



**EAST-WEST GATEWAY**  
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

**MEMORANDUM**

**TO: Transportation Planning Committee - Missouri Members**  
**FROM: East-West Gateway Staff**  
**DATE: October 30, 2015**  
**SUBJECT: Wednesday, November 4, 2015 meeting**

The next meeting of the Missouri subcommittee of the Transportation Planning Committee (TPC) is scheduled for **Wednesday, November 4, 2015 at 2:00 p.m. at East-West Gateway Council of Governments offices**. (Reminder parking is available at Stadium-East Garage)

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

**AGENDA**

1. Call to order
2. Freight Planning Update – Christopher Michael
3. National Travel Time Database – Larry Grither
4. Coordinated Human Services Transportation Plan – Rachael Pawlak
5. Transportation Alternatives Program – