AGENDA
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS MEETING
WEDNESDAY, JANUARY 28, 2015 –10:00 AM

1. CALL TO ORDER

2. APPROVAL OF MINUTES OF OCTOBER 29, 2014, NOVEMBER 7, 2014 and NOVEMBER 14, 2014

3. DISCUSSION ITEMS

A. OneSTL Report to the Region and Where We Stand Update: Sustainability

B. MoDOT Direction

4. ACTION ITEMS

A. Authorization to amend the Subcontract with South Grand Community Improvement District for the South Grand Rain Garden Project

B. Mid-Year Air Quality Conformity Determination and Documentation for the FY 2015-2018 Transportation Improvement Program and related amendments to the Metropolitan Transportation Plan – *RTP 2040*

C. Modification of the Metropolitan Transportation Plan – *RTP 2040* to add one project – City of Wentzville

D. Modification of the FY 2015-2018 Transportation Improvement Program (TIP), the Metropolitan Transportation Plan – *RTP 2040*, and the related Air Quality Conformity Determination to add sixteen projects – Illinois Project Sponsors

E. Modification of the FY 2015-2018 Transportation Improvement Program (TIP), the Metropolitan Transportation Plan – *RTP 2040*, and the related Air Quality Conformity Determination to add forty projects and to modify one – Missouri Project Sponsors

F. Regional Security Expenditures

5. OTHER BUSINESS

6. ADJOURNMENT

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Chair
Francis G. Slay
Mayor, City of St. Louis
Vice Chair
Mark A. Kern
Chairman, St. Clair County Board
2nd Vice Chair
Charlie A. Dooley
County Executive
St. Louis County
Executive Committee
Alan Dunstan
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Steve Ehlmann
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St. Charles County
John Griesheimer
Presiding Commissioner
Franklin County
Ken Waller
County Executive
Jefferson County
Delbert Wittenauer
Chairman, Board of Commissioners
Monroe County
Members
Mark Eckert
Vice President,
Southwestern Illinois
Council of Mayors
John Hamm III
President, Southwestern Illinois
Metropolitan & Regional
Planning Commission
Ted Hoskins
St. Louis County
Mike Livengood
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Jack Minner
Madison County
Roy Mosley
St. Clair County
Alvin L. Parks, Jr.
Mayor, City of East St. Louis
Lewis Reed
President, Board of Aldermen
City of St. Louis
Thomas P. Schneider
St. Louis County Municipal League
John White
St. Charles County
Regional Citizens
Richard Kellett
John A. Laker
Barbara Geisman
James A. Pulley
Dave Stoecklin
Non-voting Members
Charles Ingersoll
Illinois Department of
Transportation
Edie Koch
Illinois Department of Commerce
and Economic Opportunity
John Nations
Metro
Brian May
Missouri Office of Administration
Dave Nichols
Missouri Department of
Transportation
Executive Director
Ed Hillhouse
Assistant Executive Director
James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Project Notifications

Date: January 9, 2015

Attached is the Project Notification list for January 2015. 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 Gary Pondrom in the Community Planning department.

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Project Reviews for East-West Gateway Council of Governments
January 2015

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE LOCAL/OTHER	TOTAL
City of St. Louis	Grace Hill Settlement House #1503005	Head Start - To provide funding for Full-Day Head Start	HHS	$11,874,462	Applicant: $2,968,616	$14,843,078
St. Louis County & City of St. Louis	St. Louis Economic Development Partnership #1505007	Science and Research Park Development Grants - To provide funding for the Global Plant Science Quad Master Plan	DOC	$500,000		$500,000
St. Louis County	BioSTL #1505008	Cluster Grants - To provide funding for advancing regional prosperity in St. Louis by accelerating the transition of bioscience innovation, especially from the regions research institutions, from ideas into the market	DOC	$498,913	Applicant: $498,913	$997,828
City of St. Louis	St. Louis Effort for AIDS, Inc. #1505017	HIV Prevention Activities_Non-Governmental Organization Based - To provide funding for Prevention and Integrated Linkage to Optimized Treatment	HHS	$948,218	State: $39,990 Other: $12,210	$1,000,418
Jefferson County	Community Treatment, Inc. #1505018	Consolidated Health Centers (Community Health Centers, Migrant Health Centers, Health Care for the Homeless, and Public Housing Primary Care) - To provide funding for Service Area Competition	HHS	$1,054,029	Local: $100,000 Income: $4,866,636	$6,020,665
City of St. Louis	The Community Wellness Project #1505019	HIV Prevention Activities_Non-Governmental Organization Based - To provide funding for Condoms and Sexual Education Project (C.A.S.E.)	HHS	$400,000		$400,000
City of St. Louis	Urban League of Metropolitan St. Louis #1505029	Head Start - To provide funding for the Urban League of Metropolitan St. Louis, Inc. Head Start and Early Head Start Program	HHS	$2,667,182	Applicant: $666,796 Other: $849,618	$4,183,596
Multi-County	Youth in Need #1506002	Head Start - To provide funding for Youth in Need's Head Start and Early Head Start Programs in the City of St. Louis and St. Louis, St. Charles, Warren, Lincoln and Montgomery counties	HHS	$12,293,626	Applicant: $3,073,407 Other: $324,000	$15,691,033
City of St. Louis	City of St Louis Mental Health Board of Trustees #1506007	Assistance for Torture Victims - To provide funding for The Partnership Paradigm for St. Louis Survivors of Torture ("St. Louis Partnership")	HHS	$387,584		$387,584
St. Louis County & City of St. Louis	Washington University #1506010	National Historical Publications and Record Grants - To provide funding for Eyes on the Prize Interview Digitization and Reassembly Project	NARA	$150,000	Applicant: $185,964	$335,964

St. Louis County & City of St. Louis	Young Women's Christian Association of Metropolitan St. Louis #1507001	Head Start - To provide funding for Head Start and Early Head Start Services	HHS	$22,362,761	Applicant: $5,590,690	$27,953,451
Jefferson County	Jefferson College District of Jefferson County #1507014	TRIO Student Support Services - Student Support Services - A SSS Program to assist 160 first-generation, low-income or students with disabilities graduate from a 2-year community college and transfer to a 4-year university	ED	$257,086		$257,086

MINUTES

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
OCTOBER 29, 2014

The regular meeting of the Board of Directors was held in the Council offices on Wednesday, October 29, 2014 at 10:00 a.m.

Members in Attendance
Francis Slay, *Chair*; Mayor, City of St. Louis
Mark Kern, *Vice-Chair*; Chairman, St. Clair County Board
Charlie Dooley, *2nd Vice-Chair*; County Executive, St. Louis County
Alan Dunstan, Chairman, Madison County Board
Mark Eckert, Mayor, City of Belleville; Vice President, SW IL Council of Mayors
Steve Ehlmann, County Executive, St. Charles County
Barbara Geisman, Regional Citizen, City of St. Louis, MO
John Griesheimer, Presiding Commissioner, Franklin County
John Hamm, III, Mayor, City of Madison; President, Southwestern Illinois Planning Commission
Greg Horn, MoDOT
Ted Hoskins, Mayor, City of Berkeley
Curtis Jones, IDOT
Richard Kellett, Regional Citizen, St. Louis County
John A. Laker, Regional Citizen, St. Clair County
Jack Minner, Board Member, Madison County
John Miller, Mayor, City of Collinsville; President, SW IL Council of Mayors
Roy Mosley, Board Member, St. Clair County
John Nations, Metro
Alvin Parks, Jr., Mayor, City of East St. Louis
Lewis Reed, President, Board of Aldermen, City of St. Louis
Thomas Schneider, Mayor, City of Florissant; President, St. Louis County Municipal League
Dave Stoecklin, Regional Citizen, Madison County, IL
Ken Waller, County Executive, Jefferson County
Delbert Wittenauer, Chairman, Monroe County Board

Members Absent
Edie Koch, Illinois Department of Commerce and Economic Opportunity
Mike Livengood, Franklin County
James Pulley, Regional Citizen, St. Clair County
Brian May, Office of Missouri Governor Jay Nixon
John White, Councilman, St. Charles County

Others in Attendance
Tom Curran, St. Louis County
Gary Elmestad, St. Charles County
Kevin Jemison, IDOT

Others in Attendance, ***cont'd***
Steve Johnson, St. Louis Regional Chamber
Lisa Kuntz, MoDOT
Ken Leiser, St. Louis Post Dispatch
Michael Powers, Office of the President of St. Louis Board of Aldermen
Eddie Roth, City of St. Louis
Bill Schnell, MoDOT
Stephanie Leon Streeter, St. Louis County
Jim Terry, Jefferson County Highway W/MM Task Force
Deanna Venker, MoDOT

EWGCOG Staff:

Ed Hillhouse, Jim Wild, Royce Bauer, Staci Alvarez, Mark Ashby, Mike Coulson, Wayne Flesch, Ben Fleschert, Ross Friedman, Nick Gragnani, Medora Kealy, Jason Lange, Sang Gu Lee, MaryGrace Lewandowski, Alexis McGrail, Christopher Michael, Anna Musial, Rachael Pawlak, Sonya Pointer, John Posey, Jenny Reiman, Mary Rocchio, Roz Rodgers, Johnnie Smith, Himmer Soberanis, Julie Stone, DJ Wilson, David Wilson, Aaron Young

CALL TO ORDER

The meeting was called to order by Mr. Slay, Chair.

APPROVAL OF MINUTES OF SEPTEMBER 24, 2014 MEETING

Motion was made by Mr. Eckert, seconded by Mr. Stoecklin, to approve the minutes of the September 24, 2014 meeting. Motion carried, all voting aye.

DISCUSSION ITEMS

Status of I-270 Environmental Study
Lisa Kuntz, MoDOT, presented information regarding the assessment conducted by MoDOT to identify conceptual alternatives for mitigating mobility, accessibility, safety and infrastructure problems along a 15-mile stretch of roadway, including 19 interchanges, on the I-270 north corridor between the I-70 interchange in St. Louis County and Highway H in the City of St. Louis. She identified problems associated with the corridor's aging infrastructure, and summarized the reasonable and preferred remedial reasonable and preferred alternatives identified in the completed analysis. She advised that the next steps in the planning process include an environmental assessment by FHWA in January 2015, followed by a final public hearing in February 2015, and culminating with the Finding of No Significant impacts in March 2015.

Additional discussion followed regarding the lack of funding for any of the alternatives identified; and the expected impact on projects currently underway along the corridor.

Pathway to Public Office
Julie Stone, EWGCOG, reported that staff has organized and will be offering a free, one-day workshop on Saturday, December 6, 2014, at the University of Missouri – St. Louis (UMSL) to provide educational information about political processes to potential candidates for non-partisan offices (municipal, school district and fire boards) in Missouri. She noted that a similar workshop for potential Illinois candidates would be held at a location in Illinois at a later date, and advised that staff would continue encouraging and fostering long-term discussions with regional organizations and individuals to create activities and resources beyond the initial workshop.

Additional discussion followed regarding the importance of Ethics Committee representation at meetings; and identifying those entities that have already performed a similar service to avoid duplicative effort.

Update on the Development of *Connected 2045*
Peter Koeppel, EWGCOG, reported on staff's progress in updating the region's 30 year transportation plan, *Connect 2045*, and summarized the development timeline, including work related to ongoing solicitation and evaluation of projects, refining evaluation framework for project consideration, and holding technical stakeholder workshops and speaker series, as part of the public engagement process.

ACTION ITEMS

Modification of the FY 2015-2018 Transportation Improvement Programs, the Metropolitan Transportation Plan – *RTP 2040*, and the related Air Quality Conformity Determination (TIP) – Requested by the Illinois Department of Transportation
Jason Lange, EWGCOG, summarized staff's recommendation to amend the FY 2015-2018 TIP, RTP 2040 and related Air Quality Conformity Determination to modify the following project:

TIP #	Sponsor	Description
5504-15	IDOT	Madison County – Resurfacing, bridge repairs and sealing, I-70 – 2.5 miles east of I-55/270 to 0.1 miles east of Prairie Road

Motion approving the recommendation was made by Mr. Griesheimer, seconded by Mr. Ehlmann. Motion carried, all voting aye.

Modification of the FY 2015-2018 Transportation Improvement Programs, the Metropolitan Transportation Plan – *RTP 2040*, and the related Air Quality Conformity Determination (TIP) – Requested by Missouri Department of Transportation

Mr. Lange, EWGCOG, summarized staff's recommendations to amend the FY 2015-2018 TIP, RTP 2040 and related Air Quality Conformity Determination to add the following new projects:

TIP #	Sponsor	Description
6530-15	MoDOT	St. Charles County – Pavement improvements, I-64 - .5 miles east of Lake St. Louis Blvd.; 1 Mile east of MO DD to .5 miles west of MO K
6454-14	MoDOT	Jefferson County – Bridge painting – MO 21 – at Old 21 / Shady Valley, W Four Ridge Road, Old 21 / Shenk Road
5203A-15	St. Charles County	St. Charles County – Remove bridge – Old Highway Z over tributary of Peruque Creek
5203B-15	St. Charles Country	St. Charles County – Replace bridge – Schnarre Road - over tributary of Sams Creek
5203C-16	St. Charles County	St. Charles County – Replace bridge – Nahm Road – over tributary of Sehrt Creek
5203D-15	St. Charles County	St. Charles County – Replace bridge – South Shore Drive – over tributary of Mississippi River

Motion approving the recommendations was made by Mr. Waller, seconded by Mr. Dooley. Motion carried, all voting aye.

Amendment to the 2015 Unified Planning Work Program: addition of element 1.03 Greenhouse Gas Inventory and revision of element 2.36 Missouri Regional 208 Water Quality Management Plan Initiative

Jim Wild, EWGCOG, summarized staff's recommendation to amend the UPWP to add the work element 1.03 Greenhouse Gas Inventory and to revise work element 2.36 Missouri Regional 208 Water Quality Management Plan Initiative; and that the Executive Director be authorized to enter into contract with FHWA/MoDOT, SLUE and MoDNR to conduct associated work.

Motion approving the recommendations was made by Mr. Reed, seconded by Mr. Stoecklin. Motion carried, all voting aye.

Functional Classification Update

Lubna Schoaib, EWGCOG, summarized staff's recommendation to adopt 12 functional classification changes as referenced in the corresponding memo and maps. She noted that one application did not meet the required criteria and, accordingly, has not been recommended.

Motion approving the recommendations was made by Mr. Wittenauer, seconded by Mr. Mosley. Motion carried, all voting aye.

Update of the St. Louis Regional Intelligent Transportation System (ITS) Architecture

Larry Grither, EWGCOG, summarized staff's recommendation to negotiate and contract with Iteris or, alternatively URS, to conduct the update of the St. Louis Regional ITS Architecture, for an amount not to exceed $185,000.

Motion approving the recommendation was made by Mr. Kellett, seconded by Mr. Dooley. Motion carried, all voting aye.

Revision to East-West Gateway Council of Governments Retirement Savings Plan
Ed Hillhouse, EWGCOG, summarized staff's recommendation to increase the 401(k) discretionary match provided by East-West Gateway Council, from 4.25 percent to 6 percent effective January 1, 2015.

Motion approving the recommendations was made by Mr. Dunstan, seconded by Mr. Griesheimer. Motion carried, all voting aye.

Calendar Year 2015 East-West Gateway Budget
Mr. Hillhouse, EWGCOG, summarized staff's recommendation to adopt the proposed CY2015 budget as proposed, recommend it for adoption at the Annual Meeting on November 14, 2014; and to adjust the Position Classification Schedule to reflect a 2% cost of living increase.

Motion approving the recommendations was made by Mr. Kellett, seconded by Mr. Reed. Motion carried, all voting aye.

2015 Aerial Photography Project
Jenny Reiman, EWGCOG, summarized staff's recommendation to enter into agreements with: (1) Surdex Corporation to provide aerial imagery for the region, including Lincoln County and the 4th band data, at a cost not to exceed $581,950; (2) GRW, Inc. to provide quality assurance and control at a cost not to exceed $64,850; and (3) Lincoln County to provide local funds, not to exceed $79,982.

Motion approving the recommendations was made by Mr. Reed, seconded by Mr. Parks. Motion carried, all voting aye.

OTHER BUSINESS

Mr. Hillhouse reminded the Board about the upcoming Annual Meeting.

ADJOURNMENT

Motion was made by Mr. Stoecklin seconded by Mr. Reed, to adjourn the meeting. Motion carried, all voting aye.

Respectfully submitted,

Ed Hillhouse
Secretary, Board of Directors

MINUTES

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
SPECIAL BOARD OF DIRECTORS
NOVEMBER 7, 2014

A special meeting of the Board of Directors was held in the Council offices on Friday, November 7, 2014 at 10:00 a.m.

Members in Attendance
Francis Slay, Chair; Mayor, City of St. Louis
Mark Kern, Vice-Chair; St. Clair County Board
Charlie Dooley, 2nd Vice-Chair; County Executive, St. Louis County
Steve Ehlmann, Chair; County Executive, St. Charles County
Barbara Geisman, Regional Citizen, City of St. Louis
John Hamm, III, Mayor, City of Madison; President, Southwestern Illinois Planning Commission
Ted Hoskins, Mayor, City of Berkeley **(*via phone*)**
John A. Laker, Regional Citizen, St. Clair County
Mike Livengood, Mayor, City of Union, MO
John Miller, Mayor, City of Collinsville; President, SW IL Council of Mayors
Roy Mosley, Board Member, St. Clair County
Alvin Parks, Jr., Mayor, City of East St. Louis
James Pulley, Regional Citizen, St. Clair County **(*via phone*)**
Thomas Schneider, Mayor, City of Florissant; President, St. Louis County Muni League **(*via phone*)**
Dave Stoecklin, Regional Citizen, Madison County, IL
John White, Councilman, St. Charles County

Members Absent
Alan Dunstan, Chairman, Madison County Board
Mark Eckert, Mayor, City of Belleville; Vice-President, SW IL Council of Mayors
John Griesheimer, Presiding Commissioner, Franklin County
Richard Kellett, Regional Citizen, St. Louis County
Edie Koch, Illinois Department of Commerce and Economic Opportunity
Greg Horn, MoDOT
Curtis Jones, IDOT
Brian May, Office of Missouri Governor Jay Nixon
Jack Minner, Board Member, Madison County, IL
John Nations, Metro
Lewis Reed, President, Board of Aldermen, City of St. Louis
Ken Waller, County Executive, Jefferson County
Delbert Wittenauer, Chairman, Monroe County Board

Others in Attendance
Tom Curran, St. Louis County
Eddie Roth, City of St. Louis

EWGCOG Staff:

Ed Hillhouse, Jim Wild, Royce Bauer, Jerry Blair, Mike Coulson, Nick Gragnani, Larry Grither, Paul Hubbman, Medora Kealy, Karen Kunkel, MaryGrace Lewandowski, Rachael Pawlak, Sonya Pointer, John Posey, Lubna Shoaib, Peter Koeppel, Jason Lange, Christopher Michael, Gary Pondrom, Mary Rocchio, Himmer Soberanis. Shay Steelman, DJ Wilson

CALL TO ORDER

The meeting was called to order by Mr. Slay, Chair.

