EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

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James M. Wild

MEMORANDUM

TO: **Missouri Transportation Planning Committee**

FROM: **East-West Gateway Staff**

DATE: **May 2, 2018**

SUBJECT: **Wednesday, May 9, 2018 meeting**

The next meeting of the Missouri subcommittee of the Transportation Planning Committee (TPC) is scheduled for Wednesday, May 9, 2018 at 2:00 p.m. at East-West Gateway Council of Governments offices. (Reminder parking is available at Stadium-East Garage)

If you have any questions or concerns regarding the enclosed materials or the upcoming meeting please contact EWGCOG. The agenda for the meeting is as follows:

AGENDA

1. Call to order
2. Metro Reimagined – Jessica Mefford-Miller, Bi-State
3. Missouri Great Streets Call for Projects – Marcie Meystrik, EWG
4. *Connected2045* Update – Sonya Pointer, EWG
5. Section 5310 Project Recommendations – Melissa Theiss, EWG – **Action Item**
6. BUILD Discretionary Grant – Jason Lange, EWG
7. Reasonable Progress – Josh Schwenk, EWG
8. Other Business
   - Next meeting scheduled for Wednesday June 6, 2018 at 2 PM

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To: Missouri Transportation Planning Committee

From: EWG Staff

Date: May 2, 2018

Subject: Section 5310 Project Recommendations

The Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program provides funding to help improve the mobility of seniors and individuals with disabilities by removing barriers to transportation services and expanding the available transportation options. Section 5310 funds are apportioned to the St. Louis, MO-IL Urbanized Area (St. Louis UZA). Federal law requires that not less than 55 percent of the Section 5310 funds be available for the Section 5310 Traditional projects and the remaining 45 percent may be used for the New Freedom Type projects. Ten percent of the total fiscal year apportionment may be used to fund program administration costs.

Section 5310 Traditional projects include the acquisition of expansion or replacement buses and vans, and support facilities and equipment for Section 5310-funded vehicles. New Freedom Type projects include 1) public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA) of 1990, 2) public transportation projects that improve access to fixed-route service, and 3) alternatives to public transportation that assist seniors and individuals with disabilities. The Section 5310 Program requires a 20 percent local match for capital and mobility management projects and a 50 percent local match for operating projects. Eligible sponsors include non-profit organizations, local government authorities, and operators of public transportation services.

Section 5310 projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan. The East-West Council of Governments (EWG) Coordinated Human Services Transportation Plan (CHSTP) was updated and approved by the Board of Directors in June 2016 in accordance with the federal requirements. The CHSTP includes an assessment of the transportation needs for seniors and individuals with disabilities, an inventory of the known transportation services in the St. Louis region, prioritized strategies to meet the identified transportation needs, and criteria for the competitive selection of Section 5310 projects.

EWG, a co-designated recipient of the Section 5310 Program, is responsible for conducting the solicitation and competitive selection process of the Section 5310 Traditional projects in the Missouri portion of the St. Louis UZA and the New Freedom Type projects in both the Missouri and Illinois portions of the St. Louis UZA. The Illinois Department of Transportation (IDOT) is responsible for conducting the solicitation and competitive selection process of the

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Section 5310 Traditional projects in the Illinois portion of the St. Louis UZA. On March 1, 2018, IDOT released a solicitation for Section 5310 Traditional applications. Applications are due to IDOT on May 31, 2018.

Distribution of Section 5310 Funds

EWG uses a formula to determine the distribution of Section 5310 funds. The Section 5310 funds are first divided between the Missouri and Illinois portions of the St. Louis UZA based on the percentage of seniors and individuals with disabilities that live in the geographical areas. The funds that are allocated to each state are then divided between the project types. While federal law requires that at least 55 percent of the Section 5310 allocation be used towards Section 5310 Traditional projects and the remaining funds may be utilized for New Freedom Type projects, a memorandum of understanding (MOU) between the region's four co-designees – EWG, Missouri Department of Transportation (MoDOT), IDOT, and Bi-State Development – has established that EWG may adjust the funding allocation as necessary to ensure that the 55 percent statutory is met. Up to ten percent of the Section 5310 funding is devoted to program administration costs. The formula is detailed in the Section 5310 Program Management Plan.

2018 Solicitation for Section 5310 Applications

EWG released a solicitation on Friday, January 26, 2018 for projects seeking Section 5310 funding, and project applications were due on Monday, March 5, 2018. Approximately $2.1 million in FY2017 and FY2018 Section 5310 funds were available for this solicitation. EWG staff hosted a Section 5310 Informational Workshop, in conjunction with MoDOT and Bi-State Development, on Friday, February 2, 2018 to clarify program requirements, application procedures, and project selection criteria. EWG staff also provided technical assistance to project sponsors and answered inquiries throughout the solicitation process.

