

AMENDED

**AGENDA
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
EXECUTIVE ADVISORY COMMITTEE MEETING ~
TUESDAY, JUNE 17, 2014 – 2:00 PM**

- 1. CALL TO ORDER**
- 2. APPROVAL OF MINUTES OF MAY 20, 2014**
- 3. DISCUSSION ITEMS**
 - A. Where We Stand Update: Transportation
 - B. Update on St. Louis Area All Hazard Mitigation Plan
 - C. Update on Regional Freight District and Authority Workshop
- 4. ACTION ITEMS**
 - A. Functional Classification Update
 - B. Extension of September 30, 2013 Suspense Date for Locally Sponsored Projects
 - C. Modification of the FY 2014-2017 Transportation Improvement Program (TIP), the Metropolitan Transportation Plan – *RTP 2040*, and the related Air Quality Conformity Determination – Requested by the Illinois Department of Transportation
 - D. Regional Security Expenditures
- 5. OTHER BUSINESS**
- 6. ADJOURNMENT**



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Memo to: Board of Directors
From: Staff
Subject: Project Notifications
Date: June 6, 2014

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Richard Kellett

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Barbara Geisman

James A. Pulley

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Transportation

Eddie 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

Attached is the Project Notification list for June 2014. 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
June 2014**

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE LOCAL/OTHER	TOTAL
City of St. Louis	St. Louis Metropolitan Police Department #1411042	Project Safe Neighborhoods - To provide funding for the COPS Hiring Program	DOJ	\$284,173		\$284,173
City of St. Louis	St. Louis Metropolitan Police Department #1411080	Edward Byrne Memorial Competitive Grant Program - To provide funding for Information Sharing & Detection	DOJ	\$496,632		\$496,632

MINUTES

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
EXECUTIVE ADVISORY COMMITTEE
MAY 20, 2014

Members Present

Eddie Roth, *Chair*, City of St. Louis
Tracy Beidleman, Metro
Tom Curran, St. Louis County
Gary Elmestad, St. Charles County
Jim Field, St. Clair County
Joe Gray, IDOT
Joe Hagerty, Madison County
Dave Hutchings, Jefferson County
Steve Johnson, St. Louis Regional Chamber
Curtis Jones, IDOT, Dist. 8
Pauline Masson, Franklin County
Walter Pearson, Office of Administration, State of Missouri
Stephanie Streeter, St. Louis County
Ron Longley, City of East St. Louis, IL
Joe Parente, Madison County
Bill Schnell, MoDOT
Kevin Terveer, SIMAPC
Betsy Tracy, FHWA, IL Div.

Others in Attendance

Mike Henderson, MoDOT
Bill Roche, TEW
Lisa Kuntz, MoDOT
Renee Ducker, URS

EWGCOG Staff:

Ed Hillhouse, Jim Wild, Stacy Alvaraz, Jerry Blair, Royce Bauer, Mike Coulson, Wayne Flesch, Larry Grither, Paul Hubbman, Medora Kealy, Peter Koeppel, Karen Kunkel, Jason Lange, Sang Gu Lee, MaryGrace Lewandowski, Brian Marler, Alexis McGrail, Christopher Michaels, Anna Musial, Rachael Pawlak, Gary Pondrom, John Posey, Sonya Pointer, Mary Rocchio, Roz Rodgers, Julie Stone, Himmer Soberanis, DJ Wilson, Aaron Young

CALL TO ORDER

The Executive Advisory Committee was called to order by Chair Eddie Roth.

APPROVAL OF MINUTES OF APRIL 22, 2014 MEETING

Motion was made by Mr. Schnell, seconded by Mr. Hagerty, to approve the minutes of the April 22, 2014 meeting. Motion carried, all voting aye.

DISCUSSION ITEMS

Draft FY 2015-2018 Transportation Improvement Program and Regional Air Quality Conformity Determination

Jason Lange, EWGCOG, summarized the FY 2015-2018 Transportation Improvement Program (TIP), which includes 656 projects totaling approximately \$1.79 billion. The document, prepared annually, is federally required for allocating federal funds to transportation projects within the region. He provided a breakdown of the number of applications, projects, and funding source allocations per program for IDOT, MoDOT, transit, and locally sponsored projects. He explained that the Air Quality Conformity Determination requires projects to be analyzed, as part of the Long Rang Plan and TIP, for compliance with air quality plans and budgets. He advised that the documents will be released throughout the region for public comment and input during June prior to Board approval and final publication in July.

Update on the Missouri Transportation Sales Tax Initiative

Peter Koeppel, EWGCOG, reported on the initiative underway in the Missouri legislature to place a 0.75 percent sales tax before voters on the August 2014 ballot. He advised that potential estimated revenue of between \$1.4 and \$1.8B could be realized over the next ten years, depending upon economic conditions. His presentation included breakdowns of revenue distribution for the region, state, and county. He summarized staff's prioritization process for projects that included identifying candidate projects, reviewing draft performance measures and criteria, and conducting a series of meetings in coordination with stakeholders to review potential projects for recommendation and inclusion on the list of Final Prioritized Sales Tax Projects that will be presented to MoDOT. He noted that the list would be presented for Board approval in June then presented to the Missouri Highways and Transportation Commission and public review.

Update on the Missouri Department of Transportation I-70 Planning and Environmental Linkages Study

Lisa Kuntz, MoDOT and Renee Ducker, URS, summarized the yearlong Planning and Environmental Linkage (PEL) study being conducted by MoDOT in partnership with EWGCOG, Metro and a consultant team along the 40 mile corridor stretching between I-70 at I-64 in St. Charles County to the reversible lanes of St. Louis City. The PEL takes a broad look at transportation, economic, social and environmental issues to determine needs along a corridor and is beneficial in providing early public involvement, improved decision-making, streamlined project development. It also allows existing projects to move forward, and studies future project areas that are not currently funded. Study recommendations will be available in early Summer 2015.

Additional discussion followed clarifying the types of information yielded from the PEL.

Update on the Regional Freight District Working Group

Jim Wild, EWGCOG, reported that key stakeholders that comprise the Regional Freight working group have met and held discussions. He advised EWGCOG will moderate a workshop on June 5 with the goal of bringing business leaders together and obtaining input to explore the merits and the role of a Regional Freight Transportation District & Authority. The workshop will be held at the Regional Collaboration Center of the St. Louis Regional Chamber offices. Registration is requested and is available online at www.ewgateway.org/freightws/.

Additional discussion occurred regarding the role and importance of a freight district in the region; and Metro's involvement.

ACTION ITEMS**Approval of the East-West Gateway Council of Governments' Public Involvement Plan**

Julie Stone, EWGCOG, summarized staff's recommendation to approve the East-West Gateway Public Involvement Plan.

Motion approving the recommendation was made by Mr. Hagerty, seconded by Mr. Schnell. Motion carried, all voting aye.

Modification of the FY 2014-2017 Transportation Improvement Program (TIP), the Metropolitan Transportation Plan – RTP 2040, and the related Air Quality Conformity Determination – Requested by the Illinois Department of Transportation

Jason Lange, EWGCOG, summarized staff's recommendations to amend the FY 2014-2017 TIP, RTP 2040 and related Air Quality Conformity Determination to add and/or modify the following projects:

TIP #	Sponsor	Action	Description
6523-14	IDOT	Add	Multi-County - High friction surface treatment on I-55/70/255 Ramps - NB 55/70 to EB 70, NB 255 to EB 64, NB 255 to EB IL 15, WB 70 to SB 55/70
4531A-09	Madison County Transit District	Add	Madison County – Preventative maintenance of fleet vehicles
6445-14	Madison County Transit District	Add	Madison County - Bike and Bus Commute Educational Program
6453A-14	Shiloh	Add	St. Clair County - Shared use path - Scott AFB Ped/Bike Trail along Seibert Rd. – Southridge Dr. to Johnson Rd.
6453B-14	O'Fallon	Add	St. Clair County - Extend Illini bike trail and mark State/Lincoln for Bike route – sidewalk improvements
6453C-14	Collinsville	Add	Madison County - Sidewalk, streetscape - Clay St. from Seminary St. to Morrison
6453D-14	Highland	Add	Madison County - Shared use path – Sharpshooter's Trail – Highland Elem. School to Iberg Rd.
5362B-14	Metro East Parks and Recreation District	Add	Multi-County - Shared use path – Scott/Troy Trail Supplemental from Troy Rd. (near Goshen MCT Trail) to Kyle Rd.
4591-10	IDOT	Modify	Bridge deck rehab - MLK Bridge over Mississippi River
5504-15	IDOT	Modify	Resurfacing and bridge repair - I-70 from 2.5 mi E/O I-55/270 Interchange to 0.1 mi W/O Prairie Rd
5201-13	IDOT	Modify	Resurfacing with patching - IL 203 from Chain of Rocks Rd. to Madison Ave. in Granite City
5406-15	IDOT	Modify	Replace bridges - IL 157 over St. Clair Ave., MetroLink, and Schoenberger Creek
5906-13	IDOT	Modify	Bridge and additional lanes - MLK Bridge EB to I-55/64 WB
5551-14	Madison County Transit District	Modify	Bus driver relief vehicles and road supervisor vehicles

Motion approving the recommendations was made by Mr. Longley, seconded by Mr. Parente. Motion carried, all voting aye.

Modification of the FY 2014-2017 Transportation Improvement Program (TIP), the Metropolitan Transportation Plan – RTP 2040, and the related Air Quality Conformity Determination – Requested by the Missouri Department of Transportation

Mr. Lange, EWGCOG, summarized staff's recommendations to amend the FY 2014-2017 TIP, RTP 2040 and related Air Quality Conformity Determination to add and/or modify the following projects:

TIP #	Sponsor	Action	Description
6454-14	MoDOT	Add	Jefferson County – bridge painting - MO 21 at Old 21/Shady Valley, West Four Ridge Rd, Old 21/Schenk Rd
6455-14	MoDOT	Add	St. Louis County – concrete bridge deck overlay replacement - US 50 at BNSF railroad 0.2 miles w/o I-55
6456-14	MoDOT	Add	St. Louis County – bridge deck overlay – US 61 over I-255
5548G-14	MoDOT	Modify	St. Louis City - bridge improvements - I-44 at Compton Ave

Motion approving the recommendations was made by Mr. Curran, seconded by Mr. Longley. Motion carried, all voting aye.

Regional Security Expenditures

Jim Wild, EWGCOG, summarized staff's request for the following expenditures, totaling \$1,148,154. The expenditures will be funded from the U.S. Department of Homeland Security's Urban Area Security Initiative ("UASI") and Port Security grant programs.

Action	Description	Amount
Sub-Award	St. Louis County – costs associated with Critical Infrastructure Coordinator position and Legal Consulting Services	\$242,500
Sub-Award	Richmond Heights, MO – Automated License Plate Reader System Project Manager	\$40,000
Contract	Sure Scan Technology – provide computer software, equipment and services for the implementation of the St. Louis Regional Law Enforcement Mug Shot Comparison System	\$518,867
Purchase	Motorola Solutions – 41 portable handheld radios	\$196,561
Purchase	Motorola Solutions – four digital vehicular repeater systems	\$63,726
Contract	Resolve Maritime – provide two Boat Operator training courses	\$86,500

Motion approving the recommendation was made by Mr. Hutchings, seconded by Mr. Schnell. Motion carried, all voting aye.

OTHER BUSINESS

Mr. Roth introduced new member Barbara Geisman, regional citizen for the City of St. Louis.

ADJOURNMENT

Motion to adjourn the meeting was made by Mr. Hagerty, seconded by Mr. Elme stad. Motion carried, all voting aye.

Respectfully submitted,



Ed Hillhouse
Secretary, Board of Directors

**WHERE
WE
STAND**

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

This update provides data on topics that are important to making transportation planning and funding decisions. The data indicates how the region is performing in regards to the principles that guide the St. Louis region's Long-Range Transportation Plan.

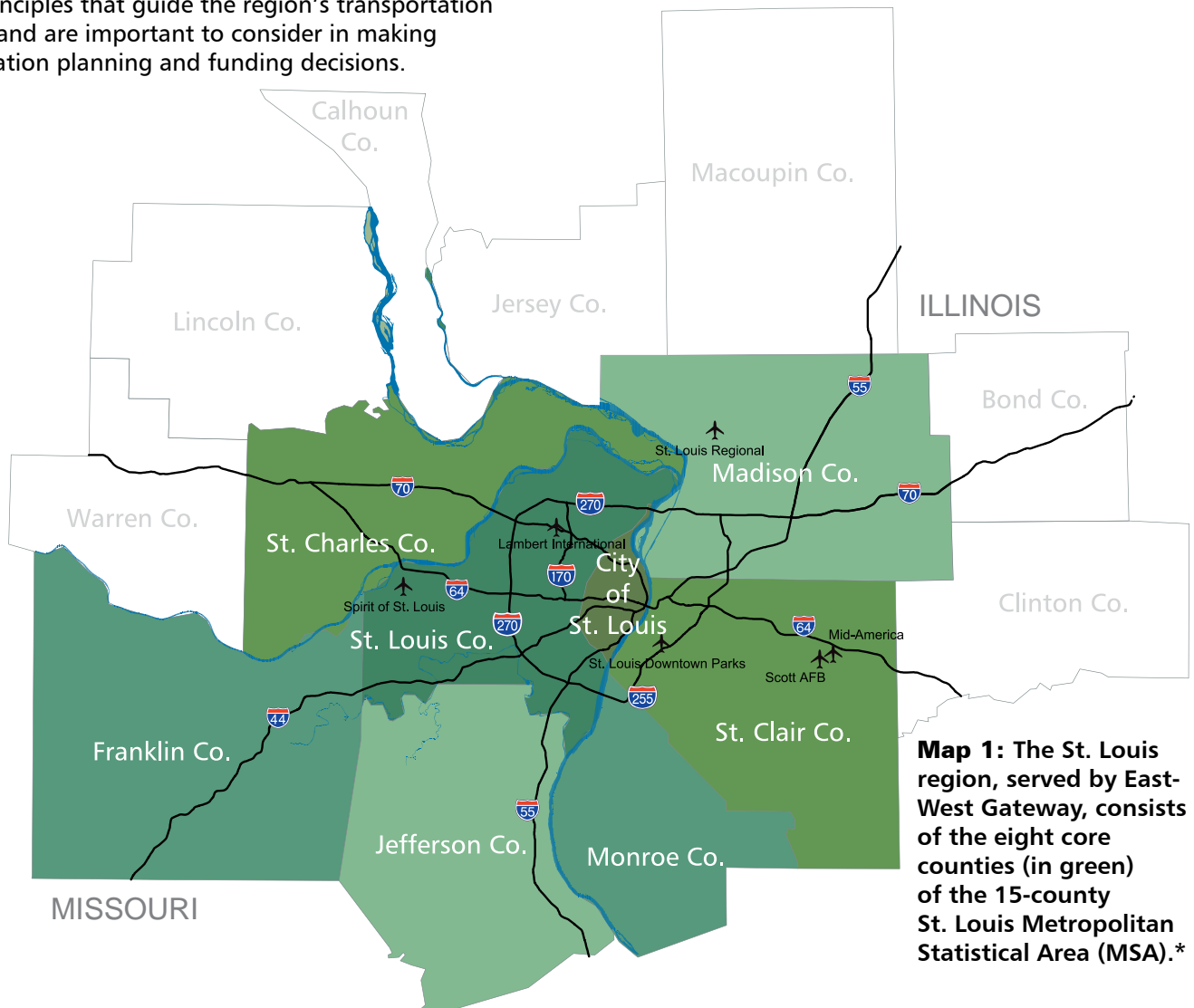
6th Edition, Update 8

June 2014

Transportation

In June 2015 East-West Gateway Council of Governments will produce the St. Louis region's next Long Range Transportation Plan (RTP)—Connected 2045. In the year leading up to the publication of the plan, the public will help set priorities that will guide how transportation funding is allocated in the region. This *Where We Stand Update* provides context for these conversations by comparing the St. Louis region to 34 peer regions on a set of data that indicate how the region is performing on the 10 principles that guide the region's transportation planning and are important to consider in making transportation planning and funding decisions.

Compared to the peer regions, St. Louis provides an extensive transportation network with roads and bridges that are in relatively good condition. This network facilitates economic development by providing businesses with low congestion, tremendous freight assets, and a reliable system. The region does not provide as many transportation options as many of the peer regions, contributing to less accessibility and higher transportation costs for residents.



Map 1: The St. Louis region, served by East-West Gateway, consists of the eight core counties (in green) of the 15-county St. Louis Metropolitan Statistical Area (MSA).*

*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."

Guiding Principles

The *Where We Stand* tables in this report are organized around 10 guiding principles. These principles represent what the people of St. Louis value. They guide the region's transportation planning and allocation of funding. The principles were established through a public engagement process in 2009, *Renewing the Region*, that asked citizens and a range of regional and local leaders what issues are likely to affect the region's growth and prosperity as well as what is most important to them. The principles recognize the importance of transportation to the everyday lives of individuals, the key role it plays in economic growth, and the potential it has to impact environmental assets.

The principles were established for the *Regional Transportation Plan 2040* and carried forward for the 2045 plan. Although the principles are specific to the St. Louis region, they also closely align with the goals of the federal transportation legislation, MAP-21.

MAP-21

Moving Ahead for Progress in the 21st Century Act

Enacted in July 2012, MAP-21 is the federal legislation that guides federal transportation investments. The program provides over \$105 billion for surface transportation programs and over \$10.6 billion for public transportation for fiscal years 2013 and 2014. Core highway formula programs under MAP-21 include the National Highway Performance Program (NHPP), Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Highway Safety Improvement Program (HSIP). Core programs for public transportation include Urbanized Area Formula Grants, State of Good Repair Grants and New Starts/Small Starts.

The legislation established the following national performance goals, which closely align with the St. Louis region's Guiding Principles:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

What is the Regional Transportation Plan?

East-West Gateway Council of Governments (EWG) is the St. Louis region's federally designated Metropolitan Planning Organization (MPO). In accordance with federal law, EWG develops a long-range Regional Transportation Plan (RTP) every four years.

Connected2045—The region's next RTP will be produced in 2015. The plan will include:

- An **investment plan** for major projects using federal transportation funds.
- A listing of Missouri and Illinois departments of transportation and Metro projects that are **priority projects** (affordable within the region's anticipated resources for the next 30 years) and **illustrative projects** (projects the region would like to pursue, if funds become available).
- **Guiding principles** that will be used to evaluate local projects competing for federal funds. These local projects will then be listed in the annual Transportation Improvement Program (TIP). All projects in the TIP must be consistent with the RTP's principles.

More information on *Connected2045* and the region's current long-range plan, *Regional Transportation Plan 2040*, can be found at www.ewgateway.org/trans/longrplan/longrplan.htm

Preserve and Maintain the Existing System

One of the major challenges facing states and metropolitan areas is keeping the transportation system in good repair. The decades-long emphasis on system expansion has limited the resources available for rehabilitating and replacing aging system components. Failing pavements, deficient bridges, and deteriorated transit facilities create safety problems, reduce operational efficiency, and negatively impact travel quality. Deferring preservation work is also significantly more expensive than pursuing a regular cycle of maintenance, rehabilitation, and replacement. ~ Regional Transportation Plan 2040.¹

Road Network

The St. Louis region has one of the most extensive highway systems in the nation with 2,612 lane-miles of freeway. This is the 9th largest number of freeway lane-miles among the peer regions when looking at total miles in each region. Since the regions are of varying sizes, the Road Network Table provides the number of lane-miles per urbanized area square mile.² St. Louis has the 4th most freeway lane-miles per urbanized area square mile.

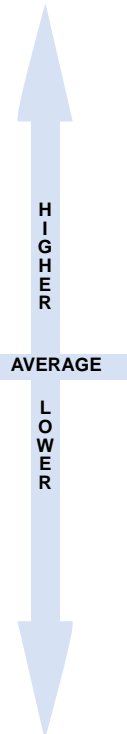
For decades the United States built a road network that helped facilitate economic growth, housing development and the American lifestyle. As the infrastructure ages, preservation of the system has become the St. Louis region's top priority for transportation investment. The region's current long-range transportation plan proposes spending \$30.8 billion over the 28 year planning horizon with 87 percent of the funding allocated to preservation and operations.³

Pavement Conditions

Missouri and Illinois departments of transportation maintain a total of 10,553 lane-miles on roadways in the St. Louis region. All of the roadways are assessed based on the amount of cracking, rutting, raveling, patching and a number of other deficiencies that characterize the condition of the pavement. The portion of roads rated "good" increased in 2003 when the region began allocating higher levels of funding to preservation.⁴ Figure 1 shows that the portion of roads in good condition in the Missouri portion of the region has continued to increase. The portion of roads in good condition in the Illinois portion of the region decreased from 73 percent in 2007 to 67 percent in 2012 but remains higher than the portion in good condition in Missouri.

