City Street Gaming Funds, Private Investments, and Water & Sewer Funds. The project will also draw on St. Charles County's ½ cent Sales Tax for Roads and Bridges. The State of Missouri has also awarded the project a total of \$6M funding. The requested BUILD Grant funding of \$25M will be matched by \$40.8M non-federal dollars that will generate a \$1.5 billion economic impact on the region and create 4,000 new jobs.

The Project has formed partnerships across the Federal, City, and State levels as well as the private sector to bring this project to fruition. Partnerships on the project include private developers and future tenants, U.S. Army Corps of Engineers, the State of Missouri, St. Charles County, community groups, the regional planning agency, business groups, and a vast amount of political support from our elected officials.

Public Partnerships

Governor Mike Parson and his staff have met with the City and shared his enthusiastic support. In 2019 the Governor announced that it would provide \$5M in State Cost Share funding for the project, in addition to inviting the City to apply for funding from various State agencies on a competitive basis.

Additionally, in the 2019 State Legislative session, HB 19.130 earmarked \$1,000,000 in State of Missouri funding for the project. In the 2018 State Legislative session the Missouri House and Missouri State Senate passed a senate concurrent resolution of support (SCR 37) for the Project with 97% of those voting supporting the project. This overwhelming support from our State Legislature, paired with Governor Mike Parson's support and Lieutenant Governor Kehoe's support has been instrumental in our pursuit of this pivotal project.

U.S. Senators Roy Blunt and Josh Hawley have been instrumental in their support with state and federal agencies throughout the decade long project. U.S. Congressman Blaine Luetkemeyer has assisted in the partnership with the U.S. Army Corps of Engineers to ensure the project provides economic, environmental, and flooding benefits without affecting the navigational capacity and qualities of the main channel. Additionally, the City has coordinated with Congressman Graves and Congresswoman Ann Wagner throughout the project.

Private Partnerships

The City of St. Charles has moved forward with marketing the Riverpointe Development site to national investment grade tenants.

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Financial Partners

City of Saint Charles

The City of Saint Charles is the ninth largest city in the state of Missouri, and the second largest in Saint Charles County, with a population of 70,329 and had a \$142M appropriation budget in 2019. The City of St. Charles is committed to funding this project.

State of Missouri

In late 2019, Governor Mike Parson announced \$5M in Governor's Cost Share funds to support the development of Riverpointe. In 2020, the State of Missouri ear-marked \$1M in the State's annual budget to assist in funding the project. The City is also pursuing other funding programs.

Corps of Engineers

The Corps of Engineers continues to partner with the City of St. Charles on a \$2M Planning Assistance to States (PAS) grant. This work furthers refines the details of the responsible riverfront development plan and advances the preparation of NEPA materials.

St. Charles County Road Board

The St. Charles County Road Board is committed to funding this project with the assistance of BUILD funds. The St. Charles County Road Board was formed by a vote of the residents of St. Charles County in 1985 and has been reauthorized an additional 3 times by voters. This half cent sales tax promotes the expansion and construction of transportation infrastructure in St. Charles County.

Letters of Support

In addition to the financial partners, there are many other partners assisting the region in realizing its dream to become a more sustainable community, promote healthy and active living, and provide non-motorized transportation alternatives, including Governor Mike Parson, Senator Roy Blunt, Senator Josh Hawley, and Congressman Blaine Luetkemeyer. The City has received unequivocal support from many community leaders, local businesses, local institutions, local non-profit agencies, and regional agencies (see Appendix for support letters).

Regional Planning Agency: East-West Gateway Council of Governments is supportive of the Project because it creates accessibility to this underdeveloped area through transportation improvements.

Business Groups: Large and small business alike support the Project including the Missouri Chamber of Commerce, the Missouri State Director of Economic Development Rob Dixon, Ameristar Casino, Cullinan Properties, Bike Stop Cafe, TR Hughes Development, Home Builders Association of St. Louis & Eastern Missouri, OPO Startups, Millstone Properties, Cushman Wakefield, and Drury Hotels as it will provide a catalyst for continued economic growth in the region.

Political Support: The project has enjoyed the enthusiastic support with Senator Roy Blunt and Senator Josh Hawley to advance the project. United States Congressman Blaine Luetkemeyer has been instrumental in garnering USACE support. Governor Mike Parson has provided support and extended multiple funding opportunities to the City. The project is supported by United States Representative Ann Wagner, County Executive Steve Ehlmann, Missouri State Senator Bill Eigel, Missouri State Senator Robert Onder, Missouri State Representative Chrissy Sommer, Missouri State Representative Tom Hannegan, Former State Senate Pro Tem Tom Dempsey and Saint Charles Mayor Daniel J. Borgmeyer.



Stakeholders are engaged on plan to improve stormwater conditions

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Funding Source	FY 2018*	FY 2019*	FY 2020*	FY 2021	FY 2022	Total
2020 BUILD Grant (Ph. 1)				\$4,231,835.00		\$4,231,835
2020 BUILD Grant (Ph. 2)				\$16,760,347.61		\$16,760,348
2020 BUILD Grant (Ph. 3)				\$4,007,817.39		\$4,007,817
Federal - U.S. Army Corps of Engineers PAS Grant Ph. 1	\$100,000.00					\$100,000
Federal - U.S. Army Corps of Engineers PAS Grant Ph. 2	\$700,000.00					\$700,000
Federal - U.S. Army Corps of Engineers PAS Grant Ph. 3	\$200,000.00					\$200,000
Non-Federal: Private Investment Ph.1						\$0
Non-Federal: Private Investment Ph.2				\$8,936,487.25		\$8,936,487
Non-Federal: Private Investment Ph.3				\$92,182.61		\$92,183
Non-Federal: Missouri Department of Natural Resources Ph. 1			\$156,014.40			\$156,014
Non-Federal: Missouri Department of Natural Resources Ph. 2			\$106,205.60			\$106,206
Non-Federal: Missouri Department of Natural Resources Ph. 3			\$737,780.00			\$737,780
Non-Federal: Missouri Governor's Cost Share Ph. 1			\$488,202.50	\$2,000,000.00	\$2,511,797.50	\$5,000,000
Non-Federal: Missouri Governor's Cost Share Ph. 2						\$0
Non-Federal: Missouri Governor's Cost Share Ph. 3						\$0
Non-Federal: City Road Ph. 1	\$2,568,165.00	\$1,050,000.00				\$3,618,165
Non-Federal: City Road Ph. 2						\$0
Non-Federal: City Road Ph. 3						\$0
Non-Federal: City Storm Ph. 1	\$100,000.00	\$121,655.00	\$478,252.50			\$699,908
Non-Federal: City Storm Ph. 2	\$700,000.00			\$1,846,959.54		\$2,546,960
Non-Federal: City Storm Ph. 3	\$200,000.00		\$292,234.00	\$260,898.96		\$753,133
Non-Federal: County Road Board Ph. 1	\$157,155.75	\$1,454,331.50		\$4,650,000.00		\$6,261,487
Non-Federal: County Road Board Ph. 2					\$6,000,000.00	\$6,000,000
Non-Federal: County Road Board Ph. 3				\$2,350,000.00		\$2,350,000
Non-Federal: City Water Ph. 1						\$0
Non-Federal: City Water Ph. 2				\$250,000.00		\$250,000
Non-Federal: City Water Ph. 3			\$300,000.00			\$300,000
Non-Federal: City Sanitary Sewer Ph. 1			\$500,000.00			\$500,000
Non-Federal: City Sanitary Sewer Ph. 2				\$950,000.00	\$750,000.00	\$1,700,000
Non-Federal: City Sanitary Sewer Ph. 3					\$750,000.00	\$750,000
Total	\$4,725,321	\$2,625,986.50	\$3,058,689.00	\$46,336,528.36	\$9,261,797.50	\$66,758,322

Bangert Island Riverfront Transformation Project at Riverpointe Funding Sources by Phase, Amount, and Year

* previously expended funds

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The Project ties together significant efforts from a wide range of governments, businesses, and individuals to create a coherent and comprehensive transportation system that serves the community, leverages ongoing private and public investment, and encourages growth.

The Project is focused on creating the necessary infrastructure to create a place where economic recovery and access to all citizens can transform the riverfront from an unutilized flood fringe to a center for economic prosperity and new business. The project will overcome the physical barriers that limit access and use of the area.

Why Now?

As the Country recovers from the economic impacts of the COVID-19 pandemic, the City of St. Charles has made difficult decisions in order to conserve funds and resources to best serve the community and region. However, the City has not relented on its stalwart pursuit of projects that will create jobs for the economy and result in long term growth. The City, County, and State have followed President Donald Trump's leadership in these difficult times, and are optimistic in moving towards a hasty recovery.

As USDOT Secretary Elaine Chao mentioned in a recent interview with Bloomberg News, "the numbers are so devastating as far as unemployment filings, I have never seen these kinds of numbers when I was Secretary of Labor but that is why the President talked about last Thursday getting the Economy back. Because even with all the trillions of dollars in assistance, the best thing to do is to get the economy back."