At the conclusion of the solicitation period, EWG staff received 15 Section 5310 Traditional applications, requesting 34 vehicles and totaling $1,420,635 in federal funds. EWG staff received nine New Freedom Type applications, totaling $2,137,753 in federal funds. The combined total amount of Section 5310 federal funds requested is $3,558,388.

Review and Selection Process

EWG staff first screened all applications for applicant eligibility and project/activity eligibility. The selection criteria (shown below) are derived from the CHSTP planning process, and include a point value of 100 points. To meet the 55 percent requirement, EWG first evaluated and ranked the Section 5310 Traditional applications. Once the Section 5310 Traditional funding threshold was met, EWG staff then evaluated and ranked the New Freedom Type applications using the same selection criteria.

Selection Criteria for Section 5310 Funding

Criterion	Maximum Points
Responsiveness to CHSTP Gaps and Strategies	25
Sponsor Experience and Management	25
Coordination among Agencies	20
Benefits to Target Population	20
Project Budget	5
Marketing and Promotion	5

EWG staff reserves the option to limit the amount of funding recommended for each project. Any limit is based on the amount of funds available. EWG staff considers the viability of a project with less funding than requested.

Recommended Projects
EWG staff is recommending the approval of 29 vehicles requested by 12 service providers, totaling $1,180,904 in Section 5310 Traditional funds. EWG staff is also recommending the approval of five projects utilizing $945,734 in New Freedom Type funding. The recommended projects will be presented to the Board of Directors for final approval at its Wednesday, May 30, 2018 meeting.

Staff Recommendation: EWG staff recommends the approval of the Section 5310 projects identified on Attachment A and Attachment B.

Attachment A: Section 5310 Traditional – Missouri UZA

Recommended for Funding

Project Sponsor (Project Description)	Score Total (100)	Federal Cost	Total Project Cost	Cumulative Federal Cost
NextStep for Life, Inc. (4 lowered floor accessible minivans)	86	$120,932	$151,168	$120,932
OATS, Inc. (8 wide body cutaways)	86	$384,719	$480,901	$505,651
City Seniors, Inc. (1 lowered floor accessible minivan)	84	$47,002	$58,753	$552,653
Amanda Luckett Murphy Hopewell Center (2 wide body cutaways)	76	$104,313	$130,393	$656,966
Cardinal Ritter Senior Services (1 wide body cutaway)	76	$47,002	$58,753	$703,968
Southside Senior Citizens Center (2 wide body cutaways)	76	$91,578	$114,473	$795,546
City of Hazelwood (1 wide body cutaway)	70	$45,140	$56,425	$840,686
Community Living, Inc. (2 lowered floor accessible minivans; 2 medium roof long conversion vans)	66	$140,708	$175,888	$981,394
Emmaus Homes, Inc. (3 lowered floor accessible minivans)	66	$87,450	$109,314	$1,068,844
Jewish Community Center (1 wide body cutaway)	65	$51,594	$64,493	$1,120,438
St. Elizabeth Adult Day Care Center, Inc. (1 lowered floor accessible minivan)	63	$30,233	$37,792	$1,150,671
Places for People, Inc. (1 lowered floor accessible minivan)	62	$30,233	$37,792	**$1,180,904**

Not Recommended for Funding

Project Sponsor (Project Description)	Score Total (100)	Federal Cost	Total Project Cost
Pony Bird, Inc. (1 narrow body cutaway)	60	$43,039	$53,799
City of St. Charles (2 wide body cutaways)	58	$110,796	$138,496
Missouri Parents as Partners, Inc. (2 narrow body cutaways)	55	$85,896	$107,372

Attachment B: Section 5310 New Freedom Type – Missouri & Illinois UZA

Recommended for Funding

Project Sponsor (Project Description)	Score Total (100)	Federal Cost	Total Project Cost	Cumulative Federal Cost
Bi-State Development (transit capital – wayfinding improvements)[1]	91	$451,074	$563,843	$451,074
Disability Resource Association, Inc. (1.5 yrs operating assistance – door-through-door demand response service for low-income disabled Jefferson County residents)[2]	85	$248,042	$496,084	$699,116
ITN Gateway – St. Charles (1 yr operating assistance – volunteer driver program in St. Charles County)	85	$41,526	$83,052	$740,642
ITN Gateway – St. Louis (2 yrs operating assistance – volunteer driver program in St. Louis County)	81	$74,330	$148,660	$814,972
Paraquad, Inc. (2 yrs operating assistance – transportation continuation for disabled clients)[3]	75	$130,762	$261,525	**$945,734**

[1]*Bi-State Development requested $500,000 federal for transit capital.*
[2]*Disability Resource Association, Inc. requested $360,788 federal for 2 yrs operating assistance.*
[3]*Paraquad, Inc. requested $201,087 federal for 3 yrs operating assistance.*

