



City of Saint Charles
Missouri



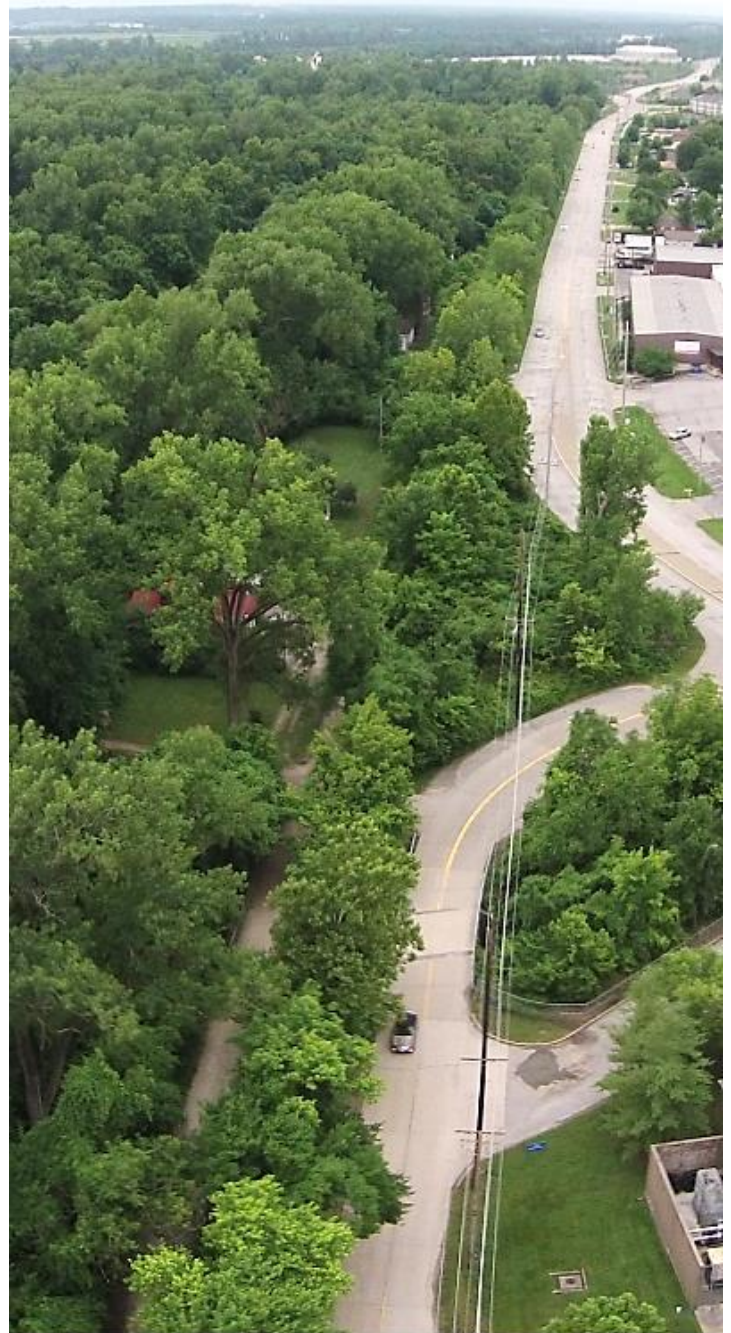
BANGERT ISLAND RIVERFRONT TRANSFORMATION PROJECT USDOT BUILD DISCRETIONARY GRANT APPLICATION JULY 2018

BANGERT ISLAND RIVERFRONT TRANSFORMATION PROJECT

USDOT BUILD DISCRETIONARY GRANT APPLICATION

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BANGERT ISLAND RIVERFRONT TRANSFORMATION PROJECT

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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 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, the City has acquired property to work with the United States Army Corps of Engineers and is currently poised to move forward with 325 acres of riverfront development. However, with all of this forward movement, challenges still exist in making this plan a reality.

Investment in key 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 and St. Charles County are poised to invest a significant amount of non-federal revenue for transportation infrastructure. Public/private partnerships are being formed to catalyze the potential of this significant resource with a current adjacent developer ready to commit to expanded improvements. 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 project looks to 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 addition the St. Charles Convention Center will enhance the usage of the proposed multi-use development area.

The infrastructure investment requested from USDOT BUILD funds will match local City and County investment to create accessibility to the area by constructing approximately 8 lane miles of new roads, new signals, new street lighting, bicycle and pedestrian infrastructure, transit improvements, green infrastructure, reconstructing the existing inadequate roadway infrastructure located along Arena Parkway which runs the perimeter of the project, create stormwater control and protection from the Missouri River. The master plan for development of the Bangert Island Riverfront has been phased to prioritize quick implementation of \$52 million in key infrastructure. 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 (+8.3% 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. This growth is primarily focused west of the City of St. Charles creating longer commutes, and bottlenecks in the existing interstate highway infrastructure. Incentivizing growth in the City of St. Charles will reduce future vehicular commuting patterns and the burden on the transportation network. At the beginning of the 21st Century, our nation faces challenges unlike any other time in our history.

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

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

- 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.
- 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

- Old South River Road from South Fifth Street to south of Friedens Road
- Arena Parkway from Friedens Road to a roundabout located just north of the Family Arena

On-street Bicycle / Pedestrian Facilities

- New ADA accessible sidewalks located on both sides of the street along :
 - 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.
 - 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.
 - Old South River Road from South Fifth Street to south of Friedens Road
 - Arena Parkway from Friedens Road to a roundabout located just north of the Family Arena

Off street Trail Facilities

- Reconstruction of the Katy Trail through Phase 1 and Phase 2 built at an elevation above the 500 year floodplain

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New Transit Line

- New transit service from the SCAT hub located at Clark Street and Riverside Drive to Phase 1 development area
 - Transit service expansion planned for future connection to Phase 2 upon construction of Phase 3

Water Quality Improvements

- 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



Environmentally designed solutions will improve water quality

Stormwater Improvements

- 100 acres of ground directly removed from flood damages by elevation.
- 100 additional acres of ground removed from flood damages by elevating the Bangert Island ground between the Missouri River and the additionally damaged property

Project Costs

| | |
|--|---------------------|
| New Roadway Construction: | \$38,800,000 |
| Roadway Reconstruction: | \$2,100,000 |
| On-Street Bicycle / Pedestrian Facilities: | \$2,200,000 |
| Stormwater Facilities: | \$9,350,000 |
| Total Project Costs | \$52,450,000 |

Sources of Funding

| | |
|-----------------------------------|--------------|
| Local Match from Project Sponsors | \$27,450,000 |
| BUILD Request | \$25,000,000 |

| | |
|-------------------------------|---------------------|
| Phase 1 Total Cost (20 acres) | \$15,795,000 |
| Phase 2 Total Cost (80 acres) | \$36,655,000 |
| Total Project Cost | \$52,450,000 |

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

This project provides increased access to major attractions and employers including the \$385 million 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.



Future Riverfront Development will stimulate economic activity (Phase1)

This project brings calculated benefits of \$215,611,000, for an overall benefit to cost ratio of 4.49 at a 7% discount rate.

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.

The City with the US Army Corps of Engineers has been working on the Bangert Island project for over 10 years and has partnered to identify a solution that allows the development of this area to flourish and provides ecosystem restoration for damages caused by the channelization of the Missouri River. The City is currently poised to make a significant immediate investment with the assistance of the St. Charles County Road Board in the transportation infrastructure that has been missing from this area for over 200 years. This investment paired with USDOT BUILD funds will spur economic growth connected and fed by multiple modes of transportation. Without the opportunity of this investment the area will remain undeveloped and damaged for generations.

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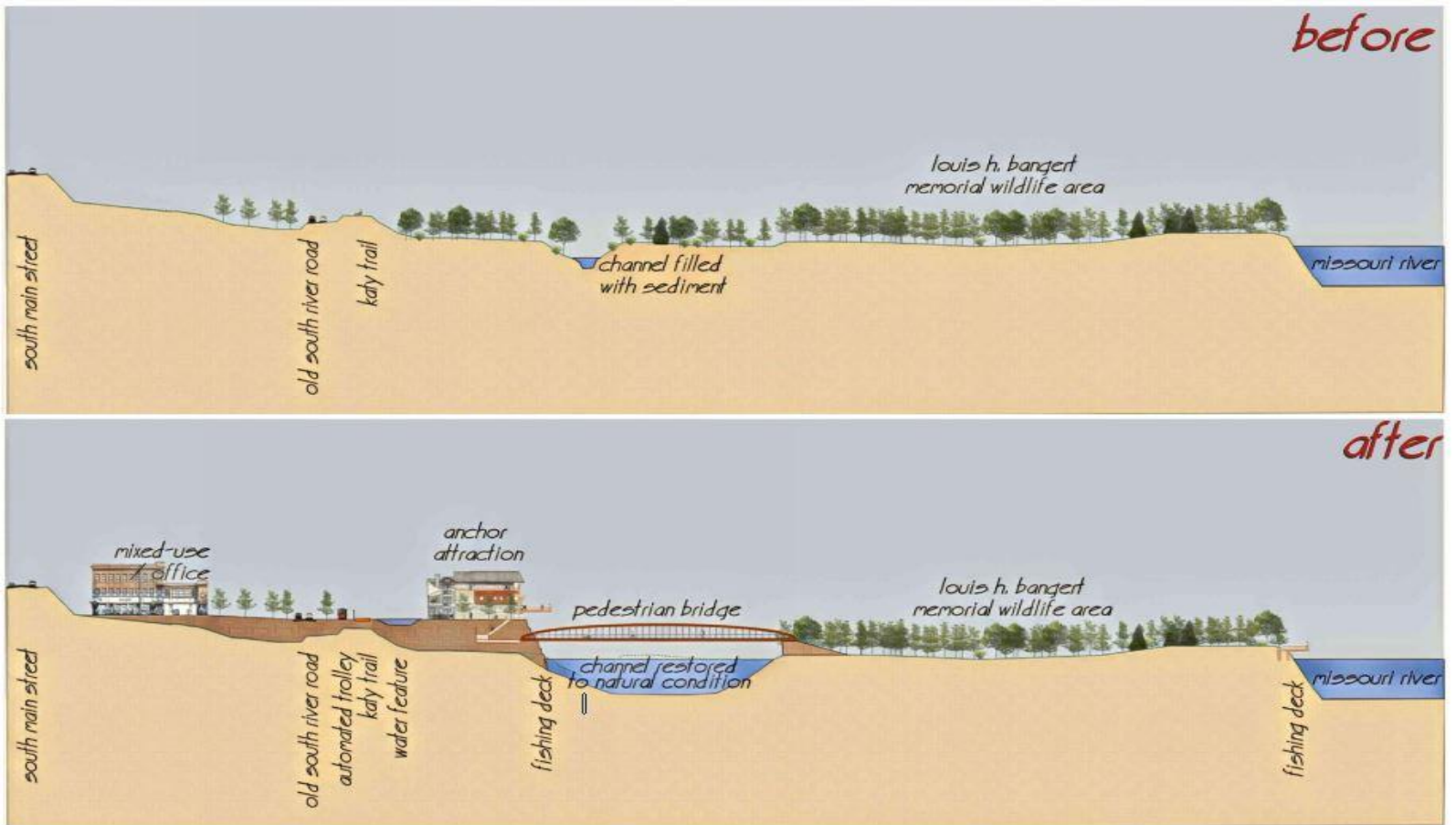
BUILD PROJECT MAP



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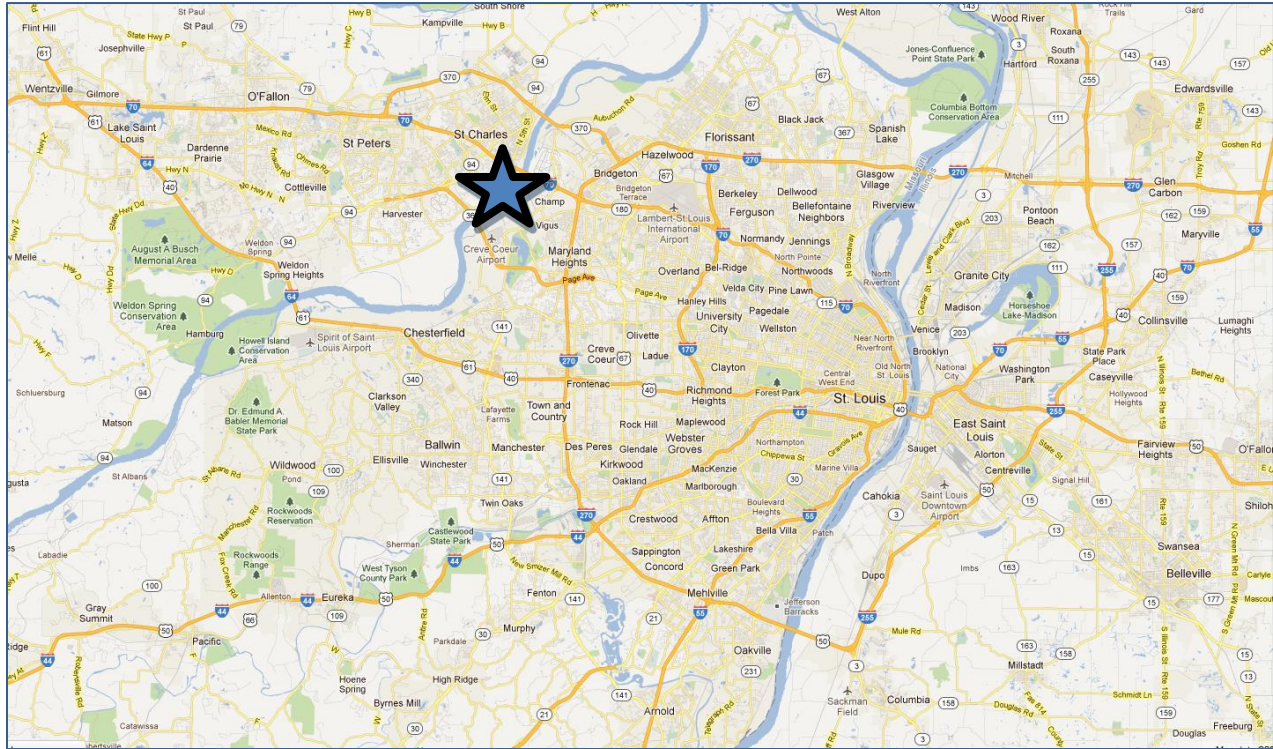
PROJECT CROSS SECTION