ACTION ITEM

Modification of the FY 2015-2018 Transportation Improvement Program (TIP), the Metropolitan Transportation Plan – *RTP 2040*, and the related Air Quality Conformity Determination to add one project – Great Streets Initiative

Ed Hillhouse, EWGCOG, summarized staff's recommendation to amend the FY 2015-2018 TIP and *RTP 2040* to add design and preliminary engineering work for the West Florissant Avenue Corridor Great Streets Initiative project. The accompanying memo noted that the project is exempt from air quality conformity requirements.

Mr. Dooley read a prepared statement regarding the importance of the project and additional funding needs to construct it.

Motion approving the recommendation was made by Mr. Dooley, seconded by Mr. Kern. Motion carried, all voting aye.

ADJOURNMENT

Motion was made by Mr. Griesheimer, seconded by Mr. Waller, to adjourn the meeting. Motion carried, all voting aye.

Respectfully submitted,

Ed Hillhouse
Secretary, Board of Directors

MINUTES

ANNUAL MEETING
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
NOVEMBER 14, 2014

East-West Gateway Council of Government's 49th Annual Meeting and Awards Presentation was held at the Hilton St. Louis Ballpark on Friday, November 14, 2014.

Vice-Chairman Mark Kern called the meeting to order and introduced those members in attendance.

Mr. Kern reported that the 2015 budget with expenditures totaling $8,836,555 has been recommended for approval by the Board of Directors. Motion was made by Mr. Dooley, seconded by Mr. Ehlmann to adopt the budget. Motion carried, all voting aye.

Ed Hillhouse presented Outstanding Leadership in Government Achievement Awards to winners in the following categories:

> *Gateway Lifetime Public Service* awards were presented to: Rosalind Williams and Denny Coleman.
>
> *Exemplary Accomplishment by a Local Government Jurisdiction, Agency or Individual* awards were presented to: Village of New Baden - Wastewater Treatment Facility; City of Kirkwood - Operation Clean Stream Support; and Monroe County - Emergency Interoperable Communications.
>
> *Exemplary Intergovernmental Collaboration* awards were presented to: Community Education Partnership - Rockwood School District & Parkway School District; and Municipal Government Partnerships - 24:1 Collaborative.
>
> *Exemplary Public/Private or Public/Non-Profit Collaboration* awards were presented to: CORTEX Collaborative (Cortex Innovation Community [Wash U, BJC Healthcare, UMSL, SLU, MOBOT]; City of St. Louis; Bi-State Development Agency; Citizens for Modern Transit; and St. Louis Regional Chamber).
>
> A *Leadership in Planning and Design Innovation* award was presented to: The Mounds: America's First Cities Feasibility Study.

Mr. Hillhouse also presented County Executive Charlie Dooley with the Chairman's award in recognition of his 11 years of service to the Board of Directors and to the region.

Respectfully submitted,

Ed Hillhouse
Secretary, Board of Directors

EAST-WEST GATEWAY
Council of Governments

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Brian May
Missouri Office of Administration
Dave Nichols
Missouri Department of
Transportation
Executive Director
Ed Hillhouse
Assistant Executive Director
James M. Wild

Memo to: Board of Directors

From: Staff

Date: January 14, 2015

Subject: OneSTL Report to the Region and Where We Stand Update: Sustainability

In December 2013 the Board of Directors approved OneSTL, the regional plan for sustainable development. OneSTL provides a vision, goals and strategies on a broad set of issues important to the people of St. Louis. One year later, East-West Gateway, along with partner organizations, is releasing the *OneSTL Report to the Region*. The report provides an update on OneSTL based on the performance indicators that measure the region's progress and by highlighting some of the initiatives that are helping the region attain its goals.

The OneSTL Report to the Region finds that the St. Louis region is improving on over half of the indicators tracked as part of OneSTL. One area the region is improving is "Prosperous", which measures the region's progress on indicators of the strength of the economy. The region has seen recent improvements in employment, the unemployment rate and GMP.

A complementary report was completed by East-West Gateway research staff – *Where We Stand Update* on Sustainability. The Update builds on information included in the sixth edition of *Where We Stand*, providing comparative metrics that show the performance of the St. Louis region. The rankings give objective, verifiable, reliable data that can be used to better understand the St. Louis region's advantages and challenges.

The *Where We Stand Update* finds that the St. Louis region continues to perform well in areas such as housing affordability and volunteerism but does not perform as well as many of its peers in areas such as air quality and transit ridership.

Staff will present some of the key findings from the *OneSTL Report to the Region* and the *Where We Stand Update* on Sustainability.

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2015 Report to the Region:

Measuring Our Progress

OneSTL

Many Communities. One Future.

PLAN FOR A PROSPEROUS, HEALTHY, VIBRANT ST. LOUIS REGION

WHAT'S INSIDE:

Executive Summary

Measuring Progress— Review of OneSTL Performance Indicators

Sustainability Spotlights— Stories from across the region highlighting projects, initiatives and resources

The OneSTL Network— Summary of the OneSTL Network and resources available

Executive Summary

OneSTL may seem like it's been around for a long time, but it's just getting warmed up. This document briefly explains OneSTL's progress thus far, and gives a glimpse of what can be done in the days, months, and years ahead. We are thankful for all of your interest and involvement in OneSTL, whether you were here from the start, joined along the way, or just now are discovering this collaborative regional effort.

Development of OneSTL was funded by a federal Housing and Urban Development grant intended to better coordinate spending and policies concerning housing, transportation, and environmental concerns.

From 2010 to 2013 we gathered information, gauged public input, and analyzed issues in preparation for the creation and release of the first St. Louis plan for regional sustainable development—OneSTL. We spoke with hundreds of residents, met with experts, and studied housing, transit-oriented development, bicycling, transportation, local economics, and any issue that affects how people live in the St. Louis region.

OneSTL is an ongoing effort to help all communities become economically vibrant and environmentally sustainable. By increasing efficiency and being alert to the real environmental and social cost of policies, the goal is to focus on long term benefits by stressing the efficient and equitable management of resources, both natural and financial.

Eleven consortium partners led the planning for OneSTL, all providing input and information on the process. The partners remain involved and now nearly 200 Network Members support the plan. In this report we summarize the overall progress identified through regional performance measurements and selected stories that highlight what OneSTL accomplished in 2014.

In the upcoming year, we will work on a leadership structure that will have more outreach to partners to identify what they are doing and what they want to do. Additionally, we will focus on two key areas that were identified as priority topics in a survey of local government and other organizations in the region—equitable economic development and sustainable water (blue, gray and green) infrastructure.

For those voices we didn't hear—let us know. Join the OneSTL Network, get involved in your community or in an organization that addresses a topic of interest to you, and let us know what you are doing to increase the sustainability of St. Louis at OneSTL.org .

What is in the Report to the Region?

The Report is Organized by OneSTL Themes

- ✔ The themes define sustainability for the St. Louis region.
- ✔ They are based on public engagement with thousands of residents who attended public meetings and with over 200 local leaders and experts who participated in committees as well as dozens of technical reports that were compiled to inform the plan.
- ✔ They are an organizational structure for the goals, objectives, strategies and performance measures of OneSTL.

Spotlight Boxes Highlight Examples of What is Happening in the Region

OneSTL Network Members—Stories highlighting projects and initiatives taking place across the region that are helping the region meet our goals, some of which have moved forward because of OneSTL.

Resources Available at OneSTL.org—A sampling of some of the reports, data, and case studies that are available at OneSTL.org to help the region meet our goals.

What's Next—A few of the initiatives partners continue to work on as the region moves into the second year of implementation.

MEASURING PROGRESS

Is the St. Louis Region Making Progress?

The Measuring Progress boxes highlight some of the data that is tracked to measure the region's progress.

Over 50 measures are used as indicators of the region's sustainability. In this report, information is provided on measures for which data are available for both the baseline year (2010) and a more recent year.

Analysis of the indicators will better equip the region to make data driven decisions, set priorities, evaluate the effectiveness of the plan, and revise the plan to achieve success.

Want more on the region's performance?

Additional information on the measures in this report, including data sources, and data for additional measures is available at OneSTL.org/indicators

58% of indicators are moving in the desired direction

COLLABORATIVE

Promote inclusive and on-going efforts that involve communication, cooperation, and action among local and regional leaders and residents.

OneSTL Network Members Learn from Each Other and Determine How to Meet Regional Goals

Involvement in conferences connects Network Members, expands OneSTL Network membership, and provides a forum for sharing information about issues important to the St. Louis region. In the first year, OneSTL Network Members took part in multiple conferences that focused on topics important to the sustainability of the region, including:

- Earth Day Symposium—Regional Sustainability: Vision and Reality
- Creating Collaborative Opportunities: Meeting the Fair Housing Challenge
- Missouri American Planning Association State Conference—Building Sustainable Communities
- St. Louis Association of Community Organizations Annual Neighborhood Conference
- Webster University 3rd Annual Sustainability Conference—Critical Conversations on Sustainability: Energy

MEASURING PROGRESS

Almost **200** organizations and individuals signed on as OneSTL **Network Members** in 2014.

See Page 8 for more on the OneSTL Network and visit OneSTL.org/get-involved to show your support for the plan by becoming a member.

PROSPEROUS

Coordinate economic development efforts to create high quality employment and development opportunities and build a diverse, innovative, and entrepreneurial economy.

Maplewood Establishes First Green Dining District

Business owners in Maplewood took green dining to the next level and earned the designation as the first Green Dining District. Eight restaurants along Manchester Avenue, in collaboration with the city of Maplewood, earned St. Louis Earth Day's green certification, helping the region meet the goal of promoting resource-efficient business practices.

The Green Dining Alliance is a St. Louis Earth Day program that helps interested diners find restaurants that operate in a sustainable fashion. Requirements to earn the green designation include: the restaurant recycles and composts, reduces waste overall, serves organic food options, and raises public awareness.

More on the Green Dining Alliance at greendiningalliance.org

MEASURING PROGRESS

Economic Resilience increased from 2010 to 2012 due to greater diversity in jobs by sector, making the region more adaptable to change.

$45,992, the personal Income per capita in 2013, is **4% higher** than in 2010.

Employment increased 1.8% from 2010 to 2013 but remains below pre-recession levels.

Unemployment is at **7.2%** (2013), a **decrease** from 9.7% in 2010.

The **regional economy grew 2%** with a gross metropolitan product of $136.5 billion in 2013.

335,000 people live in poverty, UP 1% from 2010 to 2013. Poverty for a family of four is an income of **$23,834** or less.

At **$61,254** white median household income is **twice** black median household income ($31,214), a gap that **increased** from 2010 to 2013.

43% of jobs pay a median wage that is enough to meet daily needs, **unchanged from 2010 to 2013.**

DISTINCTIVE

Maintain, develop, and enhance the unique places and communities in our region through investment that reflects local values, diversity, and character.

City of Belleville Builds on What Was Learned in OneSTL Planning Process

The city of Belleville was an active partner throughout the OneSTL planning process, serving as a location for public engagement meetings and the focus of a pilot study. In 2014, the city adopted an updated comprehensive plan. The plan, *Imagine Belleville*, built on the engagement initiated for OneSTL by expanding the conversation to include more residents and a greater focus on local issues.

Imagine Belleville was awarded the Daniel Burnham Comprehensive Plan Award by the Illinois Chapter of the American Planning Association. The award recognizes and honors plans that advance the science and art of planning. *Imagine Belleville* provides a great example of how a local plan can incorporate and build on OneSTL.

View the plan at OneSTL.org/resources/reports/sustainability-plans

MEASURING PROGRESS

50% of adults meet the recommended exercise standard in 2011, down from 52% in 2009.

Crime decreased 15% from 2010 to 2013. St. Louis has the 13th lowest crime rate among 33 peer regions.

View the sources and more information on these and other measures of "Prosperous" and "Distinctive" at OneSTL.org/indicators

INCLUSIVE

Engage all citizens in regional civic and cultural life by providing quality, equitable services and opportunities.

Addressing Racial Disparity is a Priority for OneSTL

Inclusiveness became an obvious priority for the St. Louis region this year. Racial disparity in the region is not a new phenomenon, yet its consequences became clearer after recent social unrest. The heightened awareness of the region's challenges is focusing attention on the underlying issues in the region.

OneSTL research and initiatives, such as the *Fair Housing Equity Assessment*, performance measures, and the Linking Research and Practice Conference, will help guide efforts by identifying what we need to know and what we need to do to achieve greater equality in the St. Louis region.

Check out OneSTL.org/resources for more on relevant reports and join the OneSTL Network at OneSTL.org/get-involved to be engaged in creating the change St. Louis needs.

MEASURING PROGRESS

$173,974 vs $11,698 Average income for the richest 20% is **15x** larger than the average income for the poorest 20% of St. Louis households.

Income Inequality is up 2% from 2010 to 2013, measured by the Gini Index, a measure of the distribution of income.

View the sources and more information on these and other measures of "Inclusive" at OneSTL.org/indicators

GREEN

Protect and enhance the quality of water, air, land, and biodiversity in order to maintain a healthy population, economy, and ecosystem.

Partners Collaborate to Address Water Quality

As of 2012, 36 percent of assessed streams and rivers in the St. Louis region are impaired (polluted). Healthy watersheds are necessary for protecting water quality.

A watershed is the area of land where rainwater runoff drains to a particular stream, river, wetland, or other body of water. There are nine major watersheds in the St. Louis region that drain to major rivers such as the Mississippi, Missouri, Meramec, or Kaskaskia and many smaller watersheds located within those that drain to smaller creeks and streams.

A strategy outlined in OneSTL for addressing healthy watersheds and clean water is a comprehensive approach called Blue, Gray, Green Infrastructure. OneSTL Network Members will collaborate on a new regional Blue, Gray, Green Infrastructure initiative to address water quality by linking projects that address sewers, drinking water and green space.

Become a OneSTL Network Member to receive updates as this initiative moves forward. Onestl.org/get-involved

MEASURING PROGRESS

Air quality worsened with an average of **25 days** per year of poor air quality (2011-2013), up from an average of 17 days (2007-2009.)

Rainscaping increased. Through the use of best management practices, the number of acres treated for stormwater overflow **doubled** from 2010 to 2012.

40 Municipalities are certified as tree cities by the Arbor Day Foundation, a net decrease of 1 municipality since 2010.

17 watersheds have plans in 2013, an increase from 8 in 2010.

TREE CITY USA

View the sources and more information on these and other measures of "Green" at OneSTL.org/indicators

PREPARED

Equip the region's communities with the infrastructure, knowledge, communications, and partnerships to be safe and resilient.

Communities Work Together to Prepare for Disasters

No community is immune to disasters such as tornados, flooding, heat waves, and earthquakes. In 2015 local governments in Missouri, in partnership with the State of Missouri Emergency Management Agency, STARRS and East-West Gateway, will complete an update to the regional All-Hazard Mitigation Plan.

One of the ways the plan will improve preparedness is by promoting collaboration among local municipalities and Community Organizations Active in Disasters (COADs). A COAD is a network of organizations that work together to coordinate their responses to disasters. By increasing these collaborations the capacity and effectiveness of shared disaster response will be increased.

The All-Hazard Mitigation Plan helps move the region forward on many OneSTL goals, including protecting communities, strengthening capabilities for shared disaster response and responding quickly to emergencies.

View the OneSTL goals and strategies for a "Prepared" St. Louis region at OneSTL.org/plan

MEASURING PROGRESS

Government participation in programs that help **prepare for disasters** is mixed.

- **4 participate** in the Community Rating System floodplain management program, an increase from 2010 to 2014.
- **4% participate** in StormReady, an increase from 2010 to 2013.
- **10%** are addressing climate change, unchanged from 2010 to 2012.
- **73% participated** in hazard mitigation planning, a decrease from 2010 to 2012.

38 people died of heat and cold related deaths in 2013, an **increase** since 2010 and the **6th** highest rate among 35 peer regions.

As of 2011, **16%** of development is in a potentially **hazardous area** (such as a flood zone), up from 15.5% in 2006.

View the sources and more information on these and other measures of "Prepared" at OneSTL.org/indicators

CONNECTED

Develop and maintain a safe, accessible, multi-modal transportation system that connects local communities and links the region to the nation.

OneSTL Study Aids Metro in Securing $10.3 Million Grant

In 2014 Metro Transit was granted $10.3 million to build a new MetroLink station in the Cortex Innovation Community. The station is expected to help the Cortex district meet its goals of creating 13,000 technology-related jobs and a 4.5 million square foot mixed use development by improving connections within the district and to the rest of the region. The station is also expected to increase connectivity, mobility and access for the existing 25,000 residents and 50,000 employees in the immediate area.

Cortex is a hub of bioscience and technology research and startup programs. A transit-oriented development (TOD) feasibility study was completed as part of OneSTL. With the study in hand and a regional goal of increasing transit ridership, Metro was awarded a grant from the U.S. Department of Transportation.

View the Cortex TOD study and other reports on increasing TOD in St. Louis at OneSTL.org/resources

MEASURING PROGRESS

12% of residents commute via walking, biking, transit, or carpool, a decrease from 2010 to 2013.

8% of local governments have Complete Streets policies, an increase from 2010 to 2014.

49.6 million boardings on transit in 2012, a 15% increase since 2010.

The average resident drives **25 miles per day**, a decrease from 2010 to 2013.

View the sources and more information on these and other measures of "Connected" at OneSTL.org/indicators

EFFICIENT

Promote regional energy and resource efficiency to maintain the health, safety, and economic vitality of our communities.

Wash-U Students Study Renovation of Historic Buildings to Reduce Costs, Save Energy, Make Better Use of Space

Buildings account for almost 40 percent of energy use in the United States, impacting the environment and pocketbooks. An interdisciplinary team of researchers and students from Washington University is figuring out how to reduce this energy use through the *Green Rehab Project*. The team is determining how to renovate historic buildings to increase the efficiency of building energy use while making the space the most comfortable for those who live there.