President Trump visited St. Charles in December 2017 to talk about tax reform and economic prosperity. During his visit, the President highlighted many of our local partners' efforts to create jobs and opportunity within St. Charles. St. Charles

is focused on creating an environment for growth and prosperity. Investing BUILD funds in the Project will build on the existing successes in St. Charles and create opportunity for future growth that will be an example for responsible riverfront development for the rest of the nation.



President Trump holds rally at St. Charles Convention Center (politifact)

Even though St. Charles has been able to continue growth in the community through the Streets of St. Charles and other developments, development potential is waning due to the lack of availability of sites without constraints for development. Although the potential for Riverpointe is unmatched, the project site would be very difficult for a private developer to accomplish without the support and assistance of the City of St. Charles, the U.S. Army Corps of Engineers, the St. Charles County Road Board, State of Missouri, and BUILD.

Strong anchors for success exist surrounding the Project area. Successful established businesses and attractions neighboring the project area will drive the rapid development and success of Riverpointe. Complementary businesses and development will increase the potential of the existing businesses and will create a win-win for the entire area.



Ameristar Casino Resort and Spa St. Charles

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Addressing the Problem: Infrastructure Availability

A major impediment to the development of the Riverpointe Project and the surrounding area is the lack of existing infrastructure. Infrastructure investment in this area has been neglected due to the flooding impacts from the Missouri River.

A majority of the project area is cut off from the surrounding roadway network, with few connections to the urban arterial running along the perimeter of the project area (5th Street/South River Road/ Arena Parkway). Of the few connections, the two-lane low volume Old South River Road connects Arena Parkway to local driveways over a deteriorated bridge. These existing access points are inadequate for future growth and development of the area. They lack elevation that protects travelers and property owners from flooding. New elevated roadway connections are needed to bring access to this 325 acre area up to modern standards. New sidewalks and trails are needed to connect the Katy Trail to the existing bicycle and pedestrian network.

Additionally, inadequate and poorly placed parking create impediments to the future growth of Historic Main Street. Although the City has recently invested in pedestrian improvements to help connect the Bangert Island Riverfront to Historic Main Street and the Ameristar Casino, the area lacks connectivity that would otherwise be made for pedestrian friendly walkable attractions. The St. Charles Area Transit System (SCAT) does not currently provide an efficient direct connection between Historic Main Street to Riverpointe.

The Project will build approximately 4 miles of new roadways, and improve and elevate almost 6 miles of existing roadways. The improved roadway system will include street lights, traffic signals, curb and gutter, aesthetic enhancements, and other improvements. These new and reconstructed roadways will be constructed with bicycle and pedestrian improvements, and will additionally complement and supplement trail improvements linking to the Katy Trail. In addition to the vehicular improvements, a trolley connection will be created to link this activity node to Historic Main Street and adjacent Streets of St. Charles. A separately funded \$1.3M Federal Congestion Mitigation and Air Quality "FAST Act" project will install transit parking under Interstate 70, create another pedestrian connection to the Katy Trail, and provide infrastructure to further connect the improvement to the St. Charles Area Transit system. This system provides access throughout

the City of St. Charles and also links to METRO that provides additional transit access throughout the St. Louis metropolitan area.

Roadway construction will follow state and national standards, sidewalks and trails will be constructed to meet federal ADA guidelines for accessibility. The City of St. Charles staff has been LPA certified by the Missouri Department of Transportation to manage federally funded projects.



Riverpointe Phase 1 site improvements

The Riverpointe Phase 1 project area lies immediately adjacent to the successful Streets of St. Charles development. The site will be raised to the same elevation of the Streets of St. Charles which is above 500-year flood levels and has direct access to the existing arterial road network. Over the past 10 years the Streets of St. Charles site has transformed from a blighted motel into an anchor for regional growth; the City plans for a similar transformation for the adjacent Riverpointe development. The City has worked closely with Cullinan Properties, developer of the nearly complete 27 acre Streets of St. Charles, to ensure the adjacent developments are complementary without cannibalizing existing growth.

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The City is currently in discussions with multiple tenants for the development of the southern Phase 2 area that would perfectly complement the existing Family Arena. But similar to other portions of the development require investment in roadway infrastructure in and around the Family Arena.

The roadway infrastructure will additionally improve traffic movement when this significant traffic generator is drawing traffic and releasing traffic onto the surrounding roadway network. Completion of the BUILD funded project will allow quick and easy access to Interstate 70 located north of the Family Arena and to Route 364 to the south. Additionally, turn lanes are needed along Arena Parkway

Phase 3 of the project area brings an exciting mixed use and entertainment venue to the region.

The Riverpointe Phase 2 area will invigorate the area surrounding the Family Arena. Currently the Family Arena sits isolated from surrounding development. In 2016 the Arena generated approximately \$7 million in revenue but almost \$9M in expenses for the County, who owns the Family Arena. In recent years, several unsolicited offers to purchase the arena have been received, but have undervalued the benefits the Arena could provide to the region. Without investment to spur redevelopment of the next-door Riverpointe Phase 2 industrial properties, the Family Arena will continue to fail to attract the private investment necessary to transform this struggling community resource into a thriving center of activity.



Family Arena (www.stltoday.com)

Addressing the Problem: Environmental Sustainability

The Project is located in an environmentally impacted area. The improvements proposed by the project will repair and improve the environmental resources in the project area while creating great opportunity for economic growth.

On page 4 of the 2001 Bangert Island HSR Model Missouri River Miles 34.3 to 28.1 Final Report written by the U.S.

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Army Corps of Engineers – St. Louis District the problem description reads:

“Bangert Island at River Mile (RM) 31.1 to RM 29.0 on the Missouri River was once an island separated from the bluff at St. Charles by a side channel. However, closure structures were constructed in the 1930s and 1940s that likely led to deposition within the side channel. The deposition choked the original side channel entrance to the point of closure by 1980 and effectively reattached Bangert Island to the bluff. At the time of this study, only portions of the side channel conveyed water to drain Bangert Island and nearby St. Charles neighborhoods along the adjacent bluff.

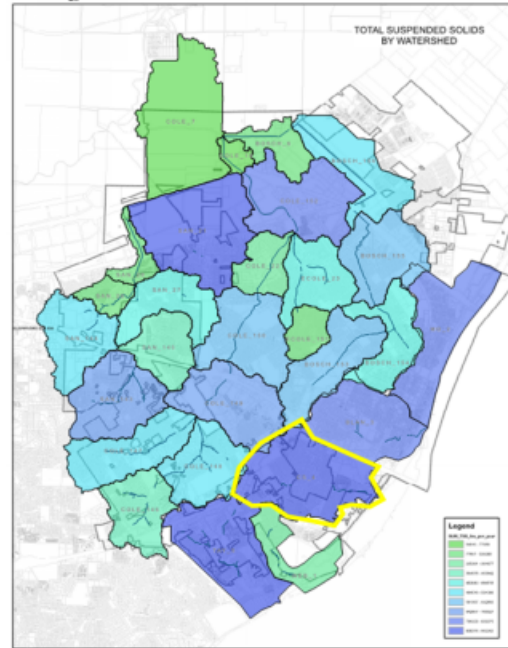
The closure of the side channel led to the loss of environmental features in this reach of the Missouri River. The side channel provided flow diversity not available in the main river channel. The flow diversity allowed for off river habitat for various aquatic species. The island itself acted as a predator-free habitat for avian species. Before side channel closure, the Bangert Island area had considerably more sandbar areas that are attractive to various species; these have since been buried under plant life and woody debris.”

On August 2, 2016 City of St. Charles voters overwhelmingly approved Proposition P. Proposition P is a half-cent sales tax over 15 years that funds Parks (1/3) and Stormwater (2/3) improvements within the City of St. Charles. Stormwater improvements proposed under Proposition P address both water volume and water quality issues within the City.



In anticipation of vote, the City completed a Comprehensive Stormwater Masterplan in April 2015. The Stormwater Masterplan identified volumetric stormwater improvements along Crystal Springs Creek which feeds into the Missouri River via the Bangert Island

chute as well as stormwater quality improvements based on environmental impact. The following exhibit shows the total amount of suspended solids within the City by watershed. The Crystal Springs watershed was identified by the 2015 Comprehensive Stormwater Masterplan that feeds into the Riverpointe area has the highest concentration of suspended solids in the City. The Riverpointe Project will create natural filtration that will remove these pollutants from the water entering the new water quality basins and ultimately the Missouri River. The completion of the project will create approximately 60 acres of high quality riparian area. These basins will also help reduce the downstream head elevation and provide volumetric relief to residents who live upstream of the project area on Crystal Springs creek who experienced unprecedented flooding in 2011 and 2013 when localized strong storm events occurred in the area.



Stormwater Quality Map of Total Suspended Solids

The water quality basin improvements also provide the material needed to make stormwater improvements to the embankment ground and proposed roadway network. This material will be transported on site to the Phase 1 area, screened, placed, and compacted to roadway construction standards to provide flood mitigation (see the project cross section on Page 6 for a pictorial description). At the completion of the project this area will provide an amenity and a functional water quality improvement for the entire area that will offset impacts from the project and throughout the watershed.

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Rendering of the type of smart growth and sustainable development implemented with the riverfront development project

Addressing the Problem: Flood Mitigation

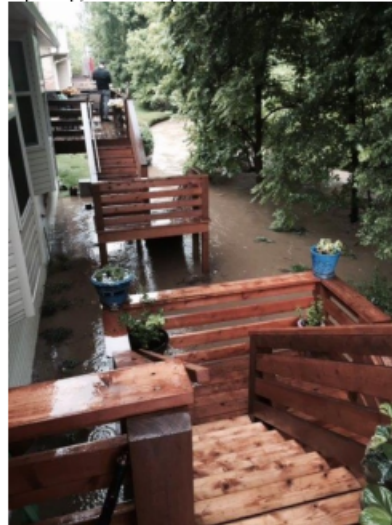
The Project will directly raise over 100 acres of ground to remove it from flood risk. This removal will additionally benefit another 182 acres adjacent to this project area that will be removed from flood risk by providing protection from river flooding through elevation improvements to the ground between the river and the benefitted properties. The impact of this transformation coupled with transportation infrastructure investment will create an opportunity for growth that is unparalleled in the region or the State.



Existing buildings along S. River Road routinely flood, most recently in 2017 and 2019.

Significant storm events in 2011, 2013, 2017, and 2019 caused flooding damage that impacted residents in and adjacent to the Riverpointe project area. Public support for stormwater improvements proposed by the City's Proposition P was overwhelming (64% approval). Recent surveys showed that 97% of residents "believe the City is delivering on the promises made from the Prop P program." The passage of Proposition P provides the City with the opportunity to put these funds to work in concert with infrastructure investment from the BUILD program coupled with State and local funding to produce a landmark project with multifaceted benefits.

A reduction in the tailwater elevation along Crystal Springs Creek will also help reduce the catastrophic flooding that the City experienced in 2011 and 2013 upstream of the project area. As the side channel chute filled in from the 1930s and 1940s until closure in the 1980s the tailwater of Crystal Springs creek was negatively impacted creating less vertical drop to convey water over a much longer and flatter distance to the Missouri River. The excavation and creation of the basin will aid in the restoration of pre-channelization conditions that were seen on Crystal Springs creek prior to the 1930s and 1940s.



Crystal Springs Creek Flooding upstream of Riverpointe Project Area

A necessary consideration when intensifying land use is the control of stormwater runoff from the site. The Project will make the necessary volumetric stormwater detention improvements needed to offset the proposed hard surface infrastructure development. These improvements will complement the improvements noted above for water quality purposes, and provide an environmentally responsible design for riverfront improvement.

IV. Selection Criteria

Primary Selection Criteria

Because of the planning and forethought invested into this project since the initial concepts were proposed over a decade ago, this project has transformed into a multifaceted project that naturally fits the criteria for the 2020 BUILD Grant. This initiative combines a multi-modal infrastructure project to serve permanent job creation for this riverfront development. It includes transit, pedestrian infrastructure, road and bridge construction, and intersection safety improvements supported by a combination of private and local non-federal investment.

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While similar projects may be hampered by environmental opposition, this project has roots in a creative idea advanced by the U.S. Army Corps of Engineers to address critical aquatic habitat and stormwater quality issues in the area.

“What? A river development good for environment?” proclaims the 2010 Post-Dispatch column about Bangert Island development. This headline captures the complexity and diversity that makes the project align perfectly with the 2020 Build Grant selection criteria. This project will be a model of the innovative approach the US Department of Transportation has requested to change the way infrastructure is built, financed, and maintained.



May 2010 Post-Dispatch column on development at Bangert Island

The project will provide numerous long term benefits to the region. This project benefits the region in each merit selection criteria category. This project provides a once in a generation opportunity to couple innovative infrastructure construction with critical environmental restoration work. The project will be a catalyst to promote increased physical activity and healthier lifestyles, decrease long-term needs on suburban infrastructure costs, and create a desirable, high density mixed use environment for decades to come.

Although this project delivers benefits in each of the primary selection criteria, several are not monetized. Certain benefits are difficult to quantify without making extensive assumptions – consistent with USDOT guidance, this analysis remains conservative and does not try to monetize these benefits but instead describes qualitative benefits.

Economic Competitiveness

Smart Growth Travel Time Savings, Reduced Auto Use, Property Values

Benefit: \$331,766,000

First and foremost, this project will be a tremendous economic force in the region. According to IMPLAN Economic Impact Analysis, when complete, it is estimated the 120 acre development will create 4,000 new jobs for the region and have a \$1.5 billion dollar economic impact. Although this conservative very reliable estimate is helpful for planning purposes, it is likely grossly underestimating

the final employment of the development since the first 16 acres are expected to support around 2,600 jobs. Importantly, the project will also increase the regions attractiveness to businesses by creating more dense pedestrian friendly development that encourages living, working, and playing locally. This type of multi-use development will change the tide on the regions ability to attract national and international employers.

Recently, the St. Louis metro area has failed to attract the top national and international employers to the region. The primary reason for the regions inability to compete against other cities across the nation is due to lack of development friendly locations with excellent road, pedestrian, transit infrastructure in place; this development would change the tide, and singlehandedly create a development that will draw the best and the brightest international talent. Recent discussions with national investment grade developer has made clear the huge demand for upscale sustainable office, residential, and entertainment space. This project will position the St. Louis metro area to become the Silicon Valley of the Midwest.

The proposed development is bounded by successful job creating developments. The Family Arena, Streets of St. Charles, Ameristar Casino all draw people to the region, but are left disconnected, geographically and economically, from each other. The Family Arena, owned and operated by project partner St. Charles County, is located on the southern end of the development. The Family Arena is a 10,000 person event center hosts concerts, conventions, sporting events. The development detached from any supporting development, including dining, lodging, employment, and secondary entertainment; Family Arena guests are forced to travel by car from locations around region.



Photo of the St. Charles County owned Family Arena

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Even though the Arena is located adjacent to the Katy Trail, the Nation's longest rail-to-trails conversion, the Family Arena is not currently easily accessible to bicyclists or foot traffic. Despite all these shortcomings, St. Charles County has recently been approached by private entities interested in purchasing the Arena. This offer signals the understanding of the economic potential of the development site. The project will make the Arena more attractive to national events, and will give it the infrastructure necessary to host large sporting and concert events.

Near the northern end of the project, Cullinan Properties began development at Streets of St. Charles in 2008 and quickly established itself as a primary entertainment destination in the Midwest. With excellent surrounding amenities and careful planning, the Cullinan Properties' development managed to thrive during the Great Recession that destroyed economic growth in so many locations across the nation.



Photo of Streets of St. Charles Development Summer Concert Series

As a community partner, Cullinan Properties is committed to ensuring continued growth that has already brought so much economic benefit to the region.

This mixed-use development to the west of Riverpointe provides more than 1 million square feet of dining, shopping, entertainment, residential, and office space. This selective 27-acre mixed use development has been successful in drawing highly sought employers from across the nation. A side effect of the nearly-full development is that otherwise attractive tenants have been turned away due to lack of space.

In addition to the City's successful ability to acquire high quality tenants of the Riverpointe Development, Cullinan Properties has approached the City and discussed the

expansion of Streets of St. Charles to the Riverpointe Project footprint. Cullinan has assisted the City in marketing space in Riverpointe at meetings and nationwide conventions, including the International Council of Shopping Centers annual Retail Convention (ReCON). Their promotional materials have marketed Riverpointe as opening in 2022.

Reconstruction of South River Road/Arena Parkway has been completed, construction of utility and site grading for Phase 1A, and NEPA materials preparation is underway. In 2021, the project will begin adding more jobs to the region, increasing to a total of 4,000. This project will attract businesses and workers to a presently vacant or underutilized property, thus providing additional stimulus for economic development within the region.

In addition to the previously discussed economic benefits, this project will also greatly reduce the number of regional vehicle miles traveled (VMT), thereby reducing the annual investment citizens are required to make in non-renewable resources (gas and oil). At present, nearly all of region is only accessible by automobile in spite of its relative density in the historic core. By reducing local car trips by leveraging dense multi-use developments, increasing active transportation trips, and expanding the opportunity for non-automobile commuting through new transit service connections this project will contribute to the reduction on reliance on foreign energy. The planning for a future addition of the autonomous electric trolley will make this development a true Transit-Oriented Development (TOD).

By providing a more efficient live-work-play environment, existing and new motorists will travel 25 million fewer per year, and are expected to save \$8.3M annually in vehicle operating costs. Additionally, existing and new drivers will save significant time driving. Calculated using USDOT guidance, it is expected that that motorists will spend 1 million fewer hours behind the wheel annually amounting to \$125M in time savings benefit. Additional benefits derived from the reduction of vehicle miles traveled are further discussed in the subsequent sections. This type of multi-use development also reduces the need for the future federal-aid facilities and creates greater value for local public and private development. Additionally, "net new" value will be created by relocating development opportunities to this development that would otherwise occur in more generic (i.e., "placeless") auto-dependent greenfield sites.

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Decreasing transportation costs and providing multi-modal options will create more dollars spent in the local economy.

The compact, mixed-use development combined with the multi-modal transportation options will allow residents to live closer to employment centers and reduce private vehicle trips to get places. This will create a direct reduction in transportation costs per household per year. Multi-modal neighborhoods allow households to own none or one car (instead of two or three), freeing up expendable income for things like food and entertainment. By creating compact development and housing options near employment centers, or providing cheaper transportation options, more money can also be spent on local businesses.