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PROJECT LOCATION MAP



Bangert Island Riverfront Transformation Project - Project Location

| Improvements Being Made By | Proposed Improvements |
|-------------------------------|--|
| Saint Charles | Property Acquisition, Water Quality Basin, Roadway, Sidewalks, Trails, Traffic Signals, Transit, Stormwater, Water, Sanitary Sewer |
| St. Charles County Road Board | Property Acquisition, Roadway, Sidewalks, Trails, Traffic Signals, Transit, Stormwater |
| BUILD Grant | Property Acquisition, Roadway, Sidewalks, Trails, Traffic Signals, Transit, Stormwater |

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II. Project Context

The Bangert Island Riverfront Transformation Project 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>

Three major river crossings connect auto oriented travel between St. Louis and St. Charles Counties, including two new Missouri River crossings. The twelve-mile, six-lane, MO 370 connects I-270 in Saint Louis County with I-70 in Saint Charles County and was completed in 1996. A second freeway, MO 364, recently completed construction and connects I-270 in Saint Louis County with I-64 in Saint Charles County. I-70 is the largest of the three river crossings and carries 153,994 vehicles a day.

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 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.

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 construction of a chute along the River with compensatory fill on the embankment will not impact navigation on the Missouri River. The project has been considered for several Corps funding programs but has been delayed for several years from execution by the changing science of Pallid Sturgeon habitat restoration methodology. While the overall concept of the project achieves the same goals that have been pursued for 10 years the Corps has been unable to identify a Continuing Authorities Program (CAP) that fits the project and drive it into construction. Currently the Corps continues to assist the City through their PAS (planning assistance to states) program to further the project design. During the project process with the Corps the City took the necessary action to become the cooperative landowner of Bangert Island to push the Corps project into final design. Today the Bangert Island Project is poised to move forward to realize the myriad of benefits outlined in this application but has been stagnated by the loss of the CAP program funding from the Corps.



Bangert Island River Model Meeting with the Honorable Senator Roy Blunt

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Addressing the Problem: Infrastructure Availability

A major impediment to the development of the Bangert Island Project area is the lack of existing infrastructure. Infrastructure investment in this area has been neglected due to the stormwater impacts from the Missouri River. A majority of the project area is cut off from the surrounding roadway network, with a five lane urban arterial running along the perimeter of the project area (5th Street/South River Road/ Arena Parkway) that connects to local driveways and Old South River Road which is a two lane low volume route. 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.

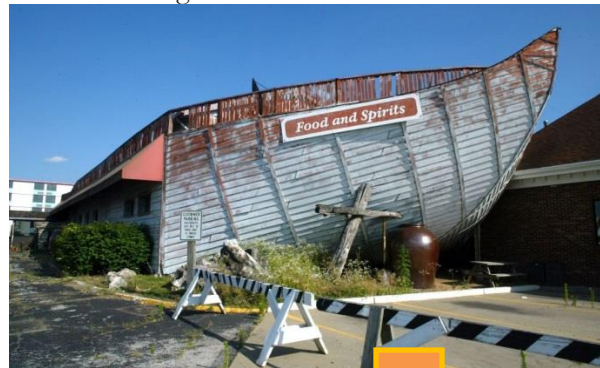
The Bangert Island Riverfront Transformation Project will create approximately 4 miles of new roadways, and improve and elevate almost 6 miles of existing roadways. The improved roadway system will include street lights, traffic signals, curb and gutter, aesthetic enhancements, and other improvements. 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 the St. Charles Area Transit system, which provides access throughout the City of St. Charles and also links to METRO that provides additional transit access throughout the St. Louis metropolitan area.



Bangert Island Phase 1

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.

The Bangert Island phase 1 project area lies immediately adjacent to the successful Streets of St. Charles development. This 27 acre mixed use development started in 2008 amidst the financial crisis. The site elevation of the Streets of St. Charles matches the proposed site elevation for the Bangert Island project and has direct access to the existing arterial road network. Over the past 10 years this site has transformed from a blighted motel into an anchor for regional growth. Cullinan Properties who has developed the Streets of St. Charles is almost finished developing this entire 27 acre tract. Within the next year the growth experienced on this site will be realized and future growth in this area will not occur unless investment is made to make the Bangert Island project area accessible to the transportation networks. Cullinan Properties is a partner in the Bangert Island Project initiative and is willing to inject private investment into the future success of the Bangert Island Riverfront Transformation, provided that the infrastructure and stormwater improvements are available to transform the blighted area into a destination like no other in this region of the United States.



Former Noah's Ark site (stltoday.com)



Streets of St. Charles (www.streetsofstcharles.com)

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Bangert Island Phase 2

The Bangert Island 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 \$9 million in expenses for the County, who owns the Family Arena. The County recently received a proposal from a new football league who would like to purchase the Family Arena, and is currently working through their process of evaluating the proposal. Investment in the Bangert Island phase 2 area paired with private investment in the Family Arena can transform this struggling community resource into a thriving center of activity.



Family Arena (www.stltoday.com)

Investment in roadway infrastructure in and around the Family Arena will create a destination for not only the entertainment offered at the Family Arena but create opportunity for complementary uses such as night life, dining, and other entertainment options. 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.

Addressing the Problem: Environmental Sustainability

The Bangert Island Riverfront Transformation 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 US 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.”

