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June 9, 2016

**STATEMENT OF PRINCIPLES AND INTENTIONS IN SUPPORT
OF BI-STATE DEVELOPMENT'S APPLICATION TO THE
FEDERAL TRANSIT ADMINISTRATION'S PILOT PROGRAM FOR
TRANSIT-ORIENTED DEVELOPMENT PLANNING**

We, the undersigned, are actively working to expand access to transit across the St. Louis region.

We support the Locally Preferred Alternative (LPA) adopted by the EWG's Board of Directors in 2008, which calls for Northside-Southside Metrolink light rail expansion, and are working towards entering Project Development.

We believe that catalyzing investments like light rail are critical to addressing the myriad challenges facing our region; racial disparities, poverty, crime, and education chief among them. These challenges are not new - they are a product of systems, policies, and institutions that have haunted us for decades, if not centuries - and solving them will not be easy.

We recognize the importance of light rail for connecting communities to economic growth, growing regional productivity, deconcentrating poverty, promoting healthy living, creating vibrant and accessible public spaces, and catalyzing development in struggling neighborhoods. Studies out of the Federal Reserve and East-West Gateway speak to the transformative impact of light rail, which has raised property values by up to 30% in St. Louis County, and would connect the more than one third of households in North St. Louis which don't have access to a car to jobs across the region.

We are working to enhance access to opportunities within the St. Louis region through planning efforts including the federal designation of the St. Louis Promise Zone and the OneSTL regional plan for sustainable development.

We have demonstrated success in securing investment in this corridor, including the Next NGA West Campus.

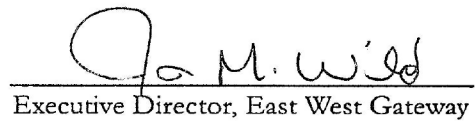
We support in principle our organizations working together to develop plans and policies that would lead to the successful implementation of transit-oriented development (TOD) in the Northside-Southside corridor, and we recognize the importance of TOD to realizing the benefits of light rail investment.

We understand that North-South Metrolink will be expensive - it may take a decade to plan, fund and construct. BUT, we are convinced that its benefits are directly proportional to its challenges and that we have a moral and economic imperative to make it a reality.

We welcome the assistance of the Federal Transit Administration in our efforts to place transit oriented development at the center of our efforts to expand access to transit, and support Bi-State Development's application to FTA's Pilot Program for Transit-Oriented Development Planning.



Mayor, City of St. Louis



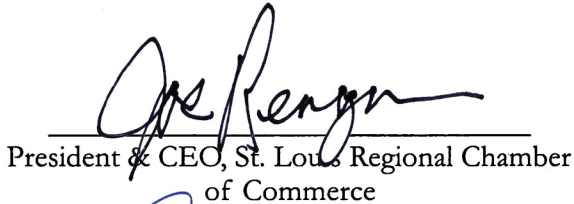
Executive Director, East West Gateway



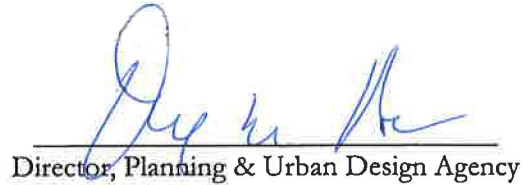
President & CEO, Bi-State Development
Agency



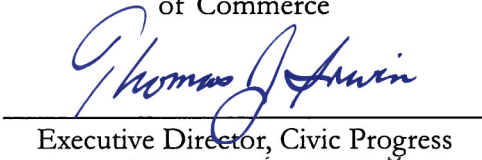
Director, St. Louis Promise Zone



President & CEO, St. Louis Regional Chamber
of Commerce



Director, Planning & Urban Design Agency



Executive Director, Civic Progress



Executive Director, St. Louis Development
Corporation