This project will create a highly functional multi-modal development that will attract jobs, students, and investment from an international pool, ensuring that these key institutions will continue to be economically competitive through the delivery of very high quality services.

In addition to the direct jobs and economic benefits provided by Riverpointe, the Project will also encourage growth on surrounding parcels of land. Adjacent to the Phase 1, 2, and 3 developments is another 182 acres not currently developed to its highest and best use. This project will provide immediate benefits in terms of increasing land values to property owners, and encourage additional private investment.

Without the infusion of outside investment the BUILD Discretionary Grant would provide, one-quarter of the City's riverfront will continue to develop in a way that is not consistent with the highest and best use. The 325 acre area will continue to flood and remain underutilized for years to come.

Certified appraisals are provided for the pre-developed conditions of the development. Because the Katy Trail provides some natural flood protection to land to the west, property west of the Katy Trail is estimated to have a market value of \$1.20 per square foot or \$52,272 per acre. On the other hand, certified appraisals showed that because the land east of the Katy Trail is heavily wooded, low lying, and more prone to flooding, it is expected to bring \$0.30 per square foot or \$13,068 per acre. Certified appraisals of the pad ready development sites showed the property can expect to garner \$13 per square foot or \$566,000 per acre.

It is important to note that although costs for annexation, subdivision, zoning, flood map revisions, and other tasks may not be reimbursable USDOT BUILD Grant tasks, these items are included in the City's project. The City intends on rezoning to a Planned Development, Mixed-Use land use (PD-MU), and is in the process of creating associated documents, regulating plans, and other legal documents. Additionally the City is annexing properties into the City upon purchase, and plans to record a lot consolidation plat for the first phase of development. Certified appraisals are provided for each scenario as attachments of the Benefit Cost Analysis. Analysis shows a benefit derived from the direct improvement of parcels will be \$6.7M when only considering the roadway installation without rezoning. Although not included in the base scenario, this project will ultimately deliver pad ready sites, with utilities and zoned for Planned Development, Mixed Use. When considering this scenario, the project will generate over \$63M in property benefits.



Preliminary Regulating Plan dictating property use within the PD-MU zoning

Over the years, residents of the City of Saint Charles have seen multiple proposals for redevelopment of adjacent properties, including portions of the "old quarry" site across the street from the development. The private developments proposed over the years were unattractive to nearby residents, and would have damaged property values in the area for years to come.



Residents oppose unpopular waste transfer center proposal near Family Arena

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“The City has talked about developing that whole area into some kind of riverfront project for the past five or ten years. Putting a trash transfer station in that proximity would negate the ability to do any of those things.”

-Scott Stork, St. Charles County resident
interview with KSDK News Channel 5

This project will reduce flooding on hundreds of acres of offsite property, which will spur development attractive to nearby property, and will increase surrounding residents' property values. It is expected surrounding property that is not currently developed to its highest and best use will see an increase in value approximately \$10.2M for the 182 acres adjacent to improvements. Separately, along the shores of the silted-in channel, blighted-homes and commercial buildings are frequently damaged by flooding along the Missouri River.

The City has purchased the entirety of Phase 1 and demolished all blighted and flood prone structures. The City is working with remaining property owners according to the Uniform Property Relocation Act to acquire the remaining property. To date, the City has invested nearly \$4.5M in property acquisitions. This investment not only will result in aforementioned economic growth and job creation, but result in the decrease in annual flood damage and the relocation to less flood prone areas. This relocation would not only provide a benefit to the current property owners, but also reduce the draw on an already financially strained National Flood Insurance Program.

In addition to increasing benefits to current residents, this project will bring international investment and interest. Lindenwood University, about 1 mile north of the project is a fast growing university that offers 120 undergraduate and graduate programs to approximately 10,000 students including students from 49 states and 70 countries. Their ability to continue to attract the best and brightest students from international locations is predicated on providing top notch programs in a community that is safe, appealing, and accessible to a population that does not have access to automobiles. Previous and ongoing investments in the City's road, transit, trails, and sidewalk systems ensure efficient multi-modal access for students throughout the City. This development will further enhance and leverage the use of existing infrastructure built with non-federal investments.

In the center of St. Charles, SSM Saint Joseph Medical Center recruits its physicians from all over the globe. Like Lindenwood, their ability to fill strategic positions in their

faculty is a function not only of the attractiveness of the hospital as an institution but also the attractiveness of the community in which they will live. Like many other hospitals across the country, SSM Saint Joseph Medical Center seeks out the very best physicians from a very competitive international pool. Community quality of life, such as walkability and bikeability, is a critical factor in attracting this talent.



Rendering of Riverpointe boardwalk

Current population projections in Saint Charles County predict growth spreading toward outlying, greenfield development. The resulting reduction of nearly 25 million vehicle miles annually will increase the efficiency of the existing roadway systems thereby reducing congestion that would be attributed to additional vehicular trips without the presence of non-motorized transportation alternatives. Secondly, this project will increase the desirability of housing in the region with a more attractive and effective non-motorized transportation system for owners and employees of businesses and institutions in this area. In turn, we are confident that people will consider relocating to this area in lieu of driving in from outside this area, in particular from greenfield areas.

By orienting mixed-use development around an enhanced transportation network and public realm, a “place premium” will be realized that otherwise will be lost if development occurs in a more generic environment.

The most highly-valued real estate developments are those that create a vibrant mix of uses around a well-defined public realm. Whether it is retail, office, or residential development, greater economic returns (in the form of higher occupancy, rents, and land values) result from placemaking than they otherwise would in commoditized developments. The revitalization of this project area will be oriented around more dense development and improved multimodal transportation network.

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Environmental Protection

Environmental Sustainability: Ecosystem Benefits, Emissions Benefits

Benefit: \$2,880,000

Another of the pillars of the Project is the environmental restoration the project will provide. Historically, Bangert Island played an important role in the natural diversity that often accompanies the river. Navigational changes made years ago by the U.S. Army Corps of Engineers caused extensive damage to the aquatic habitat.

The shallow water habitat and forested wetland once provided by the island provided diverse habitat for fish, avian, mammalian, and macroinvertebrate populations that thrive in the complex natural ecosystems.

In the early 1900's, the U.S. Army Corps of Engineers (USACE) began further work to channelize and stabilize the river for navigation purposes in the St. Charles area. In 1912, USACE was commissioned to create a navigational channel along the Missouri River between Kansas City and St. Charles. In order to accomplish this goal, the U.S. Army Corps of Engineers extensively used wing dykes and levees to straighten and channelize the river. Over the next 50 years, the channel would be further modified. In 1925, USACE began widening and dredging the channel to a width of 200 feet in order to ease the navigational difficulties and further reduce the dangers of transporting goods down the river. Later in the 1940's the Missouri River Bank Stabilization and Navigation Project aimed to further increase the river's navigational channel to a width of 300 feet. Today, it is estimated that nearly 1/3 of the Missouri River flows through artificially straightened channels.

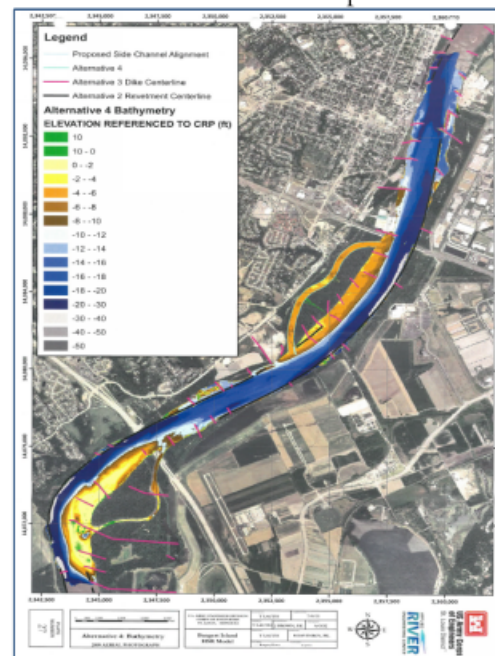
While making for an efficient mode of transportation for agricultural goods down the river, the channelization of the river has destroyed aquatic ecosystem and natural wetlands in the area. Areas along the Missouri River that once consisted of shallow water riverine habitat were damaged by wing dikes, revetment, and levees. Near Bangert Island, closure structures were constructed in the 1930's and 1940's near the inlet of the side channel chute between river mile 31.1 and river mile 29.0. These constructed navigational changes altered the properties of sediment deposition.

“The deposition choked the original side channel entrance to the point of closure by 1980 and effectively reattached Bangert Island to the bluff. The closure of

the side channel led to the loss of environmental features in this reach of the Missouri river.”

-Excerpt from U.S. Army Corps of Engineers Bangert Island HSR Model Report

As explained in the 2011 U.S. Army Corps of Engineers Bangert Island HSR Model Report, “the side channel provided flow diversity not available in the main river channel. This flow diversity allowed for off river habitat for various aquatic species. The island itself acted as a predator-free habitat for avian species. Before side channel closure, the Bangert Island area had considerably more sandbar areas that area attractive to various species; these have since been buried under plant life and woody debris.”