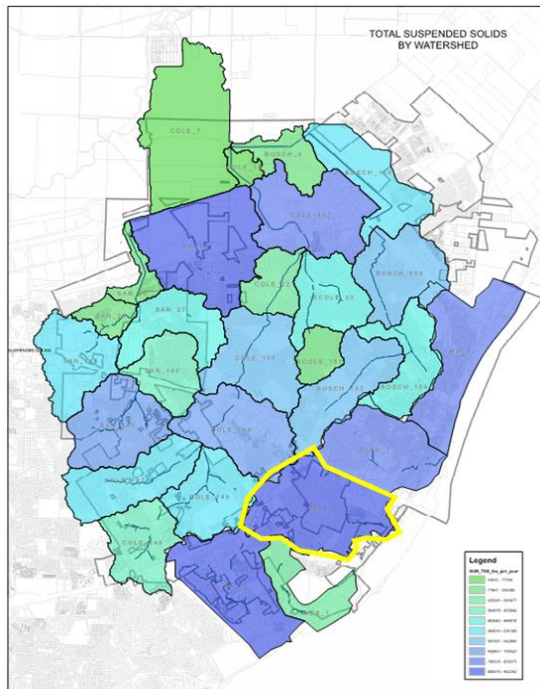
On August 2, 2016 City of St. Charles voters overwhelmingly approved Proposition P. Proposition P is a half-cent sales tax over 15 years that funds Parks (1/3) and Stormwater (2/3) improvements within the City of St. Charles. Stormwater improvements proposed under Proposition P address both water volume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

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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 that feeds into the Bangert Island area has the highest concentration of suspended solids in the City. The Bangert Island 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 over 40 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 and Phase 2 area, screened, placed, and compacted to roadway construction standards to provide flood mitigation (see the project cross section on Page 5 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.



Addressing the Problem: Stormwater Control

The Bangert Island Riverfront Transformation 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.



Flooding of existing buildings on Old South River Road (2017)

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The project will also remove the flood risk from South River Road and Arena Parkway, making the existing arterial route traversable all the way to the south of the Family Arena. This will give residents, first responders, and travelers a safe ingress and egress from the area during major river flood events.

Significant storm events in 2011, 2013, and 2017 caused flooding damage that impacted residents in and adjacent to the Bangert Island project area. Public support for stormwater improvements proposed by the City's Proposition P was overwhelming (64% approval). 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 St. Charles County Road Board funds 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 Bangert Island Project Area

A necessary consideration when intensifying land use is the control of stormwater runoff from the site. The Bangert Island Riverfront Transformation 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.



Bangert Island Phase 2 Basin

Addressing the Problem: Partnerships

The Bangert Island Riverfront Transformation Project has formed partnerships across the City and State to bring this project to fruition. Partnerships on the project include public governmental entities, private developers, the US Army Corps of Engineers, community groups, the regional planning agency, business groups, and a vast amount of political support from our elected officials. Our State Representative Matthiesen remarked during a State House Committee meeting, "I cannot find anyone who does not support this 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 Bangert Island Riverfront Transformation Project. The State Senate supported the measure 31 yes, 2 absent. The State House supported the resolution 135 yes, 5 no, and 21 absent. This overwhelming support from our State Legislature, paired with Governor Parsons' support and Lieutenant Governor Kehoe's support has been instrumental in our pursuit of this pivotal project.

Institutions: Lindenwood University supports regional non-motorized transportation alternatives to provide vital infrastructure for their 10,000 student population.

Health Care Providers: SSM Healthcare supports the Bangert Island Riverfront Transformation project because it will spur economic activity, and provide access for mobility impaired citizens to access the community.

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

Business Groups: Large and small business alike support the Bangert Island Riverfront Transformation 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 bipartisan support from United States Senator Roy Blunt, United States Senator Claire McCaskill, United States Representative Blaine Luetkemeyer, United States Representative Ann Wagner, County Executive Steve Ehlmann, Missouri State Senator Robert Onder, Missouri State Senator Bill Eigel, Missouri State Representative Chrissy Sommer, Missouri State Representative Tom Hannegan, Missouri State Representative Mark Mathiessen, Former State Senate Pro Tem Tom Dempsey and Saint Charles Mayor Sally Faith.



Mayor Sally Faith listens to a resident regarding multimodal improvements



Stakeholders are engaged on plan to improve stormwater conditions

Why Invest BUILD in the Bangert Island Riverfront Transformation Project?

The Bangert Island Riverfront Transformation Project has National Significance.

The City of St. Charles is known throughout the nation as a unique and charming destination. With its existing assets and regional location, this project is uniquely positioned among other communities in the nation to seize upon this opportunity that generates economic development, puts residents closer to jobs, reduces vehicle miles traveled, enhances quality of life, creates environmental habitat lift, and eliminates flooding for almost 300 acres of prime development area while maintaining the island in its natural state.

BUILD funds play a pivotal role in filling the missing infrastructure improvements needed to realize the vision of a rich and vibrant riverfront, jobs, and a broader mix of uses are all integrated in an area of diverse transportation choices.

The Bangert Island Project is positioned to start construction quickly. The FY 2018 Appropriations Act requires that FY 2018 BUILD Transportation Discretionary Grants funds are only available for obligation through September 30, 2020. The Bangert Island Transformation Project is ready to satisfy applicable administrative requirements, including transportation planning and environmental review requirements. The project plan has been in development with the US Army Corps of Engineers for over 10 years, the project concepts have been analyzed and addressed. All FY 2018 BUILD funds will be expended by September 30, 2025.

The Bangert Island Riverfront Transformation Project will Stimulate New Private Investment.

Private investment is continuing in the Saint Charles downtown core. More than \$627,000,000 has been invested over the past 5 years, with an additional \$322,000,000 of investment anticipated within the next 5 years.

Lindenwood University, founded in 1827, is the second-oldest higher-education institution west of the Mississippi River. At nearly 17,000 students, it is one of the fastest growing universities in the Midwest. Lindenwood recently invested more than \$115 million to construct improvements including the J.Scheidegger Center and has committed \$69 million to create a “University Center” near its campus on First Capitol Drive.

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SSM Saint Joseph Medical Center: Established in 1885, it has recently invested more than \$45 million to update their medical facilities and bring better healthcare to their patients. That investment resulted in additions to services, equipment, physicians and staff. The Health Center will soon be investing several million dollars more with its acquisition and relocation of a U.S. Post Office site adjacent to its campus expected later in 2016.

Cullinan Properties and Streets of Saint Charles: The Streets of Saint Charles is a \$385 million, 1.5 million square foot mixed-use development under construction at I-70 and Fifth Street. The project will create a “town square” with amenities for shopping, living, working, dining, and entertaining. The Streets of Saint Charles Redevelopment includes high-quality, affordable housing¹. The investment of BUILD funds into the Bangert Island Project provides a critical link to the Missouri River and also the Katy Trail. The BUILD investment will stimulate the existing Streets of St. Charles development, and the Streets of St. Charles will draw additional interest in the area extending the benefits of the investment of the BUILD grant.