Over the last year, the team developed an experimental framework for testing sustainable redevelopment strategies in a group of university-owned apartment buildings north of the Delmar Loop. In the coming year they will measure the outcomes of their framework, which can be applicable to other building renovations in the St. Louis region.

Find out more about the Green Rehab Project at sustainability.wustl.edu

MEASURING PROGRESS

Residents used **4.3% less energy** (gas and electric) in 2011 than they did in 2010 but energy use in the region remains higher than the national average.

4.2% of electricity was from renewable sources in 2012, an increase since 2010.

56% of waste is diverted from landfills, an increase from 2010 to 2012.

22% increase in green building space verified by LEED, Energy Star or Sustainable Sites from 2012 to 2013.

View the sources and more information on these and other measures of "Efficient" at OneSTL.org/indicators

EDUCATED

Strengthen learning, education, and training opportunities and increase public support for the region's education, research, arts, and cultural institutions.

Starkloff Disability Institute Connects Employers to Persons with Disabilities

Only 34 percent of working age adults who have a disability in the region are employed. The Starkloff Disability Institute (SDI) is taking steps to increase that number. One of SDI's programs, *The Next Big Step*, connects people with disabilities and employers by working with companies to identify barriers within the hiring process and train people with disabilities to be more competitive job seekers. Eighty percent of program participants are offered a job of their choice.

In 2014 the U.S. Department of Labor adopted a policy that requires federal agencies to work toward 7 percent of their workforce being comprised of persons with disabilities. Nationally recognized for their empowerment of persons with disabilities, SDI takes center stage in enabling such policies to come to fruition and helping the region meet the goal of building a globally competitive talent pool.

Learn more about SDI at starkloff.org

MEASURING PROGRESS

28% of residents volunteer, higher than most peer regions, but a decrease from 2010 to 2012.

Revenue for Cultural/Arts Institutions **increased** from 2010 to 2011.

Voter turnout decreased from 70% of registered voters in the 2008 presidential election to 68% in the 2012 election.

47% of 3rd graders in St. Louis meet or exceed reading proficiency standards in 2014, a 7 percentage point decrease since 2010.

The high school **graduation rate** increased from 79% in 2011 to 87% in 2014.

View the sources and more information on these and other measures of "Educated" at OneSTL.org/indicators

OneSTL Network Member Organizations

Access Engineering, LLC
Ahmadiyya Muslim Community
Ameren Missouri Pure Power
Applied Research Collaborative
Backstrom McCarley Berry & Co., LLC
Better Family Life, Inc.
Brightside St. Louis
CBB Transportation Engineers and Planners
CDBG OPERATIONS CORPORATION
CDM Smith
Center for Sustainability at Saint Louis University
Citizens for Modern Transit
City of Belleville
City of Festus
City of Granite City
City of Jennings
City of Maryland Heights*
City of St. Louis Department of Health
City of St. Louis Office of the Mayor
Community Builders Network of Metro St. Louis
Community Development Administration
Compass Strategic Business Consulting
Deer Creek Watershed Alliance
EarthDance Farms
East-West Gateway Council of Governments
Edwardsville Township
Energy Resources Group
Energy Systems Group
FOCUS St. Louis
For the Sake of All
Forest ReLeaf of Missouri
Gateway Greening
Grace Hill Settlement House
Gray Design Group
Great Rivers Greenway
Green Dining Alliance
Green Spiral Tours
Harris-Stowe State University Center for Neighborhood Affairs
HeartLands Conservancy
Hellmuth + Bicknese Architects, LLC
Home Builders Association of St. Louis and Eastern Missouri
Institute for Urban Research - SIUE
International Institute of St. Louis
Jones Lang Lasalle
Justine Petersen Housing and Reinvestment Corporation
LCMS Foundation
Lilian Circle Neighborhood Development Association
Logue & Associates, Inc.
Ludus Inc.
Madison County Employment and Training
Metro East Community Air Project, University of Illinois
Metro East Park and Recreation District
Metro Water Infrastructure Partnership (MWIP)
Metropolitan St. Louis Equal Housing and Opportunity Council
Metropolitan St. Louis Sewer District
Midland States Bank
Missouri American Water
Missouri Botanical Garden
Missouri Department of Conservation
Missouri Department of Natural Resources
Missouri Department of Transportation
Missouri Water Infrastructure Partnership
Planning and Community Design Commission, City of Olivette
Pollution Prevention Regional Information Center (P2RIC)
Public Water Supply District #2 of St. Charles County
Real Estate Solutions
Rise
River des Peres Watershed Coalition
Saint Louis FORWARD
Saint Louis University
Sierra Club
Southwestern Illinois College
St. Louis Association of Community Organizations (SLACO)
St. Louis Chapter, NECA
St. Louis Clean Cities
St. Louis Council of Construction Consumers
St. Louis County
St. Louis County Soil & Water Conservation District
St. Louis Earth Day
St. Louis Mental Health Board
St. Louis Regional Chamber
StL Black Leadership Roundtable
Stone Carlie & Company, LLC
Trailnet, Inc.
US Department of Housing and Urban Development*
U.S. Green Building Council - Missouri Gateway Chapter
University of Missouri Extension, St. Louis County
University of Missouri, Environmental Assistance Center
Urban Strategies
USGBC-Missouri Gateway Chapter
Youth Education and Health in Soulard
YouthBridge Community Foundation

* Denotes public agency liaison

OneSTL Network

Residents, public agencies, not-for-profit organizations, businesses, private funders, and community groups all have an important part in building a sustainable future for the St. Louis region. OneSTL invites all to get involved in working toward a prosperous, healthy and vibrant St. Louis region.

The OneSTL Network provides members a structure for communication and a way of showing their support for the plan's vision and goals. Network Members are recognized as supporters of OneSTL and will receive regular updates. Membership is free and open to all organizations and individuals.

During 2014 nearly 200 organizations and residents signed on as Network Members. This Report to the Region provides a few examples of the many initiatives that members are pursuing that are helping the region attain our goals. Visit OneSTL.org to learn more about what members are doing, join the Network, and share what you are doing to make the St. Louis region more sustainable.

To join the Network go to OneSTL.org/get-involved

OneSTL Resources

Resources created during the planning process and maintained at OneSTL.org include:

Sustainable Solutions Toolkit OneSTL.org/toolkit

Resources Library OneSTL.org/resources

Web-Based Plan OneSTL.org/plan

News OneSTL.org/news

St. Louis Regional Data Exchange stlouisdata.org

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WHERE WE STAND

Where We Stand *tracks the health of the St. Louis region compared to 34 peer MSAs.[1] The peer regions are our domestic competition and provide a consistent yardstick to gauge "Where We Stand."*

This update compares the St. Louis region to its peers on indicators of a sustainable region. These indicators, along with others, are used to measure the region's progress in meeting the goals of the regional plan for sustainable development, OneSTL.

6th Edition, Update 10 January 2015

Sustainability

The OneSTL plan for sustainable development provides a vision, goals and strategies for achieving a more sustainable St. Louis region. The plan, developed with input from over 2,000 residents, covers a wide range of topics that are organized by nine themes and includes 58 performance indicators that measure the region's progress. This update examines the OneSTL indicators that can be assessed for St. Louis and its 34 peer metropolitan regions, providing a look at where the St. Louis region stands on sustainability.

The OneSTL indicators are organized into the nine themes that guide the OneSTL plan. According to the subset of indicators presented in this update, the St. Louis region:

- performs better than most of its peer regions on measures of poverty, crime, housing affordability, income inequality, and volunteering;
- performs worse than most of its peer regions on measures of economic output and growth, racial disparity in income, exercise, land development, air quality, heat- and cold-related deaths, public transit, transportation choice, access to healthy foods, and college attainment.

The last section of this update examines the relationships among the OneSTL indicators to provide further insight into regional performance. Correlations between measures indicate which OneSTL goals tend to work together and which present tradeoffs. Analysis of these relationships can be helpful to consider in identifying strategies and setting regional priorities.

This update does not provide a complete picture of how the region is performing on sustainability because it only presents indicators that can be assessed for the peer regions. Data for the other OneSTL indicators as well as additional information on the indicators presented in this update is available on the plan website at www.onestl.org/indicators.

OneSTL Themes

The nine themes collectively define sustainability for the St. Louis region. Residents, local officials, and regional leaders envision a St. Louis region that is

- **Collaborative**
- **Prosperous**
- **Distinctive**
- **Inclusive**
- **Green**
- **Prepared**
- **Connected**
- **Efficient**
- **Educated**

• • • • *Collaborative*

"Promote inclusive and on-going efforts that involve communication, cooperation, and action among local and regional leaders and residents."[2]

The collaborative theme addresses the need for cooperation and coordination among local governments, public and private agencies, and residents. The four indicators in this theme examine collaboration among local governments, the geographic extent of community development corporations, and two direct measures of OneSTL—one on the number of OneSTL network members, and another on the use of OneSTL resources. The indicators in this theme area are specific to the St. Louis region and therefore comparable data is not available for the peer regions.

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 update, a theme statement is provided under each theme title. Theme statements are direct quotes from the OneSTL plan document and serve as a summary statement of the theme's goals.

• • • • Prosperous

"Coordinate economic development efforts to create high quality employment and development opportunities and build a diverse, innovative, and entrepreneurial economy."

A strong and resilient economy is critical for the sustainability of the region. Nine OneSTL indicators measure the size and strength of the economy, as well as the equality of opportunity for residents. Of the four measures presented in this update, the St. Louis region performs worse than most of the peer regions on three measures—gross metropolitan product, change in personal income, and racial disparity in income—and better than most of the peer regions on poverty. Together, these measures indicate that the St. Louis region's economy is not as strong or equitable as most of its peer regions.

The gross metropolitan product (GMP) measures economic output by totaling the market value of all goods and services produced in the region. To compare to peer regions, GMP is divided by each region's population to account for varying population sizes. The St. Louis region ranks 30th, with a GMP per capita that is lower than most of the peer regions. In 2013 the St. Louis region's GMP per capita was $52,135, more than 15 percent lower than the peer region average of $61,755. Although the region

GROSS METROPOLITAN PRODUCT

Dollars per capita, 2013

1	**San Francisco**	**85,972**
2	Houston	81,951
3	Boston	79,151
4	Seattle	78,936
5	Washington D.C.	77,968
6	New York	73,745
7	Portland	70,707
8	Salt Lake City	66,801
9	Denver	66,306
10	Minneapolis	65,852
11	Dallas	65,700
12	Indianapolis	64,737
13	Philadelphia	63,533
14	Los Angeles	62,965
Average		**61,755**
15	Chicago	61,890
16	San Diego	61,623
17	Baltimore	60,939
18	Milwaukee	60,124
19	Charlotte	59,529
20	Cleveland	59,513
21	Columbus	58,083
22	Nashville	57,380
23	Kansas City	57,173
24	Cincinnati	55,803
25	Atlanta	55,611
26	Pittsburgh	55,600
27	Austin	55,172
28	Oklahoma City	54,522
29	Detroit	52,323
30	**St. Louis**	**52,135**
31	Louisville	51,115
32	Memphis	50,553
33	Miami	48,227
34	Phoenix	47,632
35	**San Antonio**	**42,164**

Source: Bureau of Economic Analysis; American Community Survey, U.S. Census Bureau

CHANGE IN PERSONAL INCOME PER CAPITA

Percent change, 2008-2013 adjusted to 2013 dollars

1	**Columbus**	**6.2**
2	Pittsburgh	5.3
3	Nashville	5.1
4	San Francisco	4.0
5	Cleveland	3.5
6	San Antonio	3.5
7	Austin	3.0
8	Baltimore	2.4
9	Boston	2.1
10	Philadelphia	1.9
11	Cincinnati	1.4
12	Memphis	1.4
13	San Diego	1.2
14	Milwaukee	0.8
15	Los Angeles	0.8
Average		**0.6**
16	Indianapolis	0.4
17	Louisville	0.4
18	Oklahoma City	0.3
19	Detroit	0.1
20	Charlotte	0.0
21	Minneapolis	-0.1
22	Denver	-0.2
23	Seattle	-0.2
24	New York	-0.2
25	Portland	-0.5
26	**St. Louis**	**-0.5**
27	Dallas	-0.7
28	Houston	-0.8
29	Kansas City	-1.4
30	Chicago	-1.7
31	Salt Lake City	-1.9
32	Washington D.C.	-2.7
33	Miami	-4.3
34	Atlanta	-4.3
35	**Phoenix**	**-4.8**

Source: Bureau of Economic Analysis, Bureau of Labor Statistics

POVERTY

Percent of residents living in poverty, 2013

1	**Memphis**	**19.8**
2	Miami	17.7
3	Los Angeles	17.6
4	Phoenix	17.6
5	Detroit	16.9
6	Houston	16.4
7	San Antonio	16.3
8	Atlanta	15.9
9	Milwaukee	15.9
10	Cleveland	15.6
11	Indianapolis	15.2
12	San Diego	15.2
13	Dallas	15.0
14	Oklahoma City	14.9
15	Charlotte	14.8
16	Columbus	14.8
17	New York	14.6
18	Cincinnati	14.5
19	Chicago	14.4
20	Austin	14.3
Average		**14.3**
21	Louisville	13.8
22	Nashville	13.7
23	Philadelphia	13.5
24	Portland	13.5
25	**St. Louis**	**12.9**
26	Pittsburgh	12.8
27	Kansas City	12.6
28	Seattle	12.6
29	Salt Lake City	12.4
30	Denver	12.1
31	San Francisco	11.5
32	Baltimore	11.2
33	Boston	10.4
34	Minneapolis	10.3
35	**Washington D.C.**	**8.5**

HIGHER

AVERAGE

LOWER

Source: American Community Survey, U.S. Census Bureau

has seen a steady increase in GMP over the last few years, the region has yet to reach the same level of output attained in 2008.

The St. Louis region also ranks below the peer region average for change in personal income per capita. From 2008 to 2013 the personal income per capita in St. Louis declined by 0.5 percent, from $46,231 in 2008 (in 2013 dollars) to $45,992 in 2013. St. Louis ranks 26th on this measure, with most other regions experiencing a smaller decline or an increase in personal income over the same time period. The decrease in personal income indicates that the St. Louis region is experiencing a slower recovery from the Great Recession than other regions.

St. Louis ranks 25th on the poverty rate, with a rate lower than most of its peer regions. In 2013 the percent of residents living in poverty in the St. Louis region was 12.9 percent. The poverty rate increased by 1.6 percentage points between 2008 and 2013 in St. Louis, and increased by 2.4 percentage points on average among the peer regions.

The racial disparity in income indicator measures the ratio of the median white household income to the median black household income. In St. Louis, the median white household income is $60,300, while the median black household income is $30,600 (based on 2011-2013 average). The resulting ratio of white to black income—2.0—ranks St. Louis as 9th highest for racial disparity among 34 peer regions.

RACIAL DISPARITY IN INCOME

Ratio of white to black median household income, 2011-2013

1	**Milwaukee**	**2.3**
2	Minneapolis	2.3
3	San Francisco	2.2
4	Cincinnati	2.2
5	Cleveland	2.1
6	Chicago	2.1
7	Detroit	2.0
8	Philadelphia	2.0
9	**St. Louis**	**2.0**
10	Pittsburgh	2.0
11	Memphis	1.9
12	Houston	1.9
13	Los Angeles	1.9
14	Louisville	1.9
15	Kansas City	1.9
16	New York	1.9
Average		**1.8**
17	Indianapolis	1.8
18	Columbus	1.8
19	Portland	1.8
20	Denver	1.8
21	Dallas	1.8
22	Boston	1.8
23	Seattle	1.7
24	Baltimore	1.7
25	Oklahoma City	1.7
26	Austin	1.7
27	Washington D.C.	1.7
28	Charlotte	1.7
29	Atlanta	1.6
30	Miami	1.6
31	Nashville	1.6
32	Phoenix	1.6
33	San Antonio	1.5
34	**San Diego**	**1.5**

HIGHER

AVERAGE

LOWER

Source: American Community Survey, U.S. Census Bureau

• • • • Distinctive

"Maintain, develop, and enhance the unique places and communities in our region through investment that reflects local values, diversity, and character."

This OneSTL theme recognizes the importance of improving the quality of life in communities while preserving each community's unique character. Of the four OneSTL indicators for this theme, two are presented here: crime rate and healthy and active. The St. Louis region performs better than most of its peers on crime and worse than most of its peers on the healthy and active indicator.

The St. Louis region ranks 20th out of 29 of its peer regions for the 2013 crime rate, with 3,102 crimes per 100,000 population in St. Louis compared with 3,451 crimes per 100,000 population on average for the peer regions. Like most of the peer regions, the crime rate in St. Louis declined over the last decade, with an overall decrease of 24.9 percent between 2004 and 2013, same as the peer region average decrease of 24.9 percent.

The healthy and active indicator measures the percent of adults meeting the recommended exercise standard, which calls for 150 minutes or more of aerobic exercise per week. Exercise is critical for health and well-being. The percentage of adults who exercise depends in part on whether the built environment has the infrastructure to allow for exercise (such as sidewalks and cycling paths), and whether residents feel safe and secure while outdoors. The St. Louis region ranks 26th on this measure, with 49.5 percent of adults exercising the recommended amount in 2011. This is a decrease from 52.2 percent of adults meeting the recommendation in 2009. The St. Louis region performs worse than most of the peer regions on this measure.