ROAD NETWORK
Freeway lane-miles per urbanized area square mile, 2011

1	San Francisco	3.0
2	Los Angeles	3.0
3	Kansas City	2.9
4	St. Louis	2.7
5	San Diego	2.7
6	Salt Lake City	2.2
7	Denver	2.2
8	Columbus	2.2
9	Seattle	2.1
10	San Antonio	2.1
11	Oklahoma City	2.0
12	New York	2.0
13	Minneapolis	2.0
14	Cleveland	2.0
Average		1.9
15	Miami	1.8
16	Portland	1.8
17	Dallas	1.8
18	Louisville	1.8
19	Baltimore	1.8
20	Austin	1.7
21	Houston	1.7
22	Nashville	1.7
23	Cincinnati	1.6
24	Washington DC	1.5
25	Milwaukee	1.5
26	Boston	1.5
27	Detroit	1.4
28	Memphis	1.4
29	Indianapolis	1.4
30	Phoenix	1.4
31	Pittsburgh	1.4
32	Chicago	1.3
33	Philadelphia	1.3
34	Atlanta	1.1
35	Charlotte	0.9



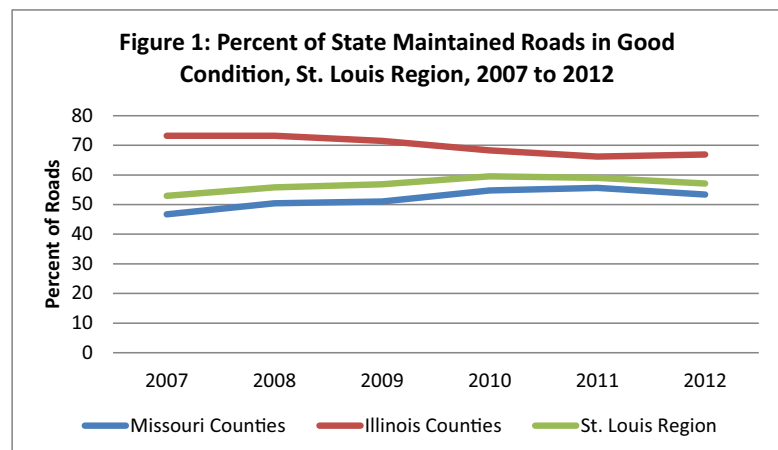
Source: Urban Mobility Report, 2012, Texas Transportation Institute; U.S. Census 2010

1 The first paragraph following each guiding principle is from the *Regional Transportation Plan 2040* that East-West Gateway Board of Directors adopted in July 2011. They provide information on what was learned during Renewing the Region initiative and provide context for the long-range transportation plan.

2 "Urbanized Area" is a Census Bureau designation for areas that consist of densely developed territory which contain 50,000 or more people. The St. Louis urbanized area is 978 square miles, including the St. Louis MO-IL and Alton, IL urbanized areas.

3 *State of the System and Technical Supplement to Regional Transportation Plan 2040*, July 2011.

4 *Regional Transportation Plan 2040*, July 2011.



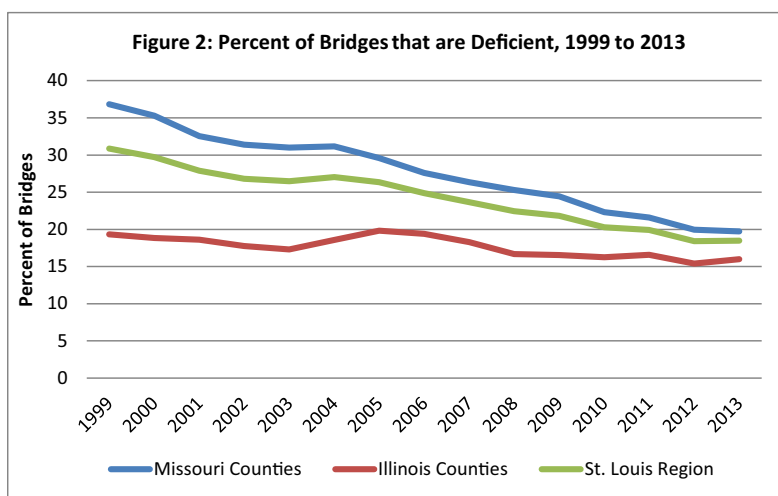
Source: MoDOT (International Roughness Index), IDOT (Condition Rating Survey)

Table 1 provides the total lane-miles and portion of the roads that are in good, fair or poor condition by county for the St. Louis region. Franklin and St. Charles counties have less than 50 percent of their roadways in good condition. The interstates in these counties have similar ratings of good condition as in the other counties but the condition of the arterial roads, which have lower rates of vehicles traveling on them, are the ones that tend to be in fair or poor condition.

Bridge Conditions

Bridges serve as an integral part of the transportation network. In the St. Louis region, the multitude of rivers and waterways are recognized as cornerstones of the history and vitality of the region. These waterways also require a considerable number of bridges to connect the road network. There are over 4,000 bridges with a total of 3.7 million square meters of deck area in the 15-county St. Louis Metropolitan Statistical Area.⁵ Among the peer regions, St. Louis ranks 8th highest for the number of bridges and 9th in the total square meters of deck area for the bridges. The St. Louis region has taken relatively good care of its bridges, ranking 24th for the percent of bridge deck area that is structurally deficient or functionally obsolete. Of the 10 regions with the most bridge deck area, only Miami has a smaller portion of its bridges classified as deficient than St. Louis.

Figure 2 provides the percent of bridges that are deficient in the eight-county region from 1999 to 2013. Over this time period the percent of bridges that are functionally obsolete or structurally deficient reduced substantially while the number of total bridges in the region increased. In 1999, there were 3,012 bridges of which 513 were functionally obsolete and 417 were structurally deficient. In 2013, there were 251 additional bridges but 120 fewer that were functionally obsolete and 207 fewer that were structurally deficient.



Source: FHWA, National Bridge Inventory, 2013

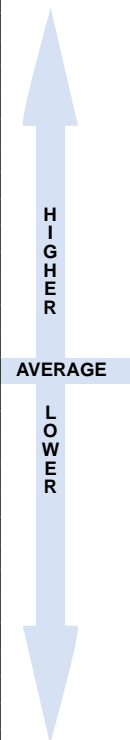
Table 1: Condition of State Maintained Roads by County, St. Louis Region, 2012

County	Total Lane Miles	Condition (Percent of Total)		
		Good	Fair	Poor
Illinois Counties	2,934	66.9	22.3	10.8
Madison	1,533	66.3	20.7	13.0
Monroe	175	66.5	27.3	6.2
St. Clair	1,227	67.7	23.7	8.6
Missouri Counties	7,619	53.4	37.5	9.1
Franklin	1,288	35.8	50.0	14.2
Jefferson	1,083	51.8	41.2	7.0
St. Charles	1,282	44.9	42.9	12.2
St. Louis	3,628	62.4	30.9	6.7
City of St. Louis	339	61.0	27.8	11.2
St. Louis Region	10,553	57.1	33.3	9.6

Source: MoDOT (International Roughness Index), IDOT (Condition Rating Survey)

DEFICIENT BRIDGES Percent of bridge deck area that is structurally deficient or functionally obsolete, 2013

1	New York	63.0
2	Boston	56.7
3	Pittsburgh	55.2
4	San Francisco	50.4
5	Seattle	49.3
6	Detroit	49.2
7	Chicago	47.1
8	Cleveland	44.7
9	Philadelphia	42.5
10	Los Angeles	41.7
11	Cincinnati	37.4
12	Washington DC	37.1
13	Portland	36.6
14	Dallas	34.2
Average		33.9
15	Charlotte	32.0
16	Houston	30.9
17	Louisville	30.8
18	Milwaukee	30.6
19	Baltimore	30.5
20	Indianapolis	30.1
21	Kansas City	30.0
22	Memphis	29.8
23	Columbus	29.8
24	St. Louis	29.1
25	Oklahoma City	28.6
26	Denver	27.6
27	Phoenix	26.2
28	San Antonio	24.0
29	Austin	22.7
30	Miami	22.7
31	Nashville	20.9
32	Atlanta	20.3
33	San Diego	19.4
34	Minneapolis	14.6
35	Salt Lake City	9.3



Source: FHWA, National Bridge Inventory, 2013

⁵ Bridge data is provided for the St. Louis 15-county Metropolitan Statistical Area (MSA) for ease of comparison with other metropolitan areas but the East-West Gateway transportation planning and allocation of federal funds applies only to the core eight-counties of the MSA. See Table 2 for bridge data for the eight-county region.

Table 2 provides the number of bridges by county in the St. Louis eight-county region. About half of the bridges in the region are in the three central counties (St. Louis and St. Clair counties and the city of St. Louis). The bridges in these counties also represent about 50 percent of the structurally deficient bridges and 72 percent of the region’s functionally obsolete bridges. This is expected since the infrastructure in these areas tends to be older and was built according to older design standards. Neither being structurally deficient nor functionally obsolete means that a bridge is unsafe. Repairs are made to make them safe and unsafe bridges are closed. Identification of bridge deficiencies allows for timely, less costly bridge maintenance and guides investment decisions.

Table 2: Condition of Bridges by County, St. Louis Region, 2013

County	Total Bridges	Functionally Obsolete (percent)	Structurally Deficient (percent)
Illinois Counties	1,082	10.4	5.5
Madison	507	10.1	7.1
Monroe	126	4.8	4.8
St. Clair	449	12.5	4.0
Missouri Counties	2,181	12.8	6.9
Franklin	326	4.9	7.4
Jefferson	375	5.1	7.2
St. Charles	353	5.4	2.6
St. Louis	880	17.4	6.4
City of St. Louis	247	29.6	13.8
St. Louis Region	3,263	12.0	6.4

Note: Does not include bridges built in the last 10 years.
Source: FHWA, National Bridge Inventory, 2013

Support Public Transportation

Great cities have great transit systems. A healthy regional economy includes a public transportation option for people who need it to get to their jobs, to school and to other essential destinations. Residents who do not ride on transit rely on many who do throughout the region. Public transit spurs economic development, lowers the cost of living for those who use it, and reduces traffic congestion and improves air quality by taking cars off the road.

~ Regional Transportation Plan 2040

Mode Share

There are two primary providers of public transit in the St. Louis region—Bi-State Development Agency (Metro) and Madison County Transit.⁶ About 2.3 percent of workers in the St. Louis region use the agencies’ bus, light rail, and call-a-ride services as their primary means for commuting to work. The region ranks below the peer region average of 5.2 percent of workers

⁶ Metro operates MetroBus and MetroLink in the city of St. Louis, St. Louis County and St. Clair County (St. Clair County Transit contracts with Metro for service), and Metro Call-A-Ride in the city of St. Louis and St. Louis County. Madison County Transit provides fixed route bus service throughout Madison County, Illinois as well as service to the East St. Louis MetroLink stop in St. Clair County and to downtown St. Louis.

Bridge Ratings and Classifications

States inspect bridges on public roads at least once every 24 months. Bridges are rated and classified based on the criteria in the National Bridge Inspection Standards (NBIS).

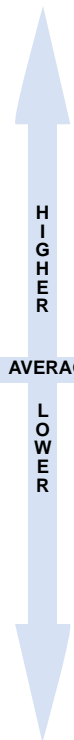
Structurally Deficient: a bridge that is in poor (or worse) condition due to deterioration and/or damage. Structurally deficient bridges are not necessarily unsafe. To remain open, they typically must be repaired or vehicle weight limits must be restricted.

Functionally Obsolete: a bridge that does not meet current design standards due to a change in standards and/or a change in the traffic demand on the structure.

~Federal Highway Administration

TRANSIT MODE SHARE Percent of total workers whose means of transportation is public transit, 2012

1	New York	31.0
2	San Francisco	15.6
3	Washington DC	14.1
4	Boston	12.2
5	Chicago	11.1
6	Philadelphia	9.4
7	Seattle	8.5
8	Baltimore	6.5
9	Portland	6.0
10	Los Angeles	6.0
11	Pittsburgh	5.5
Average		5.2
12	Denver	4.4
13	Minneapolis	4.3
14	Miami	4.2
15	Salt Lake City	3.9
16	Milwaukee	3.7
17	Cleveland	3.2
18	Atlanta	2.9
19	San Diego	2.8
20	Houston	2.6
21	Austin	2.3
22	St. Louis	2.3
23	San Antonio	2.3
24	Charlotte	2.1
25	Phoenix	2.1
26	Louisville	1.8
27	Cincinnati	1.8
28	Columbus	1.6
29	Detroit	1.6
30	Dallas	1.5
31	Memphis	1.2
32	Indianapolis	1.2
33	Kansas City	1.1
34	Nashville	1.1
35	Oklahoma City	0.4



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

using public transit, coming in at 22nd. The regions with the most extensive public transportation systems, and the largest portions of their populations using public transit, tend to be the most densely populated regions.

The portion of the population in the St. Louis region using transit has fluctuated some over the past 10 years but has remained between 2.3 percent (2012) and 2.7 percent (2008). (See Figure 3 on Page 11.)

Transit Coverage and Connectivity

The Transit Coverage, Transit Service Frequency and Mobility Index tables indicate how extensive the region's public transportation system is and how well the system is meeting the need for transit in the region. Regions in the West and Northeast tend to provide the most extensive transit systems with regions in the Midwest having less coverage and regions in the South providing the lowest levels of coverage. St. Louis has similar coverage to other midwestern regions.

In the St. Louis region 56.6 percent of working age residents live in a community where they are within three-fourths of a mile from at least one transit stop. This is below the peer average of 65.3 percent. The range of transit coverage among the peer regions is sizeable with over 90 percent of residents having access to transit in Los Angeles and San Francisco and less than 40 percent of residents having access in Nashville and Atlanta.

The St. Louis region ranks higher than the peer average for transit service frequency, at 13th with an average wait time for transit service in the morning rush hour of 11.2 minutes, about one minute slower than the peer region average of 10.3 minutes. Three-fourths of the peer regions have wait times of less than 12 minutes with only a few providing considerably more frequent service.

The Mobility Index Table shows how extensive regional transit systems are relative to the need for public transportation, based on the proportion of households without access to a vehicle. The St. Louis region ranks below the peer region average, at 25th with 23 annual transit revenue hours of service per household without a vehicle.

About 9 percent of all households in the St. Louis region do not own an automobile (about 95,700 households). The peer regions range from 31 percent of residents not having access to a vehicle to less than 5 percent. The St. Louis region ranks about average for the peers, at 15th. The regions with the highest proportions of their populations with no access to a vehicle have extensive transit systems, including New York, Philadelphia, Boston, San Francisco and Chicago.

TRANSIT COVERAGE Share of working-age residents living in block groups served by transit, 2010

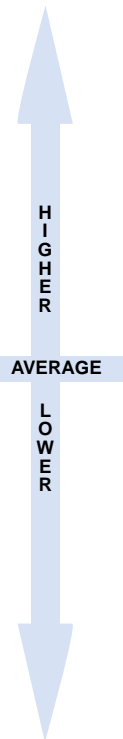
1	Los Angeles	96.0
2	San Francisco	91.7
3	New York	89.6
4	Salt Lake City	89.0
5	Miami	88.8
6	Seattle	85.3
7	Denver	83.7
8	Portland	83.5
9	San Diego	83.0
10	Washington D.C.	82.5
11	Chicago	78.8
12	Philadelphia	76.9
13	Phoenix	70.5
14	Boston	69.4
15	Baltimore	68.3
16	San Antonio	68.2
17	Milwaukee	67.4
18	Minneapolis	67.0
19	Pittsburgh	66.8
20	Cleveland	66.2
Average	65.3	
21	Detroit	59.7
22	Louisville	59.5
23	St. Louis	56.6
24	Columbus	55.7
25	Memphis	51.4
26	Cincinnati	48.0
27	Austin	47.3
28	Kansas City	47.2
29	Dallas	46.3
30	Houston	44.2
31	Charlotte	42.3
32	Indianapolis	41.6
33	Oklahoma City	41.6
34	Atlanta	37.8
35	Nashville	32.2

Source: Metropolitan Policy Program at Brookings, 2011

TRANSIT SERVICE FREQUENCY Median wait time for morning rush hour transit service In minutes, 2010

1	Oklahoma City	19.2
2	Memphis	15.8
3	Nashville	15.7
4	Kansas City	14.2
5	Pittsburgh	14.2
6	Louisville	13.5
7	Charlotte	13.4
8	Indianapolis	13.3
9	Minneapolis	11.6
10	Cincinnati	11.4
11	Columbus	11.4
12	Detroit	11.4
13	St. Louis	11.2
14	Dallas	11.1
15	Miami	10.6
16	San Antonio	10.4
Average	10.3	
17	Atlanta	10.2
18	Philadelphia	9.8
19	Cleveland	9.5
20	Phoenix	9.0
21	Boston	8.9
22	Seattle	8.8
23	San Diego	8.7
24	Austin	8.6
25	Salt Lake City	8.5
26	San Francisco	8.5
27	Denver	8.1
28	Baltimore	7.7
29	Portland	7.4
30	Houston	7.3
31	Chicago	7.2
32	Washington D.C.	6.6
33	Milwaukee	6.4
34	Los Angeles	6.2
35	New York	4.5

Source: Metropolitan Policy Program at Brookings, 2011



MOBILITY INDEX
Annual transit revenue hours of service per household without a vehicle, 2012

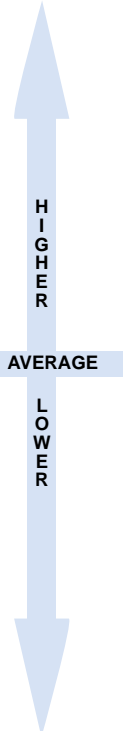
1	Salt Lake City	75.6
2	Seattle	62.1
3	Denver	58.0
4	Washington D.C.	52.5
5	Los Angeles	46.6
6	San Diego	46.5
7	Austin	46.4
8	San Francisco	42.3
9	Portland	40.4
10	San Antonio	40.3
11	Minneapolis	36.9
12	Chicago	35.0
13	Miami	34.9
14	Houston	34.0
15	Boston	33.1
16	Dallas	33.0
Average	31.9	
17	Atlanta	30.0
18	Phoenix	29.8
19	Baltimore	29.4
20	Philadelphia	26.6
21	Charlotte	26.3
22	New York	26.0
23	Milwaukee	24.4
24	Pittsburgh	23.3
25	St. Louis	23.0
26	Louisville	20.8
27	Columbus	19.8
28	Cleveland	18.7
29	Kansas City	17.5
30	Cincinnati	17.2
31	Nashville	16.4
32	Detroit	16.2
33	Indianapolis	14.1
34	Memphis	12.5
35	Oklahoma City	7.2

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

NO-VEHICLE HOUSEHOLDS
Percent of households, 2012

1	New York	31.5
2	Philadelphia	13.9
3	Boston	13.2
4	San Francisco	12.8
5	Chicago	12.6
6	Baltimore	11.9
7	Cleveland	11.3
8	Milwaukee	11.0
9	Pittsburgh	10.9
10	Washington D.C.	10.4
11	Detroit	9.7
12	Miami	9.2
Average	9.0	
13	Portland	8.8
14	Los Angeles	8.8
15	St. Louis	8.6
16	Memphis	8.4
17	Cincinnati	8.3
18	Louisville	8.1
19	Seattle	7.7
20	Minneapolis	7.4
21	Columbus	6.9
22	Indianapolis	6.8
23	San Antonio	6.8
24	Kansas City	6.7
25	Phoenix	6.6
26	Denver	6.4
27	San Diego	6.2
28	Atlanta	6.2
29	Salt Lake City	6.2
30	Charlotte	6.2
31	Oklahoma City	6.0
32	Houston	6.0
33	Nashville	5.5
34	Dallas	5.1
35	Austin	4.7

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



If Public Transportation was discontinued in the St. Louis region, it is estimated an additional

\$66.5 million a year would be lost to congestion, through an additional

2 Hour delay per auto commuter a year,

and **1.3 million** gallons of wasted fuel.

Support Neighborhoods and Communities throughout the Region

A healthy metropolitan economy is comprised of healthy neighborhoods throughout the eight counties. St. Louis is a large, diverse region, with historic and newer rural, suburban and urban communities that all make vital contributions to the metropolitan economy. They support residential life, employment, schools and places to visit for area residents and tourists. Where appropriate to support existing communities, strategic enhancement or expansion to the system may be warranted. ~ Regional Transportation Plan 2040

The St. Louis region is known for its distinct and strong communities. In public engagement efforts for the regional plan for sustainable development, *OneSTL*, a common theme heard from residents throughout the region was the pride they have of their individual communities and their connection to the greater St. Louis metropolitan area.

These strong communities are spread throughout the eight counties and over 8,600 square miles. The transportation network is called on to connect people from their homes to their jobs, to stores, and to entertainment in a way that is affordable and provides residents with choices.