Ameristar Casino and Resort Spa: Ameristar Casino was built in 1994, and a full-service hotel and health spa was added at a cost of \$240 million in 2008. This property generates significant tax revenue for the City and employs an estimated 1,300 persons. The transportation interconnections produced by the investment of BUILD funds substantially increases access to jobs and commercial activity realized at the Casino. The addition of Missouri Riverfront attractions just south of Ameristar will benefit Ameristar’s continued growth and dominance as the leading Casino in the St. Louis metropolitan area by attracting new visitors to the area and will also provide the necessary infrastructure for a connection to the south along the Riverfront. The addition of a fixed line trolley from the St. Charles Area Transit hub to the Bangert Island area will provide a stop and connection throughout the City and St. Louis County to Ameristar Casino.

The Bangert Island Project provides the core transportation system required to leverage further private investment.

The Bangert Island Riverfront Transformation Project Builds on Success.

Saint Charles is proud of the City’s heritage and excited about the future. Volunteerism and investment are high, as evidenced by the City winning two awards from the AAA Midwest Traveler Magazine in August, 2011.



Mayor Faith receives AAA Awards

The City was selected as the Best Historical Small Town and the Festival of the Little Hills was selected as the Best Craft Fair in the Midwest. In addition, three other awards were received in the immediate area; Ameristar Casino Resort Spa was voted Best Casino; Boone’s Colonial Inn was voted Most Romantic B&B; and the Katy Trail was voted Best Bike Trail in the Midwest.

The Bangert Island Riverfront Transformation 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 Bangert Island 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?

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 Bangert Island Riverfront Transformation 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.

¹ http://www.stltoday.com/suburban-journals/stcharles/news/article_6c778d05-3d24-5bf6-afb1-a5a652369a18.html

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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. Even though the potential for the Bangert Island area 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 US Army Corps of Engineers, the St. Charles Road Board, and BUILD.

Strong anchors for success exist surrounding the Bangert Island project area. Successful established businesses and attractions neighboring the project area will drive the rapid development and success of the Bangert Island project. 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

Project Partners

There is a community vision for Saint Charles that the City, citizens, and other agencies and private organizations all support; a vibrant riverfront that stretches from the historic roots of Main Street to the future Bangert Island project area.

The City has worked closely with the local community leaders in the development of this initiative. Numerous meetings with the public and coordinating agencies have been held. City Staff has testified on behalf of the project to the Missouri State House and Missouri State Senate.

To hear more from our community partners please visit www.bangertisland.com to view video testimonials of support.

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 69,293 and had a \$130 million appropriation budget in 2017. The City of St. Charles is committed to funding this project.

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.

Corps of Engineers

The Corps of Engineers continues to partner with the City of St. Charles on a Planning Assistance to States (PAS) grant. This work furthers the study and refines the details of the responsible riverfront development plan.

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. 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).

Please visit www.BangertIsland.com to view additional video testimonials of support for the Bangert Island Riverfront Transformation Project.

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III. 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 2018 BUILD Grant. This initiative combines a road infrastructure project, with permanent job creation, riverfront development, transit, pedestrian infrastructure, road and bridge construction, and intersection safety improvements all supported by non-federal investment. And while similar projects may be hampered by environmental opposition, this project has roots in a creative idea advanced by the US 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 Bangert Island Riverfront Transformation project align perfectly with the 2018 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 Bangert Island Riverfront Transformation 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.

Economic Competitiveness

Economic Competitiveness: Vehicle Operating Cost, Value of Time, Direct Property Value Increase, Indirect Property Value Increase

Benefit: \$138,394,000

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 development will create 4,000 new jobs for the region and have a \$1.5 billion dollar economic impact. 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. 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.

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Photo of the St. Charles County owned Family Arena

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 Bangert Island Riverfront Transformation project will make the Arena more attractive to national events, and will give it the infrastructure necessary to host large sporting and concert events.



The Family Arena hosts minor league minor league hockey, soccer, and football

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.

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



Photo of Streets of St. Charles Development Summer Concert Series

This mixed-use development to the west of Bangert Island 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 the past year, Cullinan Properties has approached the City and discussed the expansion of Streets of St. Charles to the Bangert Island Riverfront Transformation Project footprint, and is currently marketing space in Bangert Island Riverfront Development at meetings and nationwide conventions, including the International Council of Shopping Centers annual Retail Convention (ReCON). Their promotional materials have marketed the Bangert Island site as opening in 2022.

Thus, starting in 2019, the project will begin adding 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

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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 local transit, this project will contribute to the reduction on reliance on foreign energy.

By providing a more efficient live-work-play environment, residents will travel 19 million fewer miles per year, and are expected to save \$7.5 million annually in vehicle operating costs. Additionally, the reduction of miles driven results in a time benefit. Calculated according to USDOT guidance, drivers will save over \$9.5 million annually. 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.

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



Mayor Sally Faith at a ribbon cutting at Streets of St. Charles

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 the Bangert Island Riverfront Transformation Project will also encourage growth on surrounding parcels of land. Adjacent to the Phase I and Phase II 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.

Appraisals of the property approximate the existing property's value between \$80,000 to \$100,000 per acre. It is estimated that once the property is improved with infrastructure funded by this grant its value will jump to nearly \$13 per square foot or \$566,000 per acre. Analysis shows a benefit derived from the direct improvement of parcels of \$53.7 million.



Residents oppose unpopular waste transfer center proposal near Family Arena

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 Phase II development. The private developments proposed over the years were

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unattractive to nearby residents, and would have damaged property values in the area for years to come.

“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 attract 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 175% or \$32.8 million for the 182 acres adjacent to improvements. Separately, along the shores of the silted-in channel, several blighted-homes are frequently damaged by flooding along the Missouri River. The City has already approached multiple property owners to discuss 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 Bangert Island Riverwalk

Current population projections in Saint Charles County predict growth spreading toward outlying, greenfield development. The resulting reduction of nearly 19 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.

Environmental Protection

| |
|---|
| Environmental Sustainability: Ecosystem Benefits, Emissions Benefits |
| Benefit: \$12,112,000 |

Another of the pillars of the Bangert Island Riverfront Transformation Project is the environmental restoration the project will provide. Historically, Bangert Island played an important role in the natural diversity that often

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accompanies the river. Navigational changes made years ago by the US Army Corps of Engineers caused extensive damage to the aquatic habitat.