CRIME RATE

Violent and property crimes per 100,000 population, 2013

1	**Memphis**	**5,183**
2	San Antonio	4,875
3	Salt Lake City	4,705
4	Oklahoma City	4,459
5	Seattle	4,347
6	Miami	4,229
7	San Francisco	4,130
8	Houston	4,048
9	Kansas City	3,723
10	Atlanta	3,720
11	Milwaukee	3,651
12	Baltimore	3,646
Average		**3,451**
13	Austin	3,450
14	Cincinnati	3,433
15	Charlotte	3,385
16	Dallas	3,369
17	Nashville	3,314
18	Portland	3,242
19	Detroit	3,149
20	**St. Louis**	**3,102**
21	Denver	3,075
22	Philadelphia	2,975
23	Minneapolis	2,869
24	Los Angeles	2,561
25	San Diego	2,541
26	Washington D.C.	2,500
27	Boston	2,245
28	Pittsburgh	2,149
29	**New York**	**2,000**

Source: FBI Crime Statistics

HEALTHY AND ACTIVE

Percent of adults meeting recommended exercise standard, 2011

1	**San Francisco**	**62.4**
2	Denver	61.5
3	San Diego	61.0
4	Portland	60.3
5	Milwaukee	58.8
6	Boston	56.6
7	Los Angeles	56.0
8	Austin	55.9
9	Minneapolis	55.5
10	Salt Lake City	55.5
11	Washington D.C.	54.9
12	Seattle	54.5
13	Cleveland	53.9
14	Phoenix	52.9
15	Chicago	52.3
16	Atlanta	52.1
Average		**52.0**
17	New York	51.7
18	Philadelphia	51.6
19	Houston	51.1
20	Cincinnati	50.9
21	Miami	50.6
22	Pittsburgh	50.6
23	Charlotte	50.3
24	San Antonio	50.3
25	Columbus	50.0
26	**St. Louis**	**49.5**
27	Dallas	48.8
28	Kansas City	48.6
29	Detroit	48.3
30	Louisville	47.2
31	Baltimore	46.1
32	Indianapolis	46.1
33	Oklahoma City	44.8
34	Nashville	43.1
35	**Memphis**	**37.8**

Source: Centers for Disease Control and Prevention

HIGHER

AVERAGE

LOWER

• • • • Inclusive

"Engage all citizens in regional civic and cultural life by providing quality, equitable services and opportunities."

The inclusive theme is about promoting diversity, ensuring access to opportunities for all individuals, and creating a more resilient economy and community. Of the five indicators for this theme, two are presented here: housing affordability and income inequality. Housing affordability is important for sustainability, since housing is a fundamental human need. The second measure, income inequality, describes the distribution of income among households. A more equal distribution of income enhances sustainability by reducing disparities. In addition, recent research indicates that more equal income distribution at the regional level reduces economic turbulence and may prolong periods of economic expansion.[3] The St. Louis region performs better than most of its peers on both of these indicators.

The St. Louis region ranks 15th on housing affordability, with 33.1 percent of housing units affordable and available to households earning a low or moderate income (based on the 2006-2010 average).[4] Housing units that are affordable are those that cost less than 30 percent of the household's income, and available units are those that are vacant or those that are occupied by low- to moderate-income families. St. Louis exceeds the peer region average by 3.5 percentage points, and is 3.4 percentage points lower than the leading metro region, Pittsburgh. While the St. Louis region performs better than most of the other peer regions, there is still a gap in the availability of affordable units. There are 504,000 households with low or moderate incomes in the St. Louis region, but only 372,000 housing units that are affordable and available.[5]

The Gini index of income inequality describes the distribution of income on a scale from zero to one, with one representing the most unequal distribution (one household earns all of the income), and zero representing the most equal distribution (each household earns the same income). According to data for 2013, the St. Louis region ranks 22nd on this measure, indicating the region has less income inequality than most of its peer regions. The region's Gini index of 0.463 is statistically significantly lower than the peer region average of 0.471. In recent years, income inequality increased in St. Louis and throughout the U.S. Between 2006 and 2013 income inequality increased in the St. Louis region by 2.7 percent, in peer regions by an average of 3.6 percent, and nationwide by 3.7 percent.

HOUSING AFFORDABILITY

Percent of units affordable and available to households earning 80% of HUD Area Median Family Income, 2006-2010

1	**Pittsburgh**	**36.5**
2	Columbus	35.6
3	Houston	35.4
4	San Antonio	35.2
5	Cincinnati	34.9
6	Oklahoma City	34.6
7	Kansas City	34.5
8	Denver	34.2
9	Cleveland	34.1
10	Dallas	33.8
11	Louisville	33.5
12	Indianapolis	33.5
13	Austin	33.4
14	Memphis	33.4
15	**St. Louis**	**33.1**
16	Detroit	32.1
17	Milwaukee	31.8
18	Charlotte	31.2
19	Nashville	31.1
20	Philadelphia	30.6
Average		**29.6**
21	Atlanta	29.3
22	Los Angeles	28.5
23	Minneapolis	27.6
24	Salt Lake City	27.0
25	Chicago	26.1
26	Miami	26.0
27	Baltimore	25.6
28	New York	24.9
29	Portland	24.0
30	Phoenix	23.5
31	Seattle	22.3
32	San Diego	21.8
33	San Francisco	21.6
34	Boston	20.1
35	**Washington D.C.**	**15.8**

Source: Comprehensive Housing Affordability Strategy data, U.S. Department of Housing and Urban Development; American Community Survey, U.S. Census Bureau

INCOME INEQUALITY

Gini index, 2013

1	**New York**	**0.512**
2	Miami	0.512
3	Los Angeles	0.499
4	San Francisco	0.494
5	Memphis	0.486
6	Chicago	0.486
7	Houston	0.485
8	Philadelphia	0.485
9	Boston	0.484
10	Cleveland	0.482
11	San Diego	0.479
12	Dallas	0.477
12	Charlotte	0.477
14	Detroit	0.474
15	Atlanta	0.474
16	Indianapolis	0.474
17	Cincinnati	0.472
18	Milwaukee	0.471
Average		**0.471**
19	Pittsburgh	0.469
20	Phoenix	0.465
21	Louisville	0.464
22	**St. Louis**	**0.463**
23	Austin	0.462
24	Baltimore	0.461
25	Denver	0.461
25	Columbus	0.459
27	Seattle	0.459
28	Nashville	0.458
29	Kansas City	0.454
30	Oklahoma City	0.453
31	San Antonio	0.453
32	Portland	0.449
33	Minneapolis	0.442
34	Washington D.C.	0.442
35	**Salt Lake City**	**0.436**

Source: American Community Survey, U.S. Census Bureau

HIGHER

AVERAGE

LOWER

3 Benner, Chris and Manuel Pastor. Brother, Can You Spare Some Time? Sustaining Prosperity and Social Inclusion in America's Metropolitan Regions, Urban Studies, 2014.

4 Low or moderate income households are those that earn 80 percent or less of the HUD Area Median Family Income (MFI). In the St. Louis region, 80 percent of the HUD MFI was $55,280 in 2013. The MFI is calculated for a 4-person household and adjusted to account for various household sizes.

5 The housing affordability indicator does not measure affordability for current homeowners. Instead, it measures the availability of affordable units to a generic household. The cost of owner-occupied units includes the cost of mortgage payments given current values and current mortgage market conditions. Since the indicator uses income to determine affordability, it does not account for household wealth.

• • • • Green

"Protect and enhance the quality of water, air, land, and biodiversity in order to maintain a healthy population, economy, and ecosystem."

The green theme recognizes the importance of protecting the natural environment to improve quality of life and strengthen the economy. There are nine indicators for this theme, two of which are presented here: developed land per capita and air quality. The first indicator examines the amount of developed land per resident in the region over time. Increases in the amount of development per capita indicate greater loss of natural resource and agricultural land. The air quality indicator examines the number of days when ozone levels were high enough to cause health concerns. The St. Louis region ranks worse than most of its peer regions on both measures, indicating lower environmental quality in the St. Louis region.

The developed land per capita indicator measures how efficiently the region's land resource is used. Building more densely reduces the need to develop on natural resource and agricultural lands, which are beneficial to the region because they provide plant and wildlife habitat, air and water filtering, open space viewsheds, and recreational opportunities. The St. Louis region has more developed land per population than most other peer regions, ranking 5th in 2011 with 0.30 acres of developed land per capita. The St. Louis region also ranks 5th for change in developed land per capita, with a 0.9 percent increase in developed acres per capita from 2006 to 2011, compared to a peer metro average decrease of 2.9 percent. The decrease in developed acres per capita experienced by most of the peer regions indicates that they are developing more densely.

DEVELOPED LAND PER CAPITA

Developed acres per capita, 2011

1	**Kansas City**	**0.36**
2	Oklahoma City	0.34
3	Memphis	0.33
4	Nashville	0.30
5	**St. Louis**	**0.30**
6	Charlotte	0.30
7	Pittsburgh	0.29
8	Indianapolis	0.28
9	San Antonio	0.27
10	Minneapolis	0.26
11	Columbus	0.26
12	Atlanta	0.25
13	Cincinnati	0.25
14	Austin	0.25
15	Cleveland	0.24
16	Louisville	0.24
17	Detroit	0.23
Average		**0.22**
18	Houston	0.22
19	Portland	0.22
20	Dallas	0.21
21	Milwaukee	0.21
22	Seattle	0.21
23	Phoenix	0.20
24	Denver	0.19
25	Salt Lake City	0.18
26	Baltimore	0.18
27	Chicago	0.17
28	Boston	0.17
29	Philadelphia	0.17
30	Washington D.C.	0.16
31	San Diego	0.16
32	Miami	0.13
33	San Francisco	0.12
34	New York	0.10
35	**Los Angeles**	**0.09**

Sources: National Land Cover Database; U.S. Census Bureau, Population Division

CHANGE IN DEVELOPED LAND PER CAPITA

Percent change in developed acres per capita, 2006-2011

1	**Detroit**	**3.8**
2	Cleveland	3.2
3	Pittsburgh	1.9
4	Chicago	1.6
5	**St. Louis**	**0.9**
6	Milwaukee	0.2
7	Philadelphia	-0.4
8	Memphis	-0.5
9	New York	-0.8
10	Cincinnati	-0.8
11	Phoenix	-0.8
12	Boston	-0.9
13	Baltimore	-1.2
14	Los Angeles	-1.5
15	Minneapolis	-2.0
16	Columbus	-2.4
17	Kansas City	-2.7
Average		**-2.9**
18	Indianapolis	-3.0
19	Louisville	-3.0
20	Miami	-3.2
21	Oklahoma City	-3.6
22	San Diego	-5.1
23	Salt Lake City	-5.1
24	Dallas	-5.2
25	Houston	-5.2
26	San Francisco	-5.3
27	Atlanta	-5.3
28	Nashville	-5.7
29	Seattle	-5.7
30	Washington D.C.	-6.0
31	Portland	-6.3
32	San Antonio	-6.8
33	Denver	-7.0
34	Charlotte	-8.8
35	**Austin**	**-9.2**

Sources: National Land Cover Database; U.S. Census Bureau, Population Division

AIR QUALITY

Number of days air quality index exceeded 100 for ozone, 2011-2013 average

1	**Los Angeles**	**72.3**
2	Dallas	35.3
3	Houston	29.0
4	**St. Louis**	**26.3**
5	Denver	21.3
6	Atlanta	21.3
7	Phoenix	21.0
8	New York	19.3
9	Cincinnati	19.0
10	Kansas City	18.0
11	Oklahoma City	17.0
12	Baltimore	15.7
13	Washington D.C.	15.7
14	Chicago	15.3
15	Louisville	15.0
Average		**14.6**
16	Philadelphia	14.3
17	Memphis	14.0
18	Cleveland	13.7
19	Pittsburgh	13.3
20	Nashville	11.7
21	Detroit	11.3
22	Charlotte	9.7
23	Indianapolis	9.7
24	San Antonio	9.3
25	Columbus	9.0
26	Milwaukee	9.0
27	San Diego	9.0
28	Salt Lake City	7.3
29	Austin	4.0
30	Boston	3.7
31	San Francisco	2.7
32	Minneapolis	1.7
33	Miami	1.3
34	Seattle	0.7
35	**Portland**	**0.3**

HIGHER

AVERAGE

LOWER

Source: U.S. Environmental Protection Agency

• • • • Prepared

"Equip the region's communities with the infrastructure, knowledge, communications, and partnerships to be safe and resilient."

The prepared theme is focused on anticipating and mitigating man-made and natural disasters with the goal of reducing their impact and creating a safe and resilient region. The seven indicators in this theme cover topics such as flooding, hazard mitigation, and climate change. Peer region data is only available for one indicator, heat/cold mortality. The heat/cold mortality indicator measures the number of deaths due to excessive natural heat or cold. Some of these deaths are likely preventable through efforts such as better communications systems and the provision of public shelters during extreme weather.

HEAT- AND COLD-RELATED DEATHS

Average deaths per year per 100,000 population, 2008-2012

1	**Phoenix**	**1.77**
2	Baltimore	1.39
3	Memphis	1.12
4	Philadelphia	0.99
5	Oklahoma City	0.94
6	**St. Louis**	**0.86**
7	Kansas City	0.85
8	Milwaukee	0.75
9	Salt Lake City	0.73
10	Washington D.C.	0.72
11	Detroit	0.65
12	Minneapolis	0.61
Average		**0.59**
13	Indianapolis	0.57
14	Chicago	0.57
15	Cleveland	0.57
16	Seattle	0.57
17	Dallas	0.56
18	Denver	0.56
19	Cincinnati	0.51
20	Louisville	0.50
21	Nashville	0.45
22	Pittsburgh	0.40
23	Portland	0.39
24	Charlotte	0.39
25	Austin	0.37
26	New York	0.36
27	Columbus	0.35
28	Houston	0.33
29	Atlanta	0.31
30	San Francisco	0.29
31	Boston	0.26
32	San Antonio	0.25
33	San Diego	0.25
34	Miami	0.17
35	**Los Angeles**	**0.16**

HIGHER

AVERAGE

LOWER

Source: Wonder Multiple Cause of Death Database, Centers for Disease Control and Prevention

The St. Louis region ranks higher than most of the peer regions, with 0.86 heat- and cold-related deaths per 100,000 population per year based on data for the 2008-2012 time period, compared with 0.59 deaths per 100,000 population for the peer region average. The St. Louis region also has a higher rate of heat- and cold-related deaths than the nation, which had 0.64 deaths per 100,000 population per year for the 2008-2012 time period.

• • • •

With regard to ozone, air quality in the St. Louis region is unhealthier than most of the peer regions. The air quality index measures the level of ozone and assigns a score based on expected health effects. Scores between 101 and 150 (signified by the color orange) indicate that air quality is unhealthy for sensitive groups, such as children, older adults, people with lung disease, or people who exercise outdoors. Scores above 151 are unhealthy for everybody (signified by the color red). Between 2011 and 2013 the St. Louis region had an average of 26.3 days of unhealthy air per year, ranking 4th among the 35 peer regions. Most of the unhealthy days (91 percent) were in the orange range, with only 9 percent in the red range.

• • • • Connected

"Develop and maintain a safe, accessible, multi-modal transportation system that connects local communities and links the region to the nation."

The transportation system is the focus of this theme, including how transportation can be leveraged to improve quality of life and the economy while reducing environmental impact. The two indicators presented here are transportation choice and transit ridership. The St. Louis region ranks lower than most of its peers on both measures.

TRANSPORTATION CHOICE

Total percent of workers commuting via walking, bicycling, transit, or rideshare, 2013

1	**New York**	**44.2**
2	San Francisco	32.5
3	Washington D.C.	27.9
4	Boston	26.0
5	Seattle	23.8
6	Chicago	23.6
7	Philadelphia	22.2
8	Portland	21.8
9	Los Angeles	19.3
Average		**17.4**
10	Salt Lake City	18.4
11	Baltimore	17.7
12	Pittsburgh	17.1
13	San Diego	16.5
14	Denver	16.3
15	Miami	16.1
16	Minneapolis	16.0
17	Phoenix	15.8
18	San Antonio	15.4
19	Houston	15.2
20	Milwaukee	15.1
21	Atlanta	15.0
22	Austin	14.8
23	Charlotte	13.3
24	Dallas	12.9
25	Cleveland	12.8
26	Cincinnati	12.5
27	Columbus	12.5
28	Memphis	12.5
29	Oklahoma City	12.2
30	**St. Louis**	**11.9**
31	Indianapolis	11.7
32	Louisville	11.7
33	Detroit	11.7
34	Nashville	11.7
35	**Kansas City**	**11.6**

Source: American Community Survey, U.S. Census Bureau

TRANSIT RIDERSHIP

Annual transit boardings per 1,000 population, 2012

1	**New York**	**218.3**
2	San Francisco	97.8
3	Boston	88.3
4	Washington D.C.	83.6
5	Chicago	69.7
6	Philadelphia	64.3
7	Seattle	55.4
8	Los Angeles	51.4
9	Portland	49.9
10	Baltimore	41.0
11	Denver	37.3
Average		**36.7**
12	Salt Lake City	36.5
13	San Diego	32.4
14	Milwaukee	30.3
15	Miami	28.9
16	Pittsburgh	28.7
17	Minneapolis	28.0
18	Atlanta	26.5
19	Cleveland	23.8
20	San Antonio	22.7
21	Austin	19.4
22	**St. Louis**	**17.6**
23	Phoenix	16.7
24	Charlotte	15.7
25	Louisville	13.3
26	Houston	13.1
27	Dallas	11.9
28	Detroit	11.2
29	Cincinnati	10.0
30	Columbus	10.0
31	Kansas City	8.5
32	Memphis	7.5
33	Nashville	6.3
34	Indianapolis	5.7
35	**Oklahoma City**	**2.4**

Source: National Transit Database; American Community Survey, U.S. Census Bureau

HIGHER

AVERAGE

LOWER

The transportation choice indicator measures the percent of workers who commute via walking, bicycling, transit, or carpool. The St. Louis region ranks lower than most of its peer regions on transportation choice with 11.9 percent of workers commuting by one of those modes in 2013, compared with 17.4 percent for the peer region average. The region ranks 30th on this measure with a relatively small portion of residents choosing non-auto modes of transportation.

St. Louis also ranks lower than most of its peers on transit ridership, ranking 22nd with 17.6 annual transit boardings per 1,000 population in 2012.[6] The peer region average (36.7 boardings per 1,000 population) is almost twice as high as the transit ridership in the St. Louis region. There is a large range of ridership among the peer regions: New York ranks 1st with 218.3 transit boardings per 1,000 population, while Oklahoma City ranks 35th with 2.4 transit boardings per 1,000 population. Strong transit systems benefit regions by enabling workers to reach jobs, providing transportation options for users of all ages and abilities, and reducing pollution, energy use, and congestion.

6 Transit boardings are also known as unlinked passenger trips, and are measured by the number of times a passenger boards a transit vehicle. Each passenger boarding is counted even if it is a transfer. Although this method over counts the total number of trips, it provides a more accurate estimate of ridership than linked passenger trips because there is less room for error. Ridership statistics include trips by bus, light rail, van pool, and paratransit (a transportation service that helps the elderly or disabled reach medical appointments, school, or work.)

• • • • Efficient

"Promote regional energy and resource efficiency to maintain the health, safety, and economic vitality of our communities."

