~REVISED~

AGENDA
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
WEDNESDAY, JUNE 28, 2017 – 10:00 AM

1. CALL TO ORDER

2. APPROVAL OF MINUTES OF MAY 31, 2017

3. DISCUSSION ITEMS

A. IDOT Long Range Transportation Plan Outreach - - Christopher Schmidt

B. St. Louis Youth – Drive for Tomorrow Update - - Anna Musial

C. *Where We Stand Update* - - Dan Hutti and Mary Rocchio

D. Emergency Response Resource Plan Survey - - Carol Lawrence

E. Emerging Transportation Technology Study for the St. Louis Region - - Peter Koeppel

F. Draft FY 2018-2021 Transportation Improvement Program and Regional Air Quality Conformity Determination - - Jason Lange

4. ACTION ITEMS

A. Extension of September 30, 2017 Suspense Date for Locally Sponsored Projects - - Melissa Theiss

B. Modification of the FY 2017-2020 Transportation Improvement Program (TIP), *Connected2045*, and the Related Air Quality Conformity Determination - Requested by Illinois Department of Transportation - - Melissa Theiss

C. Modification of the FY 2017-2020 Transportation Improvement Program (TIP), Connected2045, and the Related Air Quality Conformity Determination - Requested by Bi-State Development Agency - - Jim Wild

5. OTHER BUSINESS

6. ADJOURNMENT

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Chair
John Griesheimer
Presiding Commissioner
Franklin County
Vice Chair
Mark A. Kern
Chairman, St. Clair County Board
2nd Vice Chair
Steve Stenger
County Executive
St. Louis County
Executive Committee
Steve Ehlmann
County Executive
St. Charles County
Robert Elmore
Chairman, Board of Commissioners
Monroe County
Lyda Krewson
Mayor, City of St. Louis
Kurt Prenzler
Chairman, Madison County Board
Ken Waller
County Executive
Jefferson County
Members
Mark Eckert
President, Southwestern Illinois
Council of Mayors
Barry Glantz
St. Louis County Municipal League
Emeka Jackson-Hicks
Mayor, City of East St. Louis
Reggie Jones
St. Louis County
Roy Mosley
St. Clair County
Lewis Reed
President, Board of Aldermen
City of St. Louis
Herbert Simmons
President, Southwestern Illinois
Metropolitan & Regional
Planning Commission
Tom Smith
Vice President,
Southwestern Illinois
Council of Mayors
Michael Walters
Madison County
John White
St. Charles County
Regional Citizens
C. William Grogan
Richard Kellett
John A. Laker
Kristen Poshard
Non-voting Members
Erin Aleman
Illinois Department of
Transportation
Erika Kennett
Illinois Department of Commerce
and Economic Opportunity
Patrick McKenna
Missouri Department of
Transportation
John Nations
Bi-State Development
Executive Director
James M. Wild

To: Board of Directors

From: Staff

Subject: Project Notifications

Date: June 13, 2017

Attached is the Project Notification list for May 2017. The compiled list is a result of the weekly list of projects from the Missouri State Clearinghouse for comments. The listing contains a summary table which includes grant applications, announcements, and public notices. If you have any questions regarding this attachment, please contact Helena Sykas in the Community Planning department.

Gateway Tower
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

314-421-4220
618-274-2750
Fax 314-231-6120

webmaster@ewgateway.org
www.ewgateway.org

Project Reviews for East-West Gateway Council of Governments
May 2017

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE LOCAL/OTHER	TOTAL
St. Louis, MO	Erise Williams & Associates, Inc. #1711004	Substance Abuse and Mental Health Services_Projects of Regional and National Significance The Collaborative: A Multi-Level Approach to substance Abuse Treatment & HIV/AIDS Prevention & Care Services for Minority Men who have Sex with Men (MSM)	HHS	$200,500	Other: $75,000	$2,075,500

MINUTES

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
MAY 31, 2017

The regular meeting of the Board of Directors was held in the Council offices on Wednesday, May 31, 2017 at 10:00 a.m.

Members in Attendance
John Griesheimer, *Chair*; Presiding Commissioner, Franklin County, MO
Mark Kern, *Vice-Chair*; Chairman, St. Clair County, IL Board
Steve Stenger, *2nd Vice-Chair*, County Executive, St. Louis County, MO
Mark Eckert, Mayor, City of Belleville; President, SW IL Council of Mayors
Steve Ehlmann, County Executive, St. Charles County, MO
Robert Elmore, Chairman, Monroe County, IL Board
Barry Glantz, Mayor, City of Creve Coeur; President, St. Louis County, MO Municipal League
Barbara Geisman, Regional Citizen, City of St. Louis, MO
Bill Grogan, Regional Citizen, St. Clair County, IL
Greg Horn, MoDOT
Curtis Jones, IDOT
Richard Kellett, Regional Citizen, St. Louis County, MO
Lyda Krewson, Mayor, City of St. Louis, MO
John A. Laker, Regional Citizen, St. Clair County, IL
Roy Mosley, Board Member, St. Clair County, IL
John Nations, President, Bi-State Development
Kristen Poshard, Regional Citizen, Madison County, IL
Kurt Prenzler, Chairman, Madison County, IL Board
Lewis Reed, President, Board of Aldermen, City of St. Louis
Renee Reuter, Jefferson County, MO
Herb Simmons, President, SW IL Metropolitan and Regional Planning Commission
Tom Smith, Mayor, City of Waterloo, IL; Vice-President, SW IL Council of Mayors
Ken Waller, County Executive, Jefferson County, MO

Members Absent
Emeka Jackson-Hicks, Mayor, City of East St. Louis, IL
Reggie Jones, Mayor, City of Dellwood, St. Louis County, MO
Erika Kennett, State of Illinois Department of Commerce and Opportunity
Michael Walters, Regional Citizen, Madison County, IL
John White, Councilman, St. Charles County, MO

Others in Attendance
Col. Terrance Adams, Scott Air Force Base
Tracy Beidleman, Bi-State Development Agency
Kim Cella, Citizens for Modern Transit
Jackie Covington, Bi-State Development Agency
Tom Curran, St. Louis County, MO

Others in Attendance, ***cont'd***
Jo Emerick, URS Corporation
Maurice Falls, Office of the President of the Board of Aldermen, City of St. Louis
Douglas Hulme, Madison County, IL
Kevin Jemison, IDOT
Brian Naeger, St. Louis Metropolitan Police Dept.
Bill Roche, St. Louis County Police Dept.
Jim Terry, Highway W/MM Task Force
Betsy Tracy, FHWA, IL Div.
Todd Waeltermann, City of St. Louis, MO

EWGCOG Staff:

Jim Wild, Staci Alvarez, Jerry Blair, Tamar Brown, Joyce Collins-Catling, Nick Gragnani, Rodney Halbert, Ajdin Hamzagic, Paul Hubbman, Dan Hutti, Frank Johnson, Karen Kunkel, Jason Lange, Carol Lawrence, Ted LaBoube, MaryGrace Lewandowski, Christopher Michael, Marcie Meystrik, Zakari Mumuni, Anna Musial, Rachael Pawlak, Sonya Pointer, John Posey, Mary Rocchio, Roz Rodgers, Lubna Shoaib, Helena Sykas, Melissa Theiss, John Whitaker, DJ Wilson, Michael Wohlstadter, Aaron Young

CALL TO ORDER

The Board of Directors meeting was called to order by Mr. Griesheimer, Chair.

APPROVAL OF MINUTES OF APRIL 26, 2017 MEETING

Motion approving the April 26, 2017 Minutes was made by Mr. Mosley, seconded by Mr. Waller. Motion carried, all voting aye.

DISCUSSION ITEMS

Scott Air Force Base Mission Brief
Col. Terrance Adams, Scott Air Force Base, provided a presentation that outlined the history, mission, and regional significance of Scott Air Force Base ("Base"). The Base contributes nearly $3 billion annually to the regional economy. He summarized the various operations provided and deployed by the Base, including active military installations, USTRANSCOM, SDDC, DIS Global Operations Command, 635th Supply Chain Operations Wing, 932nd Airlift Wing and cybersecurity initiatives. He noted that the Base is celebrating its 100th year anniversary this year and that an open house style air show is scheduled for the weekend of June 10 and 11, 2017.

Additional discussion followed about the importance of the Base to the economic vitality of the region.

Regional Response to Flooding
Nick Gragnani, STARRS, provided an overview of the recent flooding event that impacted regional rivers, including the Meramec River basin, and surrounding communities. He described the amount of precipitation received within a very short time frame, and the cohesive emergency

response effort undertaken by teams of trained law enforcement, fire, and emergency medical personnel from across the country to provide disaster assistance. He advised that flood damage assessment was currently underway and that state and federal disaster assistance has been requested but not yet granted.

Additional discussion followed regarding the amount of water displaced by the landfill located along the Meramec; and the value of Highway 100 (Manchester Road) as a significant connector route in the event of an earthquake.

FY 2018-2021 Transportation Improvement Program – Summary of Local Project Applications, Missouri Department of Transportation (MoDOT), Metro, and Madison County Transit District Programs

Jason Lange, EWGCOG, reported that staff has completed its evaluation of local project applications and that Missouri and Illinois Transportation Planning Committees recommendations are outlined in Attachment A of the memo. He advised that MoDOT has released its draft program for inclusion in the FY 2017-2020 Transportation Improvement Program and a list of those projects is contained in Attachment B of the memo. He also advised that Bi-State Development and Madison County Transit programs are detailed in Attachments C and D. He noted that IDOT's draft program has not been released by the governor and will be incorporated in the draft FY 2018-2021 TIP when it becomes available.

2017 MSA Risk Validation Process

Nick Gragnani, EWGCOG, explained that the Department of Homeland Security utilizes a risk validation process to set levels of funding for all of the states and urban areas that are part of the UASI grant program, and has issued its report for the region. He noted that the FY2017 grant notification has not yet been received, but is expected to be received in the next few weeks. Mr. Griesheimer requested a meeting of the Executive Board immediately following the Board meeting to address significant omissions and issues in the Department of Homeland's Security's analysis of the region, as evidenced in its report.

ACTION ITEMS

Modification of the FY 2017-2020 Transportation Improvement Programs (TIP), *Connected2045*, and the Related Air Quality Conformity Determination - Requested by Missouri and Illinois Sponsors

Melissa Theiss, EWGCOG, summarized staff's recommendation to amend the FY 2017-2020 TIP, *Connected2045* and the Related Air Quality Conformity Determination to add or modify the following projects:

Illinois:

TIP #	Sponsor	Action	Description
6810A-17	Christian Services of Illinois	Add	Multi-County – Vehicle acquisition – One mini-van and one light duty para-transit with lift
6810B-17	St. Clair Associated Vocational Enterprises, Inc.	Add	Multi-County – Vehicle acquisition - One mini-van with ramp
6810C-17	Touchette Regional Hospital	Add	Multi-County – Vehicle acquisition – Two mini-vans with ramp and one light duty paratransit with lift

TIP #	Sponsor	Action	Description
6810D-17	St. Clair County Transit District	Add	Vehicle Acquisition – Four medium duty paratransit with lift

Missouri:

TIP #	Sponsor	Action	Description
6812-17	Metro	Add	Multi-County – Rail Station Barrier Design Study (Design)
6800B-18	Metro	Add	St. Louis County –North Hanley Facility Improvement
6438-15	Metro	Modify	Multi-County – Facility rehabilitation
6688B-17	Metro	Modify	Multi-State - LRV Upgrades and equipment

Mr. Stenger requested that vote on the Metro Rail Station Barrier Design Study be postponed pending further analysis and discussion. Motion approving the remainder of the projects was made by Mr. Kern, seconded by Ms. Poshard. Motion passed unanimously.

Regional Security Expenditures

Nick Gragnani, STARRS, summarized staff's recommendation of the following expenditures, totaling $160,422. The expenditures will be funded from the U.S. Department of Homeland Security's Urban Area Security Initiative ("UASI") and the Assistant Secretary of Preparedness and Response ("ASPR") Hospital Preparedness grant programs.

Action	Description	Amount
Purchase	Leo M. Ellebracht Company – 96 Scott SCBA Cylinders	$126,681
Purchase	Leo M. Ellebracht Company – 3 Scott Air-Paks	$17,241
Purchase	REIS Environmental – 40 3M butyl rubber respirator hoods	$16,500

Motion approving the recommendation was made by Mr. Eckert, seconded by Mr. Simmons. Motion passed unanimously.

OTHER BUSINESS

Mr. Wild, EWGCOG, advised that a brochure summarizing TIP public engagement dates throughout July had been distributed.

ADJOURNMENT

Motion to adjourn the meeting was made by Mr. Mosley seconded by Mr. Kellett. Motion passed unanimously.

Respectfully submitted,

James M. Wild
Secretary, Board of Directors

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

Chair
John Griesheimer
Presiding Commissioner
Franklin County
Vice Chair
Mark A. Kern
Chairman, St. Clair County Board
2nd Vice Chair
Steve Stenger
County Executive
St. Louis County
Executive Committee
Steve Ehlmann
County Executive
St. Charles County
Robert Elmore
Chairman, Board of Commissioners
Monroe County
Lyda Krewson
Mayor, City of St. Louis
Kurt Prenzler
Chairman, Madison County Board
Ken Waller
County Executive
Jefferson County
Members
Mark Eckert
President, Southwestern Illinois
Council of Mayors
Barry Glantz
St. Louis County Municipal League
Emeka Jackson-Hicks
Mayor, City of East St. Louis
Reggie Jones
St. Louis County
Roy Mosley
St. Clair County
Lewis Reed
President, Board of Aldermen
City of St. Louis
Herbert Simmons
President, Southwestern Illinois
Metropolitan & Regional
Planning Commission
Tom Smith
Vice President,
Southwestern Illinois
Council of Mayors
Michael Walters
Madison County
John White
St. Charles County
Regional Citizens
C. William Grogan
Richard Kellett
John A. Laker
Kristen Poshard
Non-voting Members
Erin Aleman
Illinois Department of
Transportation
Erika Kennett
Illinois Department of Commerce
and Economic Opportunity
Patrick McKenna
Missouri Department of
Transportation
John Nations
Bi-State Development
Executive Director
James M. Wild

To: Board of Directors

From: Staff

Subject: Where We Stand 7th Edition, Updates 3 & 4: Racial Disparity and Segregation

Date: June 13, 2017

The seventh edition of *Where We Stand* (WWS), released in 2015, assesses the health and competitiveness of the St. Louis region by comparing St. Louis among the 50 most populous metropolitan areas in the United States. Periodically, East-West Gateway releases shorter reports known as *Where We Stand Updates* to analyze specific issues in greater depth and/or update the standing of St. Louis based on new data. Staff will present on two new *Where We Stand Updates*, covering Racial Disparity and Racial Segregation this month.

Data on racial disparity was updated to inform conversations about regional goals for OneSTL. The report uses the OneSTL performance measures as a basis to show how black and white residents in the St. Louis region experience life differently and how St. Louis compares to other large metropolitan regions. Racial disparities are found in all of the peer regions. St. Louis often ranks among the regions with the widest disparities.

The racial segregation update looks at the pace at which St. Louis and its peer regions have integrated from 1970 to 2011-2015. This update was undertaken due to national research that indicates the foreclosure crisis played a role in the change of the 30-year trend of increased racial integration. In the last 15 years St. Louis and many of the peer regions have seen a slowdown or reversal in this trend. St. Louis remains one of the most segregated regions among the peer regions and, in recent years, some parts of the region have seen increased segregation based on the diversity index.

Gateway Tower
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

314-421-4220
618-274-2750
Fax 314-231-6120

webmaster@ewgateway.org
www.ewgateway.org

WHERE WE STAND

Where We Stand tracks the health of the St. Louis region among the 50 most populous MSAs.[1] These metro areas, known as the peer regions, are our domestic competition and provide a consistent yardstick to gauge "Where We Stand."

This update looks at the trends of racial segregation from 1970 to 2011-2015 in the St. Louis region, including how we compare to peer metropolitan regions.

7th Edition, Update 3 **June 2017**

Racial Segregation, 1970 to 2011-2015

Where a person lives should theoretically be constrained only by what is affordable and by personal preference. However, it is widely documented that where a person lives has been constrained (or facilitated) by one's race. Historically this has taken place through government policies, neighborhood covenants, and unfair lending practices (Gordon 2008).

Many well-known legal forms of racial segregation ended by the late 1960s, and in the following decades many parts of the country became more racially integrated. Nevertheless, patterns of racial segregation persist throughout the country, including in the St. Louis region (Goodman and Gilbert 2013). Even with rising incomes, research finds that minorities are still more likely to live in communities with fewer resources than whites (Logan 2014).

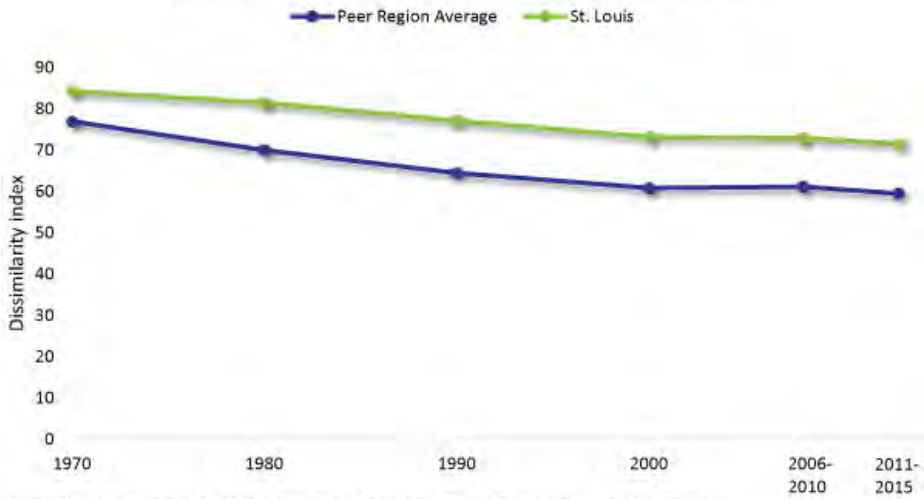
The effects of segregation raise important questions for policy makers. Some researchers have found evidence that higher rates of segregation negatively affect economic growth for an entire region, including the region's urban and surrounding suburban areas (Li et al 2013). Other studies have shown that where a person lives has a significant effect on mental health, life expectancy, educational attainment, and lifetime earnings (Ludwig et al 2008; Purnell 2015; Chetty et al 2016).

This update takes a closer look at the trends of racial segregation from 1970 to 2011-2015 in the St. Louis region, including how St. Louis ranks among the 50 most populous regions (the peer regions). The report uses multiple measures of segregation with each providing a different perspective (See Box 1, Page 2). Generally, this report finds that diversity and integration have increased in St. Louis but not at the same rate as in many of the peer regions. Further, the white and black isolation indexes show that although the region as a whole has become more integrated, most communities in St. Louis are still highly segregated.[2]

Since 1970, segregation has declined in the St. Louis region and throughout the country. However, over the last decade, the decline in segregation has slowed and even reversed in some regions (Logan and Stults 2010). In St. Louis, the pace of integration over the last 15 years was slower than in the 1980s and 1990s.[3] As seen on Figure 1, the trend has been similar among the peer regions, although many peer regions have had lower levels of segregation.

Despite the steady pace of integration in St. Louis, the region continues to be one of the most segregated of the peer regions. St. Louis ranks among the 10 most segregated peer regions according to multiple measures. The region ranks as the 7th most segregated between black and white residents, 4th highest in terms of white isolation, and 9th highest in terms of black isolation.

Figure 1: Black and White Segregation
St. Louis MSA and the Peer Regions, 1970 to 2011-2015



Source: US 2010 Project; U.S. Census Bureau, American Community Survey 5-Year Estimates

1 MSAs (Metropolitan Statistical Areas) are geographic entities delineated by the Office of Management and Budget (OMB). MSAs are areas with "at least one urbanized area of 50,000 or more population, plus adjacent territory that has a high degree of social and economic integration with the core as measured by commuting ties."
2 In this report, discussion of white or black residents specifically refers to non-Hispanic or non-Latino white and non-Hispanic or non-Latino black residents for all years except 1970. The U.S. Census did not begin to report Hispanic or Latino origin until the 1980 census.
3 Data from the U.S. Census American Community Survey (ACS) provides accurate population estimates during years outside of the decennial census. The ACS collects and averages survey data over five-year ranges. The resulting averages are a reflection of the entire five-year span, rather than one year in particular. The ACS data used in this report covers two five-year ranges from 2006 to 2010 and from 2011 to 2015. Throughout the report, these five year ranges are noted as 2006-2010 and 2011-2015, respectively.

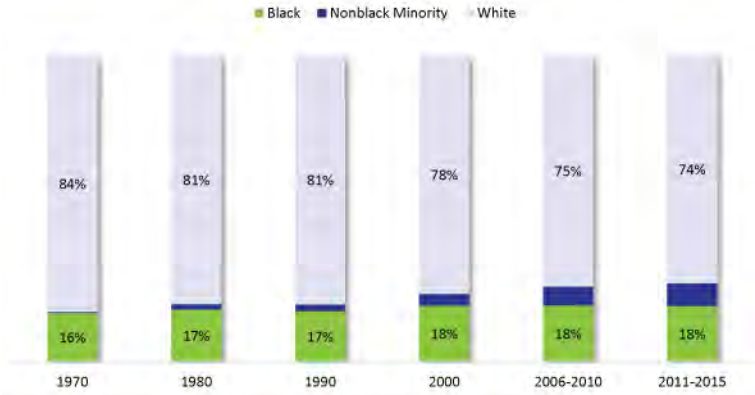
Segregation in 1970

In 1970, the St. Louis Metropolitan Statistical Area (MSA) was more segregated than many of the peer regions. Many of the region's Midwest peers were also among the most segregated.

Regional Diversity

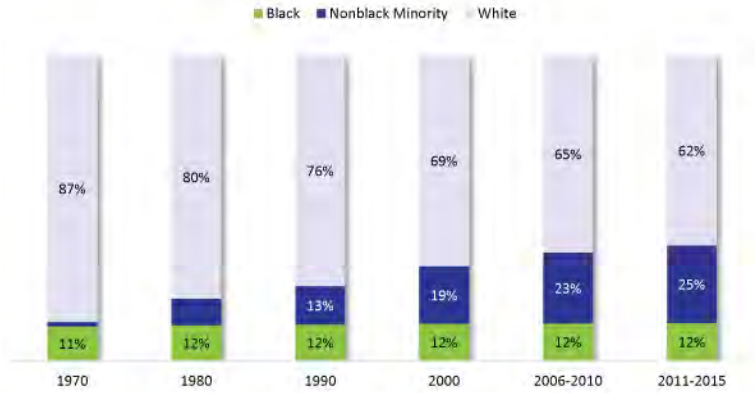
The racial make-up of the St. Louis region has not changed substantially in the past 45 years. Figures 2 and 3 show that the nonblack minority population grew for the United States while the St. Louis population remained mostly white and black. In 1970, 83.7 percent of the St. Louis population was white, 15.9 percent of the population was black, and less than 1 percent of the population identified as other nonblack minorities. The St. Louis region was relatively diverse compared with the peer regions, ranking 18th on the diversity index.