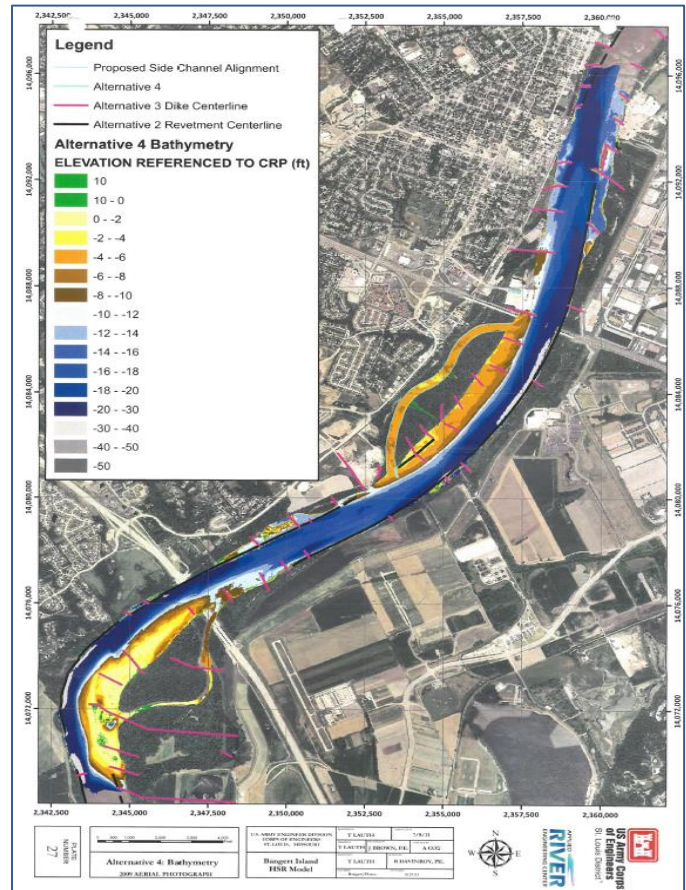
The shallow water habitat and forested wetland once provided by the island provided diverse habitat for fish, avian, mammalian, and macroinvertebrate populations that thrive in the complex natural ecosystems.

In the early 1900's, the US 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 US 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 US Army Corps of Engineers
Bangert Island HSR Model Report**



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

As explained in the 2011 US 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."

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.

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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 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 Bangert Island Riverfront Transformation 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 20.7 acres back to riparian area and transform 2.2 acres to greenspace. Similarly, Phase 2 will transform 21.3 acres of wooded wetland to riparian area and 1.1 acres to greenspace. Based on Federal Emergency Management Agency land value estimates, this will provide a \$1.2 million annual benefit to the area.



Wetlands and shallow water habitat provide important benefits to ecosystem

In addition to direct environmental restoration improvements, the Bangert Island Riverfront Transformation 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

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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 19 million miles annually, which results in a \$530,000 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 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 Bangert Island Riverfront Transformation 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 Bangert Island Riverfront Transformation 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

The Bangert Island Riverfront Transformation Project 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. Roundabouts and signals are proposed at multiple locations 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.



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. 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 system. 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's rubber tire trolley system on Historic Main Street



This project will utilize existing infrastructure to expand the City's rubber tire trolley transit system that runs routes through Streets of St. Charles and Historic Main Street.

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

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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 through the Bangert Island Riverfront Development Project.

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 or are in the process of investing, \$949 million into the community 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

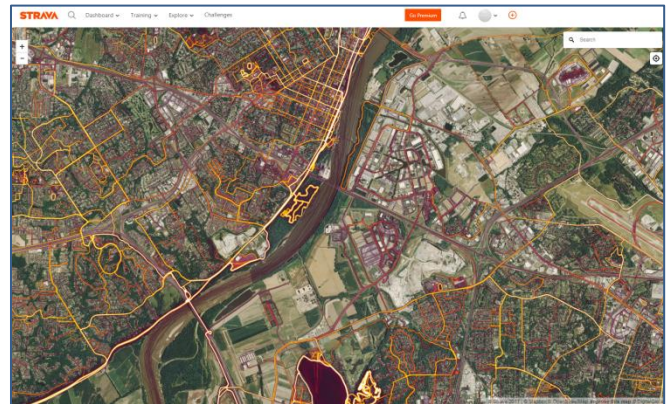
The Bangert Island Riverfront Transformation Project will help increase community revitalization.

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 Bangert Island Riverfront Transformation Project will coordinate and leverage federal policies and investment through the numerous partners and public private partnership.

Collectively, SSM Saint Joseph Hospital, the Streets of Saint Charles mixed-use development, and Lindenwood University have invested in recent years or are in the process of investing more than \$949 million. This massive expansion is bringing high quality jobs, expanded education resources, urban housing, and new retail offerings to the Saint Charles market.

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

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State of Good Repair

State of Good Repair: Reduced Roadway Maintenance Costs

Benefit: \$612,000

The Bangert Island Riverfront Transformation project will improve the condition of existing roadway and sidewalk facilities and install new transportation infrastructure. Specifically, Arena Parkway is currently failing, and the County has begun design on the \$2.65 million in improvements necessary to bring the pavement to arterial standards. Additionally, the road is being designed with wide outside lanes for bicyclists.

Additionally, 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 \$2 million.

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 \$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 ongoing design for improvements to Arena Parkway, the Bangert Island Riverfront Transformation 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 5.8 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 Bangert Island Riverfront Transformation Project.

The City of St. Charles has an annual appropriation budget of \$3 million 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 utilizing existing infrastructure
- Brings currently non-compliant ADA facilities into compliance with ADA guidelines.



Encourage better utilization of the Katy Trail and improve ADA facilities

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Safety

**Safety: Reduced Vehicle Crash Costs,
Roundabout Safety Benefits**

Benefit: \$64,493,000

The Bangert Island Riverfront Transformation 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. 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 reduce the total number of vehicle miles traveled (VMT) by residents, employees, and nearby residents of the development by more than 19 million miles annually, accidents will be reduced by better utilizing non-motorized facilities and higher transit ridership. It is estimated that the community will save more than \$9 million annually in avoided crash benefits. Additionally, the installation of roundabouts is estimated to save \$2 million in accident costs annually.

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 \$500,000 in additional funding from local Road Board funds in order to address complaints from local cyclists about dangerous on-road facilities. The funds will allow for wider on-street bike-lanes in their design of Arena Parkway. This project will help 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.

Non-Federal Revenue for Transportation Infrastructure

The project uses creative funding mechanisms from a variety of non-federal sources. As partners, the City and County both 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 1/2 Cent Transportation Sales Tax. These County Funds are limited to funding roadway improvements and associated infrastructure. In June 2018, the City submitted the Bangert Island Riverfront Transformation Project Phase 1 and 2 to the County.

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 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 1/2 sales tax.