Early concept from 2011 U.S. Army Corps of Engineers Bangert Island technical analysis of concepts for environmental restoration.

The Environmental Protection Agency (EPA) advises on the importance of wetlands downstream of urban areas. These wetlands act as natural detention areas and natural water quality basins. For example, by EPA estimates, bottomland hardwood riparian wetlands along the Mississippi River once stored at least 60 days of floodwater; presently they only store approximately 12 days of flood water. The damage the river control structures caused to the side channel chute has contributed to the increased flooding of homes and commercial buildings.

The elimination of the riparian wetlands has also caused larger discharge of pollutants and sediments to the Missouri River. By slowing water before it discharges into the Missouri River, sediment and other pollutants are

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removed from aquatic habitat, making the Missouri River more attractive to wildlife and recreation. The City of Saint Charles completed a Comprehensive Stormwater Master Plan in 2015. This study identified the impacts in the project area of polluted surface water. The surface waters directly impact the source of the City's drinking water in addition to a reduction of fish and wildlife habitat.

Crystal Springs at one time flowed into the side channel chute of the Missouri River near the Phase I portion of the Project. This watershed is afflicted with extensive non-point source pollution. The Crystal Springs watershed includes several large commercial developments, in the upper reaches of the watershed, extensive residential development, and Interstate 70. The more than 1,000,000 vehicles per week that travel on the interstate adjacent to the project site contribute significantly to the sediment, or suspended solids, that make its way to the river. The sediment that reaches the river has impacts ranging from reducing fish rearing habitat, create taste and odor problems in drinking water, and impairs recreational opportunities.



Photo of a recent short-duration high-intensity storm that contributes to flooding and pollution in the Crystal Springs watershed

The figure shown previously in this document shows the measurement of Total Suspended Solids in each of the City's watersheds, and highlights the fact that Crystal springs is one of the most polluted aquatic resources within the City. A darker color denotes a more polluted watershed. Since the side channel chute that once detained and treated the runoff was damaged by river navigation projects, the Creek dumps untreated water straight into the Missouri River.

This project would help restore this shallow water riparian habitat. The one-time side channel chute is now primarily a wooded wetland; this Phase 1 would transform 20 acres

back to riparian area, Phase 2 will transform 20 acres of wooded wetland to riparian area, and Phase 3 will transform an additional 20 acres to riparian area. Based on Federal Emergency Management Agency land value estimates, this will provide a total benefit of \$1.8M to the area.



Wetlands and shallow water habitat provide important benefits to ecosystem

In addition to direct environmental restoration improvements, the Project will offer more environmentally sustainable and energy efficient modes of transportation. More, safe and efficient transportation options will encourage users to walk, bike, or take public transit instead of single occupancy vehicles, proving cleaner energy options.

By concentrating and connecting the employment centers, neighborhoods, attractions, transportation centers in a development hub there will be a reduction in greenhouse gas emissions through the reduction of vehicles miles traveled (VMT). It is estimated that the development will directly reduce VMT within the development by 25 million miles annually, which ultimately results in a \$48,173 annual benefit by reducing SO_x, NO_x, and particulates. Additionally, the construction of a multi-use development hub within proximity to destinations as well as increasing

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usership of regional trail systems will help decrease the overall VMT.

In addition to this reduction in VMT from other modes of transportation, there will be a reduction due to the change in land-use along the corridor. Traffic studies and analysis of multi-use developments commonly discuss the concept of shared trips. A recent study completed by Urban Land Institute conservatively estimated that by developing land in a walkable, compact form a 20% decrease in VMT can be achieved. The planned transportation improvements are the critical first step to start the transportation transformation needed to encourage and promote a walkable environment.



Rendering showing concentration of residential neighborhoods with employment, shopping, and attractions at the proposed Project

The City of Saint Charles is conscious of the decisions they make relating to the environment. In 2010, the City implemented a Green Point Rating System (GPRS) in order to incentivize sustainable development and redevelopment. Special benefits in the form of reduced set-backs increased building heights, site efficiencies, expedited reviews, parking reductions, and building permit fee reductions are provided to development projects that incorporate sustainable technology. The Project will provide the perfect venue for investors to take advantage of the new infrastructure that will be a catalyst for sustainable redevelopment. The GPRS incentive code can be found at the link below.

<https://ecode360.com/27718508>

Quality of Life

Bangert Island Riverfront Transformation at Riverpointe will increase the quality of life for citizens around the region. Improvements to transportation infrastructure, environmental improvements, and smart growth development will make St. Charles County and the City of Saint Charles a more attractive place to live, work, and play.



Photo of mountain biker on one of the natural surface trails on Bangert Island

The transportation infrastructure improvements along Arena Parkway, South Main Street, and Old South River Road will help improve travel time and safety. A roundabout and signal are proposed within the Phase 1 development to help reduce crashes and reduce congestion. It is estimated that the intersection improvements associated with this project will reduce travel time for the vehicles that travel the corridor daily, resulting in a total vehicle travel time savings. Additionally, transit upgrades will provide additional quality of life benefits by reducing the need for privately owned vehicular traffic. The adjacent Transit Parking project will construct new transit parking and pedestrian facilities under Interstate 70 Bridge using Federal Congestion Mitigation and Air Quality “FAST Act” funds.



Local businesses are primed to take advantage of recreation based economy.

Separately, the environmental restoration of the side channel chute to a water quality basin will have huge

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impacts to the quality of life of the region. The water quality basin will serve as a regional attraction. The Bike Stop Café, one of the project supporters and key stakeholder, immediately realized the business and quality of life potential of the project.

“A lake near Bangert Island would be huge. I mean, it would be the only lake near St. Charles where I would want to get in the water. Does your head go where mine does? I immediately think triathlon. And I assume there could be an opportunity for us to rent kayaks? Who do we need to talk to in order to make sure we can get in the development?”

-Jodi Devonshire, Owner of Bike Stop Cafe in Saint Charles and Chesterfield, Missouri

Bangert Island, which is currently operated and maintained as a County Park has a network of natural surface trails. The development would keep the island park in its natural state and restore damaged habitat. Due to the intense usage of the park, the County has recently constructed a trailhead parking lot. Additionally, the City has already begun coordination with Tony Caruso, the Gateway Off-Road Cyclists Bangert Island Trail Steward, on the development. In the past Caruso and the Gateway Off-Road Cyclists organization have put numerous volunteer hours to build the trails on the island. This project will preserve the natural surface trails on the island along with extending them to make better connections to the Katy Trail and paved surface development trails and sidewalks.

“The Bangert Island area is the only place in the region where you have a network of crushed gravel, natural surface, and paved surface trails all within a 1-mile radius.”

-Tony Caruso, Gateway Off-Road Cyclists’ Bangert Island Trail Steward



Trail sign showing the list of connections to Centennial Greenway Trail, Katy Trail, Bangert Island Natural Trails, and Creve Coeur Lake Park Trails

Creating Complete Streets that contain a multi-modal system will provide low cost major transportation benefits

by giving people choices, creating a livable environment for residents to enjoy, connecting low-income and elderly populations to modal choice, connecting large job centers with residential neighborhoods, and connecting existing rapidly growing successful developments. On the whole, the development leverages transportation infrastructure to enhance and improve the future. The regional vision involves the creation of multi-modal corridors that includes accessible sidewalks for pedestrians, biking facilities, and a trolley transit route. This project will better serve the nearly 5,000 people that will call this development work or home along with another 100,000 within 3 miles of the development area.



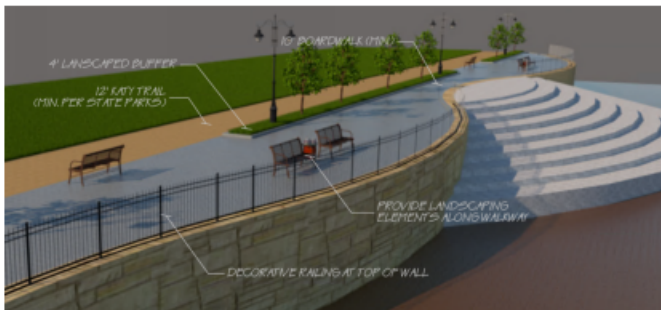
The City plans to expand the current historic trolley (above) and is investigating the inclusion a state-of-the-art 1.7 mile autonomous electric trolley route (below), which would be the longest operational Autonomous Electric Trolley route in the United States

The addition of new St. Charles Area Transit (SCAT) service line to the development will improve access to shopping and dining at Historic Main Street, Streets of Saint Charles, and the Ameristar Casino. While not part of this application, the City is also investigating the use of an innovative autonomous trolley that would run 1.7 miles from ACF to the development, eventually connecting to the St. Charles Convention Center. Expansion of the SCAT service line and Historic rubber tire trolley will help alleviate the parking congestion along Historic Main Street and reduce the number of short duration automotive trips in lieu of pedestrian focused trips.