ACCESS TO HEALTHY FOOD CHOICES

Percent of population that live in a low-income census tract and reside far from a supermarket or large grocery store,* 2010

1	**Austin**	**16.7**
2	Memphis	14.7
3	San Antonio	14.1
4	Charlotte	12.9
5	Atlanta	11.8
6	Nashville	11.1
7	Oklahoma City	10.0
8	Pittsburgh	9.6
9	Dallas	9.4
10	Houston	8.8
11	Cincinnati	8.7
12	Columbus	8.5
13	Kansas City	7.7
14	**St. Louis**	**7.2**
15	Indianapolis	6.8
16	Phoenix	6.7
Average		**6.5**
17	Louisville	6.0
18	Minneapolis	5.8
19	Denver	5.8
20	Washington D.C.	4.5
21	Seattle	3.6
22	Philadelphia	3.4
23	Boston	3.3
24	Detroit	3.2
25	Cleveland	3.1
26	Miami	3.0
27	Chicago	2.9
28	Salt Lake City	2.9
29	Milwaukee	2.9
30	San Diego	2.8
31	Portland	2.8
32	Baltimore	2.8
33	San Francisco	2.2
34	New York	1.4
35	**Los Angeles**	**1.2**

HIGHER

AVERAGE

LOWER

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

***More than one mile in urban census tracts and more than 10 miles in rural census tracts**

The efficient theme addresses the need to reduce waste and use resources wisely while providing residents with efficient access to resources. Of the six indicators in this theme, one is presented here: access to healthy food choices. This indicator measures the percent of population that live in a low-income census tract and far from a grocery store. Low-income areas are less likely to have access to healthy, affordable food, and instead are likely to have more fast-food and convenience stores that offer unhealthy food.[7]

The St. Louis region performs worse than most of the peer regions on the access to healthy food choices measure. The region ranks 14th, with 7.2 percent of residents living in low-income areas with low access to healthy food in 2010. The peer region average is slightly lower, at 6.5 percent. Access to healthy foods is important, especially for low-income populations who are less likely to have reliable access to an automobile.

7 Treuhaft, Sarah and Allison Karpyn. The Grocery Gap: Who Has Access to Healthy Food and Why it Matters, PolicyLink and The Food Trust, 2010; accessed on 14 May 2014 at http://thefoodtrust.org/uploads/media_items/grocerygap.original.pdf

• • • • Educated

"Strengthen learning, education, and training opportunities and increase public support for the region's education, research, arts, and cultural institutions."

The educated theme focuses on improving the quality of education, increasing opportunities for life-long learning, and strengthening citizen participation. There are six indicators for this theme, two of which are presented here: volunteer rate and college attainment. The St. Louis region performs better than most peers on the volunteer rate, but worse than most peers on college attainment.

VOLUNTEER RATE

Percent of residents who volunteer, 2011-2013

1	**Minneapolis**	**35.8**
2	Salt Lake City	35.1
3	Seattle	34.0
4	Milwaukee	33.4
5	Portland	33.2
6	Charlotte	33.1
7	Washington D.C.	32.2
8	Kansas City	31.8
9	San Francisco	31.0
10	Denver	30.8
11	Indianapolis	30.6
12	**St. Louis**	**30.6**
13	San Diego	29.7
14	Austin	28.6
15	Columbus	28.1
Average		**27.8**
16	Pittsburgh	27.7
17	Dallas	27.6
18	Nashville	27.1
19	Baltimore	27.0
20	Detroit	27.0
21	Louisville	26.7
22	Atlanta	26.6
23	Oklahoma City	26.6
24	Memphis	26.5
25	Cincinnati	26.2
26	Philadelphia	26.1
27	Chicago	25.9
28	Boston	25.8
29	Cleveland	25.8
30	San Antonio	23.2
31	Phoenix	23.1
32	Houston	21.9
33	Los Angeles	21.1
34	New York	17.7
35	**Miami**	**14.3**

Source: Volunteering in America

COLLEGE ATTAINMENT

Percent of adults age 25 and over with a bachelor's degree or higher, 2011-2013

1	**Washington D.C.**	**48.1**
2	San Francisco	44.8
3	Boston	43.7
4	Austin	40.8
5	Denver	39.7
6	Minneapolis	38.8
7	Seattle	38.1
8	New York	36.8
9	Baltimore	36.3
10	Atlanta	35.1
11	Chicago	34.8
12	Portland	34.8
13	San Diego	34.5
14	Philadelphia	33.9
Average		**33.5**
15	Kansas City	33.4
16	Columbus	33.2
17	Milwaukee	32.6
18	Dallas	31.9
19	Los Angeles	31.6
20	Nashville	31.4
21	**St. Louis**	**31.4**
22	Salt Lake City	31.3
23	Charlotte	31.2
24	Pittsburgh	30.8
25	Indianapolis	30.6
26	Cincinnati	30.2
27	Houston	29.9
28	Miami	29.2
29	Phoenix	29.0
30	Cleveland	28.7
31	Detroit	28.3
32	Oklahoma City	28.2
33	Louisville	26.6
34	San Antonio	26.5
35	**Memphis**	**26.3**

Source: American Community Survey, U.S. Census Bureau

HIGHER

AVERAGE

LOWER

The St. Louis region ranks 12th for the volunteer rate, with 30.6 percent of residents volunteering at least once during the year (based on the 2011-2013 average). The high volunteer rate in St. Louis may reflect a higher amount of social capital than most of the peer regions. Social capital refers to the amount of trust and cooperation in the community and the value of social networks among residents. Furthermore, volunteering benefits the region by providing valuable community services, and improves the quality of life for volunteers by reducing isolation, improving health,[8] and improving employability for unemployed volunteers.[9]

The college attainment rate, which measures the percent of adults age 25 and over with a bachelor's degree or higher, is 31.4 percent in the St. Louis region for the 2011-2013 time period. The St. Louis region ranks 21st, with a rate 2.1 percentage points lower than the peer region average. Regions where the average educational attainment is higher are found to have higher levels of economic activity (GMP) and increased wages.[10]

8 Grimm, Robert, Kimberly Spring, and Nathan Dietz. The Health Benefits of Volunteering: A Review of Recent Research Corporation for National & Community Service, April 2007; accessed on 12 December 2013 at http://www.nationalservice.gov/pdf/07_0506_hbr.pdf

9 Spera, Chistopher, Robin Ghertner, Anthony Nerino, and Adrienne DiTommaso. Volunteering as a Pathway to Employment: Does Volunteering Increase Odds of Finding a Job for the Out of Work? Corporation for National & Community Service, June 2013; accessed on 12 December 2013 at http://www.nationalservice.gov/sites/default/files/upload/employment_research_report.pdf

10 DeVol, Ross C., I-Ling Shen, Armen Bedroussian, and Nan Zhang. Matter of Degrees: The Effect of Educational Attainment on Regional Economic Prosperity, Milken Institute, February 2013; accessed on 31 December 2014 at http://assets1c.milkeninstitute.org/assets/Publication/ResearchReport/PDF/Matter-of-Degrees-FR.pdf

Relationships Among OneSTL Indicators

The variety of indicators included in this report points to the breadth of issues covered by OneSTL. These issues are not isolated from one another, and by analyzing the regions' performance on the indicators, it is possible to uncover relationships between the OneSTL indicators. The peer regions' raw scores were analyzed for correlations to determine if performance on one indicator is associated with performance on another. Out of the 120 relationships between the 16 indicators, there are 24 statistically significant ($P < 0.01$) correlations (See Figure 1). Positive correlations indicate that peer regions that have high (or low) values for one indicator tend to also have high (or low) values on the other indicator. Negative correlations indicate that peer regions that have high values for one indicator tend to have low values for the other.

Five of the negative correlations among the indicators reveal divergences, or tradeoffs, for performance on OneSTL indicators. For example, the negative correlation between housing affordability and transit ridership (-0.58) reveals that regions with greater housing affordability tend to have lower transit ridership. The correlation does not imply a causal relationship between the two indicators, but shows that performance on the two indicators is linked. One possible explanation is that regions with higher transit ridership tend to have less housing that is affordable due to higher densities and increased demand. Housing affordability is also negatively correlated with transportation choice (-0.67), GMP (-0.52), healthy and active (-0.47), and college attainment (-0.65). These correlations also present tradeoffs, suggesting that it may be challenging to make progress on certain goals simultaneously.

Most of the correlations between indicators dovetail in regards to the OneSTL sustainability goals. For example, college attainment is negatively correlated with poverty (-0.74), revealing that metro areas with higher college attainment tend to have lower poverty rates. College attainment is also positively correlated with GMP (0.70), revealing a positive relationship between educational attainment and GMP. The correlation between volunteer rate and income inequality (-0.70) reveals that metro areas with lower income inequality tend to have higher volunteer rates.

The correlations between indicators may help the region better understand its performance and how to pursue its sustainability goals. Although causality cannot be determined based on the correlations, organizations working to achieve the OneSTL goals can explore these relationships and how they may influence strategies or priorities.

Figure 1: Correlations for Peer Region Performance on OneSTL Indicators

This diagram represents the statistically significant correlations ($p < 0.01$) between indicators based on each region's raw score. Positive correlations indicate that peer regions that have high (or low) values for one indicator tend to also have high (or low) values on the other indicator. Negative correlations indicate that peer regions that have high values for one indicator tend to have low values for the other. Correlations between indicators signify associations, but do not imply causality.

OneSTL Network

Network Members are public agencies, not-for-profit organizations, businesses, private funders, community groups and residents who support OneSTL.

OneSTL Network membership is free and open to the public.

To sign up, go to OneSTL.org and click on "Get Involved."

Conclusion

For the 16 OneSTL indicators presented in this update, the St. Louis region performs worse than most of its peers on the majority of them (11) and better than most of its peers on five. While these 16 measures are only a subset of the OneSTL indicators, they provide an indication of how the region compares to other large metro regions on sustainability-related measures. Overall, they indicate that the St. Louis region is less sustainable than most of its peer regions.

As the St. Louis region works to advance sustainability, it is important for the region to build on its strengths and address its weaknesses. Many individuals and agencies are working together to advance sustainability, and nearly 200 organizations and individuals have joined the OneSTL Network to share ideas and build collaborative efforts. The data in this update, including the comparison with other metropolitan regions and the relationships among the OneSTL indicators, can help the Network Members set priorities, determine strategies and set realistic targets.

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Grant Funding Sources: The work that provided the basis of this publication was supported by a combination of local funds, state funds provided under an award from the Missouri Department of Transportation and the Illinois Department of Transportation, and federal funds provided under an award 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.

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Memo to: Board of Directors

From: Staff

Subject: Authorization to Amend Subcontract with South Grand Community Improvement District for the South Grand Rain Garden Project

Date: January 14, 2015

As part of the South Grand Great Streets project, in April 2011 the East-West Gateway Board approved subcontracts with the South Grand Community Improvement District, Metropolitan St. Louis Sewer District, Academy of Science, and the city of St. Louis to install bio-retention features—primarily rain gardens – along the street. Funding for this part of the project came from an Environmental Protection Agency grant, through the Missouri Department of Natural Resources. In the summer of 2014, the city of St. Louis Board of Public Service completed the construction of the rain gardens and bio-retention features. The construction did not include the installation of fencing around the rain gardens and bio-retention features; however, after the construction was completed it became clear that fencing was needed in order to protect the safety of pedestrians.

In December 2014, the Department of Natural Resources authorized the installation of fencing around the rain gardens and bio-retention features and provided EWG a no cost grant extension to provide EWG additional time to install the fencing. The South Grand Community Improvement District agreed to oversee the fencing project and is coordinating the bidding and installation process with the city of St. Louis Board of Public Service.

In order to complete the fencing work, EWG needs authorization from the Board of Directors to amend the subcontract with the South Grand Community Improvement District to provide up to $45,000 in grant funds for the fencing.

Staff Recommendation: Staff recommends the board authorize the executive director to amend the subcontract with the South Grand Community Improvement District in an amount not to exceed $45,000 to cover the costs of the fencing around the rain gardens and bio-retention features.

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Memo to: Board of Directors

From: Staff

Subject: Mid-Year Air Quality Conformity Determination and Documentation for the FY 2015-2018 Transportation Improvement Program and related amendments to the Metropolitan Transportation Plan - *RTP 2040*

Date: January 14, 2015

An objective of the transportation planning process is to ensure that the projects and policies set out in the region's long range transportation plan and the region's Transportation Improvement Program (TIP) help reduce, or otherwise minimize, air quality impacts of transportation projects, in accordance with federal, state, and local air quality standards, regulations, and priorities. The specific procedures for reaching this objective are established under Federal law for ensuring conformity between transportation plans and air quality improvement plans.

The conformity process is intended to ensure that the programs and activities proposed in the long-range transportation plan and TIP conform to State Implementation Plans (statewide air quality plans), which set out benchmarks against which progress is measured in meeting national goals for cleaner and healthier air. Under the regulations, the Council is the agency responsible for conducting the conformity determination.

The finding of conformity the Council is responsible for relates to those precursor pollutants produced by automobiles and other on-road transportation, generally described as "mobile source emissions." The pollutants of most concern in this region are ozone and its precursors – nitrogen oxides (NOx) and volatile organic compounds (VOCs) – as well as direct PM 2.5 (particulate matter resulting from vehicle exhaust, brake wear, and tire wear) and NOx as a PM 2.5 precursor.

The conformity analysis typically is completed during the annual update of the TIP and the long-range transportation plan, *RTP 2040*. Projects that receive the most scrutiny during the conformity process are those that add capacity to the transportation system by building new roads, new interchanges or by adding lanes to existing roads. However, whenever modifications are made to the TIP that includes projects that add capacity to the system, the Council is required to make a new conformity determination. If a capacity-adding project is not included in a conformity analysis, it cannot be added to the TIP.

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Proposed amendments to the FY 2015-2018 TIP and related amendments to the *RTP 2040* require a new conformity determination. These changes include: construction of a new MetroLink station in the City of St. Louis at Boyle Ave; adding a westbound lane to MO D near Westport in Maryland Heights; modifying the scope for the I-270 project in North St. Louis County (interchange improvements at US 67, road improvements between New Florissant and Old Halls Ferry); and modifying the scope for the David Hoekel Parkway in Wentzville. East-West Gateway staff has updated the travel demand network and has completed the regional emissions model analysis.

Based on the conformity analysis, the projects and programs included in the *Amendment to the FY 2015-2018 TIP* and *RTP* 2040 are found to be in conformity with the requirements of the Clean Air Act Amendments of 1990, the relevant sections of the Final Conformity Rule 40 CFR Part 93, and the Missouri State Conformity Regulations 10 CSR 10-5.480. The finding is documented in the *Air Quality Conformity Determination and Documentation (8-Hour Ozone & $PM_{2.5}$) for the Amendment to the FY 2015-2018 Transportation Improvement Program and related amendments to RTP 2040.*

The draft of the *Air Quality Conformity Determination and Documentation (8-Hour Ozone & $PM_{2.5}$) for the FY 2015-2018 Transportation Improvement Program and related amendments to RTP 2040* was made available for public review between December 12, 2014 and January 22, 2015. Once the public comment period closes on January 22, the public comments will be included with the Board of Directors packet. It is not expected that substantive changes to the analysis or the document will be made prior the Board Meeting on January 28.

Staff Recommendation: Staff recommends approval of the Mid-Year *Air Quality Conformity Determination and Documentation (8-Hour Ozone & $PM_{2.5}$) for the Amendment to the FY 2015-2018 Transportation Improvement Program and related amendments to RTP 2040.*

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Memo to: Board of Directors

From: Staff

Subject: Amend the Metropolitan Transportation Plan, *RTP 2040*, to add the David Hoekel Parkway to the fiscally-constrained project list

Date: January 14, 2015

The City of Wentzville, in cooperation with the Missouri Department of Transportation, recently completed an Environmental Assessment for the David Hoekel Parkway. This is a new four-lane roadway that will traverse the northern and western environs of the City, connecting US 61 and I-70 (see attached map). The project will be built in five phases, beginning in 2016 and ending in the 2033-2037 time period, at a year of expenditure cost of $93.2 million. Both the City and St. Charles County anticipate financing the project.

Before the Federal Highway Administration would approve a Finding of No Significant Impact for the Environmental Assessment, the agency required that the project be on the region's Metropolitan Transportation (Long-Range) Plan's fiscally-constrained project list. The City of Wentzville, therefore, requested that the Plan be amended to include the Parkway. Accomplishing this required two steps. First, the City of Wentzville would have to demonstrate the availability of sufficient local funds to finance the proposed project. Second, the Council's Board of Directors would have to approve amending the Metropolitan Transportation Plan.

To meet the first requirement, both the City of Wentzville and St. Charles County submitted long-range financial plans demonstrating their capacity to fund the project. Correspondingly, both jurisdictions forwarded resolutions executed by their respective councils supporting the project and committing the City and County resources necessary to finance the project. These documents were reviewed by Council staff and were deemed adequate to justify inclusion of the project on the fiscally-constrained project list. Staff is, consequently, requesting that the Board of Directors amend the Metropolitan Transportation Plan to include the David Hoekel Parkway.

Staff Recommendation: Amend the Metropolitan Transportation Plan, *RTP 2040*, to include the David Hoekel Parkway on the Plan's fiscally-constrained project list.

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Wentzville
The Crossroads Of The Nation

David Hoekel Parkway EA

0 2,000 4,000 Feet

David Hoekel Parkway EA

Selected Alternative

Exhibit II-4

David Hoekel Parkway EA

Exhibit II-5: Phasing Plan

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To: Board of Directors

From: Staff

Subject: Modification of the FY 2015-2018 Transportation Improvement Program (TIP) – Requested by Illinois project sponsors

Date: January 14, 2015

The Illinois Department of Transportation (IDOT) and East-West Gateway Council of Governments (EWG) is requesting to modify the FY 2015-2018 TIP, *RTP 2040*, and related Air Quality Conformity Determination to add 16 new projects.

New Projects

IDOT

IDOT is requesting to add five new projects. Four projects are funded through the Highway Safety Improvement Program setaside (TIP# 5037-09) and one project is funded through the Railroad-Highway Crossing Program.