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These funds can be utilized for parks, stormwater, and water quality improvements.

Additionally, the City and County have discussed the future 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.

| Funding Source | FY 2019 | FY 2020 | FY 2021 | Total | Confidence |
|----------------------------------|--------------|--------------|-------------|--------------|------------|
| BUILD Grant-Ph. 1 | \$5,000,000 | \$2,285,000 | \$0 | \$7,285,000 | Medium |
| BUILD Grant-Ph. 2 | \$7,500,000 | \$10,215,000 | \$0 | \$17,715,000 | Medium |
| City Road Ph. 1 | \$1,055,000 | \$1,300,000 | \$0 | \$2,355,000 | High |
| City Road Ph. 2 | \$4,500,000 | \$1,600,000 | \$1,330,000 | \$7,430,000 | High |
| City Storm Ph. 1 | \$1,800,000 | \$0 | \$0 | \$1,800,000 | High |
| City Storm Ph. 2 | \$150,000 | \$2,130,000 | \$0 | \$2,280,000 | High |
| County Road Board Ph. 1 | \$300,000 | \$3,500,000 | \$0 | \$3,800,000 | High |
| County Road Board Ph. 2 | \$850,000 | \$5,000,000 | \$1,950,000 | \$7,800,000 | High |
| City Water Ph. 1 | \$25,000 | \$270,000 | \$0 | \$295,000 | High |
| City Water Ph. 2 | \$0 | \$20,000 | \$340,000 | \$360,000 | High |
| City Sanitary Sewer Ph. 1 | \$130,000 | \$130,000 | \$0 | \$260,000 | High |
| City Sanitary Sewer Ph. 2 | \$0 | \$550,000 | \$520,000 | \$1,070,000 | High |
| Total | \$21,310,000 | \$27,000,000 | \$4,140,000 | \$52,450,000 | |

Innovation

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: The 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 pull funds from Gaming Funds designated to Street improvements generated by the Ameristar Casino. Additionally, the City will draw on funds approved by voters in the City of Saint Charles in 2016 approving a ½ sales tax for stormwater and water quality improvements. As previously stated, the City and County have designed a “hybrid Tax-Increment-Financing” incentive for possible use that would draw on the City’s portion of the sales tax generated by development.

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 US 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 than The City has begun exploring options to partner with developers. Time and time again, City Staff hears that private developers are able to deliver infrastructure faster and more inexpensively than public entities. City staff has begun investigation of a fully developer constructed infrastructure improvements 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.

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 Bangert Island Riverfront Transformation Project a design-build project to meet mandated deadlines, but even without use of design-build, the project schedule demonstrates funding obligation by June 2019.

Partnership

The City has received unequivocal support from many community leaders, local businesses, local institutions,

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local non-profit agencies, and regional agencies (see Appendix for the numerous support letters from agencies, private organizations, and state and local politicians).



Mayor Sally Faith speaks with Senator Blunt on the technical details of the Bangert Island Riverfront Transformation Project

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 delivery. Every US Senator and Congressman within the projects jurisdiction has supported and assisted with the development of this project over the past decade. Senators Blunt, Senator McCaskill, Congressman Luetkemeyer, Congresswoman Wagner, 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.



President Trump Speaks at St. Charles Convention Center, ½ Mile From Bangert Island Riverfront Transformation Project

Despite the support this project has received from elected officials, Federal assistance through BUILD funding is critical to the Bangert Island Riverfront Transformation 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.

US 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 US Army Corps of Engineers is currently a monetary partner with the City on a planning assistance study for the project area



US 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 the Bangert Island Riverfront Development Project. 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 Bangert Island Riverfront Transformation 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.

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| Category | 3% Discount Rate | | | 7% Discount Rate | | |
|---------------------------------------|--|---------------------------------|---------------------------|---------------------------------|---------------------------------|---------------------------|
| | Costs (Net Present Value), 1,000 | Benefits (Net Present Value) | Benefit/ Cost Ratio | Costs (Net Present Value) | Benefits (Net Present Value) | Benefit/ Cost Ratio |
| Project Construction | \$ 51,774 | | | \$ 48,043 | | |
| Direct Property Value Increase | | \$ 41,641 | | | \$ 30,039 | |
| Indirect Property Value Increase | | \$ 19,690 | | | \$ 10,215 | |
| State of Good Repair | | \$ 930 | | | \$ 612 | |
| Ecosystem Benefits | | \$ 21,442 | | | \$ 12,109 | |
| Vehicle Operating Cost - Smart Growth | | \$ 90,633 | | | \$ 43,324 | |
| Value of Time - Smart Growth | | \$ 114,674 | | | \$ 54,816 | |
| Emission Benefit - Smart Growth | | \$ 6 | | | \$ 3 | |
| Avoided Crash Benefit - Smart Growth | | \$ 109,640 | | | \$ 52,409 | |
| Roundabout Benefits | | \$ 25,278 | | | \$ 12,083 | |
| Total | \$ 51,774 | \$ 423,936 | 8.19 | \$ 48,043 | \$ 215,611 | 4.49 |

| Scenario | Benefits | Costs | Net Benefits | Benefit/ Cost Ratio |
|------------------|------------|-----------|--------------|------------------------|
| 3% Discount Rate | \$ 423,936 | \$ 51,774 | \$ 372,161 | 8.19 |
| 7% Discount Rate | \$ 215,611 | \$ 48,043 | \$ 167,568 | 4.49 |

Benefit Cost Analysis Results for Bangert Island Riverfront Transformation Project 30 Years Post Construction

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IV. Project Readiness

Project Schedule

Planning and conceptual design have begun for the Bangert Island Riverfront Transformation Project. Extensive design efforts have been put forward over the 10-year project development. Additionally the US Army Corps of Engineers is currently working with the City to advance hydraulic design, advise on permitting processes, and advise on future operations and maintenance of the aquatic improvements.

Project partners are ready to proceed immediately when awarded BUILD Funds and are committed to obligating funds by June 2019 with completion of all improvements by June 2025. The City's Design-Build code could expedite the design and construction process if awarded 2018 BUILD funds. A detailed schedule is provided in the Appendix.

Technical Feasibility

The Bangert Island Riverfront Transformation Project has been in the works for more than a decade. Over the years, the City and US 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.