Figure 2: Racial Make-Up of St. Louis MSA
1970 to 2011-2015



Source: US2010 Project; U.S. Census Bureau, American Community Survey 5-Year Estimates

Figure 3: Racial Make-Up of the United States
1970 to 2011-2015



Source: Minnesota Population Center, NHGIS; U.S. Census Bureau, American Community Survey 5-Year Estimates

Residential Segregation

In spite of this diversity, most white and black residents lived in racially isolated communities. The average white St. Louisan lived in a census tract that was 95.0 percent white, and the average black St. Louisan lived in a census tract that was 75.3 percent black.

St. Louis' rate of white isolation, although high by today's standards, was similar to that of many of the peer regions. In 1970, St. Louis ranked 25th among the 50 peer regions in terms of white isolation. The average rate of white isolation for the peer regions (93.8 percent) was just 1.2 percentage points lower than the St. Louis rate.

Black residents were generally more isolated in St. Louis than in many of the peer regions. Black isolation in St. Louis was higher than in 38 of the 50 peer regions, with a rate that was 16.3 percentage points higher than the peer average (59.0 percent).

As measured by the dissimilarity index, segregation between black and white residents in St. Louis was also high relative to the peer regions. In 1970, the region ranked 12th in terms of black and white segregation, with 84.3 percent of whites or blacks needing to move in order to achieve complete integration.

Box 1: Measures of Residential Segregation

The Diversity Index provides an understanding of the racial composition of a population across multiple groups. It is generally interpreted as the likelihood of encountering two people of different races in a given area. For the purposes of this report, this index measures diversity among white, black, and other nonblack minorities. The index ranges from zero to 66.7. A geography comprised of just one race would receive a score of zero. Alternatively, a geography would receive a score of 66.7 if it were one-third white, one-third black, and one-third nonblack minority.

Black-White Segregation: The Dissimilarity Index looks at segregation between two groups. It is useful for regional comparisons. Since St. Louis is 92.6 percent black and white, this report looks at segregation between blacks and whites. This index represents the proportion of the population from either group that would need to move in order to achieve complete integration. If two racial groups were completely segregated within a region, the dissimilarity index would be 100. That is, 100 percent of either population would need to move in order to achieve complete integration. If two racial groups are completely integrated, the dissimilarity index would be zero.

The Racial Isolation Index provides a better sense of what is happening on a local level and from the perspective of one race at a time. This index shows the proportion of the population living in a community that is of the same race as an average individual. For example, a white isolation index score of 70 indicates that the average white resident lives in a community that is 70 percent white. A higher index score is indicative of higher racial isolation and higher segregation.

Black-White Segregation

Based on the dissimilarity index, 1970

1	**Chicago**	**90.2**
2	Milwaukee	89.3
3	Oklahoma City	89.3
4	Los Angeles	88.7
5	Cleveland	88.0
6	Detroit	87.9
7	Miami	86.6
8	Dallas	85.5
9	Buffalo	85.3
10	Kansas City	84.9
11	Denver	84.8
12	St. Louis	84.3
13	Las Vegas	84.0
14	Tampa	82.4
15	Indianapolis	81.3
16	Jacksonville	80.9
17	Baltimore	80.1
18	Portland	80.1
19	Louisville	80.0
20	Cincinnati	79.9
21	Washington, D.C.	79.6
22	Atlanta	79.2
23	Columbus	79.0
24	Minneapolis	78.2
25	Memphis	77.3
26	Boston	77.0
Peer Average		**76.9**
27	San Francisco	76.8
28	Philadelphia	76.7
29	Nashville	76.6
30	Hartford	75.9
31	Richmond	75.8
32	San Diego	75.6
33	Houston	75.4
34	Phoenix	75.0
35	New York	74.8
36	San Antonio	73.4
37	New Orleans	73.2
38	Seattle	73.1
39	Pittsburgh	72.2
40	Austin	72.2
41	Virginia Beach	71.4
42	Orlando	70.7
43	Providence	69.1
44	Sacramento	66.4
45	Riverside	65.5
46	Salt Lake City	62.6
47	Birmingham	62.5
48	Charlotte	60.9
49	Raleigh	57.5
50	**San Jose**	**50.0**

Source: US2010 Project

Diversity

Based on the diversity index, 1970

1	**Memphis**	**47.1**
2	New Orleans	43.1
3	Birmingham	41.9
4	Virginia Beach	40.6
5	Washington, D.C.	38.6
6	Richmond	38.1
7	Baltimore	37.1
8	Raleigh	35.2
9	Atlanta	34.9
10	Jacksonville	34.6
11	Houston	32.6
12	Charlotte	32.5
13	Chicago	30.4
14	San Francisco	29.9
15	Detroit	29.3
16	Nashville	29.2
17	Philadelphia	29.2
18	St. Louis	27.4
19	New York	27.1
20	Cleveland	26.4
21	Miami	25.8
22	Orlando	25.6
23	Dallas	25.2
Peer Average		**23.2**
24	Los Angeles	22.6
25	Kansas City	22.0
26	Louisville	21.8
27	Columbus	21.3
28	Austin	21.1
29	Indianapolis	21.1
30	Tampa	19.8
31	Oklahoma City	19.4
32	Las Vegas	19.1
33	Cincinnati	18.8
34	Sacramento	16.2
35	Buffalo	16.1
36	Milwaukee	15.2
37	San Antonio	14.8
38	San Diego	14.6
39	Pittsburgh	13.6
40	Riverside	12.3
41	Hartford	12.2
42	Seattle	11.8
43	Denver	11.2
44	San Jose	10.9
45	Phoenix	10.5
46	Boston	8.8
47	Portland	7.4
48	Minneapolis	5.4
49	Providence	5.3
50	**Salt Lake City**	**3.8**

Source: US2010 Project

White Isolation

White population in the community of the average white resident, 1970

1	**Salt Lake City**	**98.1**
2	Minneapolis	97.9
3	Providence	97.7
4	Boston	97.6
5	Milwaukee	97.2
6	Portland	97.2
7	Denver	96.9
8	Buffalo	96.8
9	Hartford	96.6
10	Las Vegas	96.0
11	Phoenix	96.0
12	Pittsburgh	95.9
13	Chicago	95.8
14	Cleveland	95.7
15	Tampa	95.6
16	Kansas City	95.6
17	Miami	95.5
18	Seattle	95.5
19	Oklahoma City	95.4
20	Cincinnati	95.3
21	Dallas	95.3
22	Louisville	95.3
23	Indianapolis	95.2
24	San Antonio	95.2
25	St. Louis	95.0
26	Detroit	94.9
27	Riverside	94.6
28	Columbus	94.6
29	San Diego	94.5
30	San Jose	94.5
31	Los Angeles	94.2
Peer Average		**93.8**
32	Austin	93.4
33	Nashville	93.0
34	Jacksonville	93.0
35	Sacramento	92.9
36	Atlanta	92.8
37	Philadelphia	92.7
38	Baltimore	92.4
39	Orlando	92.1
40	New York	92.1
41	Washington, D.C.	91.2
42	Houston	90.8
43	Richmond	90.4
44	San Francisco	89.5
45	Charlotte	88.7
46	Virginia Beach	87.8
47	New Orleans	87.0
48	Memphis	87.0
49	Raleigh	86.6
50	**Birmingham**	**83.2**

Source: US2010 Project

Black Isolation

Black population in the community of the average black resident 1970

1	**Chicago**	**84.2**
2	Memphis	78.4
3	Cleveland	77.9
4	Baltimore	77.3
5	Detroit	77.0
6	Jacksonville	76.4
7	Miami	76.3
8	Washington, D.C.	76.1
9	Atlanta	75.7
10	Dallas	75.4
11	Oklahoma City	75.3
12	St. Louis	74.3
13	Las Vegas	74.8
14	Milwaukee	72.9
15	Richmond	72.3
16	New Orleans	71.5
17	Kansas City	71.2
18	Los Angeles	70.3
19	Buffalo	69.6
20	Virginia Beach	69.2
21	Nashville	68.3
22	Louisville	67.4
23	Philadelphia	66.3
24	Tampa	66.3
25	Indianapolis	65.6
26	Houston	65.0
27	Columbus	61.5
28	Denver	61.3
29	Cincinnati	60.9
30	Birmingham	60.2
Peer Average		**59.0**
31	New York	58.9
32	Charlotte	55.9
33	Orlando	55.8
34	San Francisco	55.3
35	Raleigh	54.7
36	Boston	54.4
37	Austin	53.2
38	Hartford	52.6
39	Pittsburgh	49.6
40	San Antonio	49.1
41	San Diego	42.9
42	Portland	41.5
43	Phoenix	37.7
44	Minneapolis	35.2
45	Seattle	33.9
46	Riverside	25.5
47	Sacramento	25.5
48	Providence	20.3
49	San Jose	5.7
50	**Salt Lake City**	**4.7**

Source: US2010 Project

The figures above are based on population counts that do not distinguish Hispanic or Latino origin. The U.S. Census Bureau did not report Hispanic or Latino origin until the 1980 census.

Trends from 1980 to 2000

Segregation declined in all of the peer regions from 1980 to 2000 but to a lesser extent in many Midwest regions. In each decade from 1980 to 2000, Chicago, Detroit, Cleveland, and Milwaukee were consistently among the five most segregated regions. During this time, St. Louis was also one of the most segregated regions, ranking 6th or 7th in 1980, 1990, and 2000.

These five regions have also had relatively slow population growth. From 1980 to 2000, population growth in Milwaukee, Detroit, and Cleveland were among the 10 regions with the slowest rates of population growth. The population in the St. Louis region grew by 11.8 percent during this time, which ranks 40th among the peer regions.

Generally, regions with larger population growth had larger declines in segregation. Las Vegas, Austin, Atlanta, Orlando, and Phoenix all saw their populations double from 1980 to 2000.[4] Each of these regions also experienced a double-digit decline in segregation.[5]

Diversity

Some researchers have found that increases in Hispanic or Asian populations have fostered integration between black and white residents (Logan and Zhang 2011). This trend is reflected in the tables on page 5. Many regions with large declines in segregation also experienced large increases in diversity. The regions with the largest increases in diversity during this time include Orlando, Las Vegas, Seattle, Boston, and Dallas. As seen on page 5, all of these regions, except for Boston, were among the 10 regions with the steepest declines in segregation.

In St. Louis, the increase in diversity during this time was below the peer average, ranking 44th among the 50 peer regions. The region's nonblack minority population increased from 1.7 percent of the population in 1980 to 3.8 percent in 2000, an increase smaller than all but two of the peer regions. The region's ranking on diversity among the peer regions declined from the 31st most diverse in 1980 to 37th in 2000.

Racial Isolation

Between 1980 and 2000, white residents in the St. Louis region continued to live in highly isolated communities. In 1980, the average white St. Louis resident lived in a census tract that was 92.8 percent white. By 2000, this rate of isolation declined to 88.4 percent.

As shown on the tables on page 5, this decline was one of the smallest of the peer regions—43 of the 50 peer regions experienced a steeper decline. Many regions with the steepest declines in white isolation were in the Sun Belt region, including Riverside, San Jose, Las Vegas, Orlando, and Miami. In 2000, St. Louis' rate of white isolation ranked 8th among the peer regions, up from a ranking of 14th in 1980.

Black residents in the St. Louis region also lived in highly isolated communities during this time, although to a lesser extent than white residents. In 1980, the average black resident lived in a census tract that was 72.7 percent black, the 5th highest rate of black isolation at the time. By 2000, black isolation had declined to 64.3 percent, and the region's ranking among the peer regions declined to 9th. As shown on page 5, St. Louis' decline in black isolation during this period was close to the peer average. Again, many regions with the steepest declines in black isolation were in the Sun Belt region, including Las Vegas, Los Angeles, Dallas, Austin, and San Francisco.

"The region's ranking on diversity among the peer regions declined from the 31st most diverse in 1980 to 37th in 2000."

4 Regional boundaries for all years are based on 2013 OMB definitions.
5 See Ewgateway.org/wws for an Appendix with additional data including 1980, 1990, and 2000 data for the peer regions for each of the segregation measures.

Change in Black and White Segregation

Difference in the dissimilarity index score, 1980 to 2000

1	**New Orleans**	**-0.9**
2	Charlotte	-1.3
3	Sacramento	-1.7
4	Milwaukee	-1.8
5	New York	-1.9
6	Detroit	-2.2
7	Birmingham	-2.8
8	Memphis	-3.1
9	Buffalo	-3.2
10	Pittsburgh	-4.8
11	Raleigh	-5.2
12	Cincinnati	-5.2
13	Hartford	-6.2
14	Baltimore	-6.2
15	Philadelphia	-6.6
16	Washington, D.C.	-6.7
17	Denver	-7.0
18	Riverside	-7.0
19	Chicago	-7.5
20	Indianapolis	-7.7
21	San Francisco	-7.8
22	San Jose	-7.9
23	Kansas City	-8.1
24	Houston	-8.1
25	St. Louis	-8.2
26	Cleveland	-8.3
27	Richmond	-8.4
28	Nashville	-8.6
29	Boston	-8.6
30	Columbus	-9.1
31	Minneapolis	-9.1
Peer Average		**-9.2**
32	Louisville	-9.3
33	San Antonio	-9.4
34	San Diego	-10.2
35	Providence	-12.2
36	Los Angeles	-12.7
37	Salt Lake City	-12.8
38	Atlanta	-13.1
39	Miami	-13.1
40	Virginia Beach	-13.1
41	Austin	-13.6
42	Jacksonville	-13.8
43	Tampa	-14.5
44	Seattle	-15.0
45	Orlando	-15.7
46	Oklahoma City	-17.5
47	Phoenix	-18.0
48	Dallas	-18.6
49	Portland	-21.3
50	**Las Vegas**	**-23.6**

Source: US2010 Project

Change in Diversity

Difference in the diversity index score, 1980 to 2000

1	**Orlando**	**21.4**
2	Las Vegas	19.0
3	Seattle	17.3
4	Boston	17.2
5	Dallas	16.6
6	Portland	16.3
7	Minneapolis	16.1
8	Sacramento	16.0
9	Riverside	15.9
10	Milwaukee	15.8
11	Hartford	15.6
12	Providence	15.6
13	Salt Lake City	15.5
14	Oklahoma City	15.2
15	Phoenix	14.1
16	Atlanta	14.1
17	San Diego	13.4
18	Tampa	12.7
19	New York	12.4
20	Denver	11.7
21	Miami	11.6
22	Washington, D.C.	11.4
23	Houston	10.5
24	Chicago	10.5
Peer Average		**10.4**
25	Philadelphia	9.7
26	San Jose	9.2
27	Raleigh	9.2
28	Buffalo	9.1
29	Austin	8.5
30	Charlotte	8.5
31	Columbus	8.4
32	San Francisco	8.2
33	Detroit	8.2
34	Cleveland	7.9
35	Kansas City	7.2
36	Indianapolis	7.1
37	Virginia Beach	6.9
38	Jacksonville	6.7
39	Baltimore	6.5
40	Nashville	5.6
41	Richmond	5.3
42	New Orleans	5.0
43	St. Louis	4.8
44	Louisville	4.7
45	Cincinnati	4.7
46	Birmingham	4.2
47	Memphis	4.0
48	Pittsburgh	3.9
49	Los Angeles	-0.1
50	**San Antonio**	**-1.0**

Source: US2010 Project

Change in White Isolation

Difference in the isolation index score, 1980 to 2000

1	**Pittsburgh**	**-2.1**
2	Cincinnati	-3.2
3	Birmingham	-3.5
4	Buffalo	-3.8
5	Louisville	-4.1
6	Detroit	-4.3
7	St. Louis	-4.4
8	New Orleans	-4.8
9	Nashville	-5.0
10	Cleveland	-5.0
11	Indianapolis	-5.0
12	Columbus	-5.4
13	Charlotte	-5.5
14	Kansas City	-5.6
15	Milwaukee	-5.9
16	Providence	-6.1
17	Philadelphia	-6.4
18	Baltimore	-6.8
19	Minneapolis	-6.9
20	Memphis	-7.1
21	Hartford	-7.3
22	Richmond	-7.3
23	Denver	-7.8
24	Boston	-7.9
25	Raleigh	-8.0
26	Jacksonville	-8.1
27	Salt Lake City	-8.4
28	Tampa	-8.6
Peer Average		**-9.1**
29	San Antonio	-9.7
30	Virginia Beach	-9.7
31	New York	-9.9
32	Portland	-10.1
33	Chicago	-10.3
34	Phoenix	-10.4
35	Austin	-10.8
36	Sacramento	-11.1
37	Seattle	-11.2
38	Oklahoma City	-11.4
39	Washington, D.C.	-11.7
40	Atlanta	-12.8
41	San Diego	-13.0
42	San Francisco	-13.2
43	Houston	-13.4
44	Dallas	-15.0
45	Los Angeles	-16.0
46	Miami	-16.1
47	Orlando	-16.4
48	Las Vegas	-17.1
49	San Jose	-19.6
50	**Riverside**	**-20.1**

Source: US2010 Project

Change in Black Isolation

Difference in the isolation index score, 1980 to 2000

1	**New Orleans**	**1.3**
2	Detroit	0.7
3	Salt Lake City	0.3
4	Birmingham	-1.2
5	Milwaukee	-2.2
6	Memphis	-2.2
7	San Jose	-2.5
8	Riverside	-3.0
9	Sacramento	-3.5
10	Minneapolis	-4.3
11	Buffalo	-4.3
12	New York	-4.5
13	Pittsburgh	-4.6
14	Charlotte	-6.0
15	Baltimore	-6.1
16	Cleveland	-6.3
17	Cincinnati	-6.3
18	Richmond	-6.5
19	Philadelphia	-6.7
20	Providence	-7.6
21	Hartford	-7.8
22	Virginia Beach	-8.1
23	Washington, D.C.	-8.2
24	St. Louis	-8.4
25	Columbus	-8.5
26	Chicago	-9.9
27	Seattle	-10.1
Peer Average		**-10.1**
28	Raleigh	-10.3
29	Miami	-10.3
30	Atlanta	-10.5
31	Louisville	-10.7
32	Nashville	-11.3
33	San Diego	-11.8
34	Indianapolis	-11.9
35	Jacksonville	-13.0
36	Kansas City	-13.9
37	Boston	-13.9
38	Phoenix	-14.0
39	San Antonio	-14.6
40	Tampa	-15.7
41	Portland	-15.8
42	Orlando	-16.7
43	Houston	-17.3
44	Oklahoma City	-18.5
45	Denver	-18.5
46	San Francisco	-18.8
47	Austin	-21.9
48	Dallas	-25.6
49	Los Angeles	-25.8
50	**Las Vegas**	**-29.5**

Source: US2010 Project

The figures above are based on population counts of non-Hispanic whites and non-Hispanic blacks.

Segregation between 2000 and 2006-2010

During the first decade of the new millennium, the trend of steady integration of black and white residents changed across the country. In the St. Louis region, the pace of integration slowed, and in half of the peer regions the trend reversed. Similar trends have been observed in other reports as well (see Logan and Stults 2010; Hall et al 2015). There are likely many reasons for this change in the three decade long trend. Two potential causes are discussed here—the slow growth of the nonwhite population and the foreclosure crisis.

Residential Integration and Segregation

In the St. Louis region, the pace of integration in the 2000s was substantially slower than in the previous two decades. Between 2000 and 2006-2010, segregation in St. Louis declined by just 0.2 percentage points based on the dissimilarity index, from 73.2 to 73.0 percent. Comparatively, during the 1990s, the decline in segregation was more than 10 times faster, declining by 3.9 percentage points.

Integration was slow in many of the peer regions as well. Further, as seen on Figure 4, from 2000 to 2006-2010, half of the peer regions actually saw an increase in segregation based on the dissimilarity index. A much smaller number of regions saw an increase in segregation in the previous three decades.

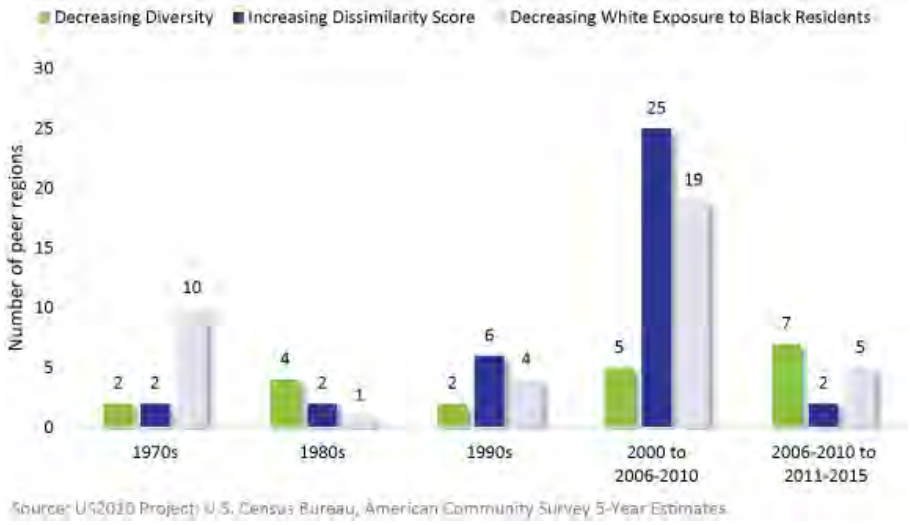
Diversity

One potential cause for this slowdown is that growth in diversity also slowed. The nonwhite population in St. Louis grew by 15.0 percent in the first decade of the 2000s compared with 23.4 percent in the 1990s. On the diversity index, the region's score increased from 35.9 percent in 2000 to 39.4 percent in 2006-2010, an increase of 3.5 percentage points. In the 1990s, diversity increased by 4.7 percentage points. Growth in diversity also slowed nationally. In the 1990s, the nonwhite population grew by 43.4 percent compared with 23.6 percent in the following decade.

"In the St. louis region, the pace of integration in the 2000s was substantially slower than in the previous two decades."