Housing + Transportation Affordability

One way to examine how well the region is meeting the accessibility needs of residents is to look at the combined affordability of housing and transportation (H+T). These two costs are the largest household expenditures for most households. H+T costs indicate how efficiently the transportation network connects people to the places they need to go and if the region is providing people with options to live and work in locations that make sense for them.

The St. Louis region ranks 26th among its peer regions with residents paying an average of 49.2 percent of the median household income on housing and transportation. Although the region fares better than many of its peers, the region is not considered affordable on this measure. A standard definition used for housing affordability has been 30 percent of household income. The Center for Neighborhood Technology (CNT) recognized the importance of measuring housing and transportation costs together and defines "affordability" as the combined cost of housing and transportation at less than 45 percent of household income. About 60 percent of households in the region pay more than 45 percent of their income on these two expenses, leaving a smaller portion of income for all other expenses such as food, education, clothing and entertainment.^{7, 8}

HOUSING PLUS
TRANSPORTATION
AFFORDABILITY
Transportation and housing costs
as a percent of median household
income, 2005-2009

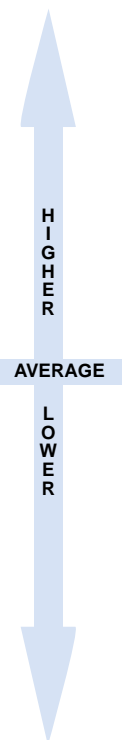
1	Miami	60.2
2	Memphis	57.6
3	Los Angeles	56.5
4	San Diego	55.4
5	Oklahoma City	53.1
6	Nashville	52.9
7	Phoenix	52.8
8	Cleveland	52.8
9	Atlanta	52.4
10	Detroit	52.3
11	Dallas	52.2
12	San Antonio	52.2
13	Charlotte	51.9
14	Columbus	51.9
15	Portland	51.8
16	Austin	51.8
17	Houston	51.3
18	Louisville	51.3
Average		51.0
19	Milwaukee	50.7
20	Cincinnati	50.7
21	Indianapolis	50.3
22	Salt Lake City	50.2
23	Chicago	50.0
24	Pittsburgh	49.9
25	Kansas City	49.4
26	St. Louis	49.2
27	Seattle	49.1
28	Denver	49.0
29	San Francisco	48.4
30	Philadelphia	47.9
31	New York	47.9
32	Boston	47.1
33	Minneapolis	47.0
34	Baltimore	46.5
35	Washington D.C.	43.1

Source: Center for Neighborhood Technology

TRANSPORTATION
EXPENSES
As a percent of median household
income, 2005-2009

1	Oklahoma City	30.4
2	Memphis	30.4
3	Nashville	29.0
4	San Antonio	28.6
5	Louisville	28.3
6	Pittsburgh	28.1
7	Charlotte	27.2
8	Cleveland	26.9
9	Cincinnati	26.8
10	Indianapolis	26.8
11	Columbus	26.6
12	Miami	26.2
13	St. Louis	26.2
14	Kansas City	26.2
15	Atlanta	26.0
16	Houston	26.0
17	Phoenix	25.9
18	Detroit	25.6
19	Austin	25.4
20	Salt Lake City	25.4
Average		24.6
21	Milwaukee	24.9
22	Portland	24.4
23	Dallas	23.7
24	San Diego	23.1
25	Los Angeles	22.7
26	Denver	22.1
27	Minneapolis	22.0
28	Chicago	21.8
29	Philadelphia	21.6
30	Seattle	21.4
31	Baltimore	21.3
32	Boston	19.3
33	San Francisco	17.8
34	New York	17.6
35	Washington D.C.	17.2

Source: Center for Neighborhood Technology



7 U.S. Census Bureau American Community Survey (2005-2009), LEHD, AAA 2011 Your Driving Costs Brochure, East-West Gateway Council of Governments.

8 The *State of the System* report for the *Long-Range Transportation Plan 2040* provides a series of maps that show the lack of affordable options for residents in the region when considering housing and transportation costs and for varying gas price levels. The report can be accessed at <http://www.ewgateway.org/pdf/files/Library/Trans/RTP2040/RTP-StateOfTheSystem-2011.pdf>

Transportation Expenses

Unlike the region’s performance on the H+T Affordability measure, transportation costs in the St. Louis region are less affordable than many of the peer regions. The St. Louis region ranks 13th with average transportation costs accounting for over a quarter (26.2 percent) of the median household income. High transportation costs

in St. Louis are due in part to the region’s lower than average transit coverage and higher than average use of private vehicles for transportation (See Transportation Choice on Page 11 and Travel Density on Page 18). Regions with more affordable transportation costs tend to be the more densely populated regions and those with extensive public transit systems.

Foster a Vibrant Downtown

Every world-class city boasts a downtown skyline with first class office space, hotels, restaurants, residential choices, entertainment venues, green space, and shopping in a dense, walkable and attractive setting. Whether area residents work downtown or visit for sports or entertainment, they expect downtown to flourish and they take pride in its success. As a key job center, the central business district is an economic engine that provides important linkages among businesses, large and small, the outside world, and the people who live and work in the entire region. ~ Regional Transportation Plan 2040

As often as residents spoke about the pride they have for their local communities in public engagement meetings for OneSTL, they just as frequently spoke about the pride they have of the larger St. Louis area, which is most often represented by downtown St. Louis—where the Gateway Arch is, the Cardinals play, where tourists visit and where people from every corner of the region go to work and play. Residents who live in the urban, suburban and rural parts of the region recognized the importance of a vital downtown to the strength of the entire region.

The amount of employment and population located in downtown are indicators of the strength of the region’s central core. In St. Louis, the downtown area has a relatively low number of jobs and population, indicating the need for additional support for this key area of the region.

EMPLOYMENT IN CENTRAL BUSINESS DISTRICT

Share of jobs within 3 miles of central business district, 2010

1	Salt Lake City	31.8
2	New York	30.9
3	Boston	29.2
4	Louisville	28.9
5	Seattle	27.4
6	Nashville	27.0
7	Oklahoma City	26.4
8	Pittsburgh	25.2
9	San Francisco	25.2
10	Minneapolis	25.1
11	Austin	24.3
12	Miami	24.3
13	Milwaukee	24.1
14	Portland	23.8
15	Charlotte	23.5
16	Washington D.C.	21.8
17	Denver	21.5
18	Columbus	21.2
Average		20.1
19	Chicago	19.5
20	Indianapolis	19.5
21	Phoenix	18.1
22	Cincinnati	17.7
23	Baltimore	17.5
24	Kansas City	16.9
25	Cleveland	15.4
26	Philadelphia	15.2
27	San Antonio	13.8
28	Dallas	13.3
29	St. Louis	13.2
30	Memphis	12.4
31	San Diego	12.3
32	Houston	10.7
33	Atlanta	9.9
34	Los Angeles	9.9
35	Detroit	7.3

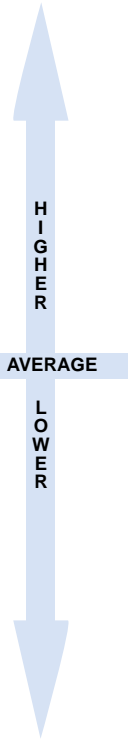
Source: Metropolitan Policy Program at Brookings, 2013

EMPLOYMENT DISPERSAL

Percentage point change in share of jobs within 3 miles of central business district, 2000-2010

1	Milwaukee	1.5
2	Chicago	1.0
3	Boston	0.9
4	Washington D.C.	0.1
5	Detroit	0.0
6	San Francisco	0.0
7	Los Angeles	-0.1
8	Atlanta	-0.4
9	Seattle	-0.6
10	New York	-0.7
11	Pittsburgh	-0.9
12	Minneapolis	-1.0
13	Memphis	-1.2
14	Louisville	-1.3
15	San Diego	-1.4
16	Philadelphia	-1.5
17	St. Louis	-1.7
Average		-1.8
18	Baltimore	-1.8
19	Cincinnati	-1.9
20	Charlotte	-2.0
21	Cleveland	-2.1
22	Denver	-2.1
23	Portland	-2.3
24	Miami	-2.4
25	Oklahoma City	-2.4
26	Columbus	-2.5
27	Dallas	-2.6
28	Austin	-2.7
29	Indianapolis	-2.9
30	Nashville	-3.0
31	Houston	-3.3
32	Kansas City	-3.6
33	Salt Lake City	-4.2
34	San Antonio	-5.4
35	Phoenix	-6.8

Source: Metropolitan Policy Program at Brookings, 2013



Employment Dispersal

The St. Louis region is one of the most decentralized regions with only 13.2 percent of jobs within three miles of the central business district (CBD).⁹ Over the past decade, St. Louis has seen a decrease of 1.7 percentage points in the portion of jobs that are within three miles of the central business district—in line with the average change among the peers. (See Employment Dispersal Table on Page 9.) Seven of the 10 regions that experienced the largest decrease in the portion of jobs near the CBD also saw the largest increases in total employment over the last decade.

In 2010, 93 percent of the St. Louis MSA's 1.17 million jobs were within 35 miles of the CBD. Table 3 provides the number of jobs within 35 miles of the CBD as well as what portion of those jobs are within three, three to 10 and 10 to 35 miles of the CBD for 2000, 2007 and 2010. The Brookings Metropolitan Policy Program found that St. Louis shares characteristics with other regions that have highly decentralized employment. Regions with a larger number of workers tend to have more decentralized employment patterns, particularly midwestern regions with a history of manufacturing. Additionally, a relationship was found between employment decentralization and the number of jurisdictions within a region. Regions such as Chicago, Detroit, Philadelphia and St. Louis, which have large numbers of local governments, tend to have larger portions of jobs further from the CBD.¹⁰

Population Dispersal

Similarly, the residents of the St. Louis region are more dispersed throughout the region and less concentrated in the central city than residents are in many of the peer regions. St. Louis ranks 32nd among the 35 peers for the portion of the population that lives in the central city (city of St. Louis). The land area of the city of St. Louis is also a smaller percentage of the total MSA land area than most of the peer regions. At 61.9 square miles, the land area of the city of St. Louis accounts for less than 1 percent of the land area of the MSA, the second smallest proportion among the peers.

Table 3: Employment Dispersal, St. Louis MSA 2000, 2007 and 2010

	2000	2007	2010	Percent Change in Number of Jobs 2000 to 2010
Total Number Of Jobs within 35 miles of CBD	1,149,391	1,168,959	1,083,419	-5.7
Share of Jobs within 3 miles of CBD (Percent)	14.9	13.6	13.2	-16.5
Share of Jobs 3-10 miles from CBD (Percent)	27.5	24.8	25.6	-12.3
Share of Jobs 10-35 miles from CBD (Percent)	57.6	61.6	61.2	0.2

Source: Job Sprawl Stalls: The Great Recession and Metropolitan Employment Location, Metropolitan Policy Program at Brookings, 2013

POPULATION DISPERSAL Change in population living outside central city, 2000-2012

1 Detroit	23.5
2 Dallas	18.3
3 Cincinnati	16.8
4 Atlanta	16.5
5 Houston	16.3
6 Salt Lake City	15.8
7 Phoenix	15.4
8 Cleveland	14.9
9 St. Louis	13.3
10 Austin	12.6
11 Baltimore	11.5
12 Chicago	10.4
13 Louisville	9.1
14 Memphis	8.3
15 Washington D.C.	7.9
16 Kansas City	7.7
17 San Antonio	7.4
18 Minneapolis	7.2
Average	6.6
19 Pittsburgh	5.7
20 Denver	5.1
21 Nashville	4.1
22 Portland	3.9
23 Milwaukee	3.9
24 Philadelphia	3.6
25 Seattle	3.5
26 San Diego	3.1
27 San Francisco	1.6
28 Indianapolis	1.4
29 Los Angeles	1.1
30 Miami	0.8
31 Oklahoma City	0.0
32 Columbus	-1.5
33 Boston	-2.4
34 New York	-2.9
35 Charlotte	-34.4

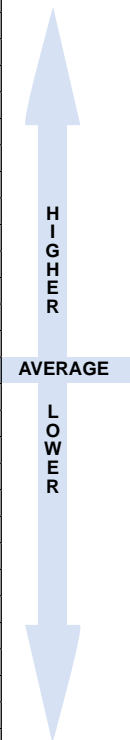
Source: American Community Survey, U.S. Census Bureau

Note: Current MSA boundaries were utilized. The central city is the city with the largest population.

LARGEST CITY SHARE OF POPULATION Percent of total, 2012

1 San Antonio	61.9
2 Memphis	49.1
3 Indianapolis	46.5
4 Louisville	46.5
5 Oklahoma City	46.2
6 Austin	45.9
7 New York	43.5
8 Columbus	43.1
9 Charlotte	42.3
10 San Diego	42.1
11 Milwaukee	38.2
12 Nashville	37.9
13 Houston	34.8
14 Phoenix	34.4
15 Los Angeles	29.6
16 Chicago	28.5
Average	28.2
17 Portland	26.4
18 Philadelphia	25.7
19 Denver	24.0
20 Baltimore	22.6
21 Kansas City	22.5
22 Cleveland	18.9
23 Dallas	18.7
24 San Francisco	18.5
25 Seattle	17.9
26 Detroit	16.3
27 Salt Lake City	16.3
28 Cincinnati	13.8
29 Boston	13.7
30 Pittsburgh	13.0
31 Minneapolis	11.7
32 St. Louis	11.3
33 Washington D.C.	10.9
34 Atlanta	8.2
35 Miami	7.2

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



⁹ Employment data was calculated by the Brookings Institution and includes jobs within a 35 mile buffer of the central business district. According to Brookings, this buffer "captures 95 percent of all jobs located within the 100 largest metro areas. It serves to bound the analysis and helps standardize measures across metro areas of differing geographic size."

¹⁰ Kneebone, Elizabeth, *Job Sprawl Stalls: The Great Recession and Metropolitan Employment Location*, Metropolitan Policy Program at Brookings, 2013.

The Population Dispersal Table provides the change in population living outside the central city. Looking at the change over the past decade helps account for the different sizes of the central cities relative to the size of the MSAs but caution still must be used. Some cities, such as Charlotte, Austin and San Antonio, annexed land over the time period which accounts for some of the growth in the central city population in these regions. Additionally, Detroit and Dallas experienced similar changes in the proportion of population living outside the central city but Detroit's change is due to a large decrease of the central city population (26.3 percent) accompanied by a

small decrease in the MSA population (3.6 percent) while Dallas saw a small increase in the central city population (4.4 percent) and a large increase in the MSA population (27.7 percent).

The proportion of people in St. Louis living outside the central city increased by 13.3 percent over the last 12 years. This is a combination of an 8.6 percent decrease of population in the city of St. Louis as well as a 5.4 percent increase in the population for the MSA and no growth in the land area of the central city.

Provide More Transportation Choices

With the growing emphasis on livability and sustainability, it is important to create viable options to automobile use. This suggests an increasing emphasis on public transportation, but also developing more opportunities for walking, bicycling, and telecommuting. All of these will help reduce dependence on foreign oil, improve air and water quality, reduce greenhouse gas emissions, and reduce the ever-growing household cost of transportation. Serious attempts to expand travel options will require closer attention to the interplay of land use and transportation. ~ Regional Transportation Plan 2040

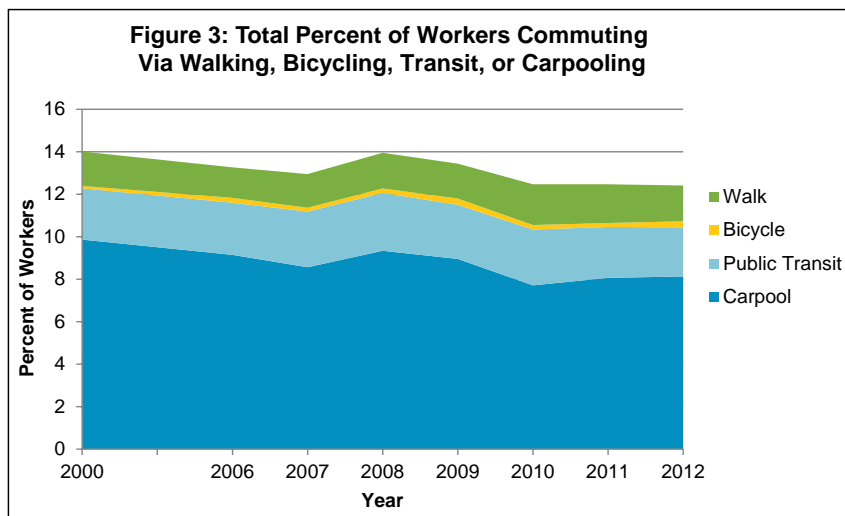
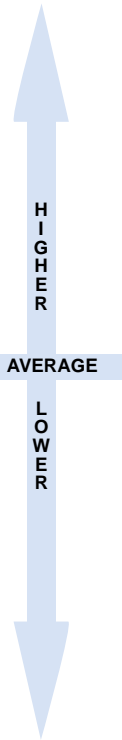
Transportation Choice

The Transportation Choice Table shows the St. Louis region has a relatively small portion of its population that commute via walking, bicycling, public transportation or carpooling; ranking 31st with 12.4 percent of the population using one of these as their primary means for traveling to work. The regions that rank at the top of this chart—New York, San Francisco, Washington D.C., Boston and Chicago are all densely populated and have extensive public transportation systems. In each of these metro areas over 10 percent of commuters use public transit but they also each have a substantial portion of commuters using the other non-auto means of travel.

Some of the regions that rank around the average for the peer regions do not have extensive public transportation systems but have relatively high portions of commuters who carpool to work. In Salt Lake City (12.1 percent), Houston (11.1 percent), San Antonio (11.1 percent), Phoenix (11.0 percent), Austin (11.0 percent) and Atlanta (10.5 percent) over 10 percent of commuters carpool but less than 4 percent of commuters use public transit.

TRANSPORTATION CHOICE
Total percent of workers commuting via walking, bicycling, transit, or carpooling, 2012

1	New York	44.5
2	San Francisco	31.9
3	Washington D.C.	28.4
4	Boston	26.0
5	Chicago	23.8
6	Seattle	23.8
7	Philadelphia	21.8
8	Portland	21.8
9	Los Angeles	19.6
10	Salt Lake City	19.0
11	Baltimore	18.4
12	Pittsburgh	18.2
Average		17.7
13	Denver	17.0
14	Austin	16.2
15	Miami	16.1
16	Minneapolis	16.1
17	San Diego	16.1
18	Milwaukee	15.9
19	Houston	15.4
20	Phoenix	15.3
21	San Antonio	15.1
22	Atlanta	15.0
23	Charlotte	14.2
24	Cleveland	13.2
25	Memphis	13.1
26	Louisville	13.1
27	Dallas	13.0
28	Oklahoma City	12.5
29	Columbus	12.5
30	Indianapolis	12.5
31	St. Louis	12.4
32	Cincinnati	12.3
33	Detroit	12.1
34	Nashville	12.0
35	Kansas City	11.5



Sources: U.S. Census and American Community Survey, United States Census Bureau

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

Figure 3 shows the portion of workers commuting via these four methods from 2000 to 2012 for the St. Louis MSA. The total percentage decreased from 14.0 percent in 2000 (and 2008) to the current rate of 12.4 percent. From 2000 to 2012, the largest changes were in the percent of people carpooling, which dropped from 9.9 percent to 8.1 percent and the percent of people bicycling, which increased from 0.11 percent to 0.29 percent of commute trips.

Promote Safety and Security

The goal for any transportation system is to move people and goods efficiently, effectively, and safely. Travel safety, as it affects all aspects of the multimodal transportation system, is a continuing priority. There is also the question of system security, or protecting the system against human or naturally caused disasters. Both maximizing safety in everyday usage and securing the system against catastrophic acts are prime considerations for transportation planning and investment decisions.

~ Regional Transportation Plan 2040

Fatality Rate

The number of crashes and fatal crashes on St. Louis roadways has declined but the safety of roads remains a top priority and concern. The St. Louis region has a relatively high number of crash fatalities compared to the peer regions. The Fatality Rate tables provide the number of people who died in a car crash. To compare across the regions, the data is provided per population and per vehicle miles traveled. On both measures, the St. Louis region has higher than average fatality rates. The region ranks 8th with 10.1 fatalities per 100,000 population and 13th with 5.7 fatalities per million daily vehicle miles traveled.

Table 4 shows the crash rate per 1 million vehicle miles traveled (VMT) by county for the St. Louis region from 2005 to 2012. In all counties and the region as a whole, the crash rate steadily decreased over the time period with few year-over-year increases.

FATALITY RATE
Crash fatalities per 100,000 population, 2012

1	Oklahoma City	13.5
2	Charlotte	12.5
3	Nashville	12.2
4	San Antonio	11.1
5	Memphis	10.8
6	Louisville	10.5
7	Kansas City	10.4
8	St. Louis	10.1
9	Austin	10.0
10	Pittsburgh	9.7
11	Cincinnati	9.6
12	Atlanta	9.3
13	Houston	9.3
14	Indianapolis	8.9
15	Miami	8.9
16	Dallas	8.7
17	Columbus	8.6
18	Phoenix	8.4
19	Baltimore	8.4
Average		8.1
20	Philadelphia	7.5
21	Milwaukee	7.5
22	Detroit	7.3
23	Salt Lake City	7.0
24	San Diego	6.6
25	Washington D.C.	5.8
26	Denver	5.7
27	Los Angeles	5.7
28	Chicago	5.4
29	New York	5.2
30	Portland	5.1
31	Minneapolis	5.0
32	Cleveland	4.9
33	Seattle	4.8
34	Boston	4.7
35	San Francisco	4.4

Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System, 2012

FATALITY RATE
Crash fatalities per million daily vehicle miles traveled (VMT) on freeways and arterials, 2012

1	Charlotte	10.0
2	Pittsburgh	8.2
3	Austin	7.8
4	Nashville	7.6
5	San Antonio	7.6
6	Oklahoma City	7.4
7	Memphis	6.7
8	Kansas City	6.3
9	Louisville	6.3
10	Cincinnati	6.3
11	Houston	6.1
12	Columbus	5.9
13	St. Louis	5.7
14	Philadelphia	5.7
15	Phoenix	5.6
16	Indianapolis	5.6
17	Atlanta	5.5
18	Miami	5.4
19	Dallas	5.4
Average		5.3
20	Baltimore	5.1
21	Salt Lake City	4.8
22	Chicago	4.5
23	Milwaukee	4.4
24	New York	4.4
25	Portland	4.0
26	Detroit	3.9
27	Washington D.C.	3.7
28	San Diego	3.5
29	Denver	3.5
30	Cleveland	3.3
31	Minneapolis	3.1
32	Los Angeles	2.9
33	Boston	2.8
34	Seattle	2.8
35	San Francisco	2.4

Source: National Highway Traffic Safety Administration, 2012; Urban Mobility Report, 2012

Note: VMT data is for 2011

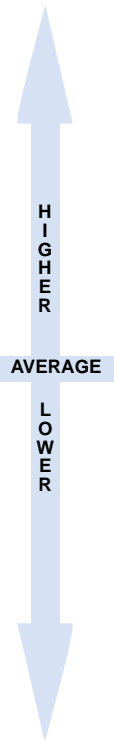


Table 4: Crashes per One Million Vehicle Miles Traveled (VMT) by County, St. Louis Region, 2005 to 2012

County	2005	2006	2007	2008	2009	2010	2011	2012
Madison	2.9	2.5	2.6	2.6	1.9	2.0	1.9	1.8
Monroe	2.3	2.2	2.0	2.0	1.6	1.7	1.8	1.5
St. Clair	3.0	3.0	2.9	2.7	2.1	2.2	2.2	2.0
Franklin	2.9	2.8	2.8	2.7	2.7	2.4	2.1	1.6
Jefferson	3.7	3.5	3.3	3.2	3.2	2.5	2.5	2.1
St. Charles	4.2	3.9	3.9	3.5	3.4	2.5	2.6	2.4
St. Louis County	4.3	4.1	4.0	3.8	3.8	2.9	2.8	2.9
City of St. Louis	14.7	13.3	12.6	12.5	12.7	5.9	5.7	7.9
St. Louis Region	4.4	4.1	4.0	3.9	3.7	2.9	2.8	2.8

Source: IDOT, MoDOT

Support a Diverse Economy throughout the Region

The transportation needs of the regional economy are as diverse as the economy itself. One sector might require the reliable movement of heavy goods into and out of the area; another sector might rely on public transportation for access to labor; and another might necessitate good airline connections to other major cities. A good multimodal transportation system, whose component parts work together as seamlessly as possible, is necessary to sustain and grow the region's economy. It is essential to understand the transportation needs of the various economic sectors throughout the region and target investments to meet those needs. ~ Regional Transportation Plan 2040

Congestion

One way of measuring if the transportation system supports a vital economy is congestion levels. The amount of congestion in a region can indicate the reliability of the system as well as the amount of additional costs commuters and businesses incur due to congestion. Relative to its peers, the St. Louis region has moderate to low levels of congestion, resulting in a transportation system that is considered reliable and presents users with relatively low additional costs.

In 2011, an estimated \$121 billion in extra time and fuel was spent in the United States due to congestion in the major urban areas. This includes 5.5 billion hours of extra time and 2.9 billion gallons of wasted fuel. Truck operations account for 22 percent (\$27 billion) of these delay costs. It is estimated that costs incurred due to congestion will grow 64 percent to \$199 billion by 2020.¹¹ On average for the 35 peer regions, congestion costs were \$923 per auto commuter in 2011. St. Louis ranks 31st on this measure with one of the lowest costs per commuter at \$686. Congestion is highest in the most populated regions but the growth in congestion has occurred in regions of all sizes.¹²

Congestion and the associated costs fluctuate with the strength of the economy. When the unemployment rate is high there are less people commuting to work and therefore less congestion. In this regard, higher congestion levels are an indicator of a strong economy but congestion levels can also be lowered through improvements to the system (operations treatments) and increased levels of public transportation service.¹³

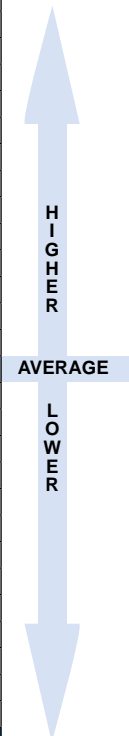
Table 5: Annual Effects of Congestion Solutions, St. Louis Region and Average for 35 Peer Regions, 2011

	St. Louis Region	Average for 35 Peer Regions
Annual Effects of Operations Treatments		
Delay Reduction (1,000 hours)	2,083	8,186
Delay Reduction per Auto Commuter (hours)	2.0	3.5
Additional Wasted Fuel (1,000 gallons)	906	3,753
Congestion Cost Savings (\$ million)	46.9	177.0
Annual Effects of Public Transportation Service		
Delay Reduction (1,000 hours)	2,958	22,856
Delay Reduction per Auto Commuter (hours)	2.0	6.5
Additional Wasted Fuel (1,000 gallons)	1,286	10,664
Congestion Cost Savings (\$ million)	66.5	497.1

Source: Urban Mobility Report, 2012, Texas Transportation Institute

ANNUAL CONGESTION COSTS Dollars per auto commuter, 2011

1	Washington DC	1,398
2	Los Angeles	1,300
3	New York	1,281
4	San Francisco	1,266
5	Chicago	1,153
6	Boston	1,147
7	Atlanta	1,120
8	Houston	1,090
9	Seattle	1,050
10	Nashville	1,034
11	Philadelphia	1,018
12	Miami	993
13	Dallas	957
14	Denver	937
15	Portland	937
16	Austin	930
17	Indianapolis	930
Average		923
18	Baltimore	908
19	Charlotte	898
20	Detroit	859
21	Columbus	847
22	Phoenix	837
23	Memphis	833
24	Pittsburgh	826
25	Cincinnati	814
26	Oklahoma City	803
27	San Antonio	787
28	Louisville	776
29	San Diego	774
30	Minneapolis	695
31	St. Louis	686
32	Cleveland	642
33	Salt Lake City	620
34	Milwaukee	585
35	Kansas City	584



Source: Urban Mobility Report, 2012, Texas Transportation Institute; U.S. Census 2010

11 *Urban Mobility Report 2012*, Texas A&M Transportation Institute, December 2012.

12 *Urban Mobility Report 2012*, Texas A&M Transportation Institute, December 2012.

13 Notably, some system improvements such as traffic calming measures can increase congestion while meeting the needs of a community. These are not captured in the *Urban Mobility Report* data.

According to the Texas A&M Transportation Institute, both types of congestion solutions (operations treatments and transportation service) have considerable effects on lowering congestion. In 2011, public transportation decreased congestion costs by an estimated \$66.5 million and operations treatments decreased costs by an estimated \$46.9 million in the St. Louis region. Table 5 (Page 13) provides a breakdown of these cost savings for the St. Louis region and the average for the 35 peer regions. Public transportation and operations treatments each save every auto commuter in the St. Louis region an estimated two hours annually. On average, these solutions save commuters in the peer regions even more time and money than is realized in St. Louis. The higher savings are due in part to higher levels of congestion in the peer regions, which provides greater opportunity for addressing congestion (and more room for time and cost savings).

Figure 5 shows the change in annual congestion costs per commuter for the St. Louis urban area and the average for the 35 peer regions' urban areas from 1982 to 2011. Congestion costs have increased substantially over the 30 period. In the St. Louis region costs rose from \$344 per commuter in 1982 (in 2011 dollars) to \$686 in 2011; a 99 percent increase. Comparatively, the average cost per commuter for the peer regions rose 142 percent from \$381 to \$923.

Addressing Congestion through Operations Treatments

The Urban Mobility Report tracks the effects of the following five treatments on congestion:

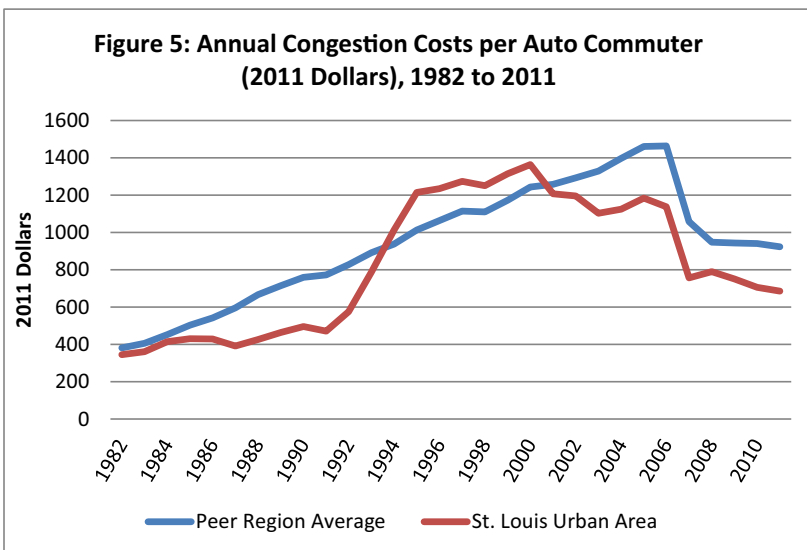
Ramp Meters: modified traffic signals on freeway entrance ramps

Traffic Signal Coordination: coordinate timing of nearby signals

Incident Management Programs: coordinated and planned approach for restoring freeway capacity as quickly as possible after an incident

Arterial Street Access Management: includes consolidating driveways, median turn lanes, acceleration/deceleration lanes

HOV Lanes: roadways, or lanes, designated for high occupancy vehicles, such as buses, vanpools and carpools

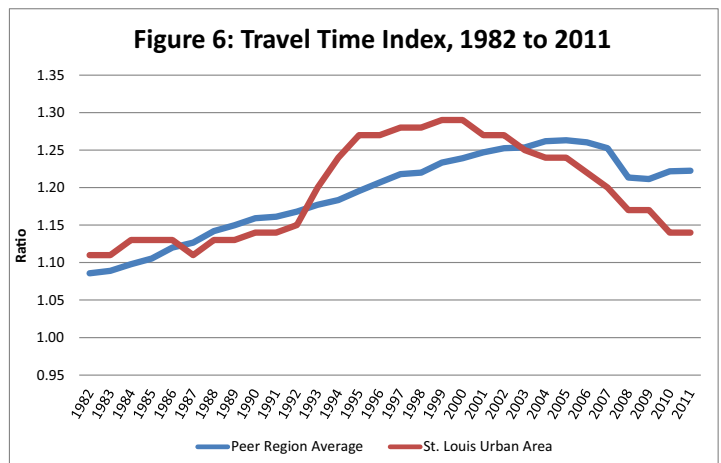


Source: Urban Mobility Report, 2012, Texas Transportation Institute

System Reliability

The Travel Time Index (TTI) is used to measure system reliability. The TTI is the ratio of travel time in the peak period to the travel time in free-flow conditions. In the St. Louis region, the TTI in 2011 was 1.14. This means that a trip takes an estimated additional 14 percent of time during congested times as it does during non-congested (free flow) times. For example, a trip that takes 20 minutes during times when traffic is flowing freely, would take 22.8 minutes during the peak travel time, when the road is congested.

The St. Louis region ranks well on this measure, ranking 34th in 2011 with one of the lowest ratios of peak to free-flow travel time.



Source: Urban Mobility Report, 2012, Texas Transportation Institute

Over the past 20 years the region's TTI increased steadily until about the mid-1990s when it leveled off and hit its peak of 1.29 in 1999 before starting a steady decline that has continued into 2011. From 1982 to 2011, the region's score on the index increased by 2.7 percent, compared to the peer region average increase of 12.7 percent (See Figure 6, Page 14). For St. Louis, the increase on the index was from 1.11 in 1982 to 1.14 in 2011. A 20 minute trip in congestion took a half of a minute longer in 2011 than it would have in 1982. On average for the peer regions, a 20 minute trip took 2.6 minutes longer in 2011 than it took in 1982.

TRAVEL TIME INDEX
Ratio of peak period travel time to free-flow travel time, 2011

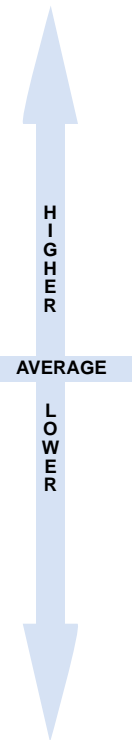
1	Los Angeles	1.37
2	New York	1.33
3	Austin	1.32
4	Washington DC	1.32
5	Boston	1.28
6	Portland	1.28
7	Denver	1.27
8	Dallas	1.26
9	Houston	1.26
10	Philadelphia	1.26
11	Seattle	1.26
12	Chicago	1.25
13	Miami	1.25
14	Atlanta	1.24
15	Pittsburgh	1.24
16	Baltimore	1.23
17	Nashville	1.23
Average		1.22
18	San Francisco	1.22
19	Minneapolis	1.21
20	Charlotte	1.20
21	Cincinnati	1.20
22	San Antonio	1.19
23	Columbus	1.18
24	Detroit	1.18
25	Louisville	1.18
26	Memphis	1.18
27	Phoenix	1.18
28	San Diego	1.18
29	Indianapolis	1.17
30	Cleveland	1.16
31	Milwaukee	1.15
32	Oklahoma City	1.15
33	Salt Lake City	1.14
34	St. Louis	1.14
35	Kansas City	1.13

Source: Urban Mobility Report, 2012, Texas Transportation Institute; U.S. Census 2010

CHANGE IN TRAVEL TIME INDEX
Percent change, 1982 to 2011

1	Austin	21.1
2	Washington DC	20.0
3	Portland	19.6
4	Dallas	18.9
5	New York	18.8
6	Denver	17.6
7	Seattle	16.7
8	Baltimore	16.0
9	Chicago	15.7
10	San Antonio	15.5
11	Minneapolis	15.2
12	Atlanta	14.8
13	Columbus	14.6
14	Boston	14.3
15	Cincinnati	14.3
16	Los Angeles	14.2
17	Miami	13.6
18	Philadelphia	13.5
19	San Diego	13.5
Average		12.7
20	Charlotte	12.1
21	Oklahoma City	11.7
22	San Francisco	10.9
23	Cleveland	10.5
24	Indianapolis	10.4
25	Memphis	10.3
26	Milwaukee	9.5
27	Phoenix	9.3
28	Nashville	7.9
29	Houston	7.7
30	Kansas City	7.6
31	Salt Lake City	7.5
32	Detroit	7.3
33	Louisville	6.3
34	Pittsburgh	3.3
35	St. Louis	2.7

Source: Urban Mobility Report, 2012, Texas Transportation Institute; U.S. Census 2010



Support Quality Job Development

In order to grow the metropolitan economy, economic development strategies need to support the growth of wealth producing jobs. Good paying jobs allow residents to save and to return money to the economy through purchases of goods and services, and the payment of taxes benefit the whole economy many times over. Transportation expenditures that serve good quality employment opportunities are a sound investment.

~ Regional Transportation Plan 2040

Access to Jobs

The majority of jobs in the St. Louis region are accessible within a reasonable amount of travel time by automobile but far less accessible for people who live in the outer portions of the region and for those who do not have access to a vehicle.

While auto commuters in the city of St. Louis and St. Louis County can reach over 80 percent of jobs in the region within 45 minutes, far fewer jobs are accessible in this

commute time for those who live in the suburban and rural parts of the region. Additionally, persons in these outlying areas have little access to transit.

Average commute times are used to compare access to jobs for the peer regions. St. Louis has a relatively low average commute time. St. Louis ranks 21st with an average commute time of 25.4 minutes. This is just below the average commute time for the peers of 26.6 minutes,

only 3.4 minutes longer than the average commute in Oklahoma City (ranked 35th) and almost 10 minutes shorter than the average commute time for residents in New York (ranked 1st).

AVERAGE COMMUTE TIME
In minutes, 2012

1	New York	35.2
2	Washington D.C.	34.0
3	Chicago	30.6
4	San Francisco	30.4
5	Baltimore	30.0
6	Atlanta	30.0
7	Boston	29.5
8	Los Angeles	28.9
9	Houston	28.6
10	Philadelphia	28.6
11	Seattle	28.5
12	Miami	28.0
13	Dallas	27.1
14	Denver	26.9
Average	Average	26.6
15	Pittsburgh	26.5
16	Nashville	26.3
17	Detroit	26.2
18	Phoenix	25.8
19	Charlotte	25.6
20	Austin	25.5
21	St. Louis	25.4
22	Indianapolis	25.1
23	Portland	25.1
24	San Antonio	24.9
25	Minneapolis	24.9
26	San Diego	24.6
27	Cleveland	24.6
28	Cincinnati	24.2
29	Louisville	23.7
30	Memphis	23.5
31	Salt Lake City	23.2
32	Milwaukee	23.1
33	Columbus	22.8
34	Kansas City	22.7
35	Oklahoma City	22.0

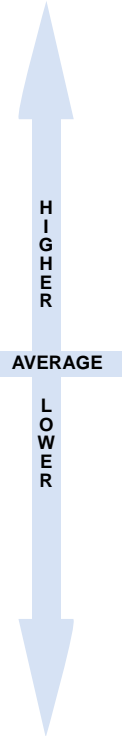
Source: American Community Survey, U.S. Census Bureau

JOB ACCESS BY TRANSIT

Share of metropolitan jobs the typical working-age resident can reach via transit within 90 minutes, 2010

1	Salt Lake City	58.9
2	Milwaukee	48.6
3	Denver	47.5
4	Portland	39.9
5	Austin	39.0
6	San Antonio	37.0
7	Washington D.C.	36.6
8	New York	36.6
9	San Francisco	34.8
10	Columbus	34.1
11	Seattle	33.4
12	Indianapolis	33.1
13	Louisville	32.7
Average	Average	30.6
14	Boston	30.2
15	Baltimore	30.2
16	Minneapolis	29.7
17	Charlotte	29.7
18	Houston	29.6
19	Cleveland	29.5
20	San Diego	29.1
21	Cincinnati	27.8
22	Phoenix	27.4
23	Nashville	27.4
24	Memphis	26.2
25	Los Angeles	25.6
26	St. Louis	24.1
27	Philadelphia	24.0
28	Chicago	23.9
29	Pittsburgh	23.0
30	Oklahoma City	22.7
31	Detroit	21.9
32	Atlanta	21.7
33	Dallas	19.0
34	Kansas City	18.3
35	Miami	16.2

Source: Metropolitan Policy Program at Brookings, 2011



The Job Access by Transit Table indicates the percent of a region's jobs that the typical resident who lives in a community (block group) with transit coverage can reach via transit within a 90 minute commute. The St. Louis region's transit system ranks poorly on this indicator, at 26th with only 24.1 percent of jobs accessible within a 90 minute commute. Many people likely consider 90 minutes to be a lengthy commute. For those living in a community served by transit, less than 10 percent of jobs (8.3 percent) in the St. Louis MSA are accessible within 60 minutes by transit and only 3.7 percent within 45 minutes.¹⁴

¹⁴ Tomer, Adie, Elizabeth Kneebone, Robert Puentes and Alan Berube, *Missed Opportunity: Transit and Jobs in Metropolitan America*, Metropolitan Policy Program at Brookings, May 2011.

Strengthen Intermodal Connections

The connecting points between transportation modes are critical to the efficient flow of both people and goods. From a people movement perspective, intermodal connections are the points at which public transportation interacts with other modes—walking, bicycling, automobiles, aviation, and even other transit modes—to allow the easy transfer of people from one mode to another. From a freight perspective, these connections occur at points where shipments can be transferred between modes, i.e., truck, barge, pipeline, train, and airplane. Increasing the opportunities for these types of connections enhances the effectiveness of the overall transportation system, providing improvements in both mobility and economic efficiency.