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It is estimated that by providing the pedestrian infrastructure this multi-use development will provide generate more bicycle trips. Additionally, the transportation improvements will provide better opportunities to the disabled, elderly, and low-income households where amenities are located within walking and biking distance. Providing more and efficient transportation options to these historically underserved populations makes a community more attractive and enriches the lives of all of its residents. SCAT ridership information shows that 88% of riders fall in the reduced, disadvantaged rider fare and 22% are over the age of 62. Creating a riverfront trolley transit system will not only enhance the tourism draw of the development, but also offer residents a lower cost transportation option to regional jobs, medical services, shopping, and educational opportunities located within the development and City of Saint Charles. The less money users spend on transportation costs, the more money they can spend elsewhere. Non-motorized transportation is the key for this possibility.



Rendering of improved Katy Trail, the nation's longest Rail-to-Trails conversion, and riverfront boardwalk area through the Riverpointe Development.

Complete streets, accessible sidewalks, connected trail systems, and access to public transportation all improve property values and encourage reinvestment in communities. Numerous national studies from the National Association of Homebuilders and the Urban Land Institute indicate a strong preference for urban and/or walkable amenities. The Streets of Saint Charles, SSM Saint Joseph Hospital, Lindenwood University, Ameristar Casino, and other private organizations have invested \$800M into the community in the last 5 years alone to improve the quality of life for residents, employees, and visitors. Infrastructure investment has not kept up with private investment.



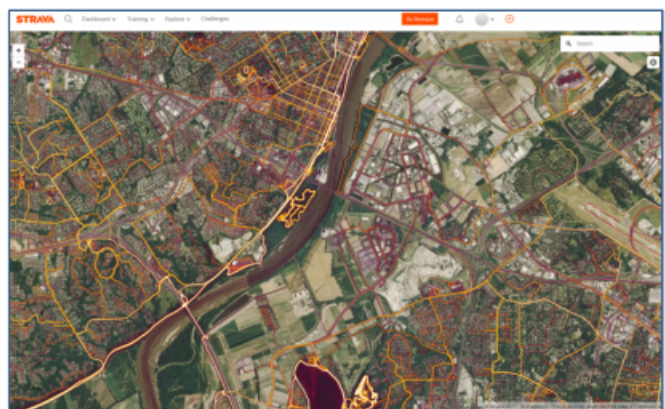
Potential for redevelopment in St. Charles due to BUILD investment

The Project will help increase community revitalization.

Growth is going to happen in region. In fact, over the next five years, St. Charles County is expected to capture three-fifths of all population growth in the Saint Louis region. Given current trends, the Historic Center/Old Saint Charles is not anticipated to capture any of this growth without improvements to infrastructure, policy, and regulatory changes. Investments made in the core of the community are much more economically suitable and sustainable.

The Project will coordinate and leverage federal policies and investment through the numerous partners and public private partnership.

While infrastructure work has been completed in support of this local investment there is still a significant amount of work that needs to be done to complete these efforts. Recent major investments, including the funding of \$65M in upgrades to Interstate 70 just west of this project, will be linked together by this project. This project is intended to give structure to these investments within the region.



© Strava 2017 Heatmap showing bicycle, pedestrian, and kayaking activity

Based on the local investments already expended or committed and the IMPLAN Economic Impact Analysis of future investments through this project, we anticipate that the

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BUILD funds will help to leverage local investment on a **60:1** basis (local investment vs. federal dollars).

State of Good Repair

The project will improve the condition of existing roadway, bridge, and sidewalk facilities and install new transportation infrastructure. Specifically, when the City applied for the BUILD Grant in 2018, Arena Parkway/S. River Road was currently failing, and the County had begun design.

The County has now completed construction on the \$1.6M in non-federal investment to reconstruct the pavement to arterial standards.

Additionally, the road was designed with wide lanes to allow it to be restriped in the future as a 5-lane section and to allow wider shared outside lanes for bicyclists. By reconstructing portions of South River Road, the City saves in future maintenance costs. Similarly, the bridge and pavement on Old South River Road is in poor condition, and will need to be replaced within the foreseeable future. It is estimated this bridge and pavement reconstruction would cost the City upwards of \$2M.

Separately, the Lombard Street and South Main Street Intersection is projected to meet signal warrants in the next 5 years based on increased growth in Streets of St. Charles at an estimated cost of upwards of \$200,000. This project would install a signal at the intersection to alleviate traffic concerns and crash causing safety issues.

On top of the County's completed construction of S. River Road & Arena Parkway Improvements, the Project will install a roundabout at several locations to assist in traffic operations and safety issues. At one time, Arena Parkway/Friedens Road made a T-intersection with Arena Parkway to the southwest of the existing intersection. Because of this, the current reconfigured Green-T intersection has some geometric conditions that contribute to crashes. Additionally, the lane narrows as it passes near the islands separating the lanes, and is difficult for pedestrians or bicyclists to navigate. This project would replace this intersection with a roundabout and extend Friedens Road into the intersection. In total, this project will reconstruct 8 lane miles of deteriorating pavement and bridges, and reduce the future maintenance costs. In addition, the project will construct or extend 4 lane miles of new roads and over 15 miles of new sidewalks and trails.

The project team has the revenue to sustain long-term operations and maintenance of the Project.

The City of St. Charles has an annual appropriation budget of \$3M for transportation maintenance and operations.

The additional investment of 1000 apartments or condos, 1 million square feet of office space, 300,000 square feet of retail development will add to the City's tax base which will help with maintaining and improving the long-term community vision.



Poor roadway conditions in the project area will be reconstructed

Other Project Benefits:

- Encourages the utilization of existing non-motorized transportation infrastructure including the Katy Trail
- Encourages the utilization of transit infrastructure by installing state-of-the-art Autonomous Electric Trolley Route
- Brings currently non-compliant ADA facilities into compliance with ADA guidelines.
- More people commuting by foot or bike reduces automobile drivers and the associated wear and tear on existing roadways.



Encourage better utilization of the Katy Trail and improve ADA facilities

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Safety

Safety: Avoided Crash Benefit – Smart Growth

Benefit: \$84,691,000

The Project includes measures to enhance transportation safety. The project will increase the safety at several accidents that have had multiple accidents in the past few years. Between 2012 and 2016, 42 cars were involved in crashes at the Friedens & Arena Parkway Intersection. Similarly, since the Lombard and South Main Street Intersection was constructed, 10 vehicles were involved in crashes. This project will signalize the intersection at Lombard and install a roundabout at two locations along Arena Parkway.

The project will restripe Arena Parkway to a 5-lane section with a center turn lane, and will install right-turn-lanes into the development through the Phase 3 project area as warranted by traffic volumes.

Although no crashes were reported at the quarry entrance to the west of Friedens, anecdotal evidence suggests there are many close calls with large haul trucks entering and leaving the site, and likely unreported minor accidents. The roundabout will be sized at this location to allow trucks access to the property. This project is also designed with access control principals in mind, and will further reduce crashes that may have been caused by the influx of traffic caused by the development.



Unsafe conditions will be improved in the project area

Additionally, since the development will ultimately reduce the total number of vehicle miles traveled (VMT) by residents, employees, and nearby residents of the development by almost 25 million miles annually, accidents will be reduced by better utilizing non-motorized facilities

and higher transit ridership. It is estimated that ultimately the community will save more than \$3.5M annually in avoided crash benefits. Additionally, the installation of roundabouts is estimated to further result in a reduction of crashes and annual cost savings.

Making non-motorized facilities and transit the centerpiece of this development will improve safety in the region.

The most vulnerable users of the transportation system are pedestrians and bicyclists. The County last year requested funding from local Road Board funds in order to address complaints from local cyclists about dangerous on-road facilities. The funds allowed for wider on-street shared bike-lanes in their design of Arena Parkway. This project also helped increase safety for these users with the following amenities and improvements:

- ADA accessible sidewalks.
- ADA accessible textured crosswalks, pedestrian countdown timers at signalized intersections and raised trail crossings.
- Bicycle facilities to provide ample room for a wide range of cyclists.
- Traffic separated bicycle and pedestrian facilities from motorized vehicles.

Proposed non-motorized improvements will decrease the number of crashes along the facilities and provide a more livable, walkable, sense of place for users.

Secondary Selection Criteria

Non-Federal Revenue for Transportation Infrastructure

The project uses creative funding mechanisms from a variety of non-federal sources. As financial partners on the project, the City, State of Missouri, and County all have unique funding sources approved by voters that can be drawn from in order to advance this project. The County Road Board, a vital funding road and highway funding mechanism in the area, utilizes a ½ Cent Transportation Sales Tax. These County Funds are limited to funding roadway improvements and associated infrastructure. The City has submitted the Project for funding.

In the City's Capital Improvement Plan, the City has devised a strategy to fund the project by utilizing funds from a variety of sources. One generator of revenue for City infrastructure is the Ameristar Casino. "Gaming Funds" are designated to road and bridge related improvements. Additionally, the City

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will draw on Proposition P funds approved by voters in the City of Saint Charles in 2016. Proposition P was a Parks and Stormwater Improvement tax that utilizes a ½ sales tax. These funds can be utilized for parks, stormwater, and water quality improvements.

The State has committed significant funding to this Project. In late 2019, the Governor Mike Parson announced \$5M in cost-share funding for the project as part of the Governor's \$50M Cost-Share program focused on funding projects with the highest economic impact. Additionally, with the support of Missouri's State Legislature \$1M was appropriated in FY2020 for the project.

The City will utilize approximately 15% private investment on the project.