Figure 4: Regions with Increasing Segregation

Peer Regions, 1970 to 2011-2015



Source: US2010 Project; U.S. Census Bureau, American Community Survey 5-Year Estimates

The Foreclosure Crisis

Another potential cause for the slowing pace of integration is the foreclosure crisis. The foreclosure crisis had an effect on people of all races, but it disproportionately affected minority households. A report from the Center for Responsible Lending estimated that 7.9 percent of homes owned by black borrowers foreclosed between 2007 and 2009 compared with 4.5 percent of homes owned by white borrowers (Bocian et al 2010).

This pattern is similar to what was seen locally. Between 2007 and 2008, areas with the highest foreclosure rates were located in predominately black communities—in the northern areas of the city of St. Louis, the northern inner-ring of St. Louis County, and throughout much of East St. Louis, Sauget, and Cahokia (See Map 1, Page 10). Areas with the lowest foreclosure rates were generally located in the region's more affluent and predominantly white communities—throughout the central and western portions of St. Louis County, and the southern portion of St. Charles County.[6,7]

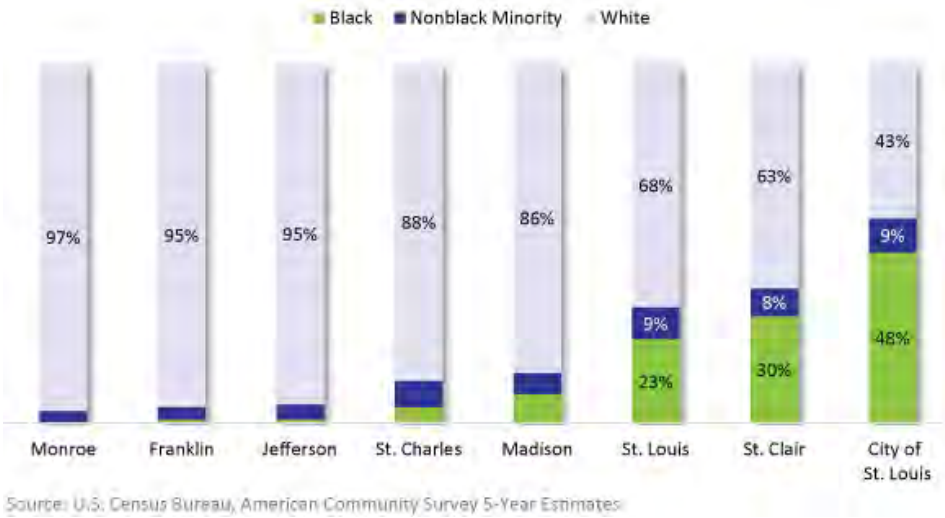
According to a 2015 study, the foreclosure crisis resulted in one of the largest migration events in U.S. history, effectively relocating an estimated 10 million households. In the midst of this crisis, white residents who were able generally moved away from the neighborhoods that were most affected by the crisis, while black and other minority residents were more likely "to move into poor, racially isolated neighborhoods" (Hall et al 2015).

"The foreclosure crisis had an effect on people of all races, but it disproportionately affected minority households."

Trends identified in this report partially support the findings of the 2015 study. Between 2000 and 2006-2010, whites in many of the peer regions became more integrated with nonblack minorities, but they became more segregated from blacks. In all of the peer regions, the rate of white isolation continued to decline during this time. However, as shown on Figure 4 (Page 6), the black population in the community of the average white resident declined in 19 of the 50 peer regions.

The decline in white exposure to black residents could have happened in one of two ways—whites could have moved into neighborhoods with fewer black residents, or blacks could have moved away from neighborhoods with white residents. With this measure, it is not possible to say which was predominant, but the measure does show that in 19 regions, blacks and whites became more segregated.

Figure 5: Racial Make-Up of Counties
St. Louis Region, 2011-2015



6 Foreclosure estimates come from the U.S. Department of Housing and Urban Development Neighborhood Stabilization Program (NSP2). The estimated foreclosure rate is calculated as foreclosure starts and mortgages that were serious delinquent divided by the total number of outstanding mortgages between 2007 and 2008.
7 Areas with the highest foreclosure rates are areas where at least an estimated 16.1 percent of mortgages were foreclosed. Areas with the lowest foreclosure rates are areas where the foreclosure rate was 4.5 percent or lower. These levels are one standard deviation above and below average foreclosure rate for the eight county region, respectively.

Segregation in 2011-2015

Based on the most recent data available the St. Louis population is moderately diverse relative to the peer regions but continues to be among the most segregated. Between 2006-2010 and 2011-2015, segregation continued to decline throughout the most of the peer regions. However, in 15 of the peer regions, segregation was still higher in 2011-2015 than it was in 2000.

Segregation continued to decline in St. Louis during this time, but the rate of decline was slow relative to previous decades. Between 2000 and 2011-2015, segregation declined by 1.7 percentage points compared with 3.9 percentage points in the 1990s. Twenty-two of the peer regions experienced a steeper decline than St. Louis from 2000 to 2011-2015.

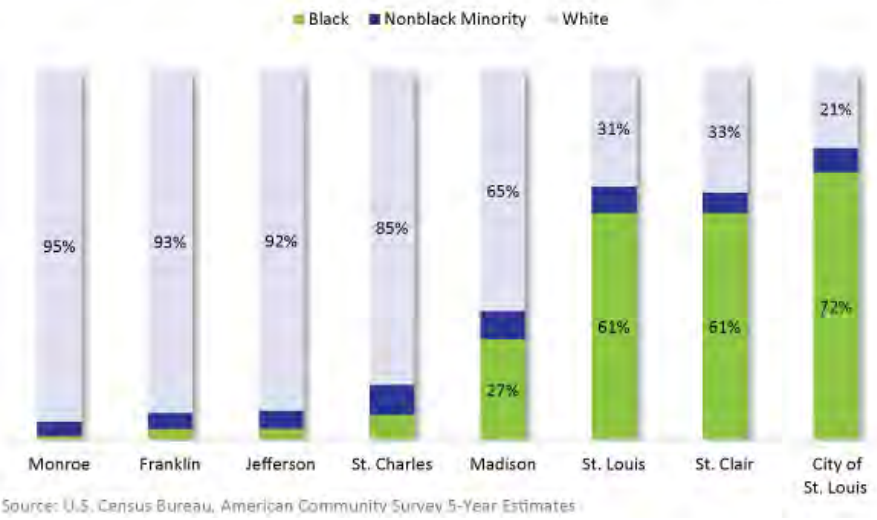
Kansas City, for example, had the second largest decline in segregation. In 2000, St. Louis and Kansas City were similar in terms of segregation, ranking 7th and 11th, respectively. By 2011-2015, however, segregation in Kansas City declined by 9.8 percentage points and now ranks 25th on the dissimilarity index. In St. Louis, the rate of segregation continues to be one of the highest of the peer regions, ranking 7th on the dissimilarity index.

Black Isolation

Compared to the peer regions, black and white residents of St. Louis were still among the most racially isolated in 2011-2015. The region's population was 18.2 percent black, but the average black resident lived in a census tract that was 60.6 percent black. This rate of black isolation ranked 9th among the peer regions and was 23.2 percentage points higher than the peer average.

A disproportionate share of the black population in St. Louis lives within the region's urban core but even within these communities, the population is racially segregated. Around 91.0 percent of the region's black population resides within the city of St. Louis, St. Louis County, and St. Clair County, although these three counties are home to 56.6 percent of the total regional population. As seen on Figure 6, black isolation is highest within these counties. In the city of St. Louis, for example, 47.5 percent of the population is black (See Figure 5, Page 7), and the average black resident lives in a census tract that is 72.3 percent black. In both St. Clair and St. Louis counties, the rate of black isolation is 61.5 percent.

Figure 6: Average Census Tract Demographics for Black Residents
St. Louis Region, 2011-2015



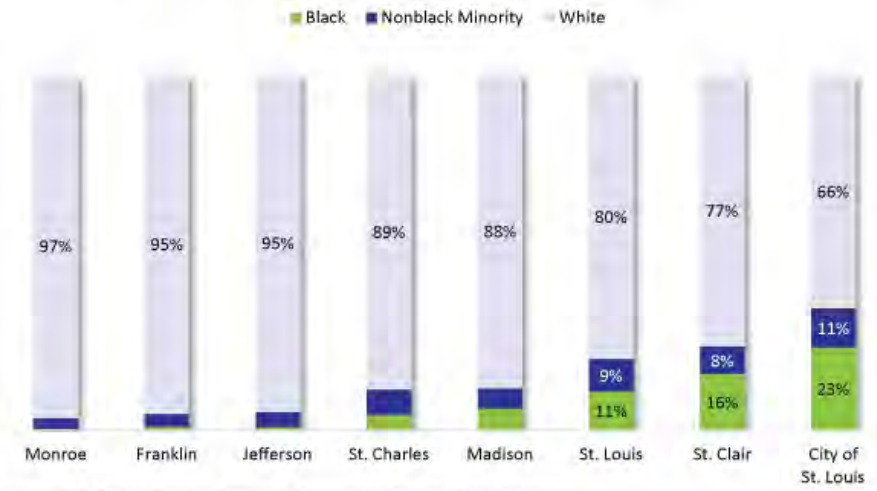
Source: U.S. Census Bureau, American Community Survey 5-Year Estimates

White Isolation

White residents of the region, on average, live in even more isolated communities than the average black resident. The average white St. Louis resident lives in a community that is 84.9 percent white, a rate of white isolation that ranks 4th among the peer regions. As shown on Figure 7, within the region white isolation is highest in the rural counties of the region. White isolation is also disproportionately high in the most diverse counties relative to their racial composition.

In Franklin, Jefferson, and Monroe counties, white residents comprise over 90 percent of the population and white isolation is greater than 90 percent. In the city of St. Louis, the population is 43.1 percent white, but the average white resident lives in a census tract that is 65.8 percent white. In St. Clair and St. Louis counties, white isolation is 76.6 percent and 80.1 percent, respectively.

Figure 7: Average Census Tract Demographics for White Residents
St. Louis Region, 2011-2015



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates

Black-White Segregation

Based on the dissimilarity index, 2011-2015

1	**Milwaukee**	**80.7**
2	New York	76.8
3	Chicago	75.9
4	Detroit	74.1
5	Cleveland	73.5
6	Buffalo	72.5
7	St. Louis	71.4
8	Los Angeles	68.0
9	Cincinnati	67.5
10	Philadelphia	67.4
11	Pittsburgh	66.6
12	Hartford	66.3
13	Boston	65.8
14	New Orleans	64.7
15	Birmingham	64.6
16	Baltimore	64.6
17	Indianapolis	64.5
18	Miami	64.3
19	Columbus	63.1
20	Denver	62.9
21	San Francisco	62.1
22	Washington, D.C.	61.7
23	Houston	61.4
24	Memphis	60.3
Peer Average		**59.5**
25	Kansas City	59.4
26	Atlanta	58.7
27	Louisville	58.4
28	Providence	57.7
29	Dallas	57.5
30	Sacramento	57.2
31	Minneapolis	56.4
32	Tampa	55.8
33	Nashville	54.7
34	Charlotte	53.5
35	Jacksonville	53.0
36	San Diego	52.9
37	Richmond	52.4
38	Oklahoma City	52.2
39	Seattle	52.2
40	Salt Lake City	51.2
41	Austin	51.1
42	Portland	50.9
43	San Antonio	49.3
44	Orlando	49.2
45	Phoenix	49.2
46	Virginia Beach	47.5
47	Riverside	47.3
48	San Jose	44.8
49	Raleigh	42.0
50	**Las Vegas**	**39.8**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates

Diversity

Based on the diversity index, 2011-2015

1	**Washington, D.C.**	**63.7**
2	Miami	63.1
3	Houston	62.3
4	Atlanta	61.8
5	New York	61.4
6	Dallas	60.8
7	Orlando	60.5
8	Chicago	59.5
9	New Orleans	58.9
10	Las Vegas	58.8
11	Memphis	57.7
12	Virginia Beach	57.3
13	San Francisco	56.2
14	Baltimore	56.0
15	Richmond	55.6
16	Austin	55.3
17	Sacramento	55.0
18	San Diego	54.4
19	Raleigh	54.0
20	Riverside	53.4
21	Charlotte	53.2
22	Philadelphia	53.0
23	San Antonio	52.9
24	Phoenix	52.6
25	Jacksonville	51.7
26	Los Angeles	50.6
27	Tampa	50.5
28	Birmingham	50.0
Peer Average		**49.9**
29	Oklahoma City	49.6
30	Milwaukee	48.7
31	Detroit	48.7
32	Denver	48.6
33	Seattle	47.8
34	San Jose	47.7
35	Hartford	46.5
36	Cleveland	44.9
37	Kansas City	42.5
38	Nashville	42.5
39	Boston	42.2
40	Indianapolis	41.5
41	St. Louis	40.8
42	Columbus	40.2
43	Salt Lake City	39.8
44	Portland	38.6
45	Minneapolis	37.2
46	Louisville	37.0
47	Providence	36.1
48	Buffalo	36.1
49	Cincinnati	32.9
50	**Pittsburgh**	**24.6**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates

White Isolation

White population in the community of the average white resident, 2011-2015

1	**Pittsburgh**	**89.9**
2	Buffalo	87.2
3	Cincinnati	86.5
4	St. Louis	84.9
5	Providence	84.6
6	Louisville	84.0
7	Cleveland	83.5
8	Milwaukee	82.7
9	Minneapolis	82.2
10	Indianapolis	82.2
11	Columbus	82.2
12	Detroit	82.0
13	Boston	81.1
14	Kansas City	80.6
15	Nashville	80.1
16	Hartford	80.0
17	Birmingham	78.6
18	Philadelphia	77.8
19	Salt Lake City	77.7
20	Portland	77.3
21	Baltimore	73.8
22	Charlotte	73.3
23	Denver	73.2
24	Tampa	73.1
25	Jacksonville	73.0
26	Oklahoma City	71.9
Peer Average		**71.2**
27	Chicago	71.1
28	Seattle	70.8
29	New Orleans	70.4
30	Richmond	70.0
31	New York	69.6
32	Raleigh	69.0
33	Phoenix	68.4
34	Virginia Beach	66.6
35	Memphis	66.1
36	Atlanta	65.9
37	Sacramento	63.9
38	Dallas	62.6
39	Austin	62.6
40	Washington, D.C.	62.3
41	Orlando	60.5
42	San Diego	59.8
43	Houston	56.2
44	Miami	55.6
45	San Francisco	55.0
46	Las Vegas	54.3
47	Los Angeles	52.4
48	San Antonio	49.7
49	Riverside	47.5
50	**San Jose**	**46.2**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates

Black Isolation

Black population in the community of the average black resident, 2011-2015

1	**Detroit**	**68.1**
2	Memphis	67.9
3	Milwaukee	64.3
4	New Orleans	63.8
5	Chicago	63.8
6	Cleveland	63.2
7	Birmingham	61.8
8	Baltimore	60.8
9	St. Louis	60.5
10	Atlanta	57.5
11	Philadelphia	54.5
12	Buffalo	53.8
13	Washington, D.C.	53.3
14	Richmond	51.2
15	Miami	50.6
16	New York	50.0
17	Virginia Beach	48.9
18	Jacksonville	46.6
19	Cincinnati	46.4
20	Louisville	44.1
21	Indianapolis	42.5
22	Columbus	42.2
23	Kansas City	41.2
24	Charlotte	40.6
25	Pittsburgh	39.7
26	Nashville	37.6
Peer Average		**37.4**
27	Hartford	36.3
28	Houston	36.0
29	Orlando	34.8
30	Dallas	34.3
31	Raleigh	33.8
32	Tampa	33.8
33	Boston	32.6
34	Oklahoma City	30.7
35	Los Angeles	26.7
36	Minneapolis	21.8
37	San Francisco	20.8
38	Denver	17.3
39	Las Vegas	16.9
40	San Antonio	15.1
41	Sacramento	14.3
42	Austin	14.1
43	Seattle	13.1
44	Providence	12.4
45	Riverside	12.1
46	San Diego	10.4
47	Phoenix	10.1
48	Portland	8.6
49	San Jose	4.2
50	**Salt Lake City**	**4.2**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates

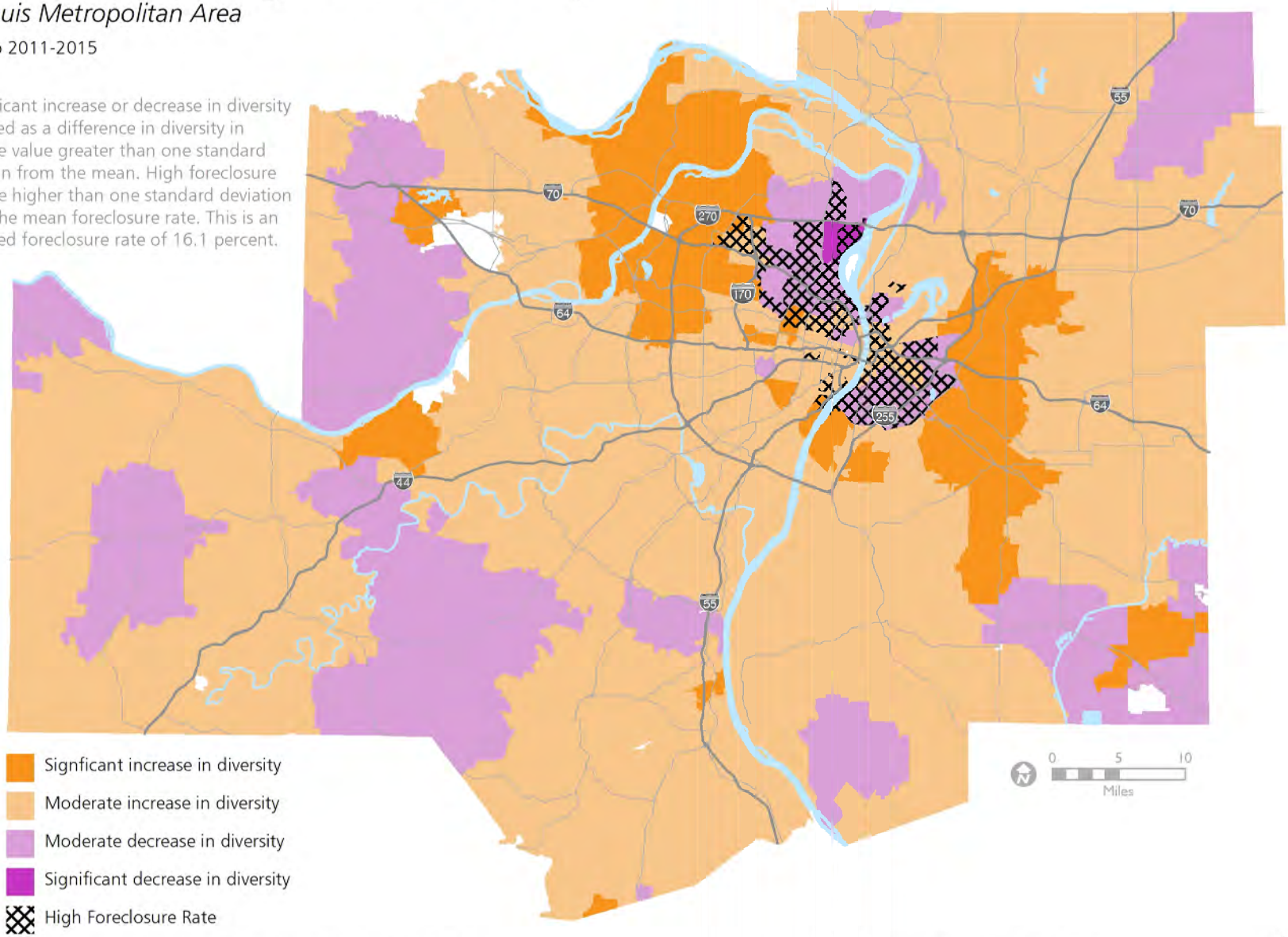
The figures above are based on population counts of non-Hispanic whites and non-Hispanic blacks.

Map 1: Change in Diversity

St. Louis Metropolitan Area

2000 to 2011-2015

A significant increase or decrease in diversity is defined as a difference in diversity in absolute value greater than one standard deviation from the mean. High foreclosure rates are higher than one standard deviation above the mean foreclosure rate. This is an estimated foreclosure rate of 16.1 percent.



Data for diversity is depicted by ZIP Code Tabulation Areas (ZCTA). Data for foreclosures is depicted by 2000 census tracts. Zip code and tract boundaries are not shown on the map.

Sources: Minnesota Population Center, NHGIS; U.S. Department of Housing and Urban Development, Neighborhood Stabilization Program 2

East-West Gateway
Council of Governments

Diversity

As a region, St. Louis has become slightly more diverse since 2000, with 21.1 percent growth in the region's nonwhite population, but the region is still less diverse than many of the peer regions. In 2011-2015, St. Louis ranked 41st on the diversity index. Despite this increased diversity, some parts of the region experienced a decline in diversity.

Map 1 (Page 10) shows areas of the region that saw significant changes in diversity relative to other communities of the region. Some of the change in diversity of neighborhoods can likely be attributed to the foreclosure crisis, but the changes also appear to display a continuation of migration patterns the region has seen for the past 50 to 60 years. Generally, white residents continued to move to the outer parts of the region and black residents moved from the inner core to more suburban communities. The following paragraphs describe these patterns, but it should be noted that there are a variety of factors contributing to these changes. Not all of the neighborhoods highlighted in Map 1 perfectly fit these descriptions.

Decreasing Diversity

Within the eight-county St. Louis region, 25.3 percent of ZIP codes experienced a decrease in diversity from 2000 to 2011-2015. Generally, these areas saw a large decrease in white population and slight increase in minority populations.
As seen on Map 1, many of the areas with the highest foreclosure rates also experienced a decrease in diversity—areas within the region's inner core. These areas include the northern parts of the city of St. Louis, the northern inner-ring of St. Louis County, East St. Louis, Sauget, and Cahokia. Collectively, ZIP codes in these areas lost over 42,000 white residents, a decline of 47.4 percent from 2000 to 2011-2015. The decline in white population was slightly offset by modest increases in black and nonblack minority residents (increases of 480 and 2,400, respectively), however, in total, these ZIP codes lost over 39,000 residents, or a decline of 12.1 percent.