Not Recommended for Funding

Project Sponsor (Project Description)	Score Total (100)	Federal Cost	Total Project Cost
Independence Center (3 yrs operating assistance – mobile outreach, transportation continuation for disabled clients)	69	$180,000	$360,000
All About Family I (3 yrs operating assistance – transportation expansion for door-to-door demand response service)	68	$97,813	$195,627
BEST Transportation, Inc. (4 vehicles, 2 yrs operating assistance – new service)	63	$497,249	$875,545
Challenge Unlimited, Inc. (operating assistance – transportation expansion to support employment services for clients with disabilities)	53	$184,960	$369,921

BUILD Discretionary Grants

U.S. Department of Transportation Launches BUILD Transportation Program, Announces $1.5 Billion Notice of Funding Opportunity

WASHINGTON – The U.S. Department of Transportation (DOT) today published a Notice of Funding Opportunity (NOFO) to apply for $1.5 billion in discretionary grant funding through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program.

BUILD Transportation grants replace the pre-existing Transportation Investment Generating Economic Recovery (TIGER) grant program. As the Administration looks to enhance America's infrastructure, FY 2018 BUILD Transportation grants are for investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation.

"BUILD Transportation grants will help communities revitalize their surface transportation systems while also increasing support for rural areas to ensure that every region of our country benefits," said Secretary Elaine L. Chao.

Projects for BUILD will be evaluated based on merit criteria that include safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for future transportation infrastructure investments.

To reflect the Administration's Infrastructure Initiative, DOT intends to award a greater share of BUILD Transportation grant funding to projects located in rural areas that align well with the selection criteria than to such projects in urban areas. The notice highlights rural needs in several of the evaluation criteria, including support for rural broadband deployment where it is part of an eligible transportation project.

The Consolidated Appropriations Act of 2018 made available $1.5 billion for National Infrastructure Investments, otherwise known as BUILD Transportation Discretionary grants, through September 30, 2020. For this round of BUILD Transportation grants, the maximum grant award is $25 million, and no more than $150 million can be awarded to a single State, as specified in the FY 2018 Appropriations Act. At least 30 percent of funds must be awarded to projects located in rural areas.

To provide technical assistance to a broad array of stakeholders, DOT is hosting a series of webinars during the FY 2018 BUILD grant application process. A webinar on how to compete for BUILD Transportation Grants for all applicants will be held on Thursday, May 24; a webinar for rural and tribal applicants will be held on Tuesday, May 29; and a webinar on how to prepare a benefit cost analysis for a BUILD application will be held on Thursday, May 31. All webinars will take place from 2:00-4:00 PM EDT. Details and registration information regarding these webinars will be made available at https://www.transportation.gov/BUILDgrants/outreach. The Department will schedule additional webinars on these topics in June.

The deadline to submit an application for the FY 2018 BUILD Transportation Discretionary Grants program is July 19, 2018.

For more information, please visit https://www.transportation.gov/BUILDgrants.

Updated: Wednesday, April 25, 2018

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Related Links

- TIGER 2017 Awards
- TIGER 2016 Awards
- TIGER 2015 Awards
- TIGER 2014 Awards
- TIGER 2013 Awards
- TIGER 2012 Awards
- TIGER 2011 Awards
- TIGER 2010 Capital Projects
- TIGER 2010 Planning Projects
- TIGER I Awards

Related Links

- BUILD NOFO

Related Documents

- BUILD Grants Notice of Funding Opportunity
- BUILD Fact Sheet
- TIGER Application List

Contact Us

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General Directions from Missouri to parking garages

From I-70

Exit at the new Tucker exit into downtown. Continue south on Tucker to Walnut St., turn left on Walnut to Broadway. Make a right on Broadway to the Stadium East Garage entrance on the left.

From I-64

Exit at 6th St., left on Gratiot, left on 4th St, north four blocks to Stadium East Garage on left.

From I-44

Exit at Memorial Dr. Turn left on Walnut up to Broadway. Turn left on Broadway to Stadium East Garage entrance.

From I-55

Merge to I-44 and continue on I-44 toward downtown. Exit at Memorial Dr. Turn left on Walnut up to Broadway. Turn left on Broadway to Stadium East Garage entrance.

General Directions from Illinois to parking garage

From I-64/55 (Poplar St. Bridge)

Exit at Memorial Dr. Turn left on Walnut up to Broadway. Turn left on Broadway to Stadium East Garage entrance.

From Martin Luther King Bridge

On I-64, merge onto the MLK bridge ramp. On MO side, stay to the right, which is 3rd St. Turn left on Cole St., then left on Broadway. Continue on Broadway about ten blocks to Stadium East garage on the left.

From Eads Bridge

Exit I-64 at 3rd St. in East St. Louis. Follow the Casino Queen signs toward the riverfront to the ramps up to the bridge. On St. Louis side, continue west to Broadway. Turn left on Broadway for seven blocks to Stadium East Garage on left.