Innovation

Design Build Option: The City of Saint Charles has a specific code allowing and promoting design-build projects if there are time constraints. The City is highly supportive of making the Project a design-build project to meet mandated deadlines, but even without use of design-build, the project schedule demonstrates funding obligation by September of 2022.

National Model: The City of Saint Charles aligns with the Presidential Administration's desire to gain greater impact for every federal dollar spent by reducing unnecessary red-tape and changing the way projects are built, financed, delivered, and maintained. The City is devoted to goal of improving project delivery, and has devised several strategies to help streamline design and construction efforts. Through planning and community involvement, the City has a vision with support from numerous private and public partners. The City proposes to track this investment over the next 20 years to measure the benefits and use as a case-study in the years to come.

Alternative Financing: As discussed in the previous non-federal revenue section, this project uses funds from a variety of sources. The County utilizes a ½ Cent Transportation Sales Tax for a portion of the improvements. The City plans to utilize funds from various sources including Gaming Funds designated to Street improvements generated by the Ameristar Casino, ½ Proposition P sales tax for stormwater

and water quality improvements, and approximately 15% private investment. Since the private funding will be received at the completion of construction, the City is utilizing taxable special obligation bonds to carry these costs until closing on the property. Additionally, the City and County have discussed the use of a "hybrid Tax-Increment-Financing" incentive for possible use that would draw on the City's portion of the sales tax generated by development. Additionally, the City has determined a Community Improvement District (CID) could be a useful tool for future parking garages or other infrastructure to assist in the development of the parcel. The figure below shows a description of sources of funding for the project.

Aggressive Partnership: The City of Saint Charles has actively sought out potential regulatory bodies that had potential to delay the project, and found ways to make them project partners. The City has worked for the past decade to learn with the U.S. Army Corps of Engineers who will be responsible for the brunt of environmental permitting, and recently were successful in involving them as project partners in a program that will give a roadmap to avoid permitting slow-downs, maintenance, and hydraulic design. Similarly, the City has engaged state agencies involved in permitting and regulation.

Developer Driven Infrastructure: The City will use strategies used by developers across the Nation that currently allow them to deliver projects more quickly and inexpensively. The City has constantly been in discussions with the tenants, developers, and real estate marketing team at Scout Realty to shape the direction and development type. Time and time again, City Staff hears that private developers are able to deliver infrastructure faster and more inexpensively than public entities. City staff anticipates that portions of infrastructure improvements may be delivered directly by the developer with City staff administering the program.

Environmental Sustainability: The project uses an innovative approach of recycling spoils from an environmental restoration project to spur economic growth.

Partnership

The City has received unequivocal support from many community leaders, local businesses, local institutions, local non-profit agencies, and regional agencies (see Appendix for the numerous support letters from agencies, private organizations, and state and local politicians).

This project has had multiple state resolutions passed in its support. Both the Missouri State House and State Senate passed resolutions expressing support for the project and calling on Federal officials to assist in the project funding and

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delivery. The Governor and every US Senator and Congressman within the projects jurisdiction has supported and assisted with the development of this project over the past decade. Senators Roy Blunt, Senator Josh Hawley, Congressman Blaine Luetkemeyer, and many others have written letters of support or recorded videos interviews expressing their support. This project was also discussed with officials when the President made his trip to St. Charles to announce his signature Tax Reform legislation.

Despite the support this project has received from elected officials, Federal assistance through BUILD funding is critical to the Project. Competition for other Federal funding through the Surface Transportation Program (STP) is fierce and must be spread between eight counties and hundreds of municipalities in the Saint Louis region making completion of a project of this magnitude nearly impossible.

U.S. Army Corps of Engineers has played a critical role in advancing the project and has helped steer the project to the current design, ensuring the current path is one that will be easily permitted. The U.S. Army Corps of Engineers is currently a monetary partner with the City on a planning assistance study for the project area



U.S. Army Corps of Engineers and City of Saint Charles Staff at the coordination kickoff meeting for the Planning Assistance Study (PAS) standing on the banks

Cullinan Properties successfully developed Streets of St. Charles, and is committed to a successful development of Riverpointe. City officials and Cullinan have discussed different teaming arrangements to allow for the expansion of Streets of St. Charles into the new development footprint.

St. Charles County has committed to assisting in the non-federal funding of the BUILD Project and has assisted in outreach. St. Charles County also currently controls the operations and maintenance of the Bangert Island Park Area through a 99 year lease from the City.

Business Groups: Large and small business alike support the Project including the Missouri Chamber of Commerce, the Missouri State Director of Economic Development Rob Dixon, Ameristar Casino, Cullinan Properties, Bike Stop Cafe, TR Hughes Development, Home Builders Association of St. Louis & Eastern Missouri, OPO Startups, Millstone Properties, Cushman Wakefield, and Drury Hotels as it will provide a catalyst for continued economic growth in the region.

V. Environmental and Risk Review

Project Schedule

Preliminary project activities are underway for the Project. Property acquisition is complete, and construction is underway for the South River Road/Arena Parkway Reconstruction. Environmental NEPA materials preparation and preliminary design are underway with the assistance of the U.S. Army Corps of Engineers. Extensive design efforts have been put forward over the 10-year project development.

The FY 2020 Appropriations Act requires that FY 2020 BUILD Transportation Discretionary Grants funds are only available for obligation through September 30, 2022. The Bangert Island Transformation Project at Riverpointe is ready to satisfy applicable administrative requirements, including transportation planning and environmental review requirements. The project plan has been in development with the U.S. Army Corps of Engineers for over 10 years, the project concepts have been analyzed and addressed. All FY 2020 BUILD funds will be expended by September 30, 2026.

Project partners are ready to proceed immediately when awarded BUILD Funds and are committed to obligating funds by June 2021 with completion of all improvements by June 2023. If required, the City's Design-Build code could expedite the design and construction process if awarded 2019 BUILD funds. A detailed schedule is provided in Appendix E.

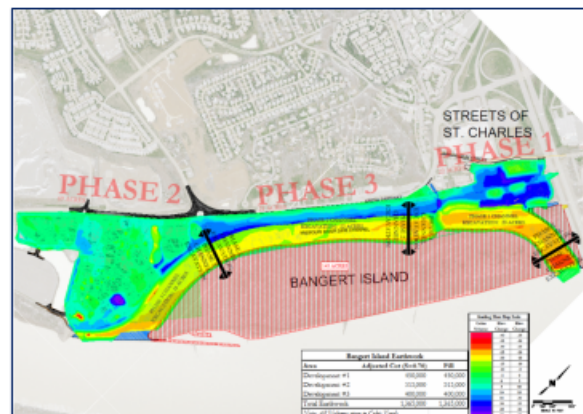
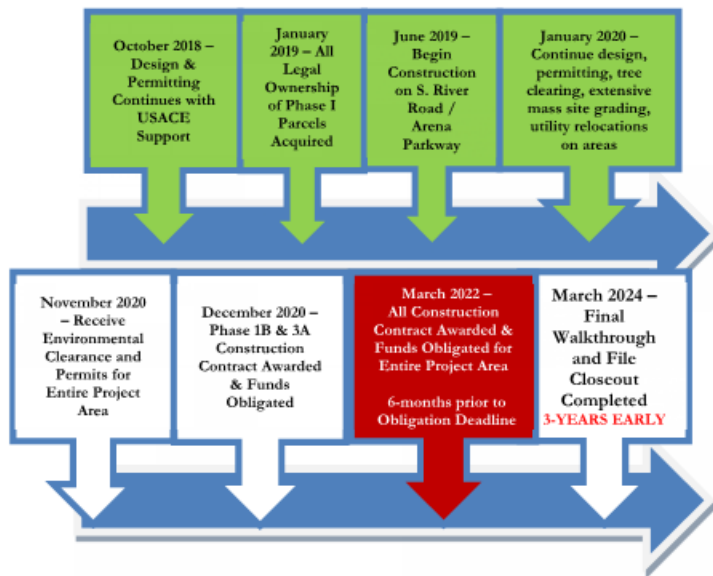


Exhibit showing a portion of the technical feasibility analysis leading to the current phased project approach to allow for faster project delivery

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The City is ahead of the original schedule proposed on the original 2018 BUILD Application (highlighted in green), and will obligate funds 6-months in advance of the obligation deadline.



- Initial wetland and endangered species information provided by Kansas City District Corps of Engineers
- City received preliminary approval from State Historic Preservation Office based on historic research, extensive magnetometer surveys, and test pits
- City works with consultant to provide detailed delineation, endangered species survey, USFWS coordination, formal USACE permitting, and NEPA material preparation.
- City owns the entirety of the Phase 1 area

As the City of Saint Charles and the U.S. Army Corps of Engineers refined the design and conducted a feasibility study, it was determined a phased project approach would be beneficial to project delivery, and contribute to achieving the City’s and USDOT’s goal of changing the way we build finance and maintain infrastructure. By separating phases of the project, the City will be able to start on construction activities on Phase 1 and 3 as property acquisition is finishing on the Phase 2 parcels. The City currently owns the entirety of Phase 1, and is completing the final acquisitions for the Phase 3 area.