Increasing Diversity

Most communities saw an increase in diversity (74.7 percent of ZIP codes). ZIP codes that experienced a significant increase in diversity (dark orange on the map), generally, saw population increases and were largely in more suburban areas of the region.[8] Collectively, these ZIP codes experienced a 5.4 percent increase in total population from 2000 to 2011-2015 (nearly 29,000 residents), despite an 8.8 percent decrease in white population (over 38,000 white residents). The decline in white population was fully offset by sizeable increases in black and nonblack minority residents. Between 2000 and 2011-2015, these ZIP codes saw a 58.8 percent increase in black residents (nearly 38,000 black residents), and a 101.8 percent increase in nonblack minority residents (nearly 30,000 residents).

Much of these changes were driven by two clusters of ZIP codes: ZIP codes along either side of the Missouri River in the northwestern portion of St. Louis County and the eastern portion of St. Charles County; and ZIP codes running north and south along Illinois Route 159 in St. Clair and Madison counties. In the ZIP codes outside of these two clusters, the population trends are varied. For example, the 63367 (Lake St. Louis) and 63105 (Clayton) ZIP codes saw increases in both white and black residents. The 63112 ZIP code (north of Forest Park) saw an increase in white residents and a decrease in black residents.

Conclusion

Recent data indicates that the long-term trend of declining segregation in the United States is slowing, and in some areas even reversing. It has been widely documented that segregation can lead to significant health and economic disparities. Studies have also shown that segregation is an impediment to regional economic growth. The region is currently implementing major initiatives such as the Ferguson Commission Report, For the Sake of All, and Ready by 21 that seek to address these disparities. The persistence of segregation highlights the challenges that these initiatives face and the urgency of this task.

See Ewgateway.org/wws for an Appendix and an Online Database that contain data for the measures of segregation reported in this Update as well as additional data that was discussed but not included in the report.

8 In this report, a significant increase or decrease in diversity is defined as a difference in diversity in absolute value greater than one standard deviation from the mean.

Sources

Bocian, Debbie Gruenstein, Wei Li, and Keith S. Ernst. "Foreclosures by Race and Ethnicity: The Demographics of a Crisis." Center for Responsible Lending. June 18, 2010.

Chetty, Raj, Nathanial Hendren and Lawrence Katz. "The Effects of Exposure to Better Neighborhoods on Children: New Evidence from Moving to Opportunity." American Economic Review. Vol.106, No. 4. April 2016.

Goodman, Melody S., and Keon L. Gilbert. "Segregation: Divided Cities Lead to Differences in Health." For the Sake of All Policy Brief. Washington University. November 2013.

Gordon, Colin. Mapping Decline: St. Louis and the Fate of the American City. 2008.

Hall, Matthew, Kyle Crowder and Amy Spring. "Neighborhood Foreclosures, Racial/Ethnic Transitions, and Residential Segregation." The American Sociological Review. April 21, 2015.

Li, Huiping, Harrison Campbell and Steven Fernandez. "Residential Segregation, Spatial Mismatch and Economic Growth across US Metropolitan Area." Urban Studies. Vol. 1, No. 19. March 2013

Logan, John R. "Separate and Unequal in Suburbia." Census brief prepared for Project US2010. December 1, 2014.

Logan, John R. and Brian J. Stults. "Racial and Ethnic Segregation in the Neighborhoods: Progress at a Standstill." Census Brief prepared for Project US2010. December 14, 2010.

Logan, John R. and Wenquan Zhang. "Global Neighborhoods: New Evidence from Census 2010." Project US2010. November 2011.

Ludwig, Jens, Jeffrey B. Liebman, Jeffrey R. Kling, Greg J. Duncan, Lawrence F. Katz, Ronald C. Kessler, and Lisa Sanbonmatsu. "What Can We Learn About Neighborhood Effects from the Moving to Opportunity Experiment?" American Journal of Sociology. Vol. 114, No. 1. July 2008.

Purnell, Jason. For the Sake of All. Revised edition. Washington University. July 31, 2015.

This report was prepared by Dan Hutti with assistance from Mary Rocchio and John Posey.

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

One Memorial Drive, Suite 1600
St. Louis, MO 63102

314-421-4220/618-274-2750

To receive future WWS Updates,
contact wws@ewgateway.org
To view past editions of WWS and WWS Updates,
visit www.ewgateway.org/wws

Title VI: East-West Gateway Council of Governments (EWGCOG) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America, on the grounds of race, color, sex, or national origin, shall be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which EWGCOG receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with EWGCOG. Any such complaint must be in writing and filed with EWGCOG's Title VI Coordinator within one hundred eighty (180) calendar days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Nondiscrimination Complaint Form, please see EWGCOG's web site at www.ewgateway.org/titlevi or call (314) 421-4220 or (618) 274-2750.

Grant Funding Sources: The work that provided the basis of this publication was supported, in part, by a grant provided from the U.S. Department of Transportation through the Missouri Department of Transportation and the Illinois Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission, the Illinois Department of Transportation, the Federal Highway Administration, or the Federal Transit Administration.

WHERE WE STAND

Where We Stand ***tracks the health of the St. Louis region among the 50 most populous MSAs.[1] These metro areas, known as the peer regions, are our domestic competition and provide a consistent yardstick to gauge "Where We Stand."***

This update adds comparative data to the OneSTL performance measures to show how St. Louis ranks among the 50 largest metropolitan areas on racial disparity.

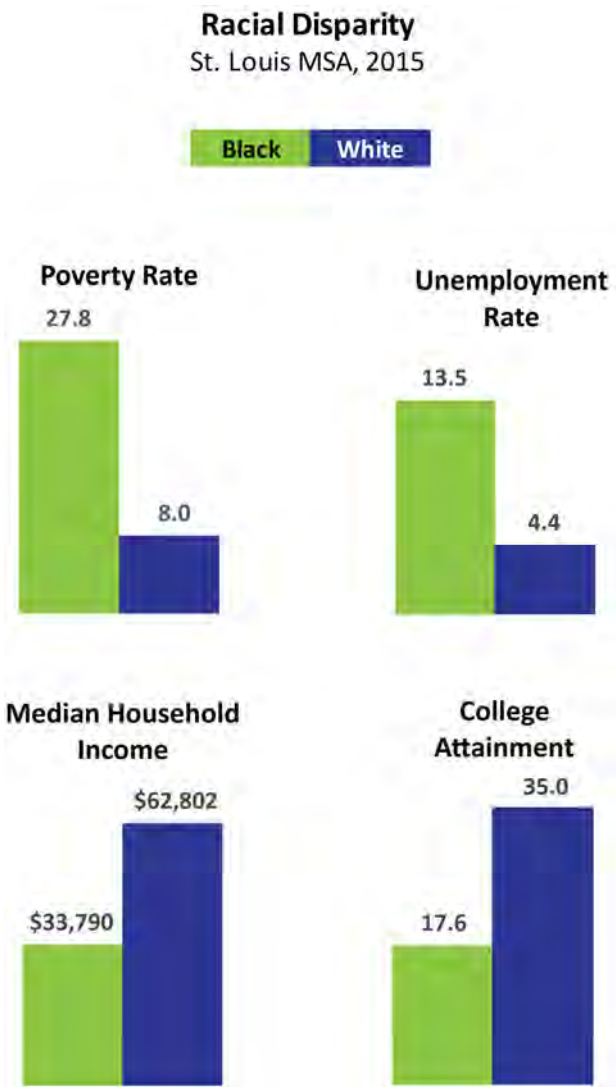
7th Edition, Update 4 **June 2017**

Addressing Racial Equity for a Sustainable Region

The 2017 OneSTL Report to the Region summarized the performance of the St. Louis region on more than 50 indicators related to the St. Louis regional plan for sustainable development. These indicators are grouped under nine theme areas as defined in the plan. The information for each metric is updated on the website at OneSTL.org/indicators when new data become available.

The region is moving in a positive direction on most OneSTL performance measures. However, the report showed that the region continues to struggle with the challenge of addressing disparities that exist between black and white residents.[2] Many of the working groups engaged in planning the 2017 Sustainability Summit expressed a need for additional information with which to apply a racial equity lens to issues of sustainability.

To this end, this report adds comparative data to the OneSTL performance measures to show how St. Louis ranks among the 50 largest metropolitan areas (the peer regions) on racial disparity.[3] Data are not available to review the differences between whites and blacks for all of the OneSTL performance measures, but the measures included in this report cover important aspects of life—housing, transportation, education, and economic well-being.



ONESTL Many Communities. One Future. is a plan for sustainable development that includes a vision, goals, and objectives for the future of the region as well as strategies, tools, and resources for achieving the OneSTL vision. The OneSTL performance indicators measure the St. Louis region's progress toward sustainability.

More information on the OneSTL plan and the performance indicators, including why they are important and how the region is doing, is available at OneSTL.org .

1 MSAs (Metropolitan Statistical Areas) are geographic entities delineated by the Office of Management and Budget (OMB). MSAs are areas with "at least one urbanized area of 50,000 or more population, plus adjacent territory that has a high degree of social and economic integration with the core as measured by commuting ties."
2 Whites and blacks comprise 92.6 percent of the St. Louis population. Therefore, this report focuses solely on the disparity between these two groups.
3 Data is not available for Salt Lake City and San Jose for most data points included in the report due to small black sample sizes.

Concentrated Poverty

Among the data included in this report, the largest disparity between blacks and whites for the St. Louis Metropolitan Statistical Area (MSA) is on the measure of concentrated poverty. In recent years, the region has seen an increase in the percent of poor people living in high poverty neighborhoods.[4] Black residents are disproportionally represented in areas of concentrated poverty.

Residents of high poverty communities are faced with a number of factors that tend to perpetuate poverty and place additional hardships on poor families. Residents of these areas face low access to amenities, jobs, and affordable goods and services. These areas often have high crime rates. They also are found to have poorer health outcomes (Erikson, 2008) and lower academic achievement (Jargowsky, 2009). Further, concentrated poverty is associated with high costs for local governments, reduced trust in government, and a lack of civic engagement, which reduce the ability to address the causes of poverty (Erikson, 2008).

Low-income black residents are 12 times more likely to live in a high poverty neighborhood than a low-income white resident in the St. Louis region. That is, 29.8 percent of low-income black residents live in communities where 40 percent or more of the residents are in poverty. Only 2.4 percent of low-income white residents live in such communities. Among the peer regions, St. Louis has the 2nd largest gap between black and white residents on this measure. The disparity of the United States is much smaller, 3.25.

In the St. Louis region, black individuals comprise 18.1 percent of the population but 85.9 percent of the people living in concentrated poverty. Comparatively, black individuals comprise 12.4 percent of the U.S. population and about 37.5 percent of the population living in concentrated poverty.

In the St. Louis eight-county region, the percent of poor residents living in a concentrated area of poverty increased from 13.8 percent in the OneSTL baseline time period of 2006-2010 to 15.5 percent in 2011-2015. The rate of concentrated poverty increased for both black residents and white residents but an estimated 83.5 percent of the increase was due to the increase of poor black residents living in high poverty communities. This is a continued trend of an increase in the concentration of poverty. In 2000, 12.4 percent of poor residents lived in a concentrated area of poverty.[5]

Disparity in Concentrated Poverty

Percent of poor residents living in an area of concentrated poverty, 2011-2015

		Ratio of black to white residents	Percent of poor black residents	Percent of poor white residents
1	**Nashville**	**14.21**	**26.1**	**1.8**
2	**St. Louis**	**12.48**	**29.8**	**2.4**
3	Chicago	10.42	31.2	3.0
4	Washington, D.C.	8.86	12.5	1.4
5	Baltimore	8.69	16.8	1.9
6	Jacksonville	7.81	21.4	2.7
7	Birmingham	7.75	29.2	3.8
8	Miami	7.74	21.9	2.8
9	Tampa	6.33	30.9	4.9
10	New Orleans	6.13	22.3	3.6
11	Virginia Beach	6.00	16.1	2.7
12	Atlanta	5.81	14.7	2.5
13	Hartford	5.74	28.2	4.9
14	Denver	5.50	12.2	2.2
15	Charlotte	5.45	15.8	2.9
16	Pittsburgh	5.41	27.4	5.1
17	Houston	5.31	16.2	3.1
18	Buffalo	5.11	47.4	9.3
19	Kansas City	5.02	28.5	5.7
20	Los Angeles	4.54	17.1	3.8
21	Dallas	4.52	21.3	4.7
22	Memphis	4.33	34.3	7.9
23	Richmond	4.18	20.1	4.8
24	Louisville	3.99	32.9	8.2
25	Orlando	3.99	8.0	2.0
26	San Jose	3.91	1.4	0.4
27	Milwaukee	3.85	43.0	11.2
28	Philadelphia	3.81	30.6	8.1
29	Sacramento	3.63	19.2	5.3
30	Cleveland	3.52	44.7	12.7
31	Providence	3.51	22.1	6.3
32	Portland	3.46	8.3	2.4
33	Minneapolis	3.35	24.7	7.4
34	Detroit	3.31	50.5	15.3
United States		**3.25**	**24.5**	**7.5**
35	Las Vegas	3.17	17.3	5.5
36	Boston	3.16	13.1	4.1
37	Cincinnati	3.15	36.8	11.7
38	Raleigh	3.06	9.8	3.2
39	Phoenix	2.86	26.6	9.3
40	San Antonio	2.85	13.4	4.7
41	Salt Lake City	2.79	10.2	3.7
42	San Diego	2.71	11.2	4.1
43	Riverside	2.56	17.8	6.9
44	Oklahoma City	2.46	16.6	6.8
45	Indianapolis	2.44	29.4	12.0
46	Seattle	2.06	6.3	3.1
47	San Francisco	2.03	7.1	3.5
48	Columbus	1.80	27.5	15.2
49	New York	1.72	23.4	13.6
50	**Austin**	**0.85**	**12.1**	**14.2**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates

Note: Data is for White, Not Hispanic or Latino and for Black or African American alone (due to data availability, Hispanics are included)

4 In 2015, the poverty threshold for a family of four was $24,257 (U.S. Census, 2017).
5 The data for the eight-county St. Louis region includes Hispanics and Latinos for both whites and blacks.

Poverty

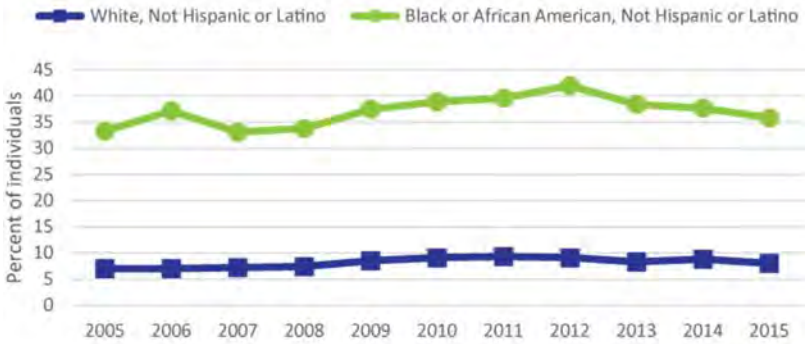
Black individuals in the St. Louis MSA are more than three times as likely to be in poverty as white individuals. In 2015, almost one-third (27.8 percent) of black individuals in St. Louis were in poverty compared to 8.4 percent of white individuals. St. Louis has the 11th largest gap among the peers. In all of the peer regions, blacks are at least 1.8 times more likely to be in poverty than white residents.

In 2015, the poverty threshold for a family of four was $24,257 (U.S. Census, 2017). This level of income is not enough to live on without government assistance and does not provide an individual or family the opportunity to accumulate wealth.

Figure 1 shows that over the past 10 years the poverty rate of the black population in the St. Louis region has fluctuated some but has been consistently three to four times higher than the rate of white individuals. From 2005 to 2015, the rate for whites was lowest in 2005 and 2006, at 7.0 percent, and highest in 2011, at 9.3 percent. For blacks, the rate ranged from a low of 25.9 percent in 2007 to 32.9 percent in 2012.

"In 2015, almost one-third (27.8 percent) of black individuals in St. Louis were in poverty compared to 8.4 percent of white individuals."

Figure 1: Poverty Rate
St. Louis MSA, 2005 to 2015



Source: U.S. Census Bureau, American Community Survey 1-Year Estimates

Disparity in Poverty

Percent of individuals, 2015

		Ratio of black to white individulas	Percent of black individuals	Percent of white individuals
1	**Minneapolis**	**5.28**	**30.1**	**5.7**
2	Milwaukee	4.52	33.0	7.3
3	Buffalo	3.93	38.1	9.7
4	Cleveland	3.88	33.4	8.6
5	Chicago	3.84	26.9	7.0
6	Philadelphia	3.63	24.7	6.8
7	Kansas City	3.45	26.6	7.7
8	San Francisco	3.37	22.9	6.8
9	Pittsburgh	3.34	32.7	9.8
10	Denver	3.32	20.6	6.2
11	St. Louis	3.31	27.8	8.4
12	Virginia Beach	3.16	22.1	7.0
13	Portland	3.08	29.6	9.6
14	Louisville	3.06	30.3	9.9
15	Boston	3.03	20.6	6.8
16	Detroit	3.03	31.5	10.4
17	Richmond	2.97	20.2	6.8
18	Dallas	2.96	20.1	6.8
19	Baltimore	2.94	18.8	6.4
20	Seattle	2.92	23.1	7.9
21	Cincinnati	2.92	29.2	10.0
22	Columbus	2.90	29.3	10.1
23	Houston	2.90	19.4	6.7
24	Memphis	2.86	26.0	9.1
25	Hartford	2.81	14.9	5.3
26	Miami	2.81	24.7	8.8
27	Birmingham	2.76	26.8	9.7
28	New Orleans	2.72	28.6	10.5
29	Washington, D.C.	2.63	12.9	4.9
30	Raleigh	2.61	16.7	6.4
31	Indianapolis	2.57	26.0	10.1
32	Austin	2.57	19.0	7.4
33	Sacramento	2.52	26.2	10.4
34	New York	2.51	19.6	7.8
35	Las Vegas	2.47	25.2	10.2
United States		**2.44**	**25.4**	**10.4**
36	Atlanta	2.43	19.2	7.9
37	Oklahoma City	2.42	25.4	10.5
38	Tampa	2.25	25.4	11.3
39	Phoenix	2.23	22.7	10.2
40	Jacksonville	2.22	24.0	10.8
41	Los Angeles	2.22	21.3	9.6
42	Nashville	2.21	21.7	9.8
43	Charlotte	2.21	21.2	9.6
44	Riverside	2.13	23.8	11.2
45	San Antonio	2.12	17.8	8.4
46	Providence	2.09	19.6	9.4
47	San Diego	1.82	18.2	10.0
48	**Orlando**	**1.75**	**18.6**	**10.6**

Source: U.S. Census Bureau, America Community Survey 1-Year Estimates

Note: Data is for White, Not Hispanic or Latino and Black or African American, Not Hispanic or Latino

Housing Cost-Burdened Low-Income Households[6]

Spending less than 30 percent of one's income on housing is considered to be "affordable." This measure specifically looks at the percent of households earning less than 80 percent of the HUD area median family income (HAMFI) that pay over 30 percent of their income on housing. The HAMFI varies by metro area and by family size. For example, the HAMFI for a family of four in St. Louis was $56,866 for the 2011-2015 time period.

Despite St. Louis being considered an affordable region, almost all (97.9 percent) low-income households in the region pay more than 30 percent of their income on housing. This is also true in most of the peer regions with a peer region average of 92.0 percent of low-income households being cost-burdened. Only nine of the peer regions provide more than 10 percent of their low-income residents with affordable housing options – Los Angeles, San Diego, Miami, Riverside, New York, San Francisco, Orlando, Las Vegas, and San Jose.

> *"Nearly all of the low-income black households in the region (95.7 percent) pay more than 30 percent of income on housing while 78.4 percent of white households pay more than is considered affordable. "*

In all of the peer regions, a larger proportion of low-income black households pay more than 30 percent of income on housing than white households. St. Louis ranks 40th with low-income black households being 22 percent more likely than low-income white households to be housing cost-burdened. Nearly all of the low-income black households in the region (95.7 percent) pay more than 30 percent of income on housing while 78.4 percent of white households pay more than is considered affordable.

St. Louis ranks below the peer region average on this measure with many of the peers having a larger disparity between blacks and whites than St. Louis. However, the region has a larger percentage of both cost-burdened white households and cost-burdened black households than many of the peers and is about 10 percentage points higher than the peer average on each.

Disparity in Housing Affordability

Percent of low-income households that are cost-burdened*, 2011-2015

		Ratio of black to white low-income households	White	Black
1	**Los Angeles**	**1.79**	**33.2**	**59.4**
2	New York	1.71	43.8	75.0
3	San Jose	1.70	42.8	72.9
4	San Francisco	1.69	46.7	78.9
5	San Diego	1.61	39.1	62.8
6	Baltimore	1.56	56.8	88.4
7	Virginia Beach	1.53	54.1	83.0
8	Philadelphia	1.53	59.5	91.0
9	Boston	1.50	54.4	81.5
10	Chicago	1.48	60.7	90.1
11	Washington, D.C.	1.48	55.5	82.1
12	Miami	1.46	47.3	69.2
13	Richmond	1.43	61.1	87.6
14	Hartford	1.42	64.8	92.2
15	Denver	1.42	61.4	87.3
16	Milwaukee	1.41	68.8	97.3
17	Sacramento	1.39	59.5	82.8
18	Providence	1.39	63.3	87.7
19	Seattle	1.37	63.4	87.0
Peer Average		**1.36**	**63.6**	**86.3**
20	Phoenix	1.34	65.3	87.3
21	New Orleans	1.33	61.1	81.0
22	Jacksonville	1.32	69.3	91.5
23	Orlando	1.32	61.6	81.0
24	Salt Lake City	1.31	65.9	86.7
25	Portland	1.31	63.0	82.6
26	Minneapolis	1.29	74.1	95.9
27	Atlanta	1.29	69.1	89.2
28	San Antonio	1.29	70.5	91.0
29	Memphis	1.29	73.0	93.9
30	Austin	1.28	70.2	90.0
31	Las Vegas	1.27	63.0	79.8
32	Raleigh	1.26	72.3	91.4
33	Houston	1.26	73.8	92.7
34	Cleveland	1.25	77.3	96.7
35	Birmingham	1.25	74.7	93.3
36	Charlotte	1.25	72.1	89.9
37	Nashville	1.24	71.4	88.8
38	Louisville	1.23	78.4	96.6
39	Dallas	1.22	76.5	93.7
40	St. Louis	1.22	78.4	95.7
41	Riverside	1.21	53.4	64.7
42	Detroit	1.21	80.0	96.7
43	Kansas City	1.19	81.5	96.9
44	Tampa	1.17	71.0	83.4
45	Oklahoma City	1.17	80.8	94.3
46	Pittsburgh	1.16	83.9	97.5
47	Cincinnati	1.16	83.1	96.2
48	Columbus	1.15	83.9	96.2
49	Indianapolis	1.14	83.6	95.5
50	**Buffalo**	**1.14**	**84.8**	**96.7**

Source: Integrated Public Use Microdata

*Cost burdened renters pay over 30 percent of their monthly income on rent. Owners are considered cost burdened when their home value is 3.36 times greater than their annual income.