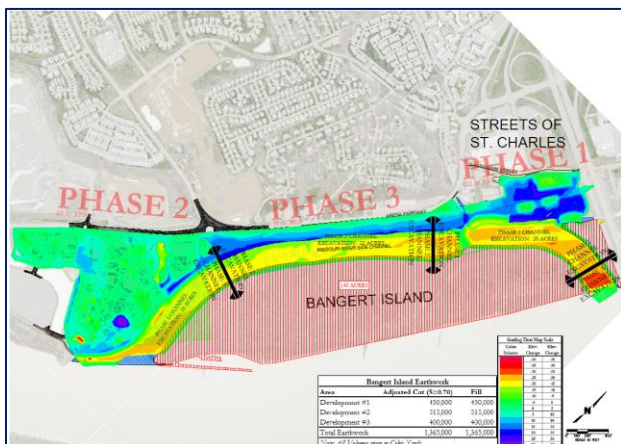


Exhibit showing a portion of the technical feasibility analysis leading to the current phased project approach to allow for faster project delivery

The City met earlier this year with the St. Louis District US 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 initially indicated they would not require a Section 408 permit. In addition, the Kansas City district is providing preliminary design documents and preliminary National Environmental Policy Act (NEPA) Documentation and Delineation work done previously when the project was part of the Missouri River Recovery Project. As project partners, the USACE has committed to working with the City to help the project navigate NEPA requirements.

In response to this guidance, the City of Saint Charles refined the design, and conducted a feasibility study. It was determined from the construction feasibility study 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 Phase 1 and Phase 2 of the project, the City will be able to start on construction activities on Phase 1 as property acquisition is finishing on the Phase 2 parcels. Additionally, the City identified avenues to advance construction, including implementing 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.

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 US Army Corps of Engineers infrastructure.

The project team will contract to complete the NEPA work required for this project including the documentation of displacements, wetlands and waterbodies, floodplain impacts, and special/hazardous waste. Data will be collected related to farmland, air quality, noise, cultural resources, 4(f) involvement, and threatened and endangered species. Coordination will be made with all relevant local and state agencies. The categorical exclusion will be posted on the project website when this work is complete.

Assessment of Project Risks and Mitigation Strategies

BANGERT ISLAND RIVERFRONT TRANSFORMATION PROJECT

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The FY 2018 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, a list of project issues and risks were generated, along with proposed mitigation strategies. This chart can be seen on the attached pages.

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.

A further description of the detailed Benefit-Cost Analysis can be found in the Attachments

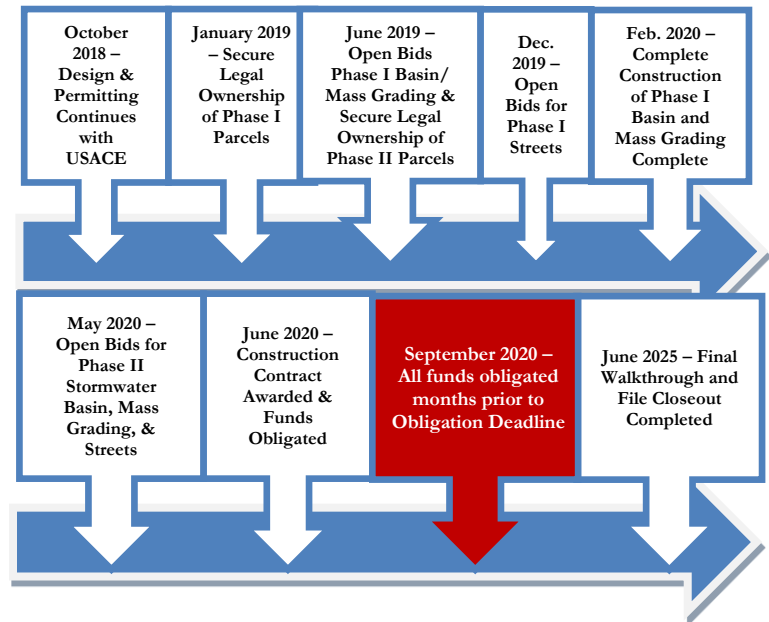
| Benefits by Selection Criteria | Total Discounted Benefits over 30-Year Period at 7% |
|---|---|
| Economic Competitiveness | |
| Direct Property Value Increase | \$30,039,000 |
| Indirect Property Value Increase | \$10,215,000 |
| Vehicle Operation Cost Savings | \$43,324,000 |
| Value of Time - Travel Time Savings | \$54,816,000 |
| Environmental Protection | |
| Ecosystem Benefits | \$12,109,000 |
| Vehicle Emissions Benefits | \$3,000 |
| State of Good Repair | |
| Reduced Maintenance Costs | \$612,000 |
| Safety | |
| Reduced Vehicle Crash Costs | \$52,409,000 |
| Roundabout Benefits | \$12,083,000 |
| Total Benefits (Net Present) | \$215,611,000 |
| Total Project Cost (Net Present) | \$48,043,000 |
| Benefit Cost Ratio | 4.49 |

Legislative Approvals

Although this project does not require any legislative approvals, it has been supported by multiple local and state legislative actions. 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 US Legislator within the jurisdiction of the project has given significant support. Senator Blunt helped facilitate discussions with the US Department of Transportation for technical guidance in relation to this 2018 BUILD Grant and Congressman Luetkemeyer has facilitated extensive coordination with the Kansas City and St. Louis Districts of the US Army Corps of Engineers. This project has extensive planning and support to allow it to move forward immediately pending funding approval.

Financial Feasibility

The FY 2018 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, and Water & Sewer Funds. The project will also draw on St. Charles County’s ½ cent Sales Tax for Roads and Bridges. The requested BUILD Grant funding of \$25,000,000 will be matched by \$27,450,000 non-federal dollars that will generate a \$1.5 billion economic impact on the region and create 4,000 new jobs.



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V. Federal Wage Rate Certificate

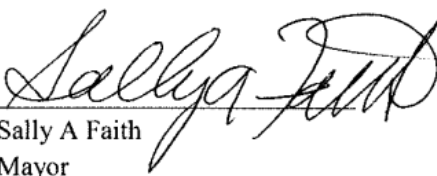
Federal Wage Rate Certification

Certification of Compliance with Federal Wage Rate Requirements

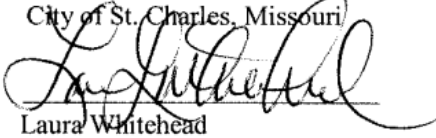
Bangert Island Riverfront Transformation Project

FY 2018 BUILD Grant Application

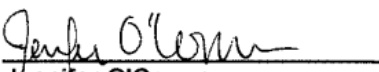
The City of St. Charles, as applicant for the above referenced FY 2018 BUILD Grant application, certifies that it will comply with the requirements of Subchapter IV of the Chapter 31 of Title 40, United States Code (Federal Wage Rate Requirement – Section 1606) as required by the Consolidated Appropriations Act, 2018.

Signature 
Sally A Faith
Mayor
City of St. Charles, Missouri

Date 07/13/2018

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

Date 7/13/18

Signature 
Jennifer O'Connor
Assistant Director of Finance
for Gina Jarvis

Date 7-13-18