The new IDOT projects are summarized below:

New Projects - IDOT					
TIP#/ Sponsor	**Project Title - Limits**	**Description**	**County**	**Federal Cost**	**Total Cost**
5037V-15/ IDOT	Traffic control signage at various locations	Smart traffic control	Multi-County	$540,000	$600,000
5037W-15/ IDOT	IL 4 – 0.1 mi n/o Jefferson Rd to 0.1 mi s/o Moeller Rd	Shoulder, gutter replacement, center line rumble strip	St. Clair	$495,000	$550,000
5037X-15/ IDOT	IL 158 – Campbell Ln (Columbia) to Aaron Dr (Belleville)	Rumble strip on shoulders	Multi-County	$45,000	$50,000

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New Projects - IDOT					
TIP#/ Sponsor	**Project Title - Limits**	**Description**	**County**	**Federal Cost**	**Total Cost**
5037Y-15/ IDOT	Installation of traffic signal indications– at various locations in Madison and St. Clair Cos.	Install right/left arrows	Multi-County	$1,770,000	$1,967,000
6527A-15/ IDOT	IL 162 at Alton Southern Railroad crossing	Relocated cantilievers, install circuitry, signals, and gates	Madison	$400,000	$500,000
			TOTAL	**$3,250,000**	**$3,667,000**

Local Program

Illinois Safe Routes to School Program

IDOT has identified two new projects that will be funded through their Safe Routes to School Program. This program supports programs and projects that encourage walking and bicycling to and from school. The program applies to schools serving Kindergarten through 8th grade. The projects were selected after a statewide review and competition. Federal funding is through the statewide allotment of Transportation Alternatives Program funds.

The new Safe Routes to School projects are identified below:

New Projects – Local – Safe Routes to School					
TIP#/ Sponsor	**Project Title - Limits**	**Description**	**County**	**Federal Cost**	**Total Cost**
6557A-15/ Columbia	Bolm-Schuhkraft Connector – Main St to Columbia Middle School	Construct sidewalk along Monroe St, and shared use path	Monroe	$158,949	$198,686

New Projects – Local – Safe Routes to School					
TIP#/ Sponsor	**Project Title - Limits**	**Description**	**County**	**Federal Cost**	**Total Cost**
6557B-15/ Freeburg	Apple St – West St to Richland Ave	Construct sidewalk	St. Clair	$160,000	$200,000
			TOTAL	**$318,949**	**$398,686**

Transportation Alternatives Program

EWG conducted a solicitation for project applications through the Transportation Alternatives Program (TAP). TAP provides funding for on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, and safe routes to school projects. The TAP funding is suballocated to the St. Louis area through IDOT and EWG received 11 applications requesting $2.5 million in federal funds.

The projects were evaluated by Council staff using criteria based on principles in the long range plan, *RTP 2040*. Seven projects were recommended based on $1.6 million in federal funding available to program. The recommended TAP-suballocated projects are summarized in **Attachment A.**

Section 5310 Program

EWG conducted a solicitation for project applications through the Section 5310 program. The Section 5310 Program includes transportation projects and programs that go above and beyond the Americans with Disabilities Act (formerly New Freedom funding). EWG received two New Freedom applications requesting $0.2 million in federal funds from eligible applicants in the Illinois portion of the region.

The projects were evaluated by Council staff using criteria based on principles in the long range plan, *RTP 2040*. Section 5310 project evaluations were also based on criteria consistent with the Council's Coordinated Human Services Transportation Plan. The recommended Section 5310 projects in Illinois are identified in **Attachment B**:

Staff Recommendation: Staff recommends that the FY 2015-2018 TIP, *RTP 2040,* and related Air Quality Conformity Determination be revised to add 16 new projects as summarized above and detailed in the attachments. These projects are exempt with respect to air quality.

January 14, 2015

Amendment # **0115-051**
TIP # **5037V-15**

PROJECT SPONSOR: **IDOT**

ACTION REQUESTED: Revise FY 2015 of the FY 2015-2018 TIP to add a project

TITLE: **Traffic Control Signage**

LIMITS: At various locations

DESCRIPTION: Smart traffic control

COUNTY: Multi-County-IL

FUNDING SOURCE: Highway Safety Improvement Program (HSIP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$540,000	$60,000	$600,000
Total	$540,000	$60,000	$600,000

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

STAFF RECOMMENDATION: Approval

January 14, 2015

Amendment # **0115-052**
TIP # **5037W-15**
Sponsor # **C-98-031-15**

PROJECT SPONSOR: **IDOT**

ACTION REQUESTED: Revise FY 2015 of the FY 2015-2018 TIP to add a project

TITLE: **IL 4**

LIMITS: 0.1 mi. north of Jefferson Rd to 0.1 mi. south of Moeller Rd

DESCRIPTION: Shoulder, gutter replacement, center line rumble strip

COUNTY: St. Clair

FUNDING SOURCE: Highway Safety Improvement Program (HSIP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$495,000	$55,000	$550,000
Total	$495,000	$55,000	$550,000

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

STAFF RECOMMENDATION: Approval

January 14, 2015

Amendment # **0115-053**
TIP # **5037X-15**
Sponsor # **C-98-030-15**

PROJECT SPONSOR: **IDOT**

ACTION REQUESTED: Revise FY 2015 of the FY 2015-2018 TIP to add a project

TITLE: **IL 158**

LIMITS: Campbell Ln in Columbia to Aaron Dr in Belleville

DESCRIPTION: Rumble strip on shoulder

COUNTY: Multi-County-IL

FUNDING SOURCE: Highway Safety Improvement Program (HSIP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$45,000	$5,000	$50,000
Total	$45,000	$5,000	$50,000

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

STAFF RECOMMENDATION: Approval

January 14, 2015

Amendment # **0115-054**
TIP # **5037Y-15**
Sponsor # **C-98-029-15**

PROJECT SPONSOR: **IDOT**

ACTION REQUESTED: Revise FY 2015 of the FY 2015-2018 TIP to add a project

TITLE: **Installation of Traffic Signal Indications**

LIMITS: At various intersections in Madison and St. Clair Counties

DESCRIPTION: Install right/left arrows

COUNTY: Multi-County-IL

FUNDING SOURCE: Highway Safety Improvement Program (HSIP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$1,770,000	$197,000	$1,967,000
Total	$1,770,000	$197,000	$1,967,000

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

STAFF RECOMMENDATION: Approval

January 14, 2015

Amendment # **0115-055**
TIP # **6527A-15**
Sponsor # **C-98-412-14**

PROJECT SPONSOR: **IDOT**

ACTION REQUESTED: Revise FY 2015 of the FY 2015-2018 TIP to add a project

TITLE: **IL 162**

LIMITS: At Alton Southern Railroad

DESCRIPTION: Relocated cantilevers, install circuitry, signals, and gates

COUNTY: Madison

FUNDING SOURCE: Railroad-Highway Crossing Program (RRXNG)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$400,000	$100,000	$500,000
Total	$400,000	$100,000	$500,000

AIR QUALITY CONFORMITY: Exempt – Railroad/highway crossing (§ 93.126)

STAFF RECOMMENDATION: Approval

January 14, 2015

Amendment # **0115-056**
TIP # **6557A-15**

PROJECT SPONSOR: **Columbia**

ACTION REQUESTED: Revise FY 2015 of the FY 2015-2018 TIP to add a project

TITLE: **Bolm-Schuhkraft Connector**

LIMITS: Main St to Columbia Middle School

DESCRIPTION: construct sidewalk along Monroe St; Shared use path

COUNTY: Monroe

FUNDING SOURCE: Transportation Alternatives Program (TAP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$158,949	$39,737	$198,686
Total	$158,949	$39,737	$198,686

AIR QUALITY CONFORMITY: Exempt – Bicycle and pedestrian facilities (§ 93.126)

STAFF RECOMMENDATION: Approval

January 14, 2015

Amendment # **0115-057**
TIP # **6557B-15**

PROJECT SPONSOR: **Freeburg**

ACTION REQUESTED: Revise FY 2015 & 2016 of the FY 2015-2018 TIP to add a project

TITLE: **Apple Street Sidewalk**

LIMITS: West St to Richland Ave

DESCRIPTION: Construct sidewalk

COUNTY: St. Clair

FUNDING SOURCE: Transportation Alternatives Program (TAP)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$160,000	$40,000	$200,000
Total	$160,000	$40,000	$200,000

AIR QUALITY CONFORMITY: Exempt – Bicycle and pedestrian facilities (§ 93.126)

STAFF RECOMMENDATION: Approval

FISCAL YEARS 2015-2018
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT A - TAP-SUBALLOCATED PROJECT SUMMARIES

COUNTY: MADISON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2015-2018 TOTAL	2015	2016	2017	2018
6535-15	ALTON	TAP-S	Pedestrian Facility		PE	$54,000	$54,000	$0	$0	$0
	COLLEGE AVENUE SIDEWALK				ROW	$7,500	$0	$7,500	$0	$0
	HOLMAN ST TO ROCK SPRINGS DR				IMPL	$276,000	$0	$276,000	$0	$0
	UPGRADE SIDEWALK (5')									
	LENGTH (mi): 0.5		Federal:	$267,750	TOTAL	$337,500	$54,000	$283,500	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$69,750	ESTIMATED TOTAL PROJECT COST:	$337,500				
6536-15	EDWARDSVILLE	TAP-S	Bicycle Facilities		PE	$31,000	$31,000	$0	$0	$0
	QUINCE ST SHARED USE PATH		Pedestrian Facility		ROW	$10,000	$0	$10,000	$0	$0
	IL 159/MAGNOLIA TO IL 159/LINDEN				IMPL	$236,000	$0	$236,000	$0	$0
	SHARED USE PATH (10-12') - SIDEWALK									
	LENGTH (mi): 0.2		Federal:	$189,600	TOTAL	$277,000	$31,000	$246,000	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$87,400	ESTIMATED TOTAL PROJECT COST:	$277,000				
6537-15	HARTFORD	TAP-S	Sidewalks		PE	$30,400	$30,400	$0	$0	$0
	CENTRAL AVENUE SIDEWALKS				ROW	$0	$0	$0	$0	$0
	W SIXTH ST TO W THIRD ST				IMPL	$202,740	$0	$202,740	$0	$0
	SIDEWALK (5')									
	LENGTH (mi): 0.18		Federal:	$186,512	TOTAL	$233,140	$30,400	$202,740	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$46,628	ESTIMATED TOTAL PROJECT COST:	$233,140				
6538-15	HIGHLAND	TAP-S	Bicycle Facilities		PE	$50,000	$50,000	$0	$0	$0
	TROXLER AVENUE SHARED USE PATH		Pedestrian Facility		ROW	$5,000	$0	$5,000	$0	$0
	IL 143 TO IL 160				IMPL	$460,000	$0	$460,000	$0	$0
	SHARED USE PATH (10')									
	LENGTH (mi): 0.5		Federal:	$400,000	TOTAL	$515,000	$50,000	$465,000	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$115,000	ESTIMATED TOTAL PROJECT COST:	$515,000				

FISCAL YEARS 2015-2018
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT A - TAP-SUBALLOCATED PROJECT SUMMARIES

COUNTY: ST. CLAIR

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2015-2018 TOTAL	2015	2016	2017	2018
6539-15	O'FALLON	TAP-S	Sidewalks		PE	$31,000	$31,000	$0	$0	$0
	HINCLIFFE, SCHAEFER, AND KAMPMEYER E.S. SIDEWALKS				ROW	$0	$0	$0	$0	$0
	BUILD SIDEWALKS AROUND ELEMENTARY SCHOOLS				IMPL	$217,390	$0	$217,390	$0	$0
	SIDEWALK (4-6')									
	LENGTH (mi): 0.76		Federal:	$198,712	TOTAL	$248,390	$31,000	$217,390	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$49,678	ESTIMATED TOTAL PROJECT COST: $248,390					
6540-15	O'FALLON	TAP-S	Sidewalks		PE	$30,000	$30,000	$0	$0	$0
	SEVEN HILLS ROAD SIDEWALK				ROW	$3,000	$0	$3,000	$0	$0
	WILDWOOD LN TO AMELIA CARRIEL JR HIGH				IMPL	$269,050	$0	$269,050	$0	$0
	SIDEWALK (4')									
	LENGTH (mi): 0.25		Federal:	$240,740	TOTAL	$302,050	$30,000	$272,050	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$61,310	ESTIMATED TOTAL PROJECT COST: $302,050					
6541-15	SHILOH	TAP-S	Sidewalks		PE	$27,832	$27,832	$0	$0	$0
	LEBANON AVENUE SIDEWALK				ROW	$0	$0	$0	$0	$0
	SIERRA DR TO TOWERVIEW BAPTIST CHURCH				IMPL	$166,989	$0	$166,989	$0	$0
	SIDEWALK (7')									
	LENGTH (mi): 0.18		Federal:	$155,857	TOTAL	$194,821	$27,832	$166,989	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$38,964	ESTIMATED TOTAL PROJECT COST: $194,821					

FISCAL YEARS 2015-2018
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT B - SECTION 5310 PROJECT SUMMARIES

COUNTY: MULTI-COUNTY-I

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2015-2018 TOTAL	2015	2016	2017	2018
6534B-15	CHALLENGE UNLIMITED	S5310	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
	VEHICLE ACQUISTION - OPERATING ASSISTANCE		Transit Operating Asst.		ROW	$0	$0	$0	$0	$0
	3 LOW FLOORED MINIVANS - FLEET EXPANSION-1 LFMV REPLACE				IMPL	$340,022	$340,022	$0	$0	$0
	THREE YEARS OPERATING ASSISTANCE									
	LENGTH (mi): 0		Federal:	$214,705	TOTAL	$340,022	$340,022	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Access to Opportunity		Local:	$125,317	ESTIMATED TOTAL PROJECT COST:	$340,022				

FISCAL YEARS 2015-2018

TRANSPORTATION IMPROVEMENT PROGRAM

ATTACHMENT B - SECTION 5310 PROJECT SUMMARIES

COUNTY: ST. CLAIR

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2015-2018 TOTAL	2015	2016	2017	2018
6534G-15	TOUCHETTE REGIONAL HOSPITAL	S5310	Transit Capital Imps.	PE	$0	$0	$0	$0	$0
	DIGITAL DISPATCH SYSTEM			ROW	$0	$0	$0	$0	$0
				IMPL	$28,000	$28,000	$0	$0	$0
	LENGTH (mi): 0		Federal: $22,400	TOTAL	$28,000	$28,000	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State: $0						
	PROJ PURPOSE: Access to Opportunity		Local: $5,600	ESTIMATED TOTAL PROJECT COST: $28,000					

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

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To: Board of Directors

From: Staff

Subject: Modification of the FY 2015-2018 Transportation Improvement Program (TIP) – Requested by Missouri project sponsors

Date: January 21, 2015

Metro, the Missouri Department of Transportation (MoDOT), the City of De Soto, and East-West Gateway Council of Governments (EWG) are requesting to revise the FY 2015-2018 TIP, *RTP 2040*, and related Air Quality Conformity Determination to add 40 new projects, and modify one project currently programmed in the FY 2015-2018 TIP.

New Projects

Metro

Metro was awarded one project through the FY 2014 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program. TIGER grants are awarded to transportation projects that have a significant national or regional impact. The project was selected by the U.S. Department of Transportation following a national project solicitation. The scope of work will construct a new MetroLink station in the CORTEX District (near Boyle) in the City of St. Louis, expand the Central West End MetroLink station, and construct a bike path to connect from the new MetroLink station to the Great Rivers Greenway network. Total project cost is $12,875,000 with $10.3 million coming from TIGER.

The new Metro project is summarized below:

New Projects - Metro					
TIP#/ Sponsor	**Project Title - Limits**	**Description**	**County**	**Federal Cost**	**Total Cost**
6529-15/ Metro	Central Corridor Transit Enhancement	Construct new MetroLink stn at Boyle, expand CWE MetroLink stn; construct bike path	St. Louis City	$10,300,000	$12,875,000
			TOTAL	**$10,300,000**	**$12,875,000**

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MoDOT

MoDOT is requesting to add two new projects. These projects will be funded using cost savings from other projects already completed in this fiscal year. The two projects are on bridges in St. Louis County. One will replace the concrete deck overlay on the US 50 (Lindbergh) bridge over the BNSF railroad for a cost of $727,000. The other is an epoxy polymer deck overlay on the US 61 (Lemay Ferry) bridge over I-255 for a costs of $235,000.

The new MoDOT projects are summarized below:

New Projects - MoDOT					
TIP#/ Sponsor	**Project Title - Limits**	**Description**	**County**	**Federal Cost**	**Total Cost**
6455-14/ MoDOT	US 50 at BNSF RR	Concrete deck overlay replacement	St. Louis	$581,000	$727,000
6456-14/ MoDOT	US 61 over I-255	Epoxy polymer bridge deck overlay	St. Louis	$188,000	$235,000
			TOTAL	**$769,000**	**$962,000**

Local Program

Surface Transportation Program – Small Urban (STP-N)

The City of De Soto is requesting to add a resurfacing project along Boyd St between MO 21 to N. Thomas St. The total cost is $211,825. The federal funding for the De Soto project comes from the Surface Transportation Program – Small Urban (STP-N). STP-N funds are allocated to cities that are not within the urbanized area, but have a population greater than 5,000.

The new STP-N project is summarized below:

New Project – STP-N					
TIP#/ Sponsor	**Project Title - Limits**	**Description**	**County**	**Federal Cost**	**Total Cost**
6532-15/ De Soto	Boyd St – MO 21 to Thomas	Resurfacing	Jefferson	$160,628	$211,825
			TOTAL	**$160,628**	**$211,825**

Transportation Alternatives Program

EWG conducted a solicitation for project applications through the Transportation Alternatives Program (TAP). TAP provides funding for on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, and safe routes to school projects. The TAP funding is suballocated to the St. Louis area through MoDOT and EWG received 34 applications requesting $18.2 million in federal funds.

The projects were evaluated by Council staff using criteria based on principles in the long range plan, *RTP 2040*. Fourteen projects were recommended based on $8.6 million in TAP funding available. The recommended TAP projects are summarized in **Attachment A.**

Section 5310 Program

EWG conducted a solicitation for project applications through the Section 5310 program. The Section 5310 Program provides funding to help improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the available transportation mobility options. Eligible projects include the acquisition of paratransit vehicles (i.e., Traditional 5310), as well as transportation projects that go above and beyond the ADA (formerly New Freedom funding). EWG received 23 applications requesting $4.1 million in federal funds.