Note: Data is for White, Not Hispanic or Latino and Black or African American, Not Hispanic or Latino

6 The OneSTL Housing Affordability performance measure was previously defined as "percent of renter units and owner units affordable and available to households earning 80% of HUD area median family income" but was revised to the definition discussed here to reflect the current housing costs of residents in the region.

Unemployment

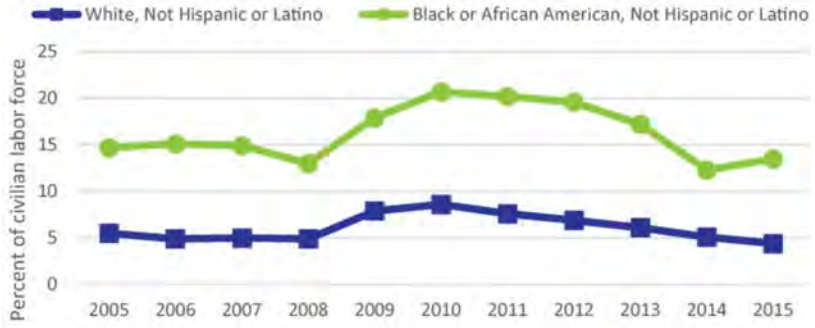
The unemployment rate for black adults in St. Louis (13.5 percent) was three times what it was for white adults (4.4 percent) in 2015. The region ranks 5th with a disparity that is higher than the United States but similar to many of the Midwest peer regions.

Comparing the lowest black unemployment rates among the peer regions to the highest white unemployment rates highlights the wide disparity throughout the country. Among the peer regions, Austin and San Antonio have the lowest unemployment rate for black adults, 6.4 percent. The white unemployment rate is lower than this in 44 of the peer regions.

Figure 2 shows the unemployment rate for white adults and black adults in the St. Louis MSA from 2005 to 2015. The green line shows the black unemployment rate being two to three times higher than the white rate over the entire 10-year period.

During the recession the rate for both population groups reached its height in 2010. For white adults the rate hit 8.6 percent while for blacks the rate was 2.4 times higher, at 20.7 percent. In 2015, white unemployment dipped to 4.4 percent, below its previous 10-year low of 4.9 percent in 2008. In 2015, the rate for black adults was three times higher than the rate for whites and was still slightly higher (13.5 percent) than it was in 2008 (13.0 percent).

Figure 2: Unemployment Rate
St. Louis MSA, 2005 to 2015



Source: U.S. Census Bureau, American Community Survey 1-Year Estimates

Disparity in Unemployment

Percent of labor force unemployed, 2015

		Ratio of black to white adults	Percent of black adults	Percent of white adults
1	**Milwaukee**	**5.11**	**13.8**	**2.7**
2	Cleveland	3.74	17.6	4.7
3	Chicago	3.45	16.2	4.7
4	Detroit	3.15	17.0	5.4
5	St. Louis	3.07	13.5	4.4
6	Indianapolis	3.04	13.7	4.5
7	Hartford	3.02	13.6	4.5
8	Pittsburgh	2.88	14.4	5.0
9	Memphis	2.73	12.0	4.4
10	Buffalo	2.67	11.2	4.2
11	Minneapolis	2.63	9.2	3.5
12	San Francisco	2.63	11.3	4.3
13	Cincinnati	2.60	11.7	4.5
14	Virginia Beach	2.53	11.4	4.5
15	Louisville	2.53	11.9	4.7
16	Miami	2.48	12.9	5.2
17	Raleigh	2.46	9.6	3.9
18	Richmond	2.41	9.4	3.9
19	Denver	2.36	9.2	3.9
20	Portland	2.33	13.5	5.8
21	Columbus	2.33	10.7	4.6
22	Boston	2.30	10.1	4.4
United States		**2.28**	**11.4**	**5.0**
23	Philadelphia	2.26	12.0	5.3
24	Nashville	2.23	8.9	4.0
25	Charlotte	2.21	11.5	5.2
26	Baltimore	2.21	9.5	4.3
27	New York	2.21	10.6	4.8
28	Seattle	2.20	11.0	5.0
29	Birmingham	2.20	11.2	5.1
30	Washington, D.C.	2.17	7.8	3.6
31	Atlanta	2.10	10.1	4.8
32	San Diego	2.10	12.6	6.0
33	Oklahoma City	2.05	8.4	4.1
34	New Orleans	2.04	10.4	5.1
35	Tampa	2.04	11.2	5.5
36	Kansas City	1.92	7.3	3.8
37	Los Angeles	1.90	11.2	5.9
38	Phoenix	1.88	9.8	5.2
39	Houston	1.87	8.6	4.6
40	Sacramento	1.86	13.0	7.0
41	Dallas	1.79	7.5	4.2
42	Austin	1.78	6.4	3.6
43	Providence	1.58	9.0	5.7
44	Orlando	1.53	8.4	5.5
45	Jacksonville	1.47	9.4	6.4
46	Las Vegas	1.47	11.6	7.9
47	Riverside	1.45	12.8	8.8
48	**San Antonio**	**1.42**	**6.4**	**4.5**

Source: U.S. Census Bureau, America Community Survey 1-Year Estimates

Note: Data is for White, Not Hispanic or Latino and Black or African American, Not Hispanic or Latino

Transportation

The OneSTL performance measures on transportation primarily focus on public transportation along with walking and biking. Generally, they indicate that the region is taking steps to expand transportation options, but residents are continuing to choose to drive alone as their main mode of transportation. Further, driving continues to be the quickest way to reach the most destinations in the region. Data is not available by race for most of the OneSTL transportation metrics but this section looks at racial disparity for travel time to work and no-vehicle households.

Travel Time

The St. Louis region provides an expansive road network that facilitates low-congestion and reasonable commute times for most residents who drive a car, but the public transportation system is not as robust. The typical St. Louis resident with access to transit can reach 13 times more jobs by a 45 minute driving commute than by a 45 minute transit commute (EWG, 2015).

The OneSTL performance indicator, access to jobs, measures the percent of residents living within a reasonable travel time to work. A "reasonable" time is considered to be 45 minutes or less by auto and 60 minutes or less by public transportation. Most residents in the St. Louis region (87.5 percent) have a reasonable travel time to work in 2011-2015. Although, the percent of workers who have a reasonable travel time and commute by car, 88.3 percent, is substantially more than those who ride transit, 63.0 percent.

Looking at the average commute times for black and white workers, for the most part, there is not much disparity in any of the regions. In St. Louis, the average commute time for whites, 25.6 minutes, is about the same as the average time for blacks, 25.9 minutes. The peer regions that do have a disparity tend to be those that are densely populated. A handful of regions have shorter average commute times for blacks than for whites.

Disparity in Travel Time

Mean travel time to work (minutes), workers 16 years and older, 2015

		Ratio of time for black to white adults	Time for black adults	Time for white adults
1	**Philadelphia**	**1.21**	**34.3**	**28.4**
2	New York	1.20	41.2	34.2
3	Las Vegas	1.15	27.9	24.2
4	Chicago	1.15	36.0	31.3
5	Miami	1.14	30.1	26.4
6	Denver	1.14	31.3	27.5
7	Los Angeles	1.14	33.1	29.1
8	Boston	1.13	35.1	31.1
United States		**1.12**	**28.6**	**25.5**
9	Pittsburgh	1.11	29.5	26.5
10	Washington, D.C.	1.10	36.9	33.6
11	Riverside	1.10	35.1	32.0
12	Seattle	1.09	32.9	30.1
13	Phoenix	1.09	28.6	26.3
14	Portland	1.09	28.9	26.6
15	Cleveland	1.09	26.6	24.5
16	Orlando	1.09	29.3	27.0
17	Sacramento	1.08	29.1	27.0
18	Baltimore	1.08	32.5	30.2
19	New Orleans	1.08	26.9	25.0
20	Dallas	1.05	29.7	28.2
21	Atlanta	1.05	32.4	30.8
22	Providence	1.05	27.6	26.3
23	San Diego	1.04	26.9	25.8
24	Buffalo	1.04	22.8	22.0
25	Milwaukee	1.03	23.9	23.3
26	Raleigh	1.02	26.1	25.5
27	Austin	1.02	26.8	26.4
28	St. Louis	1.01	25.9	25.6
29	Jacksonville	1.01	26.6	26.4
30	Houston	1.01	30.9	30.7
31	Charlotte	1.00	26.7	26.7
32	Minneapolis	1.00	25.5	25.5
33	Richmond	1.00	24.6	24.6
34	San Francisco	1.00	33.3	33.3
35	Cincinnati	0.99	24.7	24.9
36	Detroit	0.98	26.3	26.8
37	Columbus	0.98	23.3	23.8
38	Tampa	0.97	26.2	27.0
39	Louisville	0.96	23.6	24.6
40	Hartford	0.96	23.4	24.4
41	Virginia Beach	0.95	24.3	25.5
42	Nashville	0.95	26.3	27.6
43	San Antonio	0.94	25.5	27.1
44	Kansas City	0.94	21.9	23.3
45	Memphis	0.94	23.0	24.5
46	Indianapolis	0.93	23.2	25.0
47	Birmingham	0.92	24.7	26.8
48	**Oklahoma City**	**0.86**	**19.7**	**22.9**

Source: U.S. Census Bureau, America Community Survey 1-Year Estimates

Note: Data is for White, Not Hispanic or Latino and Black or African American, Not Hispanic or Latino

Zero-Vehicle Households

Zero-vehicle households is not a OneSTL performance measure but is important to understanding the needs of the transportation system.

> *"About one out five black households in the region do not have access to a car compared to just one out of 20 white households."*

Nearly 80,000 households in the region do not have access to a car. Black households are much more likely to lack access to a vehicle than white households. About one out of five black households in the region do not have access to a car compared to just one out of 20 white households. This disparity ranks the region 2nd among the peers.

Black households are less likely to have access to a car than white households in all 48 of the peer regions. Black households are even twice as likely to not own a car in regions that are known for high-quality transit systems such as New York and San Francisco, where people are more likely to choose to not own a car.

Disparity in Zero-Vehicle Households

Percent of households, 2015

		Ratio of black to white households	Percent of black households	Percent of white households
1	**Raleigh**	**4.55**	**10.0**	**2.2**
2	**St. Louis**	**4.84**	**20.9**	**4.3**
3	Pittsburgh	4.39	35.1	8.0
4	Minneapolis	4.24	23.3	5.5
5	Virginia Beach	4.09	13.5	3.3
6	Milwaukee	4.08	26.9	6.6
7	Louisville	4.07	22.4	5.5
8	Philadelphia	4.04	30.3	7.5
9	Denver	4.02	17.3	4.3
10	Baltimore	4.02	24.5	6.1
11	Cincinnati	3.91	21.9	5.6
12	Charlotte	3.91	12.5	3.2
13	Cleveland	3.77	24.9	6.6
14	Buffalo	3.75	34.9	9.3
15	Detroit	3.74	21.3	5.7
16	Memphis	3.68	14.0	3.8
17	Nashville	3.62	14.1	3.9
18	Richmond	3.62	14.1	3.9
19	Indianapolis	3.60	16.9	4.7
20	Kansas City	3.54	17.0	4.8
21	New Orleans	3.50	18.2	5.2
22	Las Vegas	3.41	21.5	6.3
23	Hartford	3.36	19.5	5.8
24	Dallas	3.35	11.4	3.4
25	Sacramento	3.32	18.6	5.6
26	Jacksonville	3.29	13.8	4.2
27	Birmingham	3.24	13.6	4.2
28	Houston	3.15	10.7	3.4
29	Chicago	3.09	26.3	8.5
30	Atlanta	3.06	10.1	3.3
United States		**3.02**	**19.3**	**6.4**
31	Phoenix	3.00	15.9	5.3
32	Providence	2.90	23.8	8.2
33	San Antonio	2.89	11.0	3.8
34	Orlando	2.84	10.8	3.8
35	Tampa	2.81	16.3	5.8
36	Boston	2.80	27.2	9.7
37	Columbus	2.75	14.6	5.3
38	Los Angeles	2.70	17.3	6.4
39	Portland	2.64	21.4	8.1
40	Austin	2.51	9.8	3.9
41	Seattle	2.38	16.2	6.8
42	Washington, D.C.	2.36	16.5	7.0
43	San Diego	2.34	11.7	5.0
44	Riverside	2.24	10.3	4.6
45	San Francisco	2.13	22.4	10.5
46	New York	2.13	44.0	20.7
47	Oklahoma City	2.09	9.8	4.7
48	**Miami**	**1.94**	**13.0**	**6.7**

Source: U.S. Census Bureau, America Community Survey 1-Year Estimates

Note: Data is for White, Not Hispanic or Latino and Black or African American, Not Hispanic or Latino

Access to Healthy Food Choices

This indicator looks at the percent of the population that resides far from a grocery store, defined by the U.S. Department of Agriculture as farther than 1 mile in urban areas and 10 miles in rural areas, and in a low-income census tract.[7] Research finds that there tend to be fewer supermarkets in low-income areas. This absence of easily accessible grocery stores can be particularly problematic for low-income people who are less able to afford transportation. Low access to supermarkets is linked to spending more time traveling to grocery stores, paying higher prices for groceries, and less nutritional diets, which can lead to higher rates of disease (U.S Department of Agriculture, 2009).

In 2015, more than 1.15 million St. Louis residents lived far from a grocery store. Of this total, 235,000 residents also lived in a low-income census tract. This constitutes 8.4 percent of the region's population, which is an increase of 1.2 percentage points (50,000 additional people) since 2010. Of the 235,000 people living in low-income tracts with low access to grocery stores, 56,000 (24.1 percent) reside within St. Louis County, 19.1 percent reside in Jefferson County, and 17.5 percent reside in Madison County.

White individuals comprise a larger proportion of this population (64 percent) compared to black individuals (31 percent). However, black individuals are twice as likely to be among this population. Throughout the region, 14.4 percent of black residents live in a low-income census tract and reside far from a grocery store compared with 7.1 percent of white residents in the region. This disparity of 2.0 ranks the region as having the 11th largest gap between whites and blacks. The more densely populated regions tend to have lower disparity rates along with low rates for both whites and blacks, including Washington, D.C. and New York. All of the peer Midwest regions are among the regions with the largest disparities on this measure.

Another consideration is a household's access to a vehicle. Living one mile from a grocery store is not far for someone who is driving but one mile can be a considerable distance to travel with a load of groceries for someone riding transit or walking. More than 22,000 households (2.1 percent of households) in the St. Louis region do not have access to a vehicle and reside far from a grocery store. This is similar to the percentage nationwide, 1.9 percent of households. As discussed on page 7, black households are much more likely to not have access to a vehicle than white households.

Disparity in Access to Healthy Food Choices

Percent of population living in a low-income census tract and resides far from a supermarket/large grocery store*, 2015

		Ratio of black to white residents	Percent of black residents	Percent of white residents
1	**Oklahoma City**	**3.1**	**22.5**	**7.3**
2	New Orleans	3.0	21.7	7.2
3	Indianapolis	3.0	16.6	5.6
4	Milwaukee	2.8	5.2	1.9
5	Salt Lake City	2.7	9.5	3.5
6	Buffalo	2.6	9.2	3.5
7	Chicago	2.6	6.0	2.3
8	Denver	2.2	10.7	4.8
9	Richmond	2.2	19.8	9.1
10	Cleveland	2.1	6.8	3.3
11	**St. Louis**	**2.0**	**14.4**	**7.1**
12	Memphis	2.0	23.2	11.8
13	Cincinnati	1.9	17.1	9.0
14	Kansas City	1.9	14.2	7.5
15	Detroit	1.8	6.3	3.5
16	Virginia Beach	1.8	12.9	7.2
17	Sacramento	1.8	6.5	3.7
18	Dallas	1.8	17.2	9.8
19	Baltimore	1.7	3.6	2.0
20	Minneapolis	1.7	8.3	4.9
21	Columbus	1.7	18.9	11.3
22	Jacksonville	1.6	16.6	10.5
23	Atlanta	1.5	20.9	13.5
24	Las Vegas	1.5	5.9	3.9
25	Raleigh	1.5	24.5	16.6
26	Seattle	1.5	6.7	4.6
27	Hartford	1.4	5.9	4.1
28	Pittsburgh	1.4	12.4	9.1
29	Louisville	1.4	7.6	5.6
30	Austin	1.3	22.2	16.6
31	Phoenix	1.3	11.4	8.6
32	Birmingham	1.3	26.1	20.2
33	Nashville	1.2	14.6	11.8
34	Miami	1.2	4.7	3.9
35	Portland	1.2	4.1	3.4
United States		**1.2**	**16.7**	**14.1**
36	San Francisco	1.2	2.0	1.7
37	Houston	1.1	13.7	12.0
38	Philadelphia	1.1	3.8	3.3
39	Orlando	1.1	12.9	12.0
40	Charlotte	1.1	18.7	17.8
41	Los Angeles	1.0	2.0	2.0
42	San Jose	1.0	1.6	1.6
43	Tampa	1.0	9.7	10.1
44	San Diego	0.9	3.8	4.1
45	Providence	0.9	2.6	3.0
46	Boston	0.7	2.3	3.5
47	San Antonio	0.6	17.7	27.9
48	Riverside	0.6	13.1	21.9
49	Washington, D.C.	0.6	4.1	7.3
50	**New York**	**0.4**	**0.7**	**1.9**

Source: U.S. Department of Agriculture, Food Access Research Atlas

*More than one mile in urban census tracts and more than 10 miles in rural census tracts. Population data is from 2010.

Note: Data is not available to distinguish Hispanic origin. Data is for Whites, including Hispanics and Latinos, and Blacks, including Hispanics and Latinos.

7 Census tracts are considered low-income if they meet the criteria from the Department of Treasury's New Market Tax Credit (NMTC) program, which includes all tracts with over 20 percent poverty and tracts that have low median family income relative to the state or metropolitan area median family income.

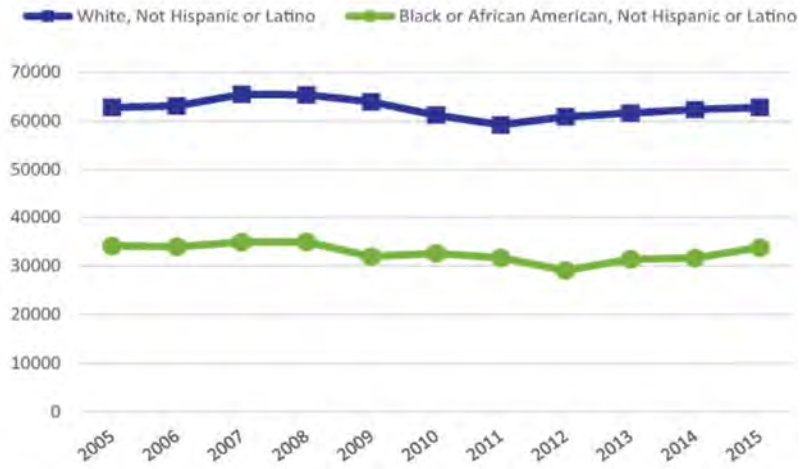
Median Household Income

As of 2015, the median white household in St. Louis earned $62,802. This is almost twice as much as the median black household income of $33,790. The income disparity in the region increased during and after the Great Recession up to a high of 2.09 in 2012 (See Figure 3). It declined over the past few years to 1.86 in 2015 but is not as low as it was in 2000 (1.79).

> *"Among the 50 most populous metropolitan regions for which there is complete data, St. Louis ranks as having the 17th highest disparity in household income between whites and blacks."*

The gap in median income between black and white households is larger in St. Louis than for the United States as a whole. In 2015, the St. Louis region's ratio of 1.86 was 11 percent higher than the ratio of 1.68 for the United States. Among the 50 most populous metropolitan regions for which there is complete data, St. Louis ranks as having the 17th highest disparity in household income between whites and blacks. This is an improvement from 2014, when the region ranked 12th. Many of the peer Midwest regions have similar or higher disparities.