Technical Feasibility

The Project has been in the works for more than a decade. Over the years, the City and U.S. Army Corps of Engineers has cleared major hurdles in order to refine the project to one that is technically feasible from a design, permitting, right-of-way, and construction standpoint.

In the 2011 Bangert Island Hydraulic Sediment Transport Response Model study, the USACE initially recommended the reestablishment of a side channel chute. After further coordination, it was determined that a water quality basin that did not impact the navigational channel but still provided hydraulic and water quality benefits to the Crystal Springs Watershed would be preferred.

In 2018, the City met earlier with the St. Louis District U.S. Army Corps of Engineers to for a Pre-Application Permitting meeting. The St. Louis District advised the Kansas City district would have jurisdiction over the Missouri River. In partnering with the USACE for Planning Assistance Services, the Kansas City District has indicated they would not require a Section 408 permit. Documentation and Delineation work done previously when the project was part of the Missouri River Recovery Project is further being used to advance permitting efforts.

- **The Kansas City District of the U.S. Army Corps of Engineers has provided initial review materials for permitting and National Environmental Policy Act (NEPA).**

Extensive design and construction relocation efforts are underway with Ameren, AT&T, and Charter including the 12kV and 34kV overhead electric line relocation design. Additionally, the City has advanced coordination with Missouri State Parks, and has completed the drafting of a Concept Agreement for swapping leases on property.

Additionally, the City identified avenues to advance construction, and has begun utilizing strategies commonly used by private development, including the packaging of plans. For example, one strategy to accelerate the construction schedule is to issue a mass grading package that can complete much of the grading while final road design is being completed. This was the plan conveyed to USDOT in last year’s 2019 BUILD Grant application, and as promised have already bid 3 separate packages for building demolition, tree clearing, and site grading & utility relocations for the Phase 1A site.

Although it is possible the improvements will fall within a categorical exclusion, CE, (40 CFR 1508.4) because the improvements fall primarily within a historic river channel that was damaged by U.S. Army Corps of Engineers infrastructure, debrief meetings following the 2019 application indicated that USDOT officials thought an EA with FONSI was possible. This is further justified in

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subsequent conversations with U.S. Army Corps of Engineers staff and the City's consultant team. Since much of the permitting materials preparation is complete and the remainder is well underway, this will be achievable in the given timeframe.

Following feedback from the 2019 application, the City assembled a team of Crawford Murphy, & Tilly, HDR, Cole & Associates, S.C.I., and Reitz & Jens to assist in providing the environmental services associated with an Environmental Assessment NEPA materials, and has included discussion of the preliminary process in a document provided by the U.S. Army Corps of Engineers. The Corps PAS project and the City's Environmental consultant continue to work hand in hand to advance the NEPA work required for this project including the documentation of displacements, wetlands and waterbodies, floodplain impacts, and special/hazardous waste. The Finding of No Significant Impact will be posted on the project website when this work is complete.

Assessment of Project Risks and Mitigation Strategies

The FY 2020 BUILD Grant funds will assist the region by building transportation infrastructure needed to realize dense multi-use development. As part of the City of Saint Charles planning and feasibility study, the City generated an extensive list of issues and risks, along with proposed mitigation strategies. In the last two years, the City has been able to mitigate many of the risks initially identified.

Although many other risks were identified, none posed more risk to the project than environmental clearances and NEPA permitting. A combination of work on park property, tree clearing, large excavation areas, and impacts to Waters of the U.S. all were identified early as items that needed to be addressed.

The City hired an environmental consultant team to begin the environmental permitting process. Because the excavations would occur in a historic side channel chute, coordination with Missouri State Historic Preservation Office revealed there was the potential for historic sunken Steam Boats within the project area. In order to mitigate this risk, the City conducted a magnetometer survey, dug test pits, made investigative borings, and conducted extensive historic research. Through this work, it was determined that it was highly unlikely there were any present at the project site and gave preliminary clearance. The City is confident that Section 106 and Section 4(f) compliance can be achieved.

Coordination with State Parks and County Parks for the relocation of the Katy Trail has revealed no 6(f) funds were utilized for improvements. Additionally, the City has worked with State Parks to draft an agreement for a lease swap, a

similar arrangement to previous development of the Family Arena.

As previously discussed, the City has a long history of partnership with the U.S. Army Corps of Engineers. The Corps has indicated that neither Section 10 nor Section 408 permit will be required for this work. The City's hired consultant is currently working to complete the wetland delineation started by the Corps in February 2016 which showed 5-7 acres of hardwood wetland area which will be restored back to riparian habitat.

Coordination with U.S. Fish & Wildlife service for threatened and endangered species is well underway. The City has conducted a tree survey. Acoustic surveys and bat conservation plan preparation are underway. The U.S. Army Corps of Engineers recently concluded there was no bald eagle presence within the project area.

Legislative Approvals

The St. Charles City Council passed a resolution of support for the project, and specifically for the advancement and application of the 2020 U.S. DOT BUILD Grant application. Although this project does not require any legislative approvals, it has been supported by multiple local and state legislative actions. The State of Missouri has passed HB19.130 which allocated appropriated \$1M for the project. The Missouri State Senate and State House passed a continuing resolution to support the project and push federal officials to identify possible funding sources. Additionally, the entire St. Charles Delegation signed a joint letter of support for the project, and every U.S. Member of Congress within the jurisdiction of the project has given significant support. Senator Roy Blunt helped facilitate discussions with the US Department of Transportation for technical guidance in relation to this 2019 BUILD Grant and Congressman Blaine Luetkemeyer has facilitated extensive coordination with the Kansas City and St. Louis Districts of the U.S. Army Corps of Engineers. This project has extensive planning and support to allow it to move forward immediately pending funding approval.

VI. Benefit-Cost Analysis

The project team conducted a Benefit-Cost Analysis to ensure a greater impact for every Federal US DOT dollar spent. The following table shows a summary of the value of societal benefits over a 30 year period post construction.

Following a detailed debrief with USDOT Economists from the 2019 BUILD application, the project team ensured the calculations provided the conservative

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calculations sought. For example, in 2019 the project team attempted to capture significantly more property benefits. While it was conveyed that property benefits could be included, they should only include benefits directly attributable to transportation infrastructure. The team acquired a certified third-party appraisal to quantify only these benefits. In general terms, the analysis was conducted conservatively with items such as zoning benefits, indirect acreage benefits, or benefits due to utilities intentionally omitted from the base analysis although planned with the project. A sensitivity analysis was also performed which shows various possible scenarios. One key sensitivity to note is the addition of rezoning to property values, the actual expected outcome of this proposed investment, generating further benefits over the base case that was conservatively utilized for this analysis. With the rezoning of the newly improved land, the project is expected to generate a net present value of \$104.8 million and a benefit-cost ratio of 2.92.

[A further description of the detailed Benefit-Cost Analysis can be found in the Attachments](#)

Parameters	Change in Parameter Value	New B/C Ratio
No Additional Changes		2.05
Benefits Period	Benefits Period of 20 Years	1.70
Development	Reduce Direct Project Development to 50%	1.94
	Reduce Indirect Project Development to 50%	2.02
	Reduce Census Tract Group 1 to 50%	1.40
	Reduce Census Tract Group 2 to 50%	1.87
Property Values	Remove Property Values	1.96
	Add in Indirect Acreage	2.18
	Remove Utilities Relocation Costs	2.19
	Add in Rezoning	2.92
Total Project Cost	20% Reduction in Project Costs	2.56
	20% Increase in Project Costs	1.71
SMART Growth	Add Trolley (Benefits and Costs)	2.13
	Increase SMART Ratio by 25%	2.53
	Decrease SMART Ratio by 25%	1.57

7% Discount Rate	Phase 1, 2, 3
Capital Costs	\$54,539
Residual Value	\$0
Operating Costs/State Good Repair	-\$679
Trolley Operating Costs	\$0
Total Costs	\$53,861
Ecosystem Benefits	\$1,256
Property Values	\$4,798
Smart Growth - VHT	\$32,034
Smart Growth - Operating Costs	\$51,110
Smart Growth-Safety	\$21,652
Smart Growth - Emissions	\$279
Total Benefits	\$111,129
Capital Costs	\$54,539
Benefits (includes Operating Costs & Residual Value)	\$111,807
BCR	2.05
Net Present Value (NPV)	\$57,268

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VII. Federal Wage Rate Certificate


Federal Wage Rate Certification

Certification of Compliance with Federal Wage Rate Requirements

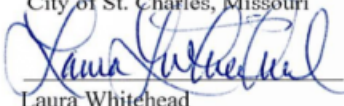
Bangert Island Riverfront Transformation Project at Riverpointe

FY 2020 BUILD Grant Application

The City of St. Charles, as applicant for the above referenced FY 2020 BUILD Grant application, certifies that it will comply with the requirements of Subchapter IV of the Chapter 31 of Title 40, United States Code (Federal Wage Rate Requirement – Section 1606) as required by the Further Consolidated Appropriations Act, 2020.


Signature 
Daniel J. Borgmeyer
Mayor
City of St. Charles, Missouri

Date 5-15-2020

Attest 
Laura Whitehead
City Clerk
City of St. Charles, Missouri

Date 5/15/2020



Signature 
- valerie Berge
Assistant Director of Finance
City of St. Charles, Missouri

Date 5/14/2020