~ Regional Transportation Plan 2040

Intermodal Connectivity

The Transportation Choice (See Page 11), Transportation Expenses (See Page 8), and transit tables (See Pages 5-6) indicate how well regions are providing residents with the ability to choose travel options that rely on multiple modes. The St. Louis region's below average ranking on these measures indicates that residents do not have as many options to use non-auto modes of transportation as some of the peer regions. Commuting via public transit, walking or cycling usually relies on quality connections between multiple modes. The gap between the percent of residents with access to transit (56 percent) and those who use it (2.3 percent) could in part be due to a lack of connections between transit, bike and walk facilities.

Freight

Freight volumes are expected to increase by 60 percent over the next 25 years in the United States.¹⁵ EWG, MoDOT, IDOT and members of the freight community in St. Louis recently completed an evaluation of the regional freight system and are determining how to build on the region's assets in a way that will capture some of the economic activity generated by the growth in the freight industry. Transportation infrastructure plays a key role in facilitating the movement of goods around and through the region via highways, waterways, air and railroads.

The St. Louis Regional Freight Study documents key regional, national and global trends that will influence freight movement and analyzes the ability of the region's infrastructure to support economic opportunity. It documents areas where congestion is a problem, identifies specific locations where one or more modes could align better and focuses attention on 23 specific areas in the region that are key to the freight industry in St. Louis. These freight emphasis areas support about 230,000 jobs, sustain about one-quarter of the regional economic activity (\$55.5 billion) and utilize 160 million square feet of industrial and distribution space.

The Freight Tonnage Table indicates the key role the St. Louis region already has in the movement of freight throughout the country. St. Louis ranks 9th among the peer regions with an estimated 316 million tons of freight carried inbound, outbound and within the region in 2011.

The region has many assets that help facilitate the movement of goods that need to be considered as part of regional transportation planning. The St. Louis Regional Freight Study states, "While the St. Louis Region's past and present has been focused on crossing the Mississippi River, its future may be

FREIGHT TONNAGE
Tons in thousands, 2011

1	Houston	1,092,514
2	Los Angeles	811,308
3	New York	762,768
4	Chicago	731,275
5	San Francisco	435,636
6	Dallas	409,069
7	Philadelphia	379,977
8	Detroit	346,700
9	St. Louis	315,934
10	Atlanta	314,645
11	Minneapolis	304,299
12	Seattle	297,763
Average		277,566
13	Miami	231,904
14	Phoenix	221,959
15	Boston	213,552
16	Denver	196,778
17	Indianapolis	184,508
18	Washington	178,330
19	Portland	177,960
20	Pittsburgh	174,409
21	Cleveland	167,097
22	Baltimore	164,394
23	Kansas City	159,199
24	San Antonio	156,883
25	Columbus	149,837
26	Nashville	149,447
27	Salt Lake City	147,020
28	Cincinnati	144,673
29	Austin	113,451
30	Charlotte	112,802
31	Milwaukee	101,345
32	Oklahoma	97,832
33	Memphis	91,042
34	San Diego	90,828
35	Louisville	87,677

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Source: Federal Highway
Administration, Freight Analysis
Framework

¹⁵ AECOM Technical Services, *St. Louis Regional Freight Study – Final Report*, June 2013, accessed at <http://www.ewgateway.org/freight/freight.htm>

about intermodal and freight rail capacity improvement, and how they align with the river.”¹⁶ The study identifies the following as some of the assets and opportunities upon which the region can build this intermodal network:

- Centrally located with connections to major interstates
- Well-maintained roads
- Relatively inexpensive fuel prices
- New interstate openings have increased the efficiency of the system

- Modest congestion with nominal delays during off-peak hours
- New Mississippi River Bridge and improvements to the Poplar Street Bridge
- Strong east-west connections but weak north-south connections
- Six Class I railroads connect in St. Louis
- Development of high-speed rail between Chicago and St. Louis

Support Air Quality and Environmental Assets

Transportation is tightly interwoven within the entire social, economic, and natural fabric of the region. It is, therefore, only one part of a broader integrated system, with all parts affecting all other parts. Thoughtfully analyzing, planning, and investing in ways that recognize the linkages between those parts is a necessary step toward creating a healthier and more sustainable region. – Regional Transportation Plan 2040

Federal Legislation

One of the seven national performance goals for the federal transportation legislation, MAP-21, enacted in 2012, is “environmental sustainability” but federal transportation legislation has long recognized the role that transportation decisions have in protecting the environmental assets of communities. This recognition has been most prominently incorporated into transportation planning through the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, which has provided \$30 billion for 29,000 transportation-environmental projects since 1991. More recently, the Partnership for Sustainable Communities was created as an interagency partnership between the federal HUD, DOT and EPA departments. St. Louis received one of the grants through the partnership to create a regional plan for sustainable development. The region’s plan, *OneSTL*, brings together partners from throughout the region to better connect transportation, environment and housing planning and development.

Transportation & Air Quality

Transportation accounts for approximately 27 percent of all greenhouse gas (GHG) emissions in the United States, making it the second largest contributing sector.¹⁷ The St. Louis region ranks above average with 8.5 tons of transportation related GHGs emitted per household in 2007.

TRANSPORTATION GHG EMISSIONS
Tons per household, 2007

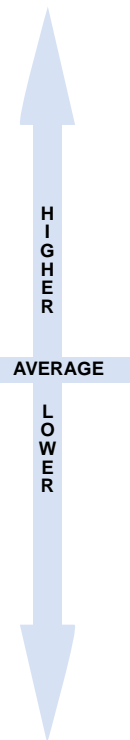
1	Nashville	9.4
2	Atlanta	9.4
3	Charlotte	9.2
4	Kansas City	9.0
5	Austin	8.9
6	Cincinnati	8.9
7	Indianapolis	8.8
8	Columbus	8.7
9	Minneapolis	8.7
10	Oklahoma City	8.6
11	Dallas	8.6
12	Salt Lake City	8.6
13	Memphis	8.6
14	St. Louis	8.5
15	Houston	8.5
16	Louisville	8.4
17	Washington, DC	8.4
18	San Diego	8.4
19	San Antonio	8.4
Average		8.3
20	Phoenix	8.3
21	Baltimore	8.3
22	Pittsburgh	8.2
23	Detroit	8.1
24	Portland	8.1
25	Boston	8.1
26	Milwaukee	8.0
27	Seattle	8.0
28	Cleveland	8.0
29	Philadelphia	7.7
30	Chicago	7.7
31	Denver	7.5
32	Miami	7.5
33	San Francisco	7.4
34	Los Angeles	7.2
35	New York	6.5

Source: Center for Neighborhood Technology

TRAVEL DENSITY
Daily vehicle miles traveled in urban areas per capita, 2011

1	Oklahoma City	24.1
2	Houston	23.1
3	Indianapolis	23.1
4	Nashville	23.0
5	Kansas City	21.4
6	Charlotte	21.4
7	St. Louis	21.3
8	Atlanta	21.3
9	Columbus	21.2
10	San Antonio	20.8
11	Detroit	20.6
12	Dallas	20.3
13	Memphis	20.2
14	San Francisco	20.1
15	Louisville	20.0
16	Minneapolis	19.7
17	Washington DC	19.5
18	Los Angeles	19.3
Average		19.1
19	San Diego	19.1
20	Cincinnati	19.0
21	Denver	18.6
22	Seattle	18.6
23	Cleveland	18.1
24	Boston	17.9
25	Baltimore	17.9
26	Milwaukee	17.8
27	Phoenix	17.6
28	Austin	17.6
29	Miami	17.2
30	Salt Lake City	16.4
31	Pittsburgh	15.7
32	Portland	15.1
33	Philadelphia	14.9
34	Chicago	13.3
35	New York	12.1

Source: Urban Mobility Report, 2012, Texas Transportation Institute



¹⁶ AECOM Technical Services, *St. Louis Regional Freight Study – Final Report*, June 2013, accessed at <http://www.ewgateway.org/freight/freight.htm>
¹⁷ *Fast Facts: U.S. Transportation Sector Greenhouse Gas Emissions 1990 – 2010*, Office of Transportation and Air Quality, EPA, 2012

Traffic volume is one of the key determinants of GHG emissions from transportation.¹⁸ The Travel Density Table provides the daily vehicle miles traveled (VMT) in urban areas per capita for the peer regions. Again, the St. Louis region ranks above average. The region has one of the highest rates of miles traveled by vehicle per person among the peer regions.

Figure 7 shows the change in average daily VMT per capita for the St. Louis region and the United States on all roads.¹⁹ Over the last thirty years, the VMT per capita increased more in the St. Louis region than in the U.S. but VMT in the region also declined more in the last decade. In St. Louis, VMT per capita was at its highest in 1998, at 33.6 miles per day and declined 18.6 percent to 27.4 miles per day in 2011. VMT per capita in the U.S. reached its peak in 2005, at 27.5 miles per day and then declined 5.3 percent to 26.1 miles per day in 2011.

The Air Quality Table provides the number of days the air quality index exceeded 100 for ozone per year, on average for the three-year period of 2011 to 2013. These are days that are unhealthy for sensitive groups or worse (often referred to as orange, red, purple or maroon days). The St. Louis MSA has the fourth highest number of days with unhealthy air quality.

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

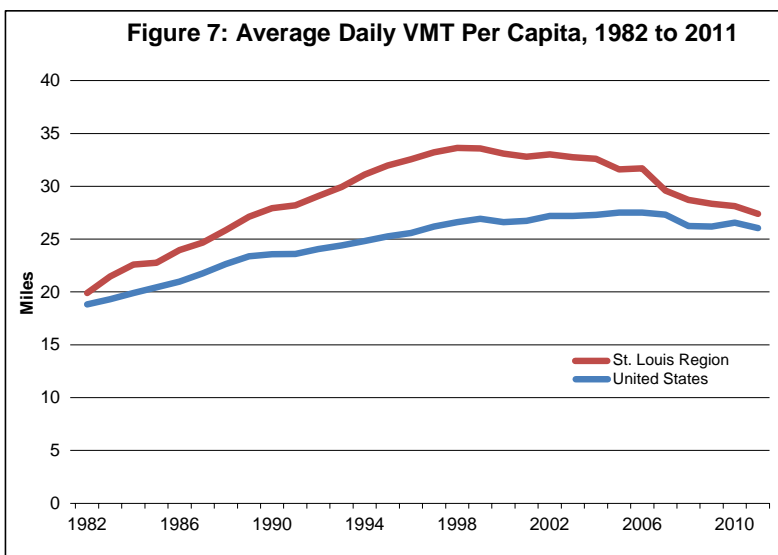
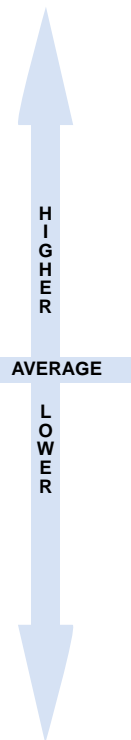
1	Los Angeles	72.3
2	Dallas	35.3
3	Houston	29.0
4	St. Louis	26.3
5	Denver	21.3
6	Atlanta	21.3
7	Phoenix	21.0
8	New York	19.3
9	Cincinnati	19.0
10	Kansas City	18.0
11	Oklahoma City	17.0
12	Baltimore	15.7
13	Washington D.C.	15.7
14	Chicago	15.3
15	Louisville	15.0
Average		14.6
16	Philadelphia	14.3
17	Memphis	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

Source: U.S. Environmental Protection Agency

ASTHMA RISK
Index of 13 indicators of risk, 2013

1	Memphis	93.5
2	Philadelphia	92.1
3	Oklahoma City	90.6
4	Detroit	88.1
5	Atlanta	86.6
6	Pittsburgh	85.1
7	Chicago	84.4
8	Cleveland	83.8
9	Louisville	83.3
10	Milwaukee	82.1
11	Cincinnati	78.8
12	Nashville	78.2
13	Indianapolis	77.3
14	Washington D.C.	75.2
Average		74.0
15	Los Angeles	73.8
16	Dallas	73.2
17	New York	73.2
18	Salt Lake City	72.9
19	Columbus	72.3
20	St. Louis	72.1
21	Phoenix	71.9
22	Kansas City	69.2
23	Miami	69.0
24	San Antonio	68.9
25	Boston	67.7
26	San Diego	67.3
27	Houston	67.3
28	Baltimore	65.6
29	Minneapolis	65.4
30	Denver	64.4
31	Charlotte	63.6
32	Austin	61.5
33	Portland	60.0
34	Seattle	57.6
35	San Francisco	52.9

Source: Asthma & Allergy Foundation of America



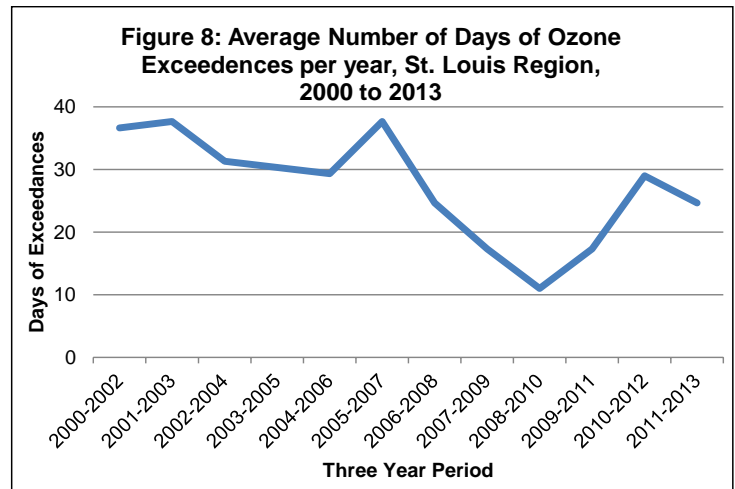
Sources: HPMS, Federal Highway Administration; Traffic Volume Trends, Federal Highway Administration; and Residents Population Estimates, U. S. Census Bureau

18 See *Where We Stand Update: Transportation Emissions*, May 2013 for more details on this topic <http://www.evgateway.org/pdf/newsletters/WWS/WWS6EdNo5.pdf>

19 The Travel Density Table provides VMT on freeways and arterials while Figure 7 provides VMT on all roads.

Figure 8 provides the air quality for the St. Louis eight-county region from 2000 to 2013. Three-year averages are used due to the extreme variability in the number of unhealthy days on an annual basis. Air quality in the region worsened from an average of 17.3 days of unhealthy air per year for 2007 to 2009 to an average of 24.7 days annually for 2011 to 2013. Looking over a longer time period, the region's air quality improved with 12 fewer days per year of unhealthy air in the 2011 to 2013 time period than in 2000 to 2002.

The effects of poor air quality can be seen in the risk of asthma. The Asthma & Allergy Foundation of America scores MSAs on a range of factors including pollen count, number of ozone days and prevalence of asthma. The results of their scoring are in the Asthma Risk Table. The St. Louis region ranks below average, at 20th with a score of 72.1. This is a substantial improvement over the region's ranking of 1st among the peer regions and score of 100.0 in 2009. Over the last five years, the region's score on the index improved in part due to improved ratings for air quality and smoke-free legislation.



Sources: Air Quality Index, United States Environmental Protection Agency and East-West Gateway Council of Governments

Conclusion

As part of the planning process for the next long range transportation plan, East-West Gateway will ask residents, business owners and local leaders what the priorities should be for the St. Louis region's transportation funding. This *Where We Stand Update* provides data on issues that can help guide these discussions and decisions. While some information is about roads and pavement conditions, the breadth of issues covered in this report touches on the number of things that need to be considered in making transportation planning decisions as well as the impact these decisions have on the region. The transportation system is an important component to the daily lives of individuals, the economic vitality of the region and the quality of the environment. The St. Louis eight-county bi-state region has the opportunity and the challenge to invest these public dollars wisely in a way that adheres to what the people of St. Louis value.



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Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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**EAST-WEST GATEWAY
Council of Governments**

Creating Solutions Across Jurisdictional Boundaries

Memo To: Board of Directors
From: Staff
Subject: Update on St. Louis Area All Hazard Mitigation Plan
Date: June 10, 2014

East-West Gateway Council of Governments has signed a contract with the Missouri State Emergency Management Agency (SEMA) to work with the five Missouri counties to revise and update the regional All Hazard Mitigation Plan for 2015-2020. The All Hazard Mitigation Plan addresses actions that local governments can take prior to a natural disaster to reduce impacts and prepare residents to respond effectively.

To provide guidance with the plan update, East-West Gateway is creating a Working Group of the five county emergency managers or their representatives, a representative of the cooperating school districts, and a representative of the STARRS Community Organizations Active in Disasters (COAD) committee. We are also inviting the president of each of the county municipal leagues to serve or to appoint a mayor to represent municipal governments in their respective counties. The Working Group will provide advice and assistance in developing a survey for all local governments, assist in preparing an All Hazard Plan workshop for each county to be held in September, and provide input and feedback on the draft plan. The draft All Hazard Mitigation Plan must be completed by the end of 2014, and will be presented to the Executive Advisory Committee and Board of Directors in January.

Previous plans presented information about natural disasters, levels of risk, and strategies for local governments and school districts to take to reduce the adverse effects of natural hazards including tornados, severe thunderstorms, severe winter or summer weather, drought, flood, earthquake, dam failure, or wild fire. The updated plan will include a summary of natural disasters in the last five years, mitigation actions local governments in the Missouri portion of the region have taken during that same time, and recommended priority actions for the next five year period.

Implementation of the plan is voluntary and in no way states or implies any liability for success or failure of actions taken (or not taken) under the plan. However, limited federal funding may be available during the 2015-2020 timeframe to assist communities

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Board of Directors
June 10, 2014
Page 2

to conduct advance preparation for some natural disasters, and this funding will only be available to communities that have adopted the plan by resolution passed by the local jurisdiction or governing body. The plan can also serve as a guide for collaboration among communities as they seek to address region wide problems.

The State of Illinois uses a different planning process and each county is responsible for developing its own hazard mitigation plan. Through STARRS and the COAD committee, EWG will seek to enhance communication and coordination of planning among the counties in the two states.



**EAST-WEST GATEWAY
Council of Governments**

Creating Solutions Across Jurisdictional Boundaries

Memo to: Board of Directors
From: Staff
Subject: Missouri Transportation Sales Tax Initiative Regional Project Endorsement
Date: June 10, 2014

On May 14, 2014, the Missouri House of Representatives gave final approval to a joint resolution placing a \$0.0075 sales tax increase to fund transportation improvements on the ballot in the state. Subsequently, on May 23, 2014 Missouri Governor Jay Nixon placed the proposed sales tax amendment on the ballot in August (not November, as was widely anticipated).

The move of the ballot question to August significantly shortened the time available to develop a final list for board recommendation to the Missouri Highways and Transportation Commission – initially the MHTC was scheduled to approve a ballot list in September; now it is scheduled to do so before the end of June. Therefore Council staff promptly forwarded the county transportation project lists generated at its two stakeholder meetings to the chief elected officials of its Missouri counties for their review and any modifications, with a deadline of May 30, 2014 to meet MoDOT’s new, accelerated timetable.

Upon receipt, East-West Gateway staff passed the revised lists received from the counties on to MoDOT prior to its deadline of 7am on June 2, 2014. Currently, MoDOT is working to estimate costs and develop a fiscally constrained statewide project list which is scheduled to be released for public comment on June 13; Council staff will forward the list to EAC and Board members as soon as it is released.

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EAST-WEST GATEWAY Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Memo to: Board of Directors

From: Staff

Date: June 10, 2014

Subject: Functional Classification Update

Staff is recommending approval of an update to the functional classification system for the region. Functional classification is the process by which all roadways are grouped into classes according to the type of service they provide. The Federal Highway Administration (FHWA) requires the use of functional classification to determine eligibility for federal funding. There are three principal roadway classifications: arterial, collector, and local roads. Any roadway classified as a rural major collector/urban collector or higher is eligible for federal funds.

In order to accurately reflect changes in land use and travel patterns, staff, along with MoDOT and IDOT, solicits revision applications from member agencies semi-annually and conducts a full system review every three to five years. County and municipal officials submitted applications requesting functional class changes to East-West Gateway during the month of November 2013. Staff worked with MoDOT, IDOT and local officials to prepare this recommended update.

The applications were reviewed in the context of FHWA guidelines including mobility, accessibility, and connectivity. Staff also visited sites to verify conditions. Requested changes are recommended where it is deemed that a road's current classification is no longer consistent with its function. In some cases, it was found that current conditions did not support a change in classification as requested.

At this time, a total of 23 changes are recommended to the system. Five (5) applications are not recommended because they do not meet the criteria for a change in classification at this time. A list showing the recommended changes is attached with a set of maps.

Once approved, the update will be sent to MoDOT and IDOT headquarters for final review and subsequent submittal to FHWA for approval.

Staff Recommendation: Staff recommends adoption of the functional classification update for the St. Louis region as shown in the attached list and maps.