Figure 3: Median Household Income (2015 dollars)
St. Louis MSA, 2005 to 2015



Source: U.S. Census Bureau, American Community Survey 1-Year Estimates

Disparity in Income

Median household Income, 2015

		Ratio of white to black median income	Black median income	White median income
1	**Minneapolis**	**2.42**	**31,672**	**76,581**
2	San Francisco	2.30	45,678	105,128
3	Milwaukee	2.28	28,947	65,862
4	Chicago	2.20	34,937	76,869
5	Buffalo	2.19	26,936	58,998
6	Pittsburgh	2.18	26,292	57,204
7	Cincinnati	2.07	29,989	62,217
8	Cleveland	2.05	29,238	59,889
9	Houston	2.03	41,929	85,272
10	Portland	2.01	33,130	66,537
11	Philadelphia	2.00	39,123	78,388
12	New Orleans	1.98	31,102	61,655
13	Boston	1.98	44,154	87,302
14	Detroit	1.92	32,210	61,835
15	Memphis	1.92	34,562	66,225
16	Indianapolis	1.88	32,458	60,913
17	**St. Louis**	**1.86**	**33,790**	**62,802**
18	Denver	1.86	42,222	78,368
19	New York	1.85	47,173	87,186
20	Louisville	1.85	31,088	57,432
21	Los Angeles	1.81	44,892	81,289
22	Oklahoma City	1.80	32,286	58,253
23	Kansas City	1.80	36,954	66,344
24	Richmond	1.79	40,477	72,513
25	Dallas	1.79	42,363	75,724
26	Hartford	1.78	46,370	82,765
27	Columbus	1.78	36,005	64,118
28	Birmingham	1.75	34,384	60,334
29	Sacramento	1.74	40,485	70,465
30	Charlotte	1.74	36,431	63,251
31	Seattle	1.72	46,370	79,700
32	Nashville	1.72	36,825	63,212
33	Raleigh	1.69	44,756	75,710
34	Baltimore	1.69	50,523	85,169
35	Jacksonville	1.68	35,807	60,206
United States		**1.68**	**36,515**	**61,394**
36	Virginia Beach	1.68	41,582	69,728
37	Washington, D.C.	1.65	68,054	112,177
38	Miami	1.62	39,354	63,731
39	Las Vegas	1.60	36,662	58,754
40	Austin	1.58	49,397	78,294
41	Atlanta	1.58	45,799	72,392
42	Providence	1.56	41,111	64,147
43	Phoenix	1.52	40,496	61,551
44	Orlando	1.49	40,299	60,183
45	Tampa	1.47	35,256	51,989
46	San Diego	1.45	52,616	76,347
47	San Antonio	1.40	49,163	68,665
48	**Riverside**	**1.38**	**44,989**	**62,249**

Source: U.S. Census Bureau, American Community Survey 1-Year Estimates

Note: Data is for White, Not Hispanic or Latino and Black or African American, Not Hispanic or Latino

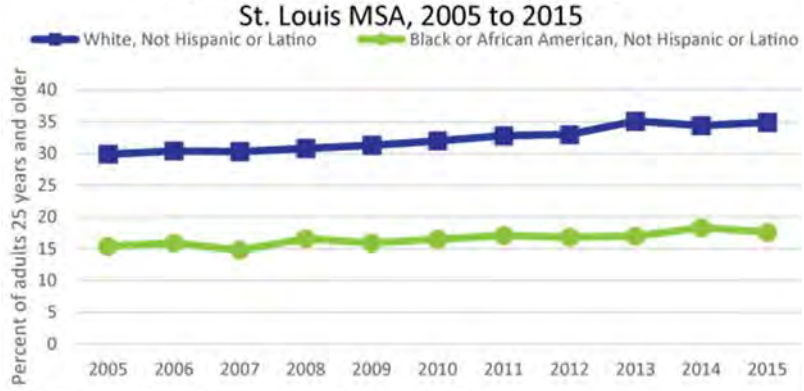
College Attainment

There are stark differences in college attainment levels among adults of different racial groups. In St. Louis, the disparity in college attainment is high relative to many of the other peer regions. Among the 48 peer regions, St. Louis ranks 15th in terms of disparity between the proportion of white and black adults with a bachelor's degree or higher. The percentage of white adults with a college degree is about twice that of black adults; 34.9 and 17.6 percent, respectively. Asian adults in the region have a much higher rate, 63.3 percent.

Figure 4 shows college attainment rates by race for the St. Louis MSA from 2005 to 2015. The attainment rate for blacks increased at a lower rate, 2.2 percentage points, over the 10-year period than that of white adults (5.0 percentage points). Although the rate increased for both groups, the racial disparity gap widened.

Even if the education gap is closed, research indicates minorities do not realize the same degree of benefits from a college education as whites. A black or Hispanic family has only a fraction of the income and net worth as a white family with the same level of education (Emmons, 2017). Nationally, on average, a black family with a college degree as the highest level of education has a family income that is about 20 percent lower than that of a similarly educated white family. The family net worth (wealth) of that black family is estimated to be 10 percent of the net worth of the white family.

Figure 4: College Attainment
Adults with a bachelor's degree or higher
St. Louis MSA, 2005 to 2015



Source: U.S. Census Bureau, American Community Survey 1-Year Estimates

Disparity in College Attainment

Adults aged 25 or older, with a bachelor's degree or higher, 2015

		Ratio of white to black adults	Percent of black adults	Percent of white adults
1	**Milwaukee**	**2.96**	**13.3**	**39.4**
2	Cleveland	2.26	14.6	33.0
3	San Francisco	2.21	26.8	59.2
4	Minneapolis	2.20	19.5	42.9
5	New Orleans	2.19	16.7	36.6
6	Miami	2.18	19.1	41.7
7	Philadelphia	2.15	19.2	41.2
8	Chicago	2.12	20.8	44.0
9	Boston	2.11	23.5	49.7
10	Sacramento	2.06	17.9	36.9
11	Denver	2.04	24.4	49.8
12	Austin	2.04	25.7	52.4
13	Buffalo	2.03	15.8	32.0
14	Memphis	1.99	17.5	34.9
15	**St. Louis**	**1.98**	**17.6**	**34.9**
16	New York	1.96	24.5	48.1
17	Hartford	1.96	21.6	42.4
18	Kansas City	1.96	20.0	39.2
19	Richmond	1.93	21.5	41.4
20	Jacksonville	1.88	17.3	32.6
21	Seattle	1.85	23.4	43.2
22	Washington, D.C.	1.85	33.1	61.1
23	Detroit	1.84	17.3	31.9
24	San Diego	1.84	25.2	46.4
25	Orlando	1.81	19.5	35.3
26	Baltimore	1.81	24.0	43.4
27	Indianapolis	1.80	19.6	35.3
28	Raleigh	1.80	28.0	50.4
29	Los Angeles	1.80	26.5	47.6
30	Columbus	1.80	20.5	36.8
31	Louisville	1.75	17.1	30.0
32	Pittsburgh	1.73	19.1	33.0
33	Cincinnati	1.72	19.4	33.3
34	Las Vegas	1.71	16.8	28.8
United States		**1.69**	**20.2**	**34.2**
35	Virginia Beach	1.69	20.6	34.8
36	Houston	1.69	25.4	42.9
37	Oklahoma City	1.68	19.3	32.4
38	Providence	1.67	19.6	32.7
39	Birmingham	1.66	19.6	32.5
40	Dallas	1.64	25.3	41.4
41	Phoenix	1.56	22.7	35.3
42	Charlotte	1.51	24.6	37.2
43	Nashville	1.48	24.5	36.2
44	Atlanta	1.46	29.3	42.7
45	San Antonio	1.45	27.1	39.3
46	Tampa	1.43	21.4	30.7
47	Portland	1.34	29.6	39.7
48	**Riverside**	**1.22**	**22.0**	**26.8**

Source: U.S. Census Bureau, America Community Survey 1-Year Estimates

Note: Data is for White, Not Hispanic or Latino and Black or African American, Not Hispanic or Latino

High School Education

The OneSTL performance measure for high school education uses local data to measure the percent of public high school students who graduate within four years (four-year adjusted-cohort graduation rate.) Based on data from the states of Illinois and Missouri, the graduation rate in the St. Louis region increased from 79.3 percent in the baseline year 2011 to 87.4 percent in 2016.

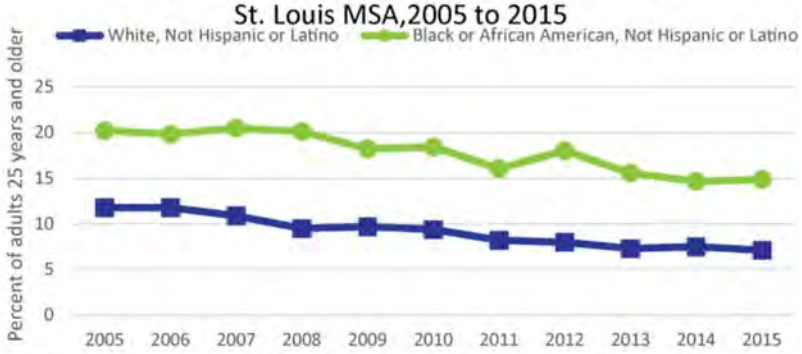
Among public school districts in the St. Louis eight-county region, the graduation rate ranges from 71 percent for the Cahokia School District to 100 percent for the Brentwood and Hancock Place districts. The graduation rate varies greatly based on race, ethnicity, and income. In 2016, there was a large gap (9 percentage points) between the graduation rate of black students (81.2 percent) and that of white students (90.3 percent).

Data from the U.S. Census Bureau is used to compare high school graduation attainment by race for the peer regions. This data is for the larger 15-county St. Louis MSA and includes all 25 year olds who have a high school diploma or equivalent. Therefore, the universe is larger than for the OneSTL performance measure.

Based on this larger population group, the gap between blacks and whites was 7.8 percentage points in 2015. St. Louis ranks 23rd among the peer regions with black adults being 2.1 times as likely as white adults to not have a high school diploma. In regions with the largest disparities, such as Minneapolis and Milwaukee, nearly all white adults have a high school diploma while about one-fifth of black adults do not have a degree.

Figure 5 shows that although the percent of black adults without a degree declined over the past 10 years, the gap between whites and blacks has widened some. From 2005 to 2015, the percentage of black adults without a degree declined 5.3 percentage points from 20.2 percent to 14.9 percent. Over the same time period, the percent of white adults without a degree declined 4.7 percentage points from 11.8 percent to 7.1 percent.

Figure 5: High School Attainment
Adults with less than a high school diploma
St. Louis MSA,2005 to 2015



Source: U.S. Census Bureau, American Community Survey 1-Year Estimates

Disparity in High School Education

Adults aged 25 or older, with less than a high school diploma, 2015

		Ratio of black to white adults	Percent of black adults	Percent of white adults
1	**Minneapolis**	**5.26**	**18.4**	**3.5**
2	Milwaukee	3.89	18.3	4.7
3	Miami	3.65	20.1	5.5
4	San Francisco	3.27	10.8	3.3
5	Denver	3.24	10.7	3.3
6	Boston	3.04	15.2	5.0
7	Austin	2.91	9.6	3.3
8	Washington, D.C.	2.88	9.5	3.3
9	Raleigh	2.70	11.9	4.4
10	Orlando	2.54	15.0	5.9
11	Virginia Beach	2.50	15.0	6.0
12	Hartford	2.49	14.7	5.9
13	Richmond	2.45	16.2	6.6
14	Chicago	2.40	12.5	5.2
15	Buffalo	2.40	16.8	7.0
16	New York	2.37	14.7	6.2
17	New Orleans	2.31	19.4	8.4
18	Sacramento	2.31	12.0	5.2
19	Portland	2.30	13.1	5.7
20	Memphis	2.19	17.1	7.8
21	Philadelphia	2.14	13.7	6.4
22	Cleveland	2.10	16.4	7.8
23	St. Louis	2.10	14.9	7.1
24	Phoenix	2.09	11.7	5.6
25	Jacksonville	2.08	15.6	7.5
26	Tampa	2.05	15.4	7.5
27	Seattle	2.04	9.4	4.6
28	Los Angeles	2.04	9.8	4.8
29	Kansas City	2.03	11.8	5.8
30	San Diego	1.98	8.1	4.1
United States		**1.97**	**15.2**	**7.7**
31	Pittsburgh	1.94	12.4	6.4
32	Dallas	1.85	10.2	5.5
33	San Antonio	1.81	9.6	5.3
34	Detroit	1.78	15.1	8.5
35	Indianapolis	1.78	15.1	8.5
36	Columbus	1.76	13.2	7.5
37	Houston	1.74	10.1	5.8
38	Cincinnati	1.72	14.1	8.2
39	Nashville	1.70	14.1	8.3
40	Las Vegas	1.68	11.6	6.9
41	Baltimore	1.64	12.1	7.4
42	Louisville	1.62	14.7	9.1
43	Riverside	1.53	11.2	7.3
44	Oklahoma City	1.53	12.1	7.9
45	Charlotte	1.47	12.5	8.5
46	Providence	1.42	15.8	11.1
47	Atlanta	1.39	10.6	7.6
48	**Birmingham**	**1.34**	**13.4**	**10.0**

Source: U.S. Census Bureau, America Community Survey 1-Year Estimates

Note: Data is for White, Not Hispanic or Latino and Black or African American, Not Hispanic or Latino

Conclusion

Although the St. Louis region is performing well on many of the metrics used to measure the performance of the OneSTL plan, applying a racial equity lens highlights that gains are not reaching everyone in the region. Black people in St. Louis are more likely to live in poverty, have less access to healthy foods, and live in areas with a high concentration of poor people. These factors make it challenging to access resources and amenities as well as build wealth. Consistently higher rates of unemployment, substantially lower incomes, and lower rates of education attainment show that blacks, on average, do not reach the same outcomes as whites.

Although these disparities are similar across the country, St. Louis often ranks among the regions with the largest gaps between blacks and whites. Hopefully these data points and rankings encourage St. Louis residents and leaders to find the means to close these disparities, ensure gains reach all residents in the region, and build a sustainable region.

There are numerous reports and studies with recommendations of how to go about this. For St. Louis, the Ferguson Commission outlines calls to action that are geared specifically to the region. See http://forwardthroughferguson.org/ . As part of a *State of Black America* series, the National Urban League also provides recommendations for the local level as well as for federal policy. See http://soba.iamempowered.com/main-street-marshall-plan . Additionally, the OneSTL Network is exploring ways to address these disparities at the Sustainability Lab @ T-Rex. For more information, see OneSTL.org/get-involved .

Sources

East-West Gateway (EWG), State of the System 2045, Technical Supplement to the Long-Range Transportation Plan, July 2015, accessed on 12 May 2017 at http://www.ewgateway.org/trans/longrgplan/longrgplan.htm.

Emmons, William R., Lowell R. Ricketts, College Unintentionally Increases Racial and Ethnic Disparity in Income and Wealth, Center for Household Financial Stability at the Federal Reserve Bank of St. Louis Issue 16, February 2017.

Erikson, David (editor), et al., The Enduring Challenge of Concentrated Poverty in America: Case Studies from Communities Across the U.S. October 2008, Community Affairs Offices of the Federal Reserve System and the Metropolitan Policy Program at the Brookings Institution, accessed on 5 May 2017 at http://www.frbsf.org/community-development/files/cp_fullreport.pdf .

Jargowsky, Paul A., Mohamed El Komi, Before or After the Bell? School Context and Neighborhood Effects on Student Achievement, University of Texas at Dallas, 2009, accessed on 5 May 2017 at https://edpolicy.stanford.edu/sites/default/files/publications/or-after-bell-school-context-and-neighborhood-effects-student-achievement.pdf .

U.S. Census Bureau, Poverty Thresholds, last revised 13 February 2017, accessed at http://www.census.gov/data/tables/time-series/demo/income-poverty/historical-poverty-thresholds.html

U.S. Department of Agriculture, Access to Affordable and Nutritious Food: Measuring and Understanding Food Deserts and Their Consequences, Report to Congress, Economic Research Service, June 2009, accessed on 8 May 2017 at https://www.ers.usda.gov/webdocs/publications/42711/12716_ap036_1_.pdf?v=41055 .

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

One Memorial Drive, Suite 1600
St. Louis, MO 63102

314-421-4220/618-274-2750

To receive future WWS Updates, contact wws@ewgateway.org
To view past editions of WWS and WWS Updates, visit www.ewgateway.org/wws

Title VI: East-West Gateway Council of Governments (EWGCOG) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America, on the grounds of race, color, sex, or national origin, shall be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which EWGCOG receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with EWGCOG. Any such complaint must be in writing and filed with EWGCOG's Title VI Coordinator within one hundred eighty (180) calendar days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Nondiscrimination Complaint Form, please see EWGCOG's web site at www.ewgateway.org/titlevi or call (314) 421-4220 or (618) 274-2750.

Grant Funding Sources: The work that provided the basis of this publication was supported, in part, by a grant provided from the U.S. Department of Transportation through the Missouri Department of Transportation and the Illinois Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission, the Illinois Department of Transportation, the Federal Highway Administration, or the Federal Transit Administration.

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Chair
John Griesheimer
Presiding Commissioner
Franklin County
Vice Chair
Mark A. Kern
Chairman, St. Clair County Board
2nd Vice Chair
Steve Stenger
County Executive
St. Louis County
Executive Committee
Steve Ehlmann
County Executive
St. Charles County
Robert Elmore
Chairman, Board of Commissioners
Monroe County
Lyda Krewson
Mayor, City of St. Louis
Kurt Prenzler
Chairman, Madison County Board
Ken Waller
County Executive
Jefferson County
Members
Mark Eckert
President, Southwestern Illinois
Council of Mayors
Barry Glantz
St. Louis County Municipal League
Emeka Jackson-Hicks
Mayor, City of East St. Louis
Reggie Jones
St. Louis County
Roy Mosley
St. Clair County
Lewis Reed
President, Board of Aldermen
City of St. Louis
Herbert Simmons
President, Southwestern Illinois
Metropolitan & Regional
Planning Commission
Tom Smith
Vice President,
Southwestern Illinois
Council of Mayors
Michael Walters
Madison County
John White
St. Charles County
Regional Citizens
C. William Grogan
Richard Kellett
John A. Laker
Kristen Poshard
Non-voting Members
Erin Aleman
Illinois Department of
Transportation
Erika Kennett
Illinois Department of Commerce
and Economic Opportunity
Patrick McKenna
Missouri Department of
Transportation
John Nations
Bi-State Development
Executive Director
James M. Wild

Memo To: Board of Directors

From: Staff

Subject: Emergency Response Resource Plan Survey

Date: June 13, 2017

East-West Gateway received funding through the Missouri Association of Councils of Governments (MACOG) for planning activities that strengthen regional coordination and response to natural disasters. The funds are available to perform an inventory of emergency response resources and to develop a guidebook for local governments, which will enhance response capabilities in the event of a disaster.

The focus of the inventory is non-federal and federally funded emergency response resources that were purchased for regional deployment. Conducting an inventory of this equipment will provide a better accounting of assets available for deployment in the region in the event of a disaster. Because the funding is from MACOG the survey limited to just the Missouri counties. However, the final inventory and guidebook will be made available to all eight counties within the St. Louis region.

This work advances the need for East-West Gateway and STARRS to have a regional inventory of deployable assets. A key component of disaster response is knowledge of available equipment and other assets, and the ability to access that information quickly and efficiently.

In coordination with the STARRS Emergency Management Committee, a survey will be distributed through each of the Missouri County Emergency Management Directors. Participation in the survey is voluntary. Only jurisdictions that wish to have their deployable resources included will participate in the survey.

Gateway Tower
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

314-421-4220
618-274-2750
Fax 314-231-6120

webmaster@ewgateway.org
www.ewgateway.org

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

Chair
John Griesheimer
Presiding Commissioner
Franklin County
Vice Chair
Mark A. Kern
Chairman, St. Clair County Board
2nd Vice Chair
Steve Stenger
County Executive
St. Louis County
Executive Committee
Steve Ehlmann
County Executive
St. Charles County
Robert Elmore
Chairman, Board of Commissioners
Monroe County
Lyda Krewson
Mayor, City of St. Louis
Kurt Prenzler
Chairman, Madison County Board
Ken Waller
County Executive
Jefferson County
Members
Mark Eckert
President, Southwestern Illinois
Council of Mayors
Barry Glantz
St. Louis County Municipal League
Emeka Jackson-Hicks
Mayor, City of East St. Louis
Reggie Jones
St. Louis County
Roy Mosley
St. Clair County
Lewis Reed
President, Board of Aldermen
City of St. Louis
Herbert Simmons
President, Southwestern Illinois
Metropolitan & Regional
Planning Commission
Tom Smith
Vice President,
Southwestern Illinois
Council of Mayors
Michael Walters
Madison County
John White
St. Charles County
Regional Citizens
C. William Grogan
Richard Kellett
John A. Laker
Kristen Poshard
Non-voting Members
Erin Aleman
Illinois Department of
Transportation
Erika Kennett
Illinois Department of Commerce
and Economic Opportunity
Patrick McKenna
Missouri Department of
Transportation
John Nations
Bi-State Development
Executive Director
James M. Wild

To: Board of Directors

From: Staff

Subject: Emerging Transportation Technology Study for the St. Louis Region

Date: June 13, 2017

Recent advancements in transportation technology will potentially impact all modes of travel in the St. Louis Region, as well as the Region's economy. It is important for local and state agencies to understand what emerging transportation technology will mean to them and what potential strategies exist to assist in deployment of the technology within the St. Louis Region. Similarly, the Council needs to identify the potential impacts of this technology on the Region's transportation infrastructure and take steps to integrate it into the Council's transportation planning processes.

In December 2016 the Council engaged ICF International to develop an Emerging Transportation Technology Study for the St. Louis region. The study has been completed and staff is forwarding the Executive Summary for your information.

Elements of the study include:

- A survey of regional stakeholders' knowledge of, interest in, and support of emerging transportation technologies;
- Interviews with experts from the public, private, and academic sectors on the potential impacts of emerging transportation technologies;
- Research and analysis into emerging transportation technologies and their potential impacts on the nation and the St. Louis region;
- A white paper summarizing the interview and survey results, along with the research into local and national implications for the deployment and adoption of emerging transportation technology; and
- An emerging transportation technology strategic plan providing guidance for the Council and the region in the adoption of emerging transportation technologies. The plan is intended to assist the Council in making informed decisions about transportation investments related to technology and to identify the most appropriate ways to integrate technology into existing infrastructure and the Council's transportation planning process.

Gateway Tower
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

314-421-4220
618-274-2750
Fax 314-231-6120

webmaster@ewgateway.org
www.ewgateway.org

EXECUTIVE SUMMARY

St. Louis Region Emerging Transportation Technology Strategic Plan

June 2017

Prepared for

East-West Gateway Council of Governments

by

ICF

ACKNOWLEDGEMENTS

This document was prepared for the East-West Gateway Council of Governments (EWG) by ICF. As part of the development of this document, fifteen expert interviews were conducted with professionals in government and in industry. Development of this document also benefitted from a St. Louis regional stakeholder survey, which was developed by ICF and solicited by EWG. The input from survey recipients and interviewees is much appreciated. Additional input was provided by Trailnet.

The team would also like to thank the Project Advisory Committee that was assembled to provide input to this Strategic Plan, including representatives from EWG, Metro, Missouri Department of Transportation, and Saint Louis University.

The work that provided the basis of this publication was supported, in part, by a grant provided from the U.S. Department of Transportation through the Missouri Department of Transportation and the Illinois Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission, the Illinois Department of Transportation, the Federal Highway Administration, or the Federal Transit Administration.

East-West Gateway Council of Governments (EWGCOG) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America, on the grounds of race, color, sex, or national origin, shall be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which EWGCOG receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with EWGCOG. Any such complaint must be in writing and filed with EWGCOG's Title VI Coordinator within one hundred eighty (180) calendar days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Nondiscrimination Complaint Form, please see EWGCOG's website at www.ewgateway.org/titlevi or call (314) 421-4220 or (618) 274-2750.