The projects were evaluated by EWG staff using criteria based on principles in the long range plan, *RTP 2040*. Section 5310 project evaluations were also based on criteria consistent with the Council's Coordinated Human Services Transportation Plan. Of the applications submitted 22 were recommended for funding based on $2.8 million in Section 5310 funding available. Due to funding constraints, some paratransit service

providers will receive fewer vehicles than they requested. The new Section 5310 projects in Missouri are identified in **Attachment B**:

Modified Project

MoDOT is requesting to modify one project that is currently programmed in the FY 2015-2018 TIP. The modified project is summarized on the next page:

Modified Projects				
TIP#/ Sponsor/ Sponsor # County	**Route - Limits**	**Description**	**Current Cost/ Revised Cost**	**Reason for Change**
5715-13/ MoDOT/ 6S3008 St. Louis	MO D – Schuetz Rd to Ball Dr	Add auxiliary lane (both directions)	$3,100,000/ $3,100,000	Adding westbound auxiliary lane to scope of work

Staff Recommendation: Staff recommends that the FY 2015-2018 TIP, *RTP 2040*, and related Air Quality Conformity Determination be revised to add 40 new projects and modify one project as summarized above and detailed in the attachments. These projects are either exempt with respect to air quality or are included in the current Mid-Year Air Quality Conformity Determination.

January 21, 2015

Amendment # **0115-009**
TIP # **6529-15**
Sponsor # **WO1540**

PROJECT SPONSOR: **Metro**

ACTION REQUESTED: Revise FY 2015 of the FY 2015-2018 TIP to add a project

TITLE: Central Corridor Transit Enhancement

LIMITS: Along MetroLink at Boyle (CORTEX) and Central West End

DESCRIPTION: Construct new MetroLink Station at Boyle, expand Central West End MetroLink Station, bike path at Boyle station

COUNTY: St. Louis City

FUNDING SOURCE: Transportation Investment Generating Economic Recovery Program (TIGER)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$10,300,000	$2,575,000	$12,875,000
Total	$10,300,000	$2,575,000	$12,875,000

AIR QUALITY CONFORMITY: Regionally Significant – Included in FY 2015-2018 Air Quality Conformity Determination

STAFF RECOMMENDATION: Approval

January 21, 2015

Amendment # **0115-010**
TIP # **6455-14**
Sponsor # **6S3103**

PROJECT SPONSOR: **MoDOT**

ACTION REQUESTED: Revise FY 2015 of the FY 2015-2018 TIP to add a project

TITLE: US 50

LIMITS: At BNSF RR

DESCRIPTION: Concrete bridge deck overlay replacement

COUNTY: St. Louis

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	$71,000	$18,000	$89,000
ROW	$0	$0	$0
Implementation	$510,000	$128,000	$638,000
Total	$581,000	$146,000	$727,000

AIR QUALITY CONFORMITY: Exempt – Widening narrow pavements or reconstructing bridges (§ 93.126)

STAFF RECOMMENDATION: Approval

January 21, 2015

Amendment # **0115-011**
TIP # **6456-14**
Sponsor # **6S3104**

PROJECT SPONSOR: **MoDOT**

ACTION REQUESTED: Revise FY 2015 of the FY 2015-2018 TIP to add a project

TITLE: US 61

LIMITS: Over I-255

DESCRIPTION: Epoxy polymer bridge deck overlay

COUNTY: St. Louis

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	$23,200	$5,800	$29,000
ROW	$0	$0	$0
Implementation	$164,800	$41,200	$206,000
Total	$188,000	$47,000	$235,000

AIR QUALITY CONFORMITY: Exempt – Widening narrow pavements or reconstructing bridges (§ 93.126)

STAFF RECOMMENDATION: Approval

January 21, 2015

Amendment # **0115-014**
TIP # **6532-15**
Sponsor# **STP-2200(606)**

PROJECT SPONSOR: **De Soto**

ACTION REQUESTED: Revise FY 2015 of the FY 2015-2018 TIP to add a project

TITLE: Boyd Street

LIMITS: MO 21 to N. Thomas St

DESCRIPTION: Resurfacing

COUNTY: Jefferson

FUNDING SOURCE: Surface Transportation Program – Small Urban(STP-N)

	Federal	Match	Total
PE	$0	$0	$0
ROW	$0	$0	$0
Implementation	$160,628	$51,197	$211,825
Total	$160,628	$51,197	$211,825

AIR QUALITY CONFORMITY: Exempt – Pavement resurfacing and/or rehabilitation (§ 93.126)

STAFF RECOMMENDATION: Approval

FISCAL YEARS 2015-2018
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT A - TAP-SUBALLOCATED PROJECT SUMMARIES

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2015-2018 TOTAL	2015	2016	2017	2018
6545-16	DE SOTO	TAP-S	Bicycle Facilities		PE	$33,556	$33,556	$0	$0	$0
	WOODLAND SHARED USE PATH		Pedestrian Facility		ROW	$0	$0	$0	$0	$0
	VINELAND ELEM SCHOOL TO DE SOTO HIGH SCHOOL				IMPL	$372,849	$0	$372,849	$0	$0
	SHARED USE PATH (8')									
	LENGTH (mi): 0.7		Federal:	$298,278	TOTAL	$406,405	$33,556	$372,849	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$108,127	ESTIMATED TOTAL PROJECT COST:	$406,405				

FISCAL YEARS 2015-2018
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT A - TAP-SUBALLOCATED PROJECT SUMMARIES

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2015-2018 TOTAL	2015	2016	2017	2018
6543-15	COTTLEVILLE	TAP-S	Bicycle Facilities		PE	$55,000	$55,000	$0	$0	$0
	MO N SHARED USE PATH		Pedestrian Facility		ROW	$73,000	$0	$73,000	$0	$0
	MOTHERHEAD RD TO MID RIVERS MALL DR				IMPL	$622,000	$0	$622,000	$0	$0
	SHARED USE PATH (10')									
	LENGTH (mi): 1		Federal:	$600,000	TOTAL	$750,000	$55,000	$695,000	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$150,000	ESTIMATED TOTAL PROJECT COST: $750,000					
6546-16	GREAT RIVERS GREENWAY	TAP-S	Bicycle Facilities		PE	$621,678	$621,678	$0	$0	$0
	CENTENNIAL GREENWAY PHASE 2A		Pedestrian Facility		ROW	$0	$0	$0	$0	$0
	HERITAGE LANDING TO MUEGGE/OLD 94				IMPL	$4,664,446	$0	$4,664,446	$0	$0
	SHARED USE PATH/BRIDGE OVER MO 364 (10')									
	LENGTH (mi): 0.7		Federal:	$1,000,000	TOTAL	$5,286,124	$621,678	$4,664,446	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$4,286,124	ESTIMATED TOTAL PROJECT COST: $5,286,124					
6548-15	O'FALLON	TAP-S	Bicycle Facilities		PE	$150,000	$150,000	$0	$0	$0
	MO K SHARED USE PATH		Pedestrian Facility		ROW	$45,000	$0	$45,000	$0	$0
	VARIOUS LOCATIONS ALONG MO K - FEISE TO TECHNOLOGY				IMPL	$836,851	$0	$836,851	$0	$0
	SHARED USE PATH (10')									
	LENGTH (mi): 1.8		Federal:	$825,481	TOTAL	$1,031,851	$150,000	$881,851	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$206,370	ESTIMATED TOTAL PROJECT COST: $1,031,851					
6549-15	ST. CHARLES	TAP-S	Pedestrian Facility		PE	$60,000	$60,000	$0	$0	$0
	FIRST CAPITOL/FIFTH ST		Utility Adjustment		ROW	$0	$0	$0	$0	$0
	1ST CAPITOL: FIFTH ST TO E/O 2ND; 5TH: 1ST CAP TO MADISON				IMPL	$1,090,000	$0	$1,090,000	$0	$0
	UPGRADE PED FACILITY (5') - UTILITY RELOCATION									
	LENGTH (mi): 0.5		Federal:	$720,000	TOTAL	$1,150,000	$60,000	$1,090,000	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$430,000	ESTIMATED TOTAL PROJECT COST: $1,150,000					
6553-15	ST. PETERS	TAP-S	Bicycle Facilities		PE	$0	$0	$0	$0	$0
	MEXICO ROAD SHARED USE PATH BRIDGE		Pedestrian Facility		ROW	$0	$0	$0	$0	$0
	OVER SPENCER CREEK				IMPL	$470,325	$470,325	$0	$0	$0
	SHARED USE PATH (10')									
	LENGTH (mi): 0.1		Federal:	$376,260	TOTAL	$470,325	$470,325	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$94,065	ESTIMATED TOTAL PROJECT COST: $470,325					

FISCAL YEARS 2015-2018
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT A - TAP-SUBALLOCATED PROJECT SUMMARIES

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2015-2018 TOTAL	2015	2016	2017	2018
6542-16	CHESTERFIELD	TAP-S	Sidewalks		PE	$100,000	$100,000	$0	$0	$0
	CHESTERFIELD PKWY SIDEWALK AND BRIDGE				ROW	$25,000	$25,000	$0	$0	$0
	SCHOETTLER VALLEY DRIVE TO 550' N/O CONWAY RD				IMPL	$1,950,000	$0	$1,950,000	$0	$0
	SIDEWALK (6') - BRIDGE (10')									
	LENGTH (mi): 0.4		Federal:	$900,000	TOTAL	$2,075,000	$125,000	$1,950,000	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$1,175,000	ESTIMATED TOTAL PROJECT COST:	$2,075,000				
6544-16	CREVE COEUR	TAP-S	Sidewalks		PE	$0	$0	$0	$0	$0
	EMERSON ROAD				ROW	$0	$0	$0	$0	$0
	OLD BALLAS ROAD TO LADUE ROAD				IMPL	$292,000	$0	$292,000	$0	$0
	SIDEWALK (5')									
	LENGTH (mi): 0.7		Federal:	$233,600	TOTAL	$292,000	$0	$292,000	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$58,400	ESTIMATED TOTAL PROJECT COST:	$292,000				
6547-16	GREAT RIVERS GREENWAY	TAP-S	Bicycle Facilities		PE	$0	$0	$0	$0	$0
	DEER CREEK/ SHADY CREEK GREENWAY		Pedestrian Facility		ROW	$0	$0	$0	$0	$0
	LORRAINE DAVIS PARK TO DEER CREEK PARK		Sidewalks		IMPL	$2,500,000	$0	$2,500,000	$0	$0
	SHARED USE PATH (10-12') - SHARED LN MARKINGS									
	LENGTH (mi): 1.46		Federal:	$800,000	TOTAL	$2,500,000	$0	$2,500,000	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$1,700,000	ESTIMATED TOTAL PROJECT COST:	$2,500,000				
6552-15	ST. LOUIS COUNTY	TAP-S	Sidewalks		PE	$75,500	$75,500	$0	$0	$0
	CONWAY ROAD SIDEWALK				ROW	$175,000	$0	$175,000	$0	$0
	MASON RD TO MASON RD				IMPL	$868,250	$0	$868,250	$0	$0
	SIDEWALK (5')									
	LENGTH (mi): 0.13		Federal:	$783,125	TOTAL	$1,118,750	$75,500	$1,043,250	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$335,625	ESTIMATED TOTAL PROJECT COST:	$1,118,750				
6551-15	ST. LOUIS COUNTY	TAP-S	Sidewalks		PE	$38,000	$38,000	$0	$0	$0
	OLD JAMESTOWN ROAD SIDEWALK				ROW	$0	$0	$0	$0	$0
	OLD JAMESTOWN FOREST DR TO JERRIES LN				IMPL	$512,000	$0	$512,000	$0	$0
	SIDEWALK (5')									
	LENGTH (mi): 0.6		Federal:	$440,000	TOTAL	$550,000	$38,000	$512,000	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$110,000	ESTIMATED TOTAL PROJECT COST:	$550,000				

FISCAL YEARS 2015-2018
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT A - TAP-SUBALLOCATED PROJECT SUMMARIES

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2015-2018 TOTAL	2015	2016	2017	2018
6554-15	UNIVERSITY CITY	TAP-S	Bicycle Facilities		PE	$12,845	$12,845	$0	$0	$0
	SHARED LANE MARKINGS				ROW	$0	$0	$0	$0	$0
	OLD BONHOMME: CENTENNIAL GRNWY - 81ST; 81ST: OB-OLIVE				IMPL	$146,935	$0	$146,935	$0	$0
	82ND: OLIVE - GROBY; PURDUE: OLIVE - CANTON; JACK: DELMR TO UNIV DR									
	LENGTH (mi): 2.7		Federal:	$127,824	TOTAL	$159,780	$12,845	$146,935	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$31,956	ESTIMATED TOTAL PROJECT COST: $159,780					
6555-15	WILDWOOD	TAP-S	Bicycle Facilities		PE	$0	$0	$0	$0	$0
	MO 100 SHARED USE PATH BRIDGE		Pedestrian Facility		ROW	$0	$0	$0	$0	$0
	AT 0.2 MILES EAST OF MO 109				IMPL	$900,000	$900,000	$0	$0	$0
	SHARED USE PATH									
	LENGTH (mi): 0.1		Federal:	$450,000	TOTAL	$900,000	$900,000	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$450,000	ESTIMATED TOTAL PROJECT COST: $900,000					

FISCAL YEARS 2015-2018
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT A - TAP-SUBALLOCATED PROJECT SUMMARIES

COUNTY: ST. LOUIS CITY

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2015-2018 TOTAL	2015	2016	2017	2018
6550-16	ST. LOUIS	TAP-S	Pedestrian Facility	PE	$300,000	$300,000	$0	$0	$0
	WASHINGTON AVENUE		Lighting	ROW	$0	$0	$0	$0	$0
	GRAND BLVD TO THE SHELDON CONCERT HALL		Bicycle Facilities	IMPL	$1,300,000	$0	$1,300,000	$0	$0
	PEDESTRIAN FACILITIES (12') - LIGHTING - SHARED LN MARKING								
	LENGTH (mi): 0.1		Federal: $1,000,000	TOTAL	$1,600,000	$300,000	$1,300,000	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State: $0						
	PROJ PURPOSE: Sustainable Development		Local: $600,000	ESTIMATED TOTAL PROJECT COST: $1,600,000					

FISCAL YEARS 2015-2018
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT B - SECTION 5310 PROJECT SUMMARIES

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2015-2018 TOTAL	2015	2016	2017	2018
6534C-15	JEFFERSON COUNTY COMMUNITY PARTNERSHIP	S5310	Transit Operating Asst.		PE	$0	$0	$0	$0	$0
	OPERATING ASSISTANCE				ROW	$0	$0	$0	$0	$0
	THREE YEARS OPERATING ASSISTANCE				IMPL	$316,792	$316,792	$0	$0	$0
	LENGTH (mi): 0		Federal:	$158,396	TOTAL	$316,792	$316,792	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Access to Opportunity		Local:	$158,396	ESTIMATED TOTAL PROJECT COST:	$316,792				
6533B-15	JEFFERSON COUNTY DEV. DISABILITIES R.B.	S5310	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
	VEHICLE ACQUISITION				ROW	$0	$0	$0	$0	$0
	FIVE (5) 15 PASSENGER VANS - REPLACEMENT				IMPL	$132,420	$132,420	$0	$0	$0
	LENGTH (mi): 0		Federal:	$105,936	TOTAL	$132,420	$132,420	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$26,484	ESTIMATED TOTAL PROJECT COST:	$132,420				
6533I-15	NEXTSTEP FOR LIFE	S5310	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
	VEHICLE ACQUISITION				ROW	$0	$0	$0	$0	$0
	THREE (3) MINIVANS;ONE (1) LOWER FLOORED MINIVAN-REPLACE				IMPL	$146,490	$146,490	$0	$0	$0
	ONE (1) LOWER FLOORED MINIVAN - FLEET EXPANSION									
	LENGTH (mi): 0		Federal:	$117,192	TOTAL	$146,490	$146,490	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Access to Opportunity		Local:	$29,298	ESTIMATED TOTAL PROJECT COST:	$146,490				

FISCAL YEARS 2015-2018
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT B - SECTION 5310 PROJECT SUMMARIES

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2015-2018 TOTAL	2015	2016	2017	2018
6534F-15	DISABILITY RESOURCE ASSOCIATION	S5310	Transit Operating Asst.		PE	$0	$0	$0	$0	$0
	OPERATING ASSISTANCE				ROW	$0	$0	$0	$0	$0
	1 YEAR OPERATING ASSISTANCE				IMPL	$296,492	$296,492	$0	$0	$0
	LENGTH (mi): 0		Federal:	$148,246	TOTAL	$296,492	$296,492	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Access to Opportunity		Local:	$148,246	ESTIMATED TOTAL PROJECT COST: $296,492					
6533C-15	DISABILITY RESOURCE ASSOCIATION	S5310	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
	VEHICLE ACQUISITION				ROW	$0	$0	$0	$0	$0
	FOUR (4) LOWERED FLOOR MINIVANS - REPLACEMENT				IMPL	$148,980	$148,980	$0	$0	$0
	LENGTH (mi): 0		Federal:	$119,184	TOTAL	$148,980	$148,980	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$29,796	ESTIMATED TOTAL PROJECT COST: $148,980					
6533G-15	EMMAUS HOMES	S5310	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
	VEHICLE ACQUISITION				ROW	$0	$0	$0	$0	$0
	EIGHT (8) LOWERED FLOOR MINIVANS - REPLACEMENT				IMPL	$289,960	$289,960	$0	$0	$0
	LENGTH (mi): 0		Federal:	$231,968	TOTAL	$289,960	$289,960	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$57,992	ESTIMATED TOTAL PROJECT COST: $289,960					
6533H-15	INDEPENDENCE CENTER	S5310	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
	VEHICLE ACQUISITION				ROW	$0	$0	$0	$0	$0
	ONE (1) 15 PASSENGER VAN - REPLACEMENT				IMPL	$26,484	$26,484	$0	$0	$0
	LENGTH (mi): 0		Federal:	$21,187	TOTAL	$26,484	$26,484	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$5,297	ESTIMATED TOTAL PROJECT COST: $26,484					
6534A-15	METRO	S5310	Signing		PE	$0	$0	$0	$0	$0
	METRO BUS STOP SIGNAGE REPLACEMENT, PHASE 2		Transit Improvements		ROW	$0	$0	$0	$0	$0
	INSTALLATION OF METRO BUS STOP SIGNAGE WITH IMPROVED VISABILITY AND ADA COMPLIANT				IMPL	$949,676	$949,676	$0	$0	$0
	LENGTH (mi): 0		Federal:	$759,741	TOTAL	$949,676	$949,676	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Access to Opportunity		Local:	$189,935	ESTIMATED TOTAL PROJECT COST: $949,676					