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East-West Gateway June 2014 Functional Classification Application Period

Map # and ID #	Name	Segment Limits	Mileage	County	Requesting Agency	Federal-Aid Urbanized Area Boundary	Current Classification	Recommended Classification
Recommended Functional Classification Modifications - Missouri								
1 - 1	Candlewick Lane	SH N to Denton Road	0.87	Franklin	Pacific	Urban	Local Road	Minor Collector
1 - 2	Denton Road	Candlewick Lane to 4th Street	0.98	Franklin	Pacific	Urban	Local Road	Minor Collector
1 - 3	4th Street	Osage Street to SH N	0.07	Franklin (City of Pacific)	EWGCOG/ MoDOT	Urban	Local Road	Major Collector
1 - 4	4th Street	SH N to Denton Road	0.26	Franklin (City of Pacific)	EWGCOG/ MoDOT	Urban	Major Collector	Minor Collector
1 - 5	Jefferson Street	Denton Road to SH F	0.39	Franklin (City of Pacific)	EWGCOG/ MoDOT	Urban	Local Road	Minor Collector
1 - 6	Lamar Parkway	Osage Street to Old Gray Summit Road	0.58	Franklin (City of Pacific)	EWGCOG/ MoDOT	Urban	Major Collector	Minor Collector
1 - 7	Meramec Street	4th Street to SH F	0.21	Franklin (City of Pacific)	EWGCOG/ MoDOT	Urban	Local Road	Minor Collector
1 - 8	Old Gray Summit Road	West Pacific city limits to SH N	0.91	Franklin (City of Pacific)	EWGCOG/ MoDOT	Urban	Major Collector	Minor Collector
1 - 9	Payne Street	Osage Street to SH N	0.36	Franklin (City of Pacific)	EWGCOG/ MoDOT	Urban	Major Collector	Minor Collector
1 - 10	Watson Street	4th Street to SH F	0.21	Franklin (City of Pacific)	EWGCOG/ MoDOT	Urban	Minor Collector	Local Road
2 - 1	Highmont Drive	Forestwood Drive to W. Florissant Avenue	0.37	St. Louis	Ferguson	Urban	Local Road	Minor Collector

East-West Gateway June 2014 Functional Classification Application Period

Map # and ID #	Name	Segment Limits	Mileage	County	Requesting Agency	Federal-Aid Urbanized Area Boundary	Current Classification	Recommended Classification
Recommended Functional Classification Modifications - Missouri								
2 - 2	Forestwood Drive	Chambers Road to Ferguson Avenue	0.90	St. Louis (City of Ferguson)	EWGCOG/MoDOT	Urban	Major Collector	Minor Collector
3 - 1	Creve Coeur Mill Road	North city limits of Maryland Heights to SH 340	1.15	St. Louis	St. Louis County Department of Highways & Traffic	Urban	Local Road	Minor Collector
4 - 1	SH AF	Northern ramps I - 44 to southern ramps I - 44	0.08	Franklin (City of Sullivan)	EWGCOG/MoDOT	Urban	Principal Arterial	Minor Arterial
4 - 2	North Loop Road	Southern ramps I - 44 to South Outer Road I - 44	0.08	Franklin (City of Sullivan)	EWGCOG/MoDOT	Urban	Principal Arterial	Minor Arterial
4 - 3	SH 185	South Outer Road I - 44 to Springfield Street	0.10	Franklin (City of Sullivan)	EWGCOG/MoDOT	Urban	Principal Arterial	Minor Arterial
4 - 4	SH WW	SH 185 to Springfield Street	0.50	Franklin (City of Sullivan)	EWGCOG/MoDOT	Urban	Principal Arterial	Major Collector
5 - 1	Lewis Road	Diecke Lewis Road to southern ramps of I - 44	1.88	St. Louis County	EWGCOG/MoDOT	Urban	Major Collector	Minor Collector

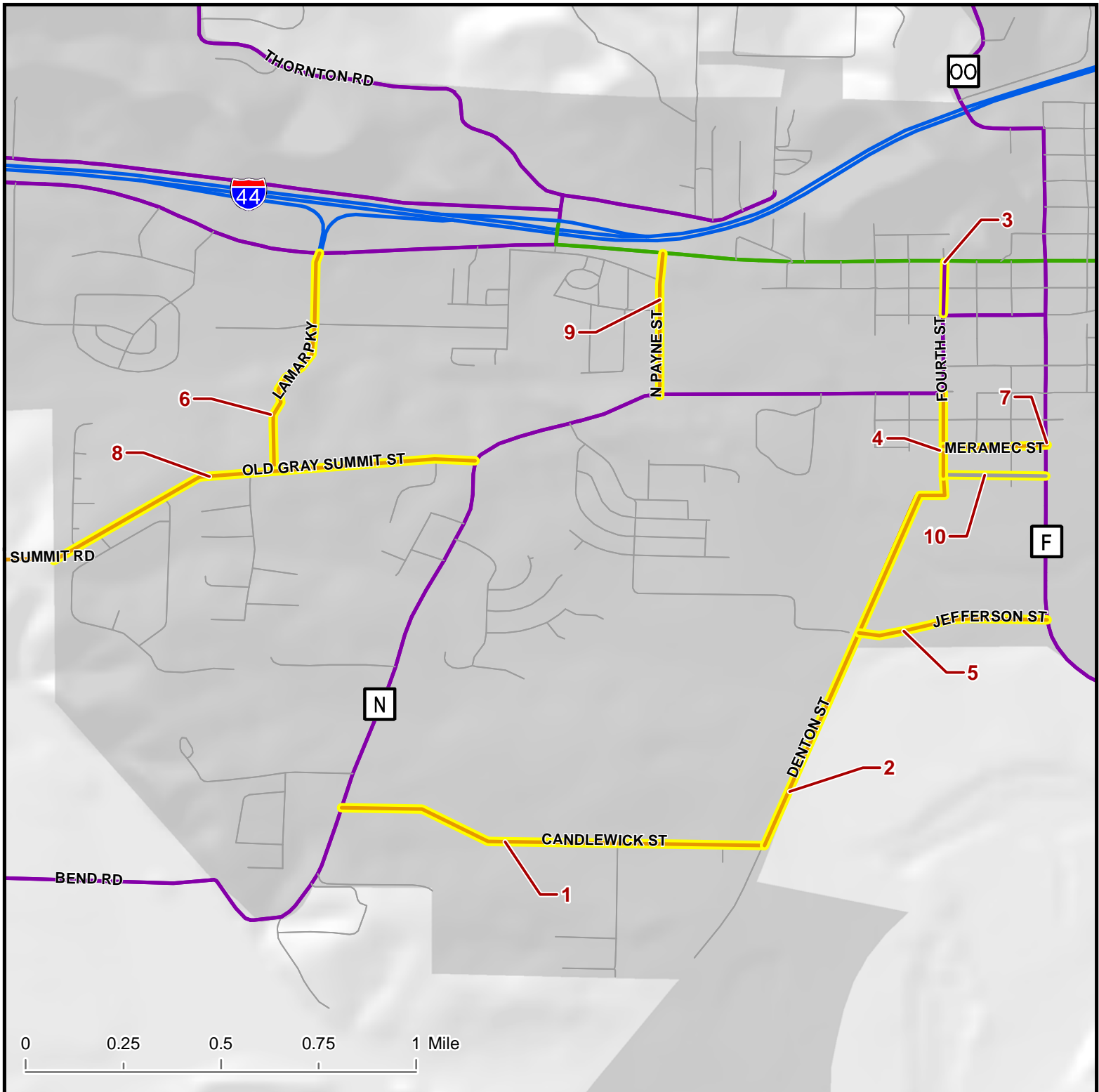
East-West Gateway June 2014 Functional Classification Application Period

Map # and ID #	Name	Segment Limits	Mileage	County	Requesting Agency	Federal-Aid Urbanized Area Boundary	Current Classification	Recommended Classification
Recommended Functional Classification Modifications - Illinois								
6 - 1	McDonough Lake Road	Horseshoe Lake Road to SH 157	1.40	Madison	Collinsville	Urban	Local Road	Minor Collector
7 - 1	Bouse Road	Old Troy Road to Formosa Road	0.80	Madison	Troy	Urban	Local Road	Minor Collector
7 - 2	Formosa Road	Bouse Road to SH 162	0.90	Madison	Troy	Urban	Local Road	Minor Collector
7 - 3	Senior Airman Bradley R. Smith Drive	SH 162 to Collinsville Road	0.65	Madison	Troy	Urban	Local Road	Minor Collector
8 - 1	SH 255	Seminary Road to US67	7.26	Madison	EWGCOG/ IDOT	Urban	Planned Expressway	Expressway
6 - 1	McDonough Lake Road	Horseshoe Lake Road to SH 157	1.40	Madison	Collinsville	Urban	Local Road	Minor Collector
7 - 1	Bouse Road	Old Troy Road to Formosa Road	0.80	Madison	Troy	Urban	Local Road	Minor Collector
7 - 2	Formosa Road	Bouse Road to SH 162	0.90	Madison	Troy	Urban	Local Road	Minor Collector
7 - 3	Senior Airman Bradley R. Smith Drive	SH 162 to Collinsville Road	0.65	Madison	Troy	Urban	Local Road	Minor Collector
8 - 1	SH 255	Seminary Road to US67	7.26	Madison	EWGCOG/ IDOT	Urban	Planned Expressway	Expressway

East-West Gateway May 2013 Functional Classification Application Period

Map # and ID #	Name	Segment Limits	Mileage	County	Requesting Agency	Federal-Aid Urbanized Area Boundary	Current Classification	Recommended Classification
Not Recommended Functional Classification Modifications - Missouri								
	Branch Street	Broadway Boulevard to Mississippi River (Municipal River Terminal)	0.40	City of St. Louis	City of St. Louis Board of Public Service	Urban	Local Road	Local Road
	Allen Road	Crescent Road to Lewis Road		St. Louis	St. Louis County Department of Highways & Traffic		Local Road	Local Road
	Lewis Road	Diecke Road to Parkwood County Park entrance		St. Louis	St. Louis County Department of Highways & Traffic		Local Road	Local Road
	Lincoln Street	3rd Street to Civic Park Drive	0.12	St. Charles	O'Fallon	Urban	Local Road	Local Road
	3rd Street	Main Street to Lincoln Street	0.09	St. Charles	O'Fallon	Urban	Local Road	Local Road

Map 1 - City of Pacific, Missouri



LEGEND

- Local
- Interstate
- Minor Arterial
- Major Collector
- Minor Collector
- 2000 Urban Boundary

Proposed changes to Functional Classification are indicated by **yellow highlighting** on road segments.

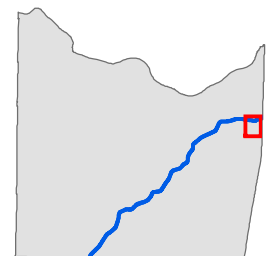


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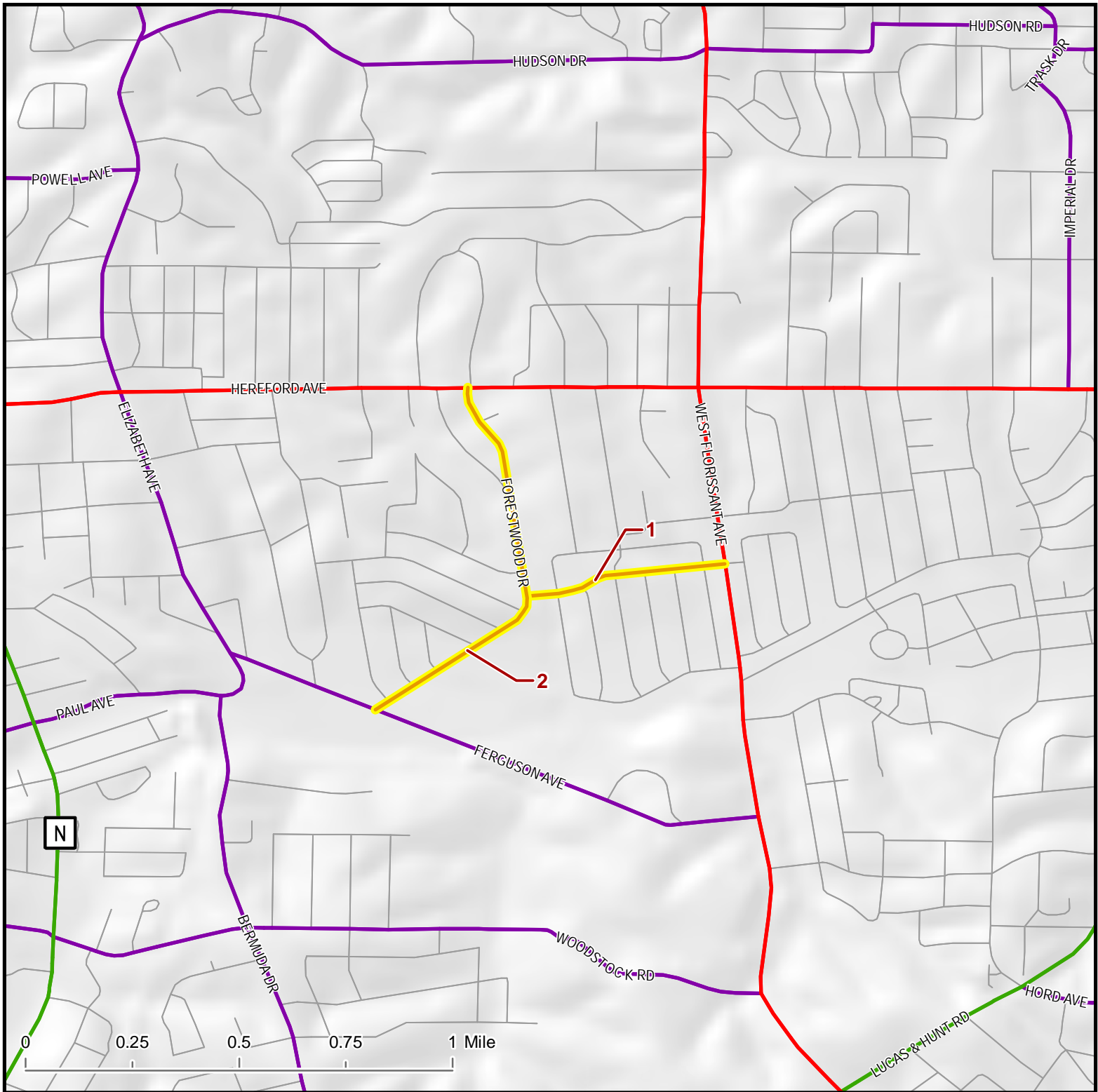
June 2014

Location



Franklin County, Missouri

Map 2 - City of Ferguson, Missouri



LEGEND

- Local
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Proposed changes to Functional Classification are indicated by yellow highlighting on road segments. This map is entirely within the 2000 urban area boundary.

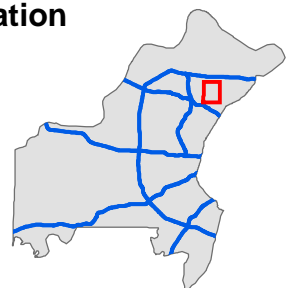


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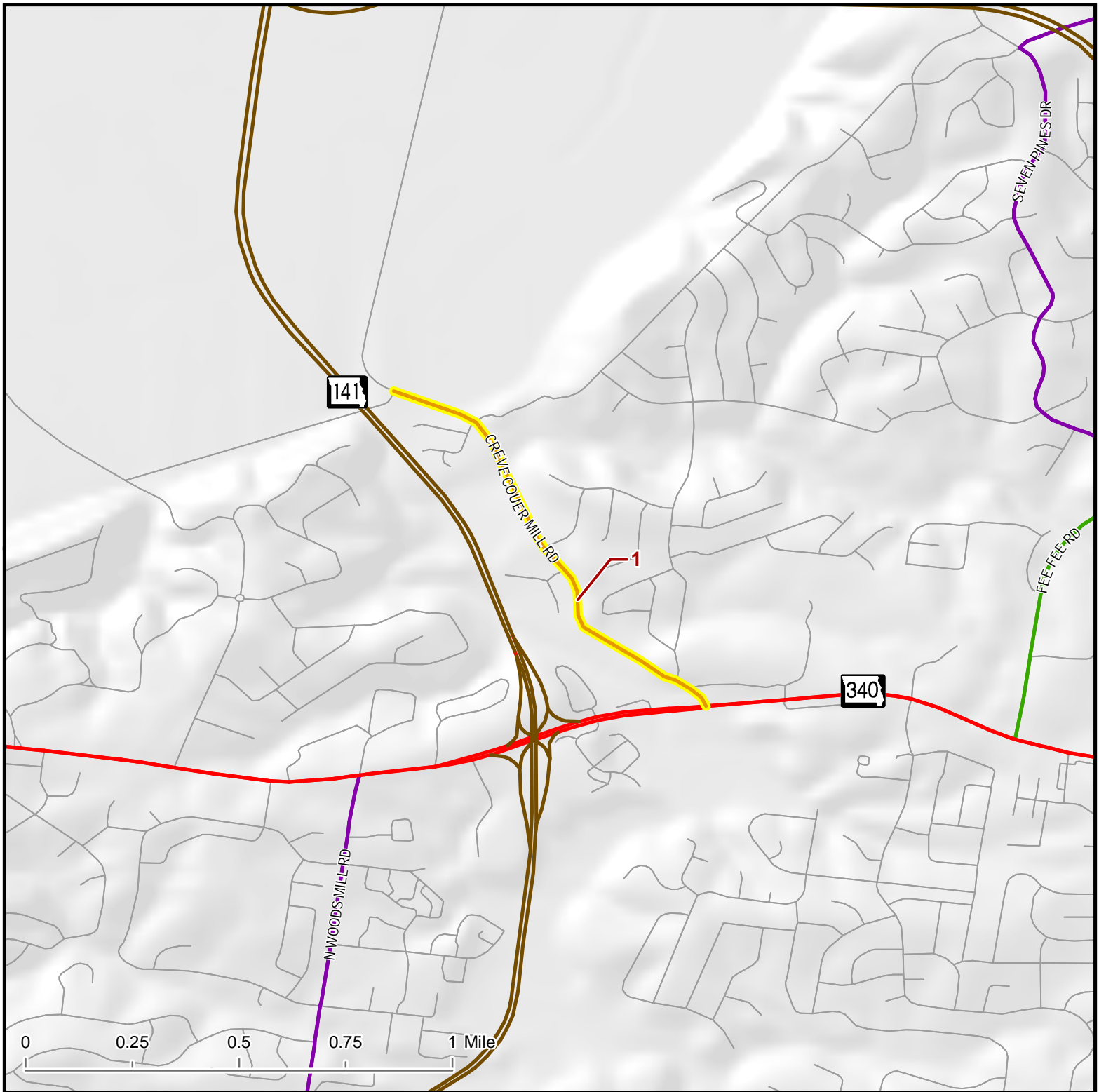
June 2014

Location









St. Louis County, Missouri

Map 3 - City of Chesterfield, Missouri



LEGEND

-  Local
-  Expressway
-  Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector

Proposed changes to Functional Classification are indicated by **yellow highlighting** on road segments. This map is entirely within the 2000 urban area boundary.