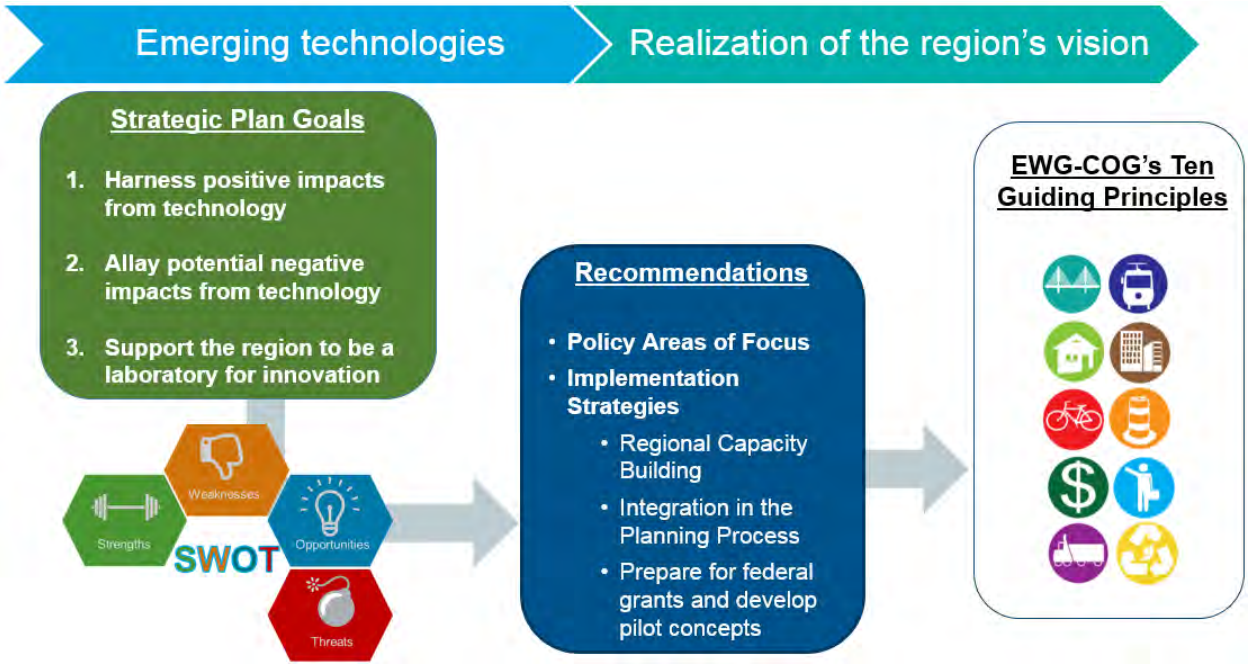
EXECUTIVE SUMMARY

This Emerging Transportation Technology Strategic Plan was developed in response to the rapidly advancing technologies that are already disrupting the transportation industry and challenging policy makers involved in transportation planning and investment decision making. The advent of connected vehicles and infrastructure that use sensors to assess real-time conditions and communicate with each other, an explosion of data and advanced analytics, new on-demand mobility options, eco-friendly vehicles and infrastructure, and other advancements offer the potential to dramatically improve the safety, reliability, accessibility, and environmental footprint of our transportation networks. At the same time, these technologies may significantly affect travel demands and modes used by passengers and freight, land use patterns, and future transportation investment needs in ways that are not fully understood. In addition to the prospect of improved performance, there are possible unintended or adverse consequences that transportation planners and policy makers may need to confront.

Recognizing these challenges, this Strategic Plan is designed to help the East-West Gateway Council of Governments (EWG) to better position itself to prepare for emerging transportation technologies in its planning and investment decision making processes.

As shown in Figure ES-1, the plan lays out three major components: 1) strategic goals; 2) analysis of Strengths-Weaknesses-Opportunities-Threats; and 3) recommendations related to policy areas of focus and implementation strategies to support positive outcomes for the region.

Figure ES-1: Components of the Strategic Plan



The information used as the basis for developing this document included: 1) a robust literature review to identify emerging technology trends, regional conditions, and experience of other regions in integrating emerging technologies into the transportation planning process; 2) a regional stakeholder survey to gather input on their state of knowledge, and planning in relation to emerging transportation technologies, as well

as perspectives on regional strengths and weaknesses; and 3) a series of expert interviews with 15 thought leaders from academia and the public and private sectors to gain perspectives on emerging transportation technology.

Strategic Plan Goals

The guiding direction of this Emerging Transportation Technology Strategic Plan is to support the region in achieving its ten Guiding Principles, which have been articulated as priorities to guide the region's planning and policy:

- Preserve and Maintain the Existing System
- Support Public Transportation
- Support Neighborhoods & Communities
- Foster a Vibrant Downtown & Central Core
- Provide More Transportation Choices
- Promote Safety and Security
- Support a Diverse Economy with a Reliable System
- Support Quality Job Development
- Strengthen Intermodal Connections
- Protect Air Quality and Environmental Assets

The Plan lays out three strategic goals in relation to emerging transportation technology:

1. **Harness positive impacts from technology** – Foster and deploy emerging transportation technologies that help advance the region's vision and Guiding Principles through policies, plans, and strategic investments.
2. **Address potential negative impacts from technology** – Consider the risks of emerging transportation technologies in the region's planning and investment decision making to help mitigate potential adverse consequences on the region and its residents.
3. **Support the region to be a laboratory for innovation** – Bring innovation to the region through application of emerging transportation technologies that support economic growth and quality jobs.

Strengths-Weaknesses-Opportunities-Threats Analysis

The Strategic Plan utilized a Strengths-Weaknesses-Opportunities-Threats (SWOT) analysis to determine key areas of focus for the region, taking into account the broad opportunities and threats that might arise from new technologies, as well as regional strengths and weaknesses associated with the application of emerging transportation technologies. The result from the SWOT analysis is summarized in Table ES-1.

Table ES-1. SWOT Analysis.

	To Leverage	To Overcome
Internal	**S**trengths • Multi-modal transportation system • Major freight hub • Mid-size region, potentially well geared toward pilot testing • Intelligent transportation systems (ITS) infrastructure • Interest from stakeholders	**W**eaknesses • Fragmented and complex government structure, across two states and multiple local governments • Population decline in urban core • Social barriers, including perceptions of inner-city crime • Sprawling region with low density and heavily car-centric travel patterns • Funding constraints
External	**O**pportunities • Potential positive technology impacts: - Significant safety improvements - Reduced travel costs - Increased travel choices - Improved access, particularly for those currently with limited mobility and those without access to private vehicles - Improved system reliability - Possible transit service improvements and reduction in cost - Optimized supply chain, yielding economic benefits - Quality job development in emerging technology fields - Air pollutant and greenhouse gas reductions - Potential for clean energy generation • Federal grant programs • Private sector funding	**T**hreats • Potential adverse technology impacts: - Reduced funds from traditional transportation funding sources - Increases in vehicle travel and congestion - Increases in sprawl / decentralized development patterns - New options draw people off of public transit - Gaps in access by those who cannot afford - Cyber-security threats associated with new technology - Reduction in employment, as jobs related to driving could be displaced

Drawing upon the regional SWOT analysis and research on the ongoing and expected impacts of technologies more generally, expected impacts of technology on each of the region's Guiding Principles were identified. Given the uncertainty associated with many technologies, impacts were considered on the basis of both their certainty and the degree to which they would have a positive or negative impact on advancing the regional goals (Figure ES-2).

Figure ES-2: Estimated Impacts of Transportation Technologies on EWG's Guiding Principles

This analysis revealed that emerging transportation technology is likely to have many positive impacts and create positive opportunities for utilizing technology to support regional goals – most notably on safety, environmental quality, intermodal connections, transportation choices, and reliability – but also creates some threats of negative impacts. For instance, technology could support public transportation through automation and providing more seamless on-demand connections to fixed route services; yet at the same time, new on-demand services could attract riders away from traditional public transportation. While market forces and advances in technology that are currently unknown will play a critical role in these impacts, public policy is likely to have an important role. In addition, technology will likely have implications for transportation investment needs and funding. For instance, through more efficient routing, shorter travel distances between vehicles, and potential for higher speeds, automation may squeeze more vehicle capacity out of existing highway infrastructure, reducing the need for new capacity to address congestion. Impacts on investment needs should be considered as part of long-range transportation planning.

Recommendations

Based upon the SWOT analysis and the expected and uncertain impacts of technology, this Strategic Plan recommends several areas of policy focus directly linked to the region's Guiding Principles:

- **Safety** – Advancing deployment of safety innovations.
- **Security** – Ensuring data privacy and cybersecurity.

- **Urban Form and Public Transit** – Fostering policies that address the threats of increased decentralization due to technology and harness the advantages to support a vibrant central core and the success of public transportation.
- **Reliability** – Using technology to improve access to real-time traveler information and optimize system reliability.
- **Equity** – Using technology to enhance connections for underserved communities and ensuring that technology-based services don't bypass disadvantaged communities.
- **Freight and Logistics** – Using technology to enhance efficient goods movement and spur economic development.
- **Infrastructure Preservation and Maintenance** – Applying technology to improve the monitoring of infrastructure conditions and strengthen transportation asset management.
- **Funding** – Addressing the challenge of technology exacerbating the problem of limited revenues for transportation investment and maintenance.
- **Environmental Quality** – Advancing the adoption of eco-friendly infrastructure and vehicles.

Based on these results, the Strategic Plan provides recommendations for EWG to integrate emerging transportation technology into its planning activities, with a focus on improving institutional readiness, changes in the planning processes, and initiating pilot projects. Recommendations are highlighted in relation to the roles and responsibilities of EWG:

- **Data Modeling and Analytics**
    - Bolster staff data analytics capabilities,
    - Develop a robust data collection plan, leveraging new forms of data to support performance measures, and
    - Enhance modeling to address emerging transportation technologies.
- **Long-Range Planning**
    - Establish a Technology Advisory Committee,
    - Develop a shared vision for technology to recommend regional strategies,
    - Conduct scenario planning to better understand alternative futures and to support more informed analyses of investment priorities,
    - Include considerations related to emerging transportation technology as a factor when prioritizing projects for the regional transportation plan (RTP),
    - Update the regional ITS Architecture and Deployment Plan, and
    - Update the Congestion Management Process and ensure that other regional planning products integrate emerging transportation technology.
- **Programming and Funding** – Update the current Transportation Improvement Process (TIP) project selection process to encourage innovative technology applications.
- **Pilot Program Development**
    - Build federal grant readiness by creating a compelling grant narrative,
    - Establish a grant tracking system, and
    - Develop and fund a regional technology deployment pilot program.
- **Education, Convening, and Supporting Partner Efforts**
    - Work with local universities to identify opportunities to collaborate,
    - Coordinate peer-to-peer workshops and facilitate regional discussions on topics including public-private partnerships, changes to procurement policies, and data collection and analytics,
    - Conduct assessments of local governments' awareness and readiness regarding technology on a periodic basis.

If implemented, these activities will help to support the St. Louis Region in maximizing the benefits and reducing the risks of new technology, support innovation, and help the region to achieve regional goals.

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

Chair
John Griesheimer
Presiding Commissioner
Franklin County
Vice Chair
Mark A. Kern
Chairman, St. Clair County Board
2nd Vice Chair
Steve Stenger
County Executive
St. Louis County
Executive Committee
Steve Ehlmann
County Executive
St. Charles County
Robert Elmore
Chairman, Board of Commissioners
Monroe County
Lyda Krewson
Mayor, City of St. Louis
Kurt Prenzler
Chairman, Madison County Board
Ken Waller
County Executive
Jefferson County
Members
Mark Eckert
President, Southwestern Illinois
Council of Mayors
Barry Glantz
St. Louis County Municipal League
Emeka Jackson-Hicks
Mayor, City of East St. Louis
Reggie Jones
St. Louis County
Roy Mosley
St. Clair County
Lewis Reed
President, Board of Aldermen
City of St. Louis
Herbert Simmons
President, Southwestern Illinois
Metropolitan & Regional
Planning Commission
Tom Smith
Vice President,
Southwestern Illinois
Council of Mayors
Michael Walters
Madison County
John White
St. Charles County
Regional Citizens
C. William Grogan
Richard Kellett
John A. Laker
Kristen Poshard
Non-voting Members
Erin Aleman
Illinois Department of
Transportation
Erika Kennett
Illinois Department of Commerce
and Economic Opportunity
Patrick McKenna
Missouri Department of
Transportation
John Nations
Bi-State Development
Executive Director
James M. Wild

To: Board of Directors

From: Staff

Subject: Draft FY 2018-2021 Transportation Improvement Program and Regional Air Quality Conformity Determination

Date: June 13, 2017

Each year the Board of Directors adopts a Transportation Improvement Program (TIP) that allocates federal funds to transportation projects. The program comprises the first four years of projects and strategies in the regional long-range plan. Before a project is eligible to receive federal funds it must be included in the TIP.

The draft FY 2018-2021 TIP has been developed using priorities, procedures, policies and structures approved by the Board of Directors through the adoption of the long range plan. Staff has worked with project sponsors, funding agencies, and advisory committees to develop the recommended program of projects.

Total Program Summary

The TIP contains 716 new and previously programmed projects totaling nearly $2.17 billion. The majority of these projects (515) are currently programmed in the FY 2017-2020 TIP and are presented for "reprogramming." With some adjustments, due primarily to revisions in project cost estimates and schedule modifications, all of the projects proposed by sponsors to retain their program status are recommended for reprogramming.

IDOT Program Summary

The Illinois Department of Transportation's (IDOT) proposed program contains 61 projects at a total cost of $309.7 million. This includes 47 reprogrammed or rescheduled projects and 14 new projects. Road and bridge projects sponsored by IDOT have been reviewed and included in the draft TIP as submitted.

Of IDOT's total program, approximately 81 percent is designated for preserving the existing infrastructure and 2 percent of the funding is designated for adding capacity to the system. Almost 11 percent of IDOT's funding will address operational and safety needs, while the remaining 5 percent is allocated toward funding set-asides like safety and maintenance. As projects are identified to use funds allocated to the set-asides, the projects will be amended to the TIP in the future.

Gateway Tower
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

314-421-4220
618-274-2750
Fax 314-231-6120

webmaster@ewgateway.org
www.ewgateway.org

MoDOT Program Summary
The Missouri Department of Transportation's (MoDOT) proposed program contains 176 projects at a total cost of $893.8 million. This includes 84 reprogrammed or rescheduled projects and 92 new projects. Road and bridge projects sponsored by MoDOT have been reviewed and included in the draft TIP as submitted.

MoDOT's total program designates 74 percent of the program for preserving the existing infrastructure. Nearly 15 percent of MoDOT's funding will address operational and safety needs. The remaining 11 percent of MoDOT's total program is allocated for projects such as studies or payback projects including GARVEE bonds for the Mississippi River Bridge, Safe and Sound, and the I-64 reconstruction.

Transit Program Summary
In Missouri and Illinois, 175 transit projects (167 reprogrammed and eight new) were submitted for programming. The total cost of the transit projects is $576.6 million.

Bi-State Development/Metro's proposed program consists of 108 projects at a total cost of $531.1 million, while the program submitted by the Madison County Transit District contains 14 projects at a total cost of $38.8 million. The majority of funding in Bi-State Development/Metro's and Madison County Transit District's programs comes from Federal Transit Administration Section 5307 funds. To present a more realistic financial picture, the TIP does not include illustrative (Section 5309) transit projects that do not have committed funding.

The other 53 projects in the transit program ($6.7 million) are sponsored by not-for-profits and other transit agencies. The program includes projects funded through Section 5310 (Enhanced Mobility of Seniors and People with Disabilities), Section 5316 (Job Access and Reverse Commute), and Section 5317 (New Freedom). It also includes funding ($700,000) for work related to the Loop Trolley project.

Summary of Local Programs
The proposed local Illinois program contains 97 projects (72 reprogrammed and 25 new) at a total cost of $110.9 million. The 25 new projects have a total cost of $19.1 million ($13.0 million in federal funds).

The proposed local Missouri program contains 207 projects at a total cost of $275.8 million. Included are 145 reprogrammed projects and 62 new projects. The 62 new projects have a total cost of $89.6 million ($59.7 million in federal funds).

The Missouri and Illinois Transportation Planning Committees' recommendations for the new locally sponsored projects were provided at the May meetings of the Executive Advisory Committee and the Board of Directors for their consideration prior to inclusion of the projects in the draft TIP.

Major Project Summary
Out of the 716 projects in the draft TIP, 13 projects (excluding paybacks) have programmed costs that are $25 million or higher. These projects account for 27.2 percent of the total program and are summarized below:

Sponsor/ TIP #	Title – Limits – Description	Total Cost 2018-2021 TIP	Year Construction Programmed
MoDOT/ 6050I-17	I-270 – Pavement, bridge, and ADA transition plan improvements on the I-270 north corridor along disconnected segments – potential design-build	$118,276,000	2018, 2019
MoDOT/ 5903-13	I-44 – w/o I-270 to w/o Meramec River – Bridge replacement and interchange modification	$73,194,000	2020
Bi-State Development/ Metro/ 6688A-18/ 6488B-17	Light rail vehicle upgrades and equipment	$69,476,890	2018, 2019, 2020
Bi-State Development/ Metro/ 5686-13	Bus/paratransit preventive maintenance program	$60,000,000	2018, 2019, 2020
MoDOT/ 6705I-17	I-44 – MO 30 to Crawford County line – Pavement improvements	$35,688,000	2018
IDOT/ 5194-13	I-255 – 0.2 mi s/o Lake Blvd to 0.7 mi n/o I-64 – Resurfacing and bridge repair	$33,200,000	2020

Sponsor/ TIP #	Title – Limits – Description	Total Cost 2018-2021 TIP	Year Construction Programmed
IDOT/ 5985-16	Martin Luther King Jr. Bridge Ramps – At I-55/64 – Bridge replacement, utility relocation	$32,950,000	2018
IDOT/ 4384B-21	I-55/64 Collector-Distributor – Poplar St Bridge complex – Overlay and repairs to eastbound lanes	$32,200,000	2021
IDOT/ 4384-08	I-55/64 Collector-Distributor – Poplar St Bridge complex – Overlay and repairs to westbound lanes	$29,100,000	2019
MoDOT/ 6651W-16	I-44 – Kingshighway Blvd to 39th St – Bridge improvements	$28,766,000	2018
Dupo/ 4593-08	Davis Ferry Rd – at I-255 – Build new interchange	$27,700,000	2018
MoDOT/ 6811Q-18	I-44/BL 44 – I-44: St. Louis County line to MO 30; BL 44 – St. Louis County line to MO 100 – Pavement improvements	$25,573,000	2020
MoDOT/ 5917-13	I-44 – Kingshighway Blvd to I-55 – Bridge and pavement improvements	$25,547,000	2019
	TOTAL	**$591,670,890**	

Fiscal Constraint

The TIP is required to be fiscally constrained, with reasonable assurance that funds will be available to implement the proposed projects in a given year. Staff has evaluated the federal funds programmed in the TIP with regard to amounts authorized in federal legislation and anticipated federal spending limitations. The proposed federal funding levels for the entire program do not exceed the funds anticipated to be available in the various program years.

The state DOTs, transit agencies, and local sponsors have incorporated inflation factors into the cost estimates for their projects that are expected to be implemented beyond the first year of this TIP. Further, each of the local implementing agencies has

submitted written certification indicating that non-federal matching funds are available for their respective projects. In this way, there is some assurance that proposed projects represent true commitments on the part of local agencies rather than project "wish lists."

Air Quality Conformity Analysis
Since the St. Louis region is designated as a non-attainment area for air quality the TIP must be analyzed to determine its conformity with air quality plans and objectives. The projects in the proposed transportation program meet the applicable air quality conformity requirements.

Public Participation
The public will be able to review the draft FY 2018-2021 TIP and Air Quality Conformity Determination through several different means. Five public open house meetings are planned throughout the region in the month of July. At these meetings, copies of the draft documents, as well as explanatory tables, charts, and maps, will be available for review, discussion, and comment. In addition to the open houses an online open house/live chat will take place as well as a Facebook live chat. Staff will be available to answer questions about the TIP and Air Quality Conformity Determination during the open house meetings and live chats. The open house schedule is below:

- **Monday, July 10, 2017: 4:30 PM to 6:30 PM –** Caseyville Community Center, 909 S. Main St., Caseyville, IL 62232

- **Tuesday, July 11, 2017: 11:30 AM to 12:00 PM –** Facebook live online chat

- **Wednesday, July 12, 2017: 4:30 PM to 6:30 PM –** Hillsboro City Hall, 101 Main St., Hillsboro, MO 63050

- **Thursday, July 13, 2017: 4:30 PM to 6:30 PM –** Pacific City Hall, 300 Hoven Dr., Pacific, MO 63069

- **Tuesday, July 18, 2017: 12:00 to 1:00 PM** – Online chat in cooperation with St. Louis Post-Dispatch

- **Wednesday, July 19, 2017: 4:30 PM to 6:30 PM –** Maryland Heights Community Center, 2300 McKelvey Rd, Maryland Heights, MO 63043

- **Thursday, July 20, 2017: 4:30 PM to 6:30 PM –** O'Fallon, MO City Hall – Multipurpose Room - First Floor, 100 N. Main St., O'Fallon, MO 63366

The locations and dates for the open house meetings will be posted on the Council's website, in the Council's *Local Government Briefings* newsletter, on the Council's Facebook and Twitter page, and advertised in local newspapers. All of the documents, charts, tables and maps available at the public meetings will be available online. The public comment period begins on Friday, June 30, 2017 when the TIP and Air Quality Conformity documents are posted to the East-West Gateway web site and will close Thursday, August 3, 2017.

Draft FY 2018-2021 TIP and Air Quality Conformity Determination Documents
The FY 2018-2021 TIP is available on the East-West Gateway website:
http://www.ewgateway.org/download/FY2018-2021-TIP-DRAFT/

The Air Quality Conformity Determination and Documentation is available on the East-West Gateway website:
http://www.ewgateway.org/download/FY2018-2021-AQCD-DRAFT/

Approval of Final FY 2018-2021 TIP and Air Quality Conformity Determination
Following the public meetings in July, staff will bring the Final FY 2018-2021 TIP and Air quality Conformity Determination to Board of Directors in August for final approval.