FISCAL YEARS 2015-2018
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT B - SECTION 5310 PROJECT SUMMARIES

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2015-2018 TOTAL	2015	2016	2017	2018
6533A-15	OATS	S5310	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
	VEHICLE ACQUISITION				ROW	$0	$0	$0	$0	$0
	TWO (2) WIDE BODY CUTAWAYS - REPLACEMENT				IMPL	$104,850	$104,850	$0	$0	$0
	LENGTH (mi): 0		Federal:	$83,880	TOTAL	$104,850	$104,850	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$20,970	ESTIMATED TOTAL PROJECT COST:	$104,850				
6534D-15	PARAQUAD	S5310	Transit Operating Asst.		PE	$0	$0	$0	$0	$0
	OPERATING ASSISTANCE				ROW	$0	$0	$0	$0	$0
	TWO YEARS OPERATING ASSISTANCE				IMPL	$383,940	$383,940	$0	$0	$0
	LENGTH (mi): 0		Federal:	$191,970	TOTAL	$383,940	$383,940	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Access to Opportunity		Local:	$191,970	ESTIMATED TOTAL PROJECT COST:	$383,940				
6533L-15	PARAQUAD	S5310	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
	VEHICLE ACQUISITION				ROW	$0	$0	$0	$0	$0
	ONE (1) MEDIUM DUTY VEHICLE - FLEET EXPANSION				IMPL	$123,972	$123,972	$0	$0	$0
	LENGTH (mi): 0		Federal:	$99,178	TOTAL	$123,972	$123,972	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Access to Opportunity		Local:	$24,794	ESTIMATED TOTAL PROJECT COST:	$123,972				
6533D-15	PONY BIRD	S5310	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
	VEHICLE ACQUISITION				ROW	$0	$0	$0	$0	$0
	ONE (1) LOWERED FLOOR MINIVAN; ONE (1) WIDE BODY CUTAWAY REPLACEMENT				IMPL	$87,923	$87,923	$0	$0	$0
	LENGTH (mi): 0		Federal:	$70,338	TOTAL	$87,923	$87,923	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$17,585	ESTIMATED TOTAL PROJECT COST:	$87,923				
6533N-15	ST ELIZABETH ADULT DAY CARE CENTER	S5310	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
	VEHICLE ACQUISITION				ROW	$0	$0	$0	$0	$0
	ONE (1) 15 PASSENGER VAN - REPLACEMENT				IMPL	$26,484	$26,484	$0	$0	$0
	LENGTH (mi): 0		Federal:	$21,187	TOTAL	$26,484	$26,484	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$5,297	ESTIMATED TOTAL PROJECT COST:	$26,484				

FISCAL YEARS 2015-2018
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT B - SECTION 5310 PROJECT SUMMARIES

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2015-2018 TOTAL	2015	2016	2017	2018
6533M-15	CARDINAL RITTER SENIOR SERVICES	S5310	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
	VEHICLE ACQUISITION				ROW	$0	$0	$0	$0	$0
	ONE (1) WIDE BODY CUTAWAY - REPLACEMENT				IMPL	$51,851	$51,851	$0	$0	$0
	LENGTH (mi): 0		Federal:	$41,481	TOTAL	$51,851	$51,851	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$10,370	ESTIMATED TOTAL PROJECT COST:	$51,851				
6533F-15	COMMUNITY LIVING	S5310	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
	VEHICLE ACQUISITION				ROW	$0	$0	$0	$0	$0
	EIGHT (8) LOWERED FLOOR MINIVANS; TWO (2) PASS. VANS - REPLACEMENT; TWO (2) WIDE BODY CUTAWAYS - FLEET EXPANSION				IMPL	$449,078	$449,078	$0	$0	$0
	LENGTH (mi): 0		Federal:	$359,262	TOTAL	$449,078	$449,078	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Access to Opportunity		Local:	$89,816	ESTIMATED TOTAL PROJECT COST:	$449,078				
6533K-15	CRIDER HEALTH CENTER	S5310	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
	VEHICLE ACQUISITION				ROW	$0	$0	$0	$0	$0
	THREE (3) 15 PASSENGER VANS - REPLACEMENT				IMPL	$79,452	$79,452	$0	$0	$0
	LENGTH (mi): 0		Federal:	$63,562	TOTAL	$79,452	$79,452	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$15,890	ESTIMATED TOTAL PROJECT COST:	$79,452				
6534E-15	ITN ST CHARLES	S5310	Transit Operating Asst.		PE	$0	$0	$0	$0	$0
	OPERATING ASSISTANCE				ROW	$0	$0	$0	$0	$0
	1 YEAR OPERATING ASSISTANCE				IMPL	$124,842	$124,842	$0	$0	$0
	LENGTH (mi): 0		Federal:	$62,421	TOTAL	$124,842	$124,842	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Access to Opportunity		Local:	$62,421	ESTIMATED TOTAL PROJECT COST:	$124,842				
6533O-15	ITN ST CHARLES	S5310	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
	VEHICLE ACQUISITION				ROW	$0	$0	$0	$0	$0
	TWO (2) FULL SIZE SEDANS - FLEET EXPANSION				IMPL	$43,010	$43,010	$0	$0	$0
	LENGTH (mi): 0		Federal:	$34,408	TOTAL	$43,010	$43,010	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Access to Opportunity		Local:	$8,602	ESTIMATED TOTAL PROJECT COST:	$43,010				

FISCAL YEARS 2015-2018

TRANSPORTATION IMPROVEMENT PROGRAM

ATTACHMENT B - SECTION 5310 PROJECT SUMMARIES

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2015-2018 TOTAL	2015	2016	2017	2018
6533P-15	ST LOUIS LIFE	S5310	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
	VEHICLE ACQUISITION				ROW	$0	$0	$0	$0	$0
	ONE (1) 15 PASSENGER VAN - REPLACEMENT				IMPL	$26,484	$26,484	$0	$0	$0
	LENGTH (mi): 0		Federal:	$21,187	TOTAL	$26,484	$26,484	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$5,297	ESTIMATED TOTAL PROJECT COST:	$26,484				

FISCAL YEARS 2015-2018
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT B - SECTION 5310 PROJECT SUMMARIES

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2015-2018 TOTAL	2015	2016	2017	2018
6533Q-15	BELLEFONTAINE NEIGHBORS	S5310	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
	VEHICLE ACQUISITION				ROW	$0	$0	$0	$0	$0
	ONE (1) WIDE BODY CUTAWAY - REPLACEMENT				IMPL	$50,625	$50,625	$0	$0	$0
	LENGTH (mi): 0		Federal:	$40,500	TOTAL	$50,625	$50,625	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$10,125	ESTIMATED TOTAL PROJECT COST:	$50,625				

FISCAL YEARS 2015-2018
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT B - SECTION 5310 PROJECT SUMMARIES

COUNTY: ST. LOUIS CITY

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2015-2018 TOTAL	2015	2016	2017	2018
6533E-15	CITY SENIORS	S5310	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
	VEHICLE ACQUISITION				ROW	$0	$0	$0	$0	$0
	ONE (1) LOWERED FLOOR MINIVAN - REPLACEMENT				IMPL	$37,245	$37,245	$0	$0	$0
	LENGTH (mi): 0		Federal:	$29,796	TOTAL	$37,245	$37,245	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$7,449	ESTIMATED TOTAL PROJECT COST:	$37,245				
6533J-15	NORTHSIDE YOUTH & SR SERVICES	S5310	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
	VEHICLE ACQUISITION				ROW	$0	$0	$0	$0	$0
	THREE (3) 15 PASSENGER VANS - REPLACEMENT				IMPL	$79,452	$79,452	$0	$0	$0
	LENGTH (mi): 0		Federal:	$63,562	TOTAL	$79,452	$79,452	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$15,890	ESTIMATED TOTAL PROJECT COST:	$79,452				

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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Executive Director
Ed Hillhouse
Assistant Executive Director
James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Regional Security Expenditures

Date: January 14, 2015

Staff is requesting authorization to expend funds in support of regional security that will improve the region's disaster preparedness and response capabilities. Funding will come from the U.S. Department of Homeland Security's Urban Areas Security Initiative (UASI) and the U.S. Department of Health and Senior Services, Assistant Secretary of Preparedness and Response (ASPR) grant programs. Attachment A summarizes these purchases totaling **$348,119**. Also attached is a summary description of all budgeted expenditures from the UASI grants (Attachment B).

1. <u>All Ready Disaster Preparedness</u>

Preparedness Brochures – Preparedness Brochures – We are requesting approval to purchase 92,350 disaster preparedness brochures for children and adults from the American Red Cross. These brochures cover specific preparedness topics and make preparedness recommendations for fire, earthquake, tornado and other threats or hazards. They will be distributed throughout the St Louis region as part of the Disaster Preparedness Awareness Campaign. Total costs will not exceed **$15,604**.

All Ready Survey Focus Groups – We are requesting authorization to amend the existing contract with M. Davis and Company to include up to two additional focus groups as part of the regional disaster preparedness survey that is currently underway. The contract with M. Davis includes 12 focus groups with various populations and includes the option to conduct additional focus groups, if needed. During the course of the survey, we determined that additional focus groups would be needed in order to improve the qualitative data captured for the project. As a result, we will be asking M. Davis to perform up to two additional focus groups. The participants for these additional focus groups will be determined once all of the data from the general population survey is analyzed. The additional focus groups will be conducted within the current performance period of the contract. Total costs will not exceed **$18,000**.

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2. Hospital Medical Surge

Hospital Evacuation/Medical Transport Coordination Plan – in 2014 the STARRS Hospital Preparedness Committee, the STARRS EMS Committee and representatives from the region's public health and emergency management agencies developed the St. Louis Regional Hospital Evacuation and Transportation Plan. Phase I of this project focused preparing the hospital or medical facility for evacuation and coordinating the transport of patients off site to other facilities. There is a need now to hire a consultant to take this project into Phase II by conducting seminars and exercises to familiarize stakeholder representatives with the plan, test its components and develop procedures and guidance for hospital staff and patient re-entry into hospitals after an evacuation. Therefore, we are requesting approval to contract with Havron and Associates, LLP to provide consultant services for Phase II of the Hospital Evacuation/Medical Transport Coordination plan. Total costs will not exceed **$76,015** .

3. Regional Collaboration

Intermedix WebEOC – We are requesting approval to contract with Intermedix/ESi to provide the St. Louis region with a new disaster incident management software called WebEOC. This regional emergency resource collaboration system will help ensure the long term presence of an essential regional tool by significantly reducing recurring costs and allowing integration with existing state disaster incident management systems in Illinois and Missouri, thereby reducing or eliminating "double data entry" between disparate systems. Agencies will be able to post situational status messages and request regional and state resources when a major disaster or emergency incident occurs. The system also improves upon resource and asset tracking capabilities allowing real time notice of existing resource capabilities. Total cost will not exceed **$198,500**.

4. Urban Search and Rescue Training

Structural Collapse Tech and Structural Collapse Operations – We are requesting approval to contract with the University of Missouri Fire Rescue Training Institute to provide two Urban Search and Rescue (USAR) training courses; Structural Collapse Tech and Structural Collapse Operations. These 40-hour courses will prepare the members of the five regional USAR teams to initiate rescue operations in structural collapse emergencies. The cost of each course is $20,000; total costs will not exceed **$40,000**.

All of the purchases described in this memo are being made in accordance with the agency's procurement policy.

Staff Recommendation: Staff recommends that the Board approve the expenditure of funds as follows:

- for the purchase of 92,530 brochures from the American Red Cross in an amount not to exceed **$15,604**;

- allow the Executive Director to amend the existing M. Davis and Company contract to add two additional focus groups in an amount not to exceed **$18,000**;

- allow the Executive Director to enter into a contract with Havron and Associates, LLP to provide consultant services that will take the St. Louis Regional Hospital Evacuation and Transportation Plan into Phase II in an amount not to exceed **$76,015** ;

- allow the Executive Director to enter into a contract with Intermedix/ESi to for the implementation of the WebEOC disaster incident management system in an amount not to exceed **$198,500**;

- allow the Executive Director to enter into a contract with the University of Missouri Fire and Rescue Training Institute to provide two Urban Search and Rescue (USAR) training courses; Structural Collapse Tech and Structural Collapse Operations in an amount not to exceed **$40,000**,

for a total amount not to exceed **$348,119** from the UASI and ASPR grant programs.

ATTACHMENT A

Expenditures for Equipment and Services
January 14, 2014

Category	Vendor	Description	Jurisdiction/Agency	Quantity	Cost
	Emergency Response Planning (UASI)				
1	American Red Cross (St. Louis, MO)	Preparedness brochures	Regional	92,530	$15,604
	M. Davis and Company (Philadelphia, PA)	All Ready Survey focus groups	Regional	1	$18,000
	Emergency Response Planning (ASPR)				
2	Havron and Associates (Austin, TX)	Regional Hospital Evacuation and Transportation Plan Phase II	Regional	1	$76,015
	Emergency Response Equipment / Software (UASI)				
3	Intermedix/Esi (Fort Lauderdale, FL)	WebEOC disaster incident management system	Regional	1	$198,500
	Emergency Response Training (UASI)				
4	University of Missouri Fire Rescue Training Institute (Columbia, MO)	Urban Search and Rescue Training	Regional	28	$40,000
				TOTAL EXPENDITURES	**$348,119**

Total UASI Expenditures: $272,104
Total ASPR Expenditures: $76,015

Categories:

1 - All Ready Disaster Preparedness
2 - Hospital Medical Surge
3 - Regional Collaboration
4 - Urban Search and Rescue Training

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2014

		Total Budgeted	Prior amount approved by EWG Board	This request	Remaining to be approved
Critical Response Teams					
A key goal under the UASI Strategy is to strengthen our critical response teams. We have largely accomplished this goal with hazardous materials and heavy rescue equipment and training. These teams are capable of responding to terrorist attacks, industrial accidents or natural disasters like earthquakes and tornadoes. Another element of critical response includes medical supplies for mass casualty incidents. The MCI trailers represent the first stage of meeting this need for the EMS community. Also included is equipment for Incident Management Teams that will consist of emergency responders from all disciplines. These mobile teams are activated to support emergency responders managing an event where the event continues over many hours or days.	Hazmat / HR	$17,993,651	$17,908,651	$0	$85,000
	Mass Casualty	903,000	829,682	0	73,318
	Incident Management Teams	2,196,000	1,977,711	0	218,289
Law Enforcement Tactical Team Equipment					
There are 7 law enforcement tactical response units in the region which need communications, tactical lights and personal protective equipment. Three of the teams will receive tactical vehicles and Metro Air Support will receive a helicopter and other equipment to support response to a variety of terrorist incidents.	Misc equipment:	7,582,356	7,354,711	0	227,645
	Tactical vehicles:	4,514,819	4,514,819	0	0
Interoperable Communications					
A variety of projects come within the description of Interoperable Communications. Radio caches, satellite phones and video conferencing and the Land Mobile Radio Communications Plan are included, as well as a microwave tower backbone system.	Radios, phones, video conf. etc:	8,386,622	8,321,622	0	65,000
	Microwave system:	8,988,047	8,988,047	0	0
	Radio Plan:	674,300	674,300	0	$0
The Virtual EOC					
The virtual EOC strengthens regional collaboration on a day to day basis through a web based interactive network that links the region's eight EOC's and numerous other users for planning, preparing for and responding to an incident. In future years we hope to add a robust Geographic Information System capability.		5,322,438	5,278,534	0	43,904

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2014

	Total Budgeted	Prior amount approved by EWG Board	This request	Remaining to be approved
Emergency Patient Tracking	$2,422,320	$2,422,320	$0	$0
Patient Tracking allows emergency medical services and hospitals to rapidly enter data about a patient into a secure wireless web-based tracking system. The data includes identification, triage condition and transport information and allows the hospitals to balance patient loads and provide information to families.				
Universal ID Project This system provides a uniform identification card for fire, law enforcement and volunteers with credential information embedded in the card.	557,812	557,812	0	0
Expand Public Health Capabilities Local public health agencies are working to prepare the region and protect citizens and first responders in the event of bioterrorism and natural diseases. Work is underway to establish an automated syndromic surveillance system for the early detection of naturally occurring or man made disease outbreaks.	2,828,131	2,522,061	0	306,070
Mass Casualty Equipment, Medical Supplies and Software for Hospitals Hospitals are preparing the region for a response to a medical surge or mass casualty incident (MCI) by staging emergency response trailers that are equipped with medical supplies, cots and bedding at selected hospitals for deployment anywhere in the St. Louis region. In addition, the hospitals will dispense medicine to employees, their families and patients in the event of a large-scale bioterrorist or naturally occurring illness. The hospitals have software that will help with the dispensing of this medicine and the management of an MCI when it occurs.	2,249,599	2,107,999	0	141,600
Disaster Incident Management System for Hospitals and Tactical Response The disaster incident management software system provides a tactical incident management capability for hospitals and response teams that includes federally required forms and plans. For the hospital systems it also includes a regional bed tracking capability.	$2,234,308	$1,959,308	$198,500	$76,500

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2014

	Total Budgeted	Prior amount approved by EWG Board	This request	Remaining to be approved
Terrorism Early Warning Center The TEW is operated by the St. Louis Metropolitan Police Department and the St. Louis County Police Department and serves as a central clearinghouse for information and intelligence to help detect and prevent acts of terrorism.	$ 3,142,602	$2,599,000	$0	$543,602
Citizen Preparedness This program includes Citizen Emergency Response Teams and other similar teams designed to educate the public about disaster preparedness and train them to assist their neighbors. Expenditures include equipment and training to help citizens learn to respond to hazards as part of a team in their neighborhood or workplace, and public information. The program also includes the sheltering project which brings generators and shelters into the region to protect citizens who need shelter.	2,662,666	2,569,062	33,604	60,000
Regional Coordination Planning Includes regional emergency coordination planning, mutual aid improvements, public information and enhancements to critical infrastructure protection.	1,024,051	1,024,051	0	0
Exercises Two regional exercises occurred on August 9-10 2006 at Busch Stadium and Olivette. In addition, Community Emergency Response Teams (CERT) exercises were added in FY06.	446,500	371,500	0	75,000
Training Most disciplines have received and will continue to attend training activities to enhance their skills. Included are heavy rescue, hazmat, incident management teams, law enforcement, public health and hospitals.	3,695,608	3,541,548	40,000	114,060
Totals:	$77,824,830	[1] $75,522,738	$272,104	$2,029,988

[1] This total represents the sum of UASI funds awarded for equipment and contractual obligations for fiscal years 2003 - 2014. The schedule represents the cumulative amount spent, from both open and closed grants, on major projects since the inception of the Homeland Security Grant Program.