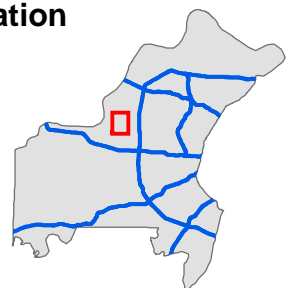


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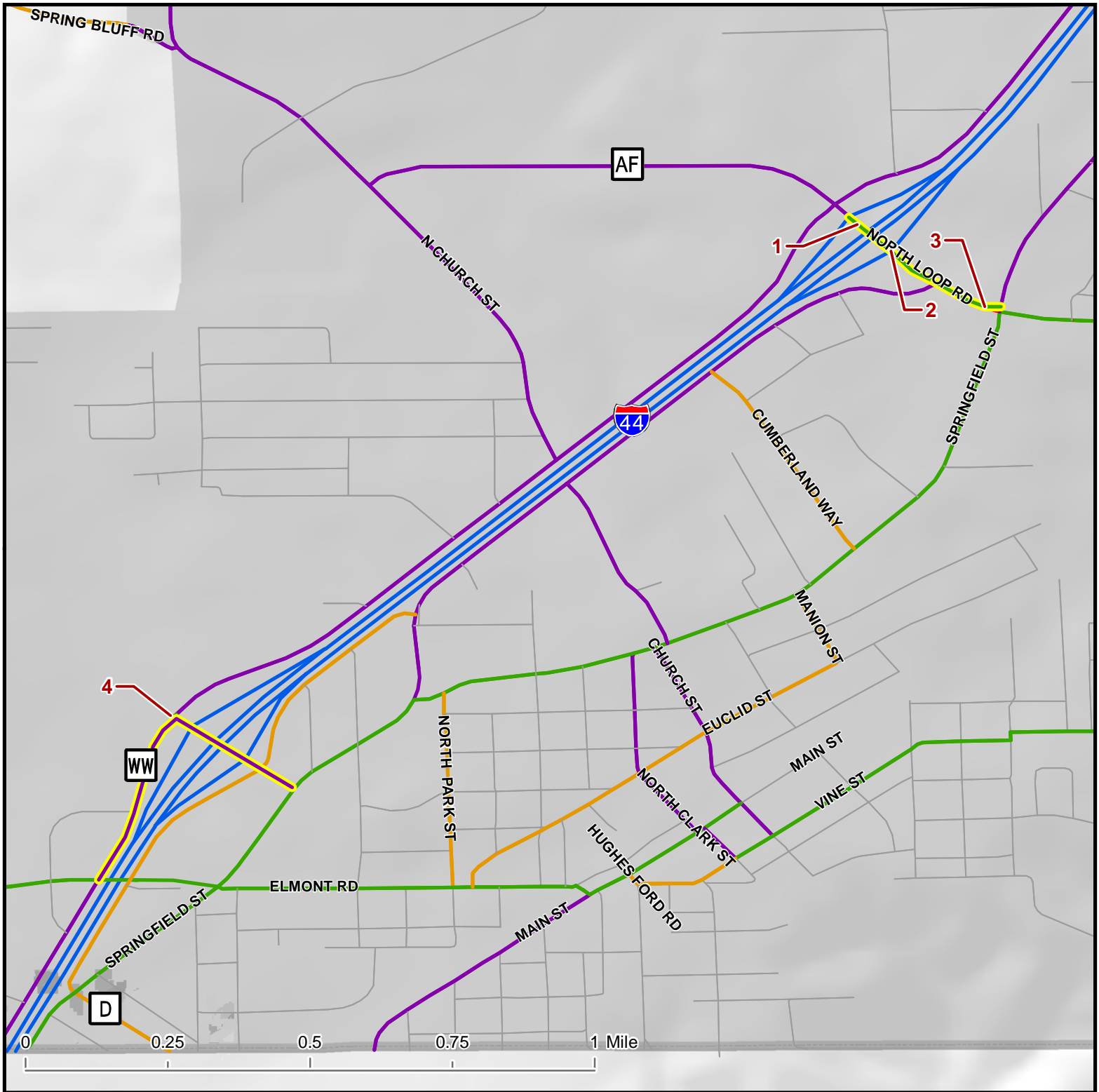
June 2014

Location



St. Louis County, Missouri

Map 4 - City of Sullivan, Missouri



LEGEND

- Local
- Interstate
- Minor Arterial
- Major Collector
- Minor Collector
- 2000 Urban Boundary
- County Boundary

Proposed changes to Functional Classification are indicated by **yellow highlighting** on road segments.

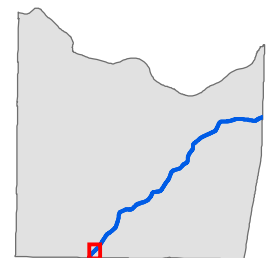


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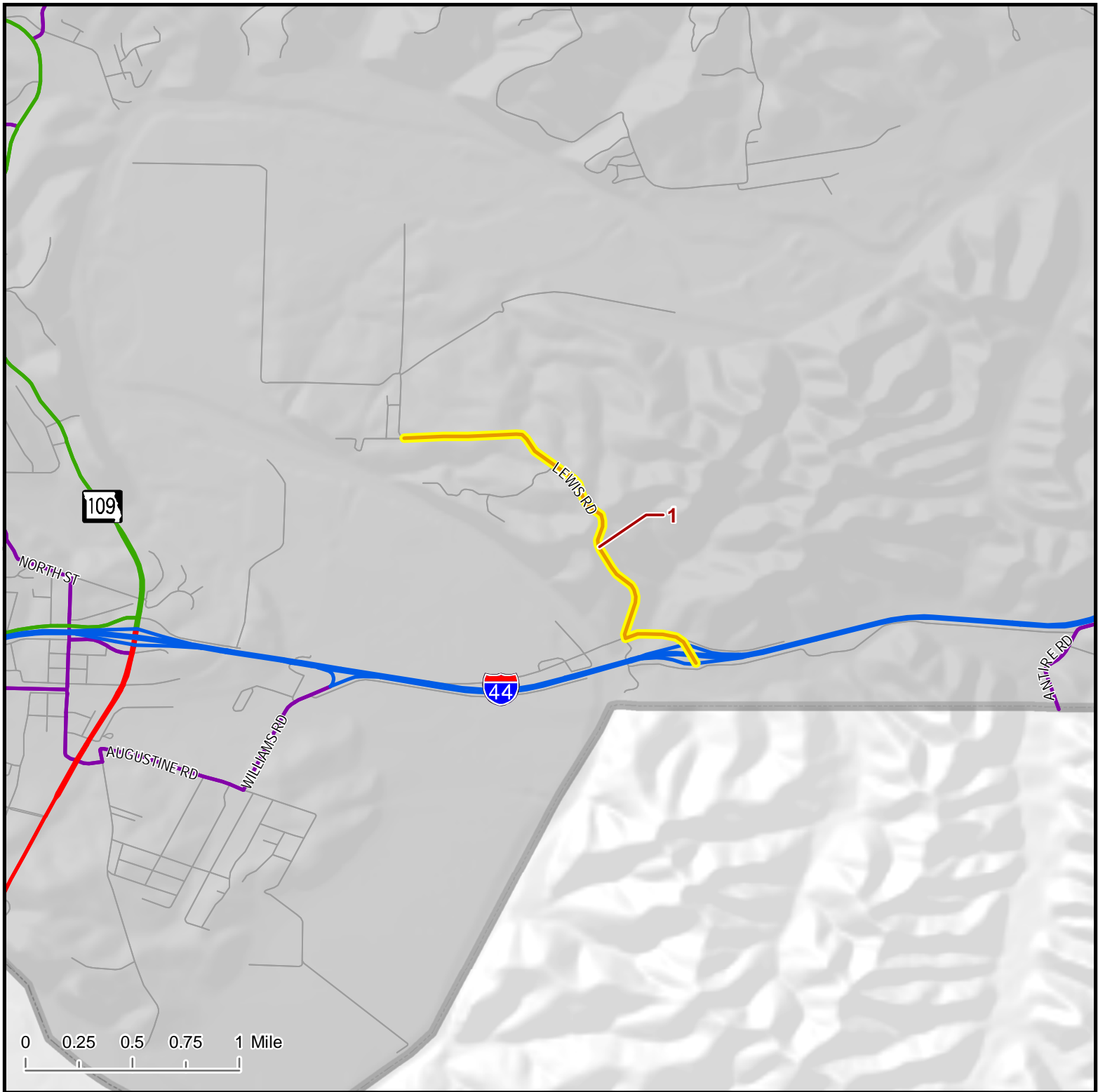
June 2014

Location



Franklin County, Missouri

Map 5 - St. Louis County, Missouri



LEGEND

- Local
- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- 2000 Urban Boundary
- County Boundary

Proposed changes to Functional Classification are indicated by **yellow highlighting** on road segments.

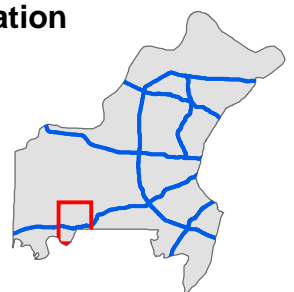


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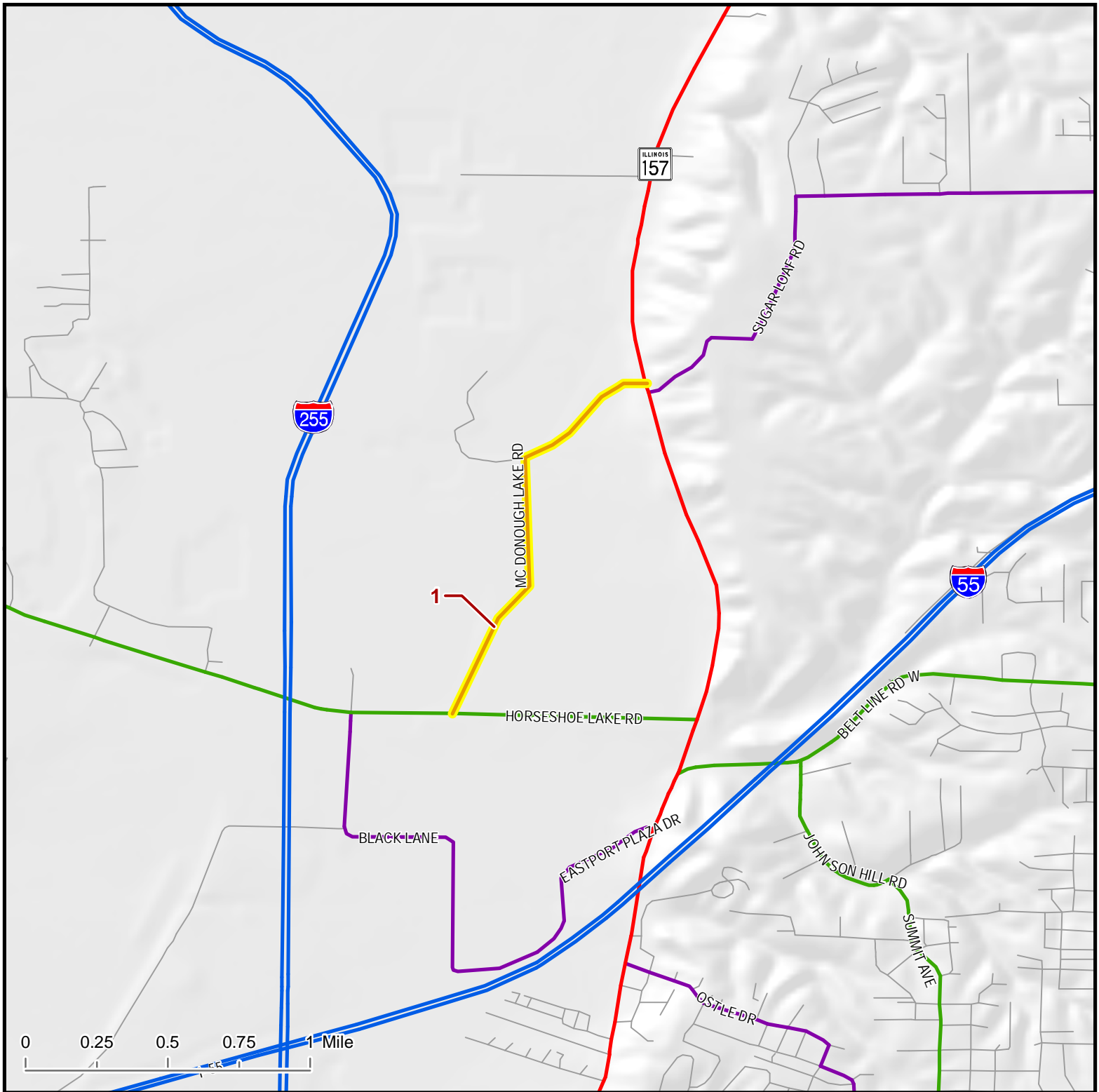
June 2014

Location



St. Louis County, Missouri

Map 6 - City of Collinsville, Illinois



LEGEND

- Local
- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Proposed changes to Functional Classification are indicated by **yellow highlighting** on road segments. This map is entirely within the 2000 urban area boundary.

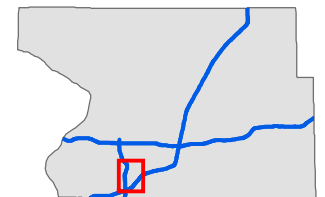


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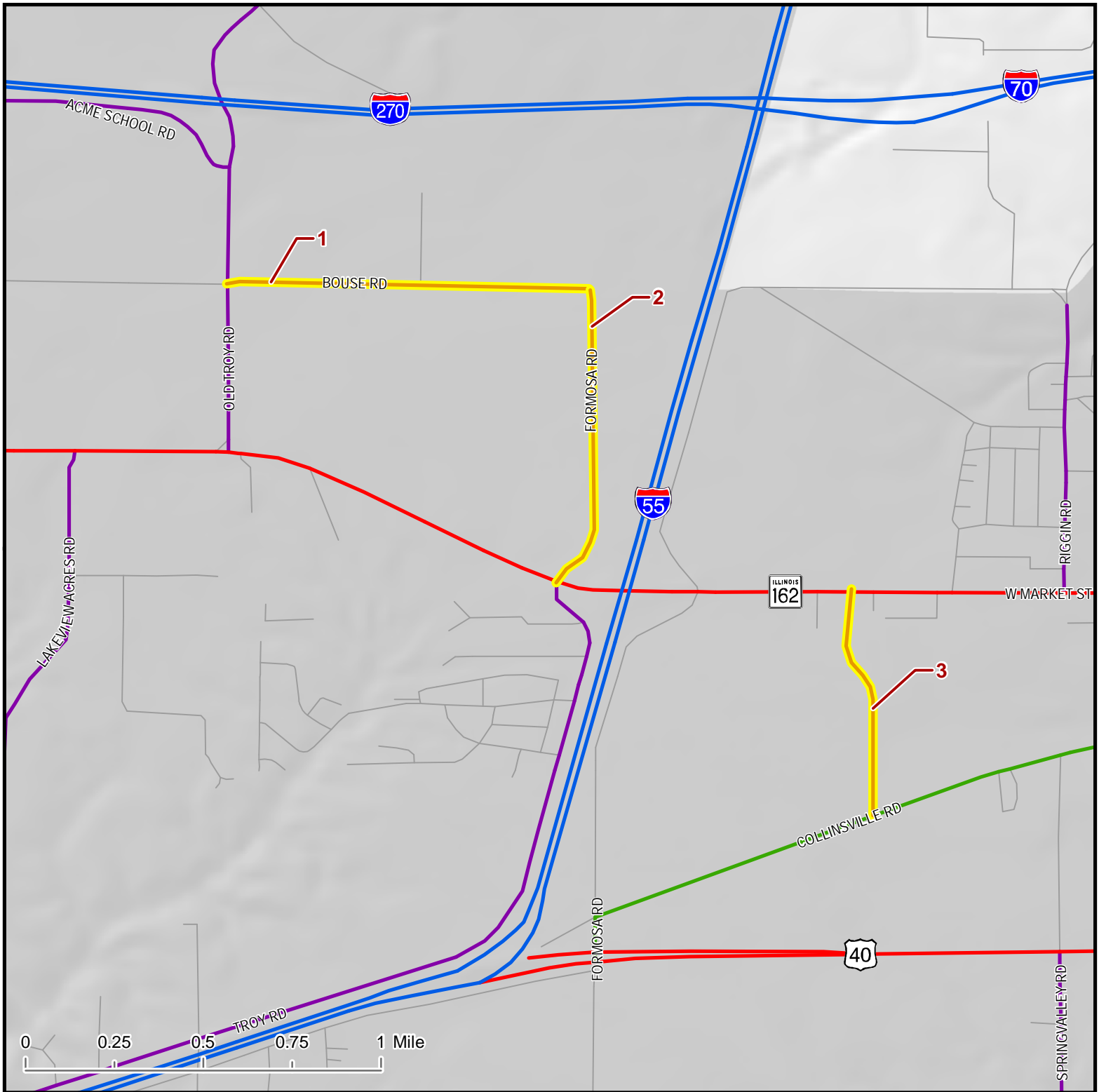
June 2014

Location



Madison County, Illinois

Map 7 - City of Troy, Illinois



LEGEND

- Local
- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- 2000 Urban Boundary

Proposed changes to Functional Classification are indicated by **yellow highlighting** on road segments.

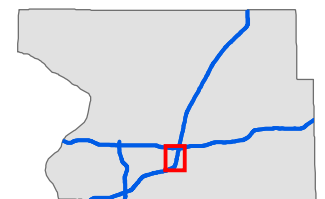


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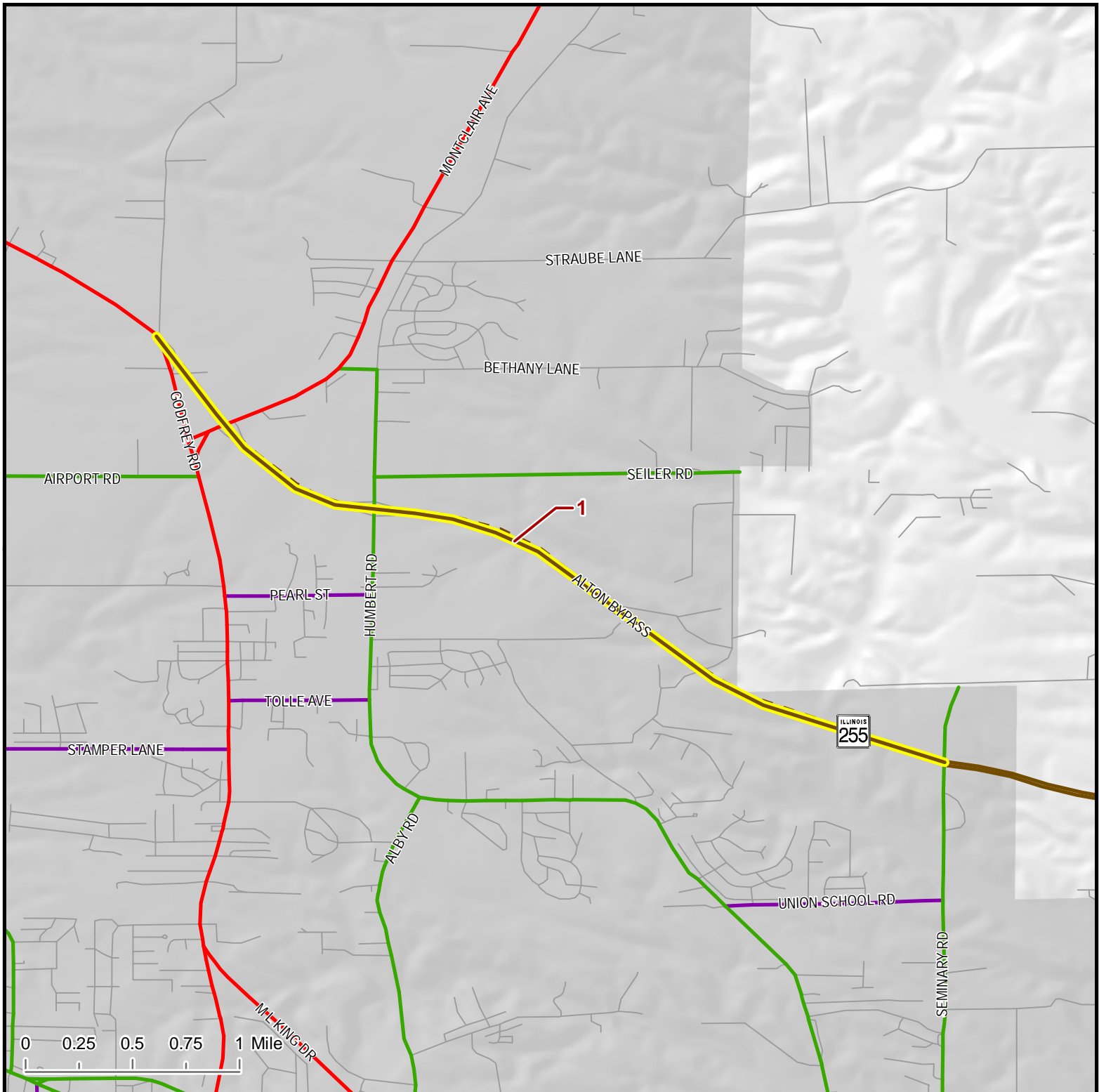
June 2014

Location










Madison County, Illinois

Map 8 - Madison County, Illinois



LEGEND

-  Local
-  Interstate
-  Expressway
-  Principal Arterial
-  Minor Arterial
-  Major Collector
-  2000 Urban Boundary

Proposed changes to Functional Classification are indicated by **yellow highlighting** on road segments.

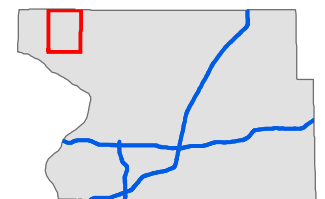


EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

June 2014

Location



Madison County, Illinois



EAST-WEST GATEWAY Council of Governments

Creating Solutions Across Jurisdictional Boundaries

To: Board of Directors

From: Staff

Subject: Extension of September 30, 2014 Suspense Date for Locally Sponsored Projects

Date: June 10, 2014

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

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

As of the deadline, staff received 26 requests for schedule extensions beyond the September 30, 2014 suspense date. The amount of federal funds programmed for these projects is \$38.2 million. Of the 26 requests, 14 were for a three-month extension, and the remaining 12 were for a nine-month extension. The remaining 141 projects programmed in FY 2014 representing \$104.9 million in federal funds have obligated funds or are on schedule to obligate funds by September 30, 2014. Last year (FY 2013), East-West Gateway received ten requests for extensions totaling \$11.8 million. Staff will continue to monitor all projects, according to the schedules indicated in the project application, and provide updates if issues arise.