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Chair
John Griesheimer
Presiding Commissioner
Franklin County
Vice Chair
Mark A. Kern
Chairman, St. Clair County Board
2nd Vice Chair
Steve Stenger
County Executive
St. Louis County
Executive Committee
Steve Ehlmann
County Executive
St. Charles County
Robert Elmore
Chairman, Board of Commissioners
Monroe County
Lyda Krewson
Mayor, City of St. Louis
Kurt Prenzler
Chairman, Madison County Board
Ken Waller
County Executive
Jefferson County
Members
Mark Eckert
President, Southwestern Illinois
Council of Mayors
Barry Glantz
St. Louis County Municipal League
Emeka Jackson-Hicks
Mayor, City of East St. Louis
Reggie Jones
St. Louis County
Roy Mosley
St. Clair County
Lewis Reed
President, Board of Aldermen
City of St. Louis
Herbert Simmons
President, Southwestern Illinois
Metropolitan & Regional
Planning Commission
Tom Smith
Vice President,
Southwestern Illinois
Council of Mayors
Michael Walters
Madison County
John White
St. Charles County
Regional Citizens
C. William Grogan
Richard Kellett
John A. Laker
Kristen Poshard
Non-voting Members
Erin Aleman
Illinois Department of
Transportation
Erika Kennett
Illinois Department of Commerce
and Economic Opportunity
Patrick McKenna
Missouri Department of
Transportation
John Nations
Bi-State Development
Executive Director
James M. Wild

To: Board of Directors

From: Staff

Subject: Extension of September 30, 2017 Suspense Date for Locally Sponsored Projects

Date: June 13, 2017

In April 2010, the Board of Directors approved a modification to the one-time schedule change allowed by the Policy on Reasonable Progress. The change allowed sponsors to request, no later than June 1, a one-time extension, gave staff authority to grant extensions up to three months, and required Board action on extension requests of three to nine months.

To be considered for this one-time extension the sponsor has to demonstrate: a) the delay is beyond their control and the sponsor has done diligence in advancing the project; b) federal funds have already been obligated on the project, or in cases that no federal funds are used for preliminary engineering or right-of-way acquisition, there has been significant progress toward final plan preparation; and c) there is a realistic strategy in place to obligate all funds within the extended time.

As of the June 1 deadline, staff received 38 requests for schedule extensions beyond the September 30, 2017 suspense date. The amount of federal funds programmed for these projects is $36.3 million. Of the 38 requested schedule extensions, 15 were for a three-month extension and the remaining 23 were for a nine-month extension. Based on staff review of the three-month extension requests and recommendations from MoDOT, staff determined that a nine-month extension is needed for 12 of the 15 projects requesting a three-month extension. This is due to coordination required with other agencies (MoDOT, MoDNR, utilities, railroads, etc.).

The remaining 78 projects with construction funds programmed in FY 2017, representing $59.8 million in federal funds, have obligated funds or are on schedule to obligate funds by September 30, 2017. Last year, East-West Gateway received 20 requests for extensions totaling $15.3 million. Staff will continue to monitor all projects according to the schedules indicated in the project application and provide updates if issues arise.

Gateway Tower
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

314-421-4220
618-274-2750
Fax 314-231-6120

webmaster@ewgateway.org
www.ewgateway.org

Three-month Extension

Table 1 details the three projects receiving a three-month extension. Staff has reviewed the status of each project and is granting the requested extension per the Board's adopted policy. Federal funds for these projects must be obligated no later than December 31, 2017.

Table 1
Three-Month Extension Projects

Sponsor/ TIP #	Title – Description	FY 2017 Federal Funds	Reason for Delay
Ballwin/ 6457-15	Ries Road Bridge--Over Fishpot Creek--Replace Bridge	$596,800	Right-of-Way 6 of 6 parcels acquired. Right-of-way recently cleared. Final plans to be submitted in June.
Maryland Heights/ 6588-17	Creve Coeur Mill Road - MO 141 To Prichard Farm Road - Overlay	$352,000	Programming Amended to FY 2017-2020 TIP in January. Final plans are nearing completion and will be submitted to MoDOT shortly.
St. Louis County/ 6607C-18	Mehl Avenue/Patterson Road -2019- Lemay Ferry Rd to Yeager Rd - Resurfacing - ADA Improvements	$1,509,440	Final Design Project advanced from FY 2019 to FY 2017 due to quicker deterioration of pavement than expected. Project agreements with MoDOT/FHWA executed in April.
	Total	**$2,458,240**	

Nine-month Extension

Table 2 details the 35 projects recommended to receive a nine-month extension, which requires Board action. Staff has reviewed these projects to determine if the delay is beyond the sponsor's control, if federal funds have been obligated for these projects, and if a realistic strategy is in place to obligate federal funds by June 30, 2018. Based on information provided by the sponsors and a review of the project files, staff has determined that all 35 projects have met the required tests.

Table 2
Nine-Month Extension Projects

Sponsor/ TIP #	Title – Description	FY 2017 Federal Funds	Reason for Delay
Arnold/ 6624-16	Tenbrook Road/ Fox Schools Exit - At Jeffco Blvd (US 61/67) Left Turn Lanes - Sidewalk - Intersection Improvement	$473,550	Right-of-Way 4 of 6 parcels acquired. School district owns one parcel. City has requested meeting to secure easement.
Des Peres/ 6309-15	Oak Drive Bridge - Over Two-Mile Creek - Replace Bridge	$469,994	Environmental Coordination 0 of 2 parcels acquired. Preliminary hydrologic investigation indicated flood map was erroneous and correction to flood map was required. The correction to the map has been completed, but this delayed completion of preliminary plans.
Ferguson/ 6582-16	Brotherton-January-Powell Street Improvements - Brotherton: Thomas To Hern; January: N Florissant To City Limits; Powell Dr - Elizabeth To North Florissant - Resurfacing	$848,130	Design Coordination Design of project began in August 2016. No right-of-way required.
Festus/ 6583-16	MO A - At Pounds Rd - Install Traffic Signal	$238,140	Utility Coordination Utility relocations required. Utility agreement submitted to electric company for approval. No right-of-way required.
Franklin County/ 6484-16	Possum Hollow Road Bridge -Over Tributary To Meramec River - Replace Bridge	$266,960	Right-of-Way 0 of 2 parcels acquired. Acquisition underway
Grantwood Village/ 6603-16	Grant Road - Gravois Road To Pardee Road Resurfacing - Lighting	$304,288	Right-of-Way 0 of 2 parcels acquired. Railroad was prior owner of a parcel. This requires additional documentation for acquisition.

Table 2
Nine-Month Extension Projects

Sponsor/ TIP #	Title – Description	FY 2017 Federal Funds	Reason for Delay
Great Rivers Greenway/ 6653-17	Grant's Trail Extension - Orlando's Garden To River Des Peres Greenway Shared Use Path (14')	$2,000,000	Right-of-Way 2 of 3 parcels acquired. Project requires additional coordination with MoDOT due to alignment next to I-55.
Hillsboro/ 6637-17	Business 21, Phase 3 - Leon Hall Parkway To Main Street - Two Way Turn Lane - Sidewalk (6')	$662,168	Right-of-Way 5 of 8 parcels acquired. Intersection redesign caused delay in acquisition at that location.
Kirkwood/ 6627-16	Kirkwood Road - Manchester Road To Big Bend Boulevard Signal Optimization - Interconnect - Upgrade Signals	$3,581,192	Right-of-Way 22 of 38 parcels acquired. Lengthy review of right-of-way acquisition approval by FHWA caused delay in start of right-of-way acquisition.
MODOT/ 6633-16	MO 340 Corridor Improvements (A) - Chesterfield Pkwy To S/O Eb I-64 On/Off Ramps- Channelization - Intersection Improvements	$802,000	Design Coordination 0 of 1 parcel acquired. Projects will be constructed at same time as another MoDOT project in the area to lessen impact on traffic.
MODOT/ 6633B-16	MO 340 Corridor Improvements (B) - Extend Left Turn Ln To Sb Swingley Ridge And Eb I-64 - Add Sb Auxilliary Ln B/W Ramps	$1,015,000	
O'Fallon/ 5537A-17	I-70 Outer Roads And Interchanges - Woodlawn Avenue To Tr Hughes Boulevard - Convert Outer Roads To One-Way - Revise Interchanges	$3,500,000	Right-of-Way/Design Coordination 22 of 34 parcels acquired. Projects will be combined with MoDOT project to reconstruct the interchange at MO K.
O'Fallon/ 5537B-17	I-70 And Mo K Pedestrian Improvements - Terra Ln To Veterans Memorial Pkwy - Shared Use Path (10'), Sidewalk (8')	$617,632	
O'Fallon/ 6325-15	Wabash Avenue--Sonderen Street To East Of Edlen Lane--Reconstruct Road - Sidewalk	$764,500	Right-of-Way 10 of 11 parcels acquired. Remaining parcel owned by railroad. Negotiations with railroad underway. Agreement with railroad expected shortly.

Table 2
Nine-Month Extension Projects

Sponsor/ TIP #	Title – Description	FY 2017 Federal Funds	Reason for Delay
O'Fallon/ 6628-16	MO DD - At Sommers Road New Traffic Signal	$452,000	Right-of-Way 0 of 3 parcels acquired. Agreement reached with two owners. Condemnation process is underway on last parcel.
St. Charles/ 6656-16	Discovery Bridge (MO 370) Shared Use Paths - Boschert Greenway Trl To Earth City Levee Trl Shared Use Path (6') One Way Each Direction	$1,390,000	Design Coordination Coordination with MODOT regarding proposed barrier location on bridge. No right-of-way acquisition is required.
St. Charles County/ 6500-17	Westwood Drive - MO 94 To South Breeze Lane - Reconstruction	$805,000	Right-of-Way 21 of 53 parcels acquired. Condemnation on remaining parcels may be required.
St. Louis/ 6631-16	Traffic Management Enhancements, Phase 3 - Install Traffic Monitoring Cameras, Downtown Signal Optimization, Fiberoptic Install, Traffic Op Center	$1,131,089	Complexity of Bidding/Procurement Funds obligated for Package 1 which was for the operation of Real-Time Information Center. A total of $599,864 federal has been obligated in the implementation phase. Extension requested for Package 2, which includes signal optimization, cameras, fiberoptic installation). Design is underway on Package 2.
St. Louis County/ 6636A-16	2017 North County ITS-Locations Along Ashby; Brown; Dorsett; Jennings Stn Rd - Lilac ; North & South Rd; And Mckelvey Rd	$859,920	Design Coordination Three ITS projects to be bid as one project for bid efficiencies. Delay with one project earlier, however, it is now back on schedule. Final plans to be submitted in June. No right-of-way required.
St. Louis County/ 6636C-17	2017 Southwest County ITS-Various Locations Along Bowles Ave; Clayton Rd; Hawkins Rd & Old State Rd	$756,400	
St. Louis County/ 6636D-16	2017 West County ITS-Various Locations Along Carman Rd; Chesterfield Pkwy W; Conway Rd; Kehrs Mill Rd; Mcknight Rd & Weidman Rd	$815,920	

Table 2
Nine-Month Extension Projects

Sponsor/ TIP #	Title – Description	FY 2017 Federal Funds	Reason for Delay
St. Louis County/ 6636B-16	2017 South County ITS - Locations Along Ambs Rd; Butler Hill; Lemay Ferry - Lindbergh Blvd; Union Rd, Forder Rd And Meramec Bottom Rd	$722,240	Design Coordination Coordination with MODOT regarding using their fiber optic conduit. A Service Level Agreement is being developed so that future St. Louis County ITS projects can share MoDOT fiber optic conduits.
St. Louis County/ 6503N-16	Baur Boulevard/ Guelbreth Lane -2017- Baur Blvd: Warson-Lindbergh; Guelbreth: Schuetz-Old Olive Street Rd - Resurfacing	$1,087,264	Railroad Coordination Final agreement to address necessary upgrades to the pedestrian crossing at railroad is underway. No right-of- way acquisition is required.
St. Louis County/ 6503D-16	Clayton Road -2017- St. Louis City Limits To Louwen Drive - Resurfacing – ADA Improvements	$3,209,426	Design Coordination Installation of sidewalk bulb-outs impacted storm sewer design and required additional coordination with sewer district.
St. Louis County/ 6607L-17	Lewis Road Bridge - Over Union Pacific Railroad - Replace Bridge	$794,400	Design/Railroad Coordination Project schedule will be aligned with the nearby Allen Road Bridge which has federal funds programmed in FY18. Coordination with railroad underway.
St. Louis County/ 6503Q-16	Lucas & Hunt (South) -2017- West Florissant Avenue To Hord Avenue - Replace Damaged Concrete Slabs	$509,859	Design Coordination Installation of sidewalk bulb-outs impacted storm sewer design and required additional coordination with sewer district.
St. Louis County/ 6359-16	North & South Road Infrastructure - Delmar To Mo 340 - Resurfacing	$1,023,200	Design Coordination Installation of sidewalk bulb-outs impacted storm sewer design and required additional coordination with sewer district.
St. Peters/ 6659-17	Mid Rivers Mall Dr Multi Use Path - Cottleville Pkwy To Dye Club Rd - Shared Use Path (10')	$257,636	Right-of-Way / Environmental Clearance 0 of 8 parcels acquired. Corps of Engineers reviewing wetland study. Right-of-way acquisition approval by MoDOT is pending completion of Corps review.

Table 2 Nine-Month Extension Projects			
Sponsor/ TIP #	**Title – Description**	**FY 2017 Federal Funds**	**Reason for Delay**
Washington/ 6365-15	Bluff Road - MO 100 To Vossbrink Drive - Resurfacing - Add Right Turn Ln At MO 100	$560,852	Design Coordination 0 of 2 parcels acquired. MoDOT project at MO 100 and Bluff Rd intersection will impact the design of the Bluff Road project. Final design of Bluff Road cannot be completed until design at MO 100 intersection is finalized in fall 2017 by MoDOT.
Webster Groves/ 6661-16	Central Avenue Sidewalk - W. Glendale To S. Rock Hill Rd Sidewalk (5')	$146,960	Right-of-Way 0 of 11 parcels acquired. Sponsor awaiting acquisition authority from MoDOT.
Weldon Spring/ 6366-15	Independence Road, Phase 4--350 Feet W/O Nancy Lane To Galahad Drive--Reconstruct Road - Construct Multi-Use Path	$594,000	Right-of-Way 9 of 20 parcels acquired. Negotiations are continuing with subdivision owners and association.
Wentzville/ 6662-16	Interstate Drive Multiuse Trail - Wilmer Rd To Mo Z Shared Use Path (10')	$209,306	Right-of-Way 0 of 1 parcel acquired. Railroad was prior owner of a parcel. This requires additional documentation for acquisition.
Wildwood/ 6601-17	Manchester Road Streetscape Phase 3 - Eatherton Road To Taylor Road - Sidewalks (8') - Bike Ln (5') - Storm Sewers	$1,300,000	Right-of-Way/Utility Coordination 6 of 31 parcels acquired. Extensive adjustments of utilities required. Coordination with electric company and sewer district is underway.
Wildwood/ 6565-15	Strecker Rd Bridge - Over Caulks Creek - Replace Bridge	$960,000	Right-of-Way 1 of 3 parcels acquired. Negotiations with subdivision trustees are underway.
Wildwood/ 6368-15	Wild Horse Creek Road Bridge - Over Branch Of Wild Horse Creek - Replace Bridge - Realign Road	$704,000	Right-of-Way 0 of 1 parcel acquired. A temporary easement from Babler State Park requires coordination with the MoDNR.
	Total	**$33,833,026**	

Staff Recommendation: Staff recommends that the 35 projects identified above be granted a nine-month extension to the September 30, 2017 suspense date. Federal funds for these projects must be obligated no later than June 30, 2018.

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

Chair
John Griesheimer
Presiding Commissioner
Franklin County
Vice Chair
Mark A. Kern
Chairman, St. Clair County Board
2nd Vice Chair
Steve Stenger
County Executive
St. Louis County
Executive Committee
Steve Ehlmann
County Executive
St. Charles County
Robert Elmore
Chairman, Board of Commissioners
Monroe County
Lyda Krewson
Mayor, City of St. Louis
Kurt Prenzler
Chairman, Madison County Board
Ken Waller
County Executive
Jefferson County
Members
Mark Eckert
President, Southwestern Illinois
Council of Mayors
Barry Glantz
St. Louis County Municipal League
Emeka Jackson-Hicks
Mayor, City of East St. Louis
Reggie Jones
St. Louis County
Roy Mosley
St. Clair County
Lewis Reed
President, Board of Aldermen
City of St. Louis
Herbert Simmons
President, Southwestern Illinois
Metropolitan & Regional
Planning Commission
Tom Smith
Vice President,
Southwestern Illinois
Council of Mayors
Michael Walters
Madison County
John White
St. Charles County
Regional Citizens
C. William Grogan
Richard Kellett
John A. Laker
Kristen Poshard
Non-voting Members
Erin Aleman
Illinois Department of
Transportation
Erika Kennett
Illinois Department of Commerce
and Economic Opportunity
Patrick McKenna
Missouri Department of
Transportation
John Nations
Bi-State Development
Executive Director
James M. Wild

To: Board of Directors

From: Staff

Subject: Modification of the FY 2017-2020 Transportation Improvement Program (TIP), *Connected2045*, and the Related Air Quality Conformity Determination - Requested by the Illinois Department of Transportation

Date: June 13, 2017

The Illinois Department of Transportation (IDOT) has requested modifications to the FY 2017-2020 TIP, *Connected2045*, and related Air Quality Conformity Determination.

New Project

IDOT is requesting to add one project for pavement markings on various high risk rural roads in the Metro East. A high risk rural road is defined as any roadway functionally classified as a rural major/minor collector or rural local road with significant safety risks based on crash history, roadway design, and average daily traffic.

IDOT's new project is summarized below:

New Project					
Sponsor/ TIP #	**Project Title**	**Description of Work**	**County**	**Federal Cost**	**Total Cost**
IDOT / 6686H-17	Pavement Marking	Pavement marking along various high risk rural road routes	Multi-County	$1,080,000	$1,200,000
			TOTAL	**$1,080,000**	**$1,200,000**

Staff Recommendation: Staff recommends that the FY 2017-2020 TIP, *Connected2045*, and related Air Quality Conformity Determination be revised to add one new project as summarized above and detailed in the attachment. This project is exempt with respect to air quality in accordance with federal regulations (40 CFR 93.126).

Gateway Tower
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

314-421-4220
618-274-2750
Fax 314-231-6120

webmaster@ewgateway.org
www.ewgateway.org

Amendment # **0617-061**
TIP # **6686H-17**
Sponsor # **C-98-082-17**

PROJECT SPONSOR: **IDOT**

ACTION REQUESTED: Revise FY 2017 of the FY 2017-2020 TIP to add a project

TITLE: **Pavement Marking**

LIMITS: Along various high risk rural road routes

DESCRIPTION: Pavement marking

COUNTY: Multi-County

FUNDING SOURCE: Highway Safety Improvement Program (HSIP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$1,080,000	$120,000	$1,200,000
Total	$1,080,000	$120,000	$1,200,000

AIR QUALITY CONFORMITY: Exempt – Highway Safety Improvement Program implementation (§ 93.126)

STAFF RECOMMENDATION: Approval

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

Chair
John Griesheimer
Presiding Commissioner
Franklin County
Vice Chair
Mark A. Kern
Chairman, St. Clair County Board
2nd Vice Chair
Steve Stenger
County Executive
St. Louis County
Executive Committee
Steve Ehlmann
County Executive
St. Charles County
Robert Elmore
Chairman, Board of Commissioners
Monroe County
Lyda Krewson
Mayor, City of St. Louis
Kurt Prenzler
Chairman, Madison County Board
Ken Waller
County Executive
Jefferson County
Members
Mark Eckert
President, Southwestern Illinois
Council of Mayors
Barry Glantz
St. Louis County Municipal League
Emeka Jackson-Hicks
Mayor, City of East St. Louis
Reggie Jones
St. Louis County
Roy Mosley
St. Clair County
Lewis Reed
President, Board of Aldermen
City of St. Louis
Herbert Simmons
President, Southwestern Illinois
Metropolitan & Regional
Planning Commission
Tom Smith
Vice President,
Southwestern Illinois
Council of Mayors
Michael Walters
Madison County
John White
St. Charles County
Regional Citizens
C. William Grogan
Richard Kellett
John A. Laker
Kristen Poshard
Non-voting Members
Erin Aleman
Illinois Department of
Transportation
Erika Kennett
Illinois Department of Commerce
and Economic Opportunity
Patrick McKenna
Missouri Department of
Transportation
John Nations
Bi-State Development
Executive Director
James M. Wild

To: Board of Directors

From: Staff

Subject: Modification of the FY 2017-2020 Transportation Improvement Program (TIP), *Connected2045*, and the Related Air Quality Conformity Determination - Requested by Bi-State Development Agency

Date: June 26, 2017

At the May 31, 2017 meeting of the East-West Gateway Board of Directors Bi-State Development requested modifications to the FY 2017-2020 TIP. In all, Bi-State requested to add two new projects and modify two projects. One of the projects Bi-State wanted to add entailed a feasibility study and initiation of design efforts on a barrier system for the agency's MetroLink stations. During the Board's deliberation regarding the requested action Mr. Stenger asked that the vote on the MetroLink Station Security Enhancements project be postposed pending further analysis and discussion. The TIP was modified to include the three other projects.

The discussion regarding the MetroLink Station Security Enhancements has occurred and the project is being presented for Board approval and inclusion in the FY 2017-2020 TIP. The project (TIP# 6812-17) will perform a feasibility study and begin design efforts on a barrier system for the agency's MetroLink stations, at a total cost of $3.6 million and is being funded with cost savings from other projects. The project is summarized in the following table:

New Projects – Missouri					
Sponsor/ TIP #	**Project Title**	**Description of Work**	**County**	**Federal Cost**	**Total Cost**
Metro / 6812-17	MetroLink Station Security Enhancements	Rail Station Barrier System Study (Design)	Multi-County-MO	$2,880,000	$3,600,000
			TOTAL	**$2,880,000**	**$3,600,000**

Staff Recommendation: Staff recommends that the FY 2017-2020 TIP, *Connected2045*, and related Air Quality Conformity Determination be revised to add one new project as summarized above and detailed in the attachment. This project is exempt with respect to air quality in accordance with federal regulations (40 CFR 93.126).

Gateway Tower
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

314-421-4220
618-274-2750
Fax 314-231-6120

webmaster@ewgateway.org
www.ewgateway.org

June 26, 2017

Amendment # **0517-056**
TIP # **6812-17**
Budget Code **SC1850**

PROJECT SPONSOR: **Metro/Bi-State Development**

ACTION REQUESTED: Revise FY 2017 of the FY 2017-2020 TIP to add a project

TITLE: **MetroLink Station Security Enhancements**

LIMITS: MetroLink alignment

DESCRIPTION: Rail Station Barrier System (Feasibility and Design Study)

COUNTY: Multi-County-MO

FUNDING SOURCE: Section 5307 (S5307)

	Federal	Match	Total
PE	$2,880,000	$720,000	$3,600,000
ROW	$0	$0	$0
Implementation	$0	$0	$0
Total	$2,880,000	$720,000	$3,600,000

AIR QUALITY CONFORMITY: Exempt – Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures). (§ 93.126)

STAFF RECOMMENDATION: Approval