Three-month Extension

Table 1 details the 14 projects requesting a three-month extension. Staff has reviewed the status of each project and is granting the requested extension per the Board's adopted policy.

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Table 1 Projects Requesting up to Three-Month Extension			
Sponsor/ TIP #	Title – Description	FY 2014 Federal Funds	Reason for Delay
Crestwood/ 5554-12	Ponderosa, Acorn, Oakridge, Holmes Reconstruction	\$984,800	Construction engineering City currently procuring material testing firm for construction phase.
Franklin County/ 5604-12	Circle Drive Bridge – Over Railroad – Replace bridge	\$220,000	Right-of-Way 0 of 1 parcels acquired – negotiating with railroad over inspection requirements and easement agreements.
Hazelwood/ 5619-12	McDonnell Blvd to 0.3 miles south – Reconstruction, sidewalk	\$1,365,600	Right-of-Way 3 of 4 parcels acquired – negotiating with MSD regarding terms for easement.
Jefferson County/ 5589-12	Saline Road, Phase 1, St. Louis County line to Northwest Blvd – Reconstruction	\$1,539,440	Right-of-Way 53 of 58 parcels acquired. Need utility agreements.
Pacific/ 5782-13	MO N, Phase 3 – Hawthorne to Fourth St – Resurfacing, sidewalk	\$778,677	Right-of-Way 0 of 5 parcels acquired – one property owner. City has been negotiating for some time and expects settlement soon.
St. Charles/ 5857-13	Kingshighway Signal Interconnect – Jefferson St to Monroe St	\$210,262	Right-of-Way 6 of 19 parcels acquired – nine property owners remain.
St. Charles/ 5858-13	Muegge Road – At Mexico Road – Intersection improvements	\$279,363	Right-of-Way 0 of 5 parcels acquired – owners have been contacted and are receptive.
St. Louis/ 5265-11/ 5265A-12	Kingshighway Bridge – Over Union Pacific Railroad; Vandeventer to I- 44 – Bridge replacement and roadway improvements	\$13,600,000	Right-of-Way 8 of 14 parcels acquired – three property owners remain. Final three have agreed in principle, but multiple lienholders and language of agreements holding up final approval.
St. Louis County/ 5606-14	Baxter Road – 100’ east of Clarkson Rd to Wild Horse Creek Rd – Concrete repair	\$962,160	Final design In-house design resources allocated to Brentwood Blvd (TIP# 6339-15). Pavement deteriorated on Brentwood faster than anticipated and Brentwood Blvd to be advanced to FY 2014.
St. Louis County/ 5801-13	Berry Road – Big Bend to Manchester - Resurfacing	\$908,000	Final design In-house design resources allocated to Brentwood Blvd (TIP# 6339-15). Pavement deteriorated on Brentwood faster than anticipated and Brentwood Blvd to be advanced to FY 2014.
St. Louis County/ 5607-14	McKelvey Road – Dorsett Road to Marine Avenue – Resurfacing	\$881,600	Final design In-house design resources allocated to Brentwood Blvd (TIP# 6339-15). Pavement deteriorated on Brentwood faster than anticipated and Brentwood Blvd to be advanced to FY 2014.

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Table 1 Projects Requesting up to Three-Month Extension			
Sponsor/ TIP #	Title – Description	FY 2014 Federal Funds	Reason for Delay
St. Louis County/ 5561-14	Union Road/ Morgan Ford Road – Reavis Barracks Rd to St. Louis City Limits – Resurfacing	\$1,752,080	Complete Streets Following passage of St. Louis County Complete Streets ordinance, the final plans were adjusted to include road diet and bicycle/ped improvements.
Sunset Hills/ 5625-12	Kennerly Road – Sappington to Weber Hill – Resurfacing, realign sharp curve	\$872,141	Right-of-Way 3 of 5 parcels acquired. City continues negotiations and expects to wrap up soon.
Washington/ 5824-13	Lafayette Pedestrian Crossing – Across Union Pacific Railroad – sidewalk	\$208,000	Medical This project is designed by City staff . Designer is taking medical leave, but will complete plans upon return in September.
	Total	\$24,562,123	

Nine-month Extension

Table 2 details the 12 projects that have requested a nine-month extension. These requests, which require Board action, are detailed below. Staff has reviewed these 12 projects to determine if the delay is beyond the sponsor's control, if federal funds have been obligated for these projects, and if a realistic strategy is in place to obligate federal funds by June 30, 2015. Based on information provided by the sponsors and a review of the project files, staff has determined that all 12 projects have met the required tests.

Table 2 Projects Requesting up to Nine-Month Extension			
Sponsor/ TIP #	Title – Description	FY 2014 Federal Funds	Reason for Delay
Eureka/ 5574-12	Forby Road, Phase 3 and Alt Road – Reconstruction	\$1,208,000	Right-of-Way 0 of 8 parcels acquired. City has received two appraisals and waiting on remaining six. City will meet with all property owners in person.
Jefferson County/ 5578-12	Old Lemay Ferry – At Vogel Road – Traffic Signal	\$281,600	Right-of-Way 0 of 6 parcels acquired – one property owner. Need utility agreement with Ameren.
Jefferson County/ 5595-12	Vogel Road, Phase 2 – Old Lemay Ferry Rd to Vogel Circle – Realign road, guardrail	\$624,000	Right-of-Way 2 of 3 parcels acquired. Remaining owner same as the one for Old Lemay Ferry at Vogel Road project. Need utility agreements with water and Ameren.
Maplewood/ 5573-12	West of Bredell to west of MetroLink – Widen traffic lanes, add turn lanes	\$1,406,000	Right-of-way 5 of 16 parcels acquired. City continues to acquire utility easements and will file condemnation on two properties.
Maryland	Westport Plaza Dr to 830' north of	\$2,500,000	Right-of-Way

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Table 2 Projects Requesting up to Nine-Month Extension			
Sponsor/ TIP #	Title – Description	FY 2014 Federal Funds	Reason for Delay
Heights/ 5568-14	Kimler Ln – Reconstruct road – add center turn lane, sidewalks		28 of 33 parcels acquired. Condemnation process has started on remaining parcels.
O’Fallon/ 5781-14	Woodlawn/Civic Park – Woodlawn Ave: West Terra Ln to Civic Park Dr; Civic Park Dr: – Imperial Dr to Main St – Resurfacing, bridge painting	\$616,000	Railroad Painting of railroad bridge requires approval from railroad. Road work may be split off and advertised sooner.
Olivette/ 5603-12	Old Bonhomme Road – Olive Blvd to Price Road – Resurfacing, sidewalks	\$1,724,836	Right-of-Way 0 of 98 parcels acquired. Project redesigned from 5 feet wide sidewalks to 4 feet wide sidewalks to citizen opposition. Acquisition process now underway.
Rock Hill/ 5581-12	Bismark Avenue, Phase 1 – Rock Hill Rd to Barron Ln - Reconstruction	\$693,832	Right-of-Way 12 of 30 parcels acquired. City has had difficulty tracking down owners of rental property.
St. Charles County/ 5794-14	Pralle Lane – Kunze Dr to 2000 feet east – reconstruct, add sidewalk	\$488,000	Right-of-Way 0 of 25 parcels acquired. Start of acquisition delayed to get additional feedback from residents.
St. Louis/ 5800-14	Washington Ave, Phase 3 – Seventh St to Memorial Dr – Sidewalks, lighting	\$1,343,435	Right-of-Way Design coordination with building owners and Metro because work affects building vaults along Washington and MetroLink tunnel.
Valley Park/ 5584-12	Jefferson Avenue/Main St – Vance Rd to MO 141 west outer road – Reconstruction, sidewalk	\$1,716,599	Right-of-Way 0 of 65 parcels acquired – Acquisition underway.
Wentzville/ 5827-14	William Dierberg Dr to Schroeder Creek Blvd – Add center turn lane, signal interconnection	\$1,037,941	Right-of-Way 2 of 10 parcels acquired – Condemnation to be filed on remainder.
Total		\$13,640,243	

Staff Recommendation: Staff recommends that the 12 projects identified above be granted a nine-month extension to the September 30, 2014 suspense date. Federal funds for all 12 projects must be obligated no later than June 30, 2015.



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

To: Board of Directors
From: Staff
Subject: Modification of the FY 2014-2017 Transportation Improvement Program (TIP) – Requested by the Illinois Department of Transportation
Date: June 10, 2014

The Illinois Department of Transportation (IDOT) is requesting to modify the FY 2014-2017 TIP, *RTP 2040*, and related Air Quality Conformity Determination to add one new project.

New Projects

IDOT is requesting to add a project on behalf of Madison and St. Clair County. Madison and St. Clair County will work in conjunction with Heartlands Conservancy to develop comprehensive bicycle and pedestrian facility plans. The plans will be developed in four communities to be determined at a later date. The total project cost is \$80,000. IDOT is providing \$60,000 with the remainder of the funds coming from the communities participating in the plan.

The new project is summarized below:

New Project					
TIP#/ Sponsor	Project Title - Limits	Description	County	Federal Cost	Total Cost
5654A-14/ Madison & St. Clair County	Southwestern Illinois Bicycle and Pedestrian Facility Planning Study, Phase 2	Develop bicycle and pedestrian facility plans for four communities	Multi-County	\$60,000	\$80,000
TOTAL				\$60,000	\$80,000

Staff Recommendation: Staff recommends that the FY 2014-2017 TIP, *RTP 2040*, and related Air Quality Conformity Determination be revised to add one new project as summarized above and detailed in the attachment. This project is exempt with respect to air quality.

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June 10, 2014

Amendment # **0614-025**
TIP # **5654A-14**

PROJECT SPONSOR: **Madison and St. Clair County**

ACTION REQUESTED: Revise FY 2014 of the FY 2014-2017 TIP to add a project

TITLE: **Southwest Illinois Bicycle and Pedestrian Plan, Phase 2**

LIMITS: Four communities in Metro-East

DESCRIPTION: Develop bicycle and pedestrian facility plans for four communities

COUNTY: Multi-County

FUNDING SOURCE: State Planning and Research (SPR)

	Federal	Match	Total
PE	\$60,000	\$20,000	\$80,000
ROW	\$0	\$0	\$0
Implementation	\$0	\$0	\$0
Total	\$60,000	\$20,000	\$80,000

AIR QUALITY CONFORMITY: Exempt – Planning and technical studies (§ 93.126)

STAFF RECOMMENDATION: Approval



EAST-WEST GATEWAY Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Memo to: Board of Directors
From: Staff
Subject: Regional Security Expenditures
Date: June 10, 2014

Staff is requesting authorization to expend funds in support of regional security that will improve the region's preparedness and response capabilities. Funding will come from the U.S. Department of Homeland Security's Urban Areas Security Initiative (UASI) grant program. Attachment A summarizes these purchases totaling **\$476,339**. Also attached is a summary description of all budgeted expenditures from the UASI grants (Attachment B).

1. Citizen Preparedness

All Ready Campaign - Since 2010 the STARRS' All Ready Steering Committee has been implementing a comprehensive public awareness campaign that was developed to help foster a culture of emergency preparedness in the St. Louis metropolitan region that is accessible to all and that is presented in a single approach. The campaign created successful preparedness messaging, empowering individuals and organizations to move from awareness to action. As part of its mission to address the major concerns of preparedness in the access and functional needs community, the Campaign focused on messaging that "people with disabilities need to prepare themselves and their support communities for disasters, because first-responder-type assistance may be very difficult to secure."

The goal of the next phase of the campaign is to focus on outreach to the access and functional needs (AFN) populations and those with disabilities in the St. Louis region and promote a train the trainer program, while at the same time continue the work implemented during the prior three phases (i.e. social media, website, and media relations). The train the trainer program provides direction on how to message preparedness information with empowerment principles; provide general information on how those with disabilities can become prepared; give guidance on how to begin preparedness conversations with those with a disability or an AFN; and specific preparedness information that may pertain to the varying disability or AFN.

Therefore, in order to continue the success of the All Ready Campaign we are requesting approval to hire a consultant that will assist the All Ready Committee to

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continue the work that was started in Phases II and III of the Campaign. The consultant will be responsible for three primary tasks: (1) conduct community outreach by engaging organizations that work with disability and other AFN to participate in the train the trainer program and ensuring that the messages of the Campaign are reaching the general population and particularly those in the disability and AFN community; (2) maintaining and updating the Campaign's website and social media forums (i.e. Facebook, Twitter, etc.); and (3) conducting media outreach that is targeted towards the disability and AFN community, while also continuing to reach the general public. The consultant will also provide its expertise and assistance to the Committee with regard to how to sustain the project long term, provide recommendations for improving the Campaign, and make improvements to Campaign materials as needed. The period of performance for this phase of the Campaign will be from August 1, 2014 through July 1, 2015. Total costs will not exceed **\$139,062**.

2. Critical Response Teams – Hazmat

Personal Protective Equipment - We are requesting approval to purchase the following personal protective equipment:

- 72 Scott brand, one hour carbon wrapped breathing air cylinders for the City of St. Louis, Franklin, Jefferson, St. Clair, St. Charles and St. Louis County Hazmat Teams. Total cost not to exceed **\$57,975**.
- 12 MSA brand, one hour carbon wrapped breathing air cylinders for the Madison County Hazmat Team. Total cost will not to exceed **\$11,520**.

3. Critical Response Teams – Law Enforcement

Upgrade of Digital X-ray Systems - Several years ago the Board approved the purchase of Digital X-ray Systems for the three regional bomb Teams. This equipment provided the teams with the capability of viewing the contents of suspicious devices and packages. The systems are now in need of safety and technological upgrades, which include reducing the image capture time and eliminates the need for bomb technicians to have to approach suspicious objects or packages multiple times to get a reading; thereby enhancing the safety of the bomb technicians. Total cost for the upgrades to three X-Ray Systems will not exceed **\$138,000**.

Emergency Response Equipment - We are requesting approval to purchase the following law enforcement emergency response equipment items:

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- 20 Law Enforcement Tactical Communications Headsets for the Jefferson County Sheriff's Department's Tactical Operations Unit. Total cost will not to exceed **\$19,775**
- An Electric Hydraulic Door Breaching System for the St. Louis Metropolitan Police Department. Total cost will not to exceed **\$11,020**
- A Night Vision Monocular for the St. Louis Metropolitan Police Department. Total cost will not to exceed **\$15,610**

4. Critical Response Teams – Urban Search and Rescue (USAR)

Swift Water Rescue - For the past few years we have purchased water rescue equipment for the five regional Swift Water teams; this includes Zodiac Rescue Boats. A few accessories are needed to enable the six Zodiac boats to deploy faster and in a more efficient manner while enhancing the safety of the boat operators. The accessories include keel to tube inflation hoses, bottle sheaths for the air cylinders and lifting harnesses for the watercraft. The inflation hoses will allow for rapid boat inflation, the sheaths will stabilize and hold the air cylinders in place to prevent damage to the boat or injury to personnel during inflation and deployment. The lifting harnesses will allow for the transfer of the boats by helicopter, and allow for transport of injured persons to safety. The cost to purchase this equipment from will not exceed **\$14,478**.

5. Interoperable Communications

Radio Programing Training – Over the last several years interoperable radio equipment has been purchased for first responder agencies throughout the St. Louis region. In order to keep the radios current with shared regional channels and national standards each mobile and portable radio needs to be reprogramed on an annual basis. Additionally, any response to a catastrophic incident will require first responders to communicate directly with many partners and agencies that fall outside of their day-to-day interactions. Therefore, we are requesting approval to fund a three day radio programing course for 24 students that will ensure all of the radios in the St. Louis region will have a baseline of nationally available radio channels. In addition there is a need to purchase radio programing software and cables for the purpose of creating regional assets that would be available to assist in the implementation of interoperability solutions when a major disaster occurs. Total costs for the radio programing course, along with software and hardware, will not exceed **\$55,000**.

Board of Directors
June 10, 2014
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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:

- allow the Executive Director to enter into a contract with Hagerty Consulting, Inc. in an amount not to exceed **\$139,062;**
- for the purchase of 72 Scott brand one hour carbon wrapped breathing air cylinders from the Leo Ellebracht Company in an amount not to exceed **\$69,570;**
- for the purchase of 12 MSA brand one hour carbon wrapped breathing air cylinders from Reis Environmental in an amount not to exceed **\$13,824;**
- for the upgrade of three Digital X-Ray Systems by Logos Imaging in an amount not to exceed **\$138,000;**
- for the purchase of 20 Law Enforcement Tactical Communications Headsets from Simmons Law Enforcement in an amount not to exceed **\$19,775;**
- for the purchase of an Electric Hydraulic Door Breaching System from Broco, Incorporated in an amount not to exceed **\$11,020;**
- for the purchase of a Night Vision Monocular from American Technologies Network in an amount not to exceed **\$15,610;**
- for the purchase of Zodiac Rescue Boat accessories which includes keel to tube inflation hoses, air cylinder bottle sheaths and boat lifting harnesses from MilPro Marine in an amount not to exceed **\$14,478;** and,
- for the delivery of a three day 24 person radio programming course with programming software and hardware from Motorola Solutions, Incorporated in an amount not to exceed **\$55,000;**

for a total amount not to exceed **\$476,339** from the UASI grant program.

ATTACHMENT A

Expenditures for Equipment and Services
June 10, 2014

<u>Category</u>	<u>Vendor</u>	<u>Description</u>	<u>Jurisdiction/Agency</u>	<u>Quantity</u>	<u>Cost</u>
Emergency Response Equipment, Planning and Training (UASI)					
1	Hagerty Consulting (Evanston, IL)	All Ready Campaign	Regional	1	\$139,062
2	Leo M. Ellebracht Company (Wentzville, MO)	Breathing air cylinders	Franklin, Jefferson, St. Charles, St. Louis and St. Clair Counties and St. Louis City	72	\$69,570
	REIS Environmental (St. Louis, MO)	Breathing air cylinders	Madison County	12	\$13,824
3	Logos Imaging (Richmond, IN)	Digital X-ray system upgrades	St. Louis City, St. Louis County, St. Charles County	3	\$138,000
	Simmons Law Enforcement (Lee's Summit, MO)	Tactical communications headsets	Jefferson County	20	\$19,775
	Broco, Inc. (Rancho Cucamonga, CA)	Electric hydraulic door breaching system	St. Louis City	1	\$11,020
	American Technologies Network (San Francisco, CA)	Night vision monoculars	St. Louis City	5	\$15,610
4	MilPro Marine (Grand Rapids, MI)	Zodiac rescue boat accessories	St. Charles County, St. Louis County, St. Clair County	various	\$14,478
5	Motorola (St. Louis MO)	Radio programming hardware, software and training	Regional	various	\$55,000
TOTAL EXPENDITURES					\$476,339

Total UASI Expenditures: \$476,339

Categories:

- 1 - Citizen Preparedness
- 2 - Critical Response Teams - Hazmat
- 3 - Critical Response Teams - Law Enforcement
- 4 - Critical Response Teams - USAR
- 5 - Interoperable Communications

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative
through Fiscal Year 2013

	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.	\$17,851,882	\$17,700,688	\$97,872	\$53,322
	928,000	829,682	0	98,318
	2,076,000	1,949,964	0	126,036
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.	7,352,507	7,153,908	184,405	14,194
	4,544,668	4,514,819	0	29,849
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.	8,251,622	8,196,622	55,000	0
	9,042,910	8,988,047	0	54,863
	674,300	674,300	0	\$0
	5,322,438	5,278,534	0	43,904
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.				

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative
through Fiscal Year 2013

	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
<p>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.</p>				
Universal ID Project	557,812	557,812	0	0
<p>This system provides a uniform identification card for fire, law enforcement and volunteers with credential information embedded in the card.</p>				
Expand Public Health Capabilities	2,678,131	2,522,061	0	156,070
<p>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.</p>				
Mass Casualty Equipment, Medical Supplies and Software for Hospitals	2,249,599	2,107,999	0	141,600
<p>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.</p>				
Disaster Incident Management System for Hospitals and Tactical Response	\$1,959,308	\$1,959,308	\$0	\$0
<p>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.</p>				

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative
through Fiscal Year 2013

	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.	\$ 2,655,982	\$2,599,000	\$0	\$56,982
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.	2,569,062	2,430,000	139,062	0
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.	371,500	371,500	0	0
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.	3,505,608	3,488,987	0	16,621
Totals:	\$76,037,700	\$74,769,602	\$476,339	\$791,759

¹ This total represents the sum of UASI funds awarded for equipment and contractual obligations for fiscal years 2003 - 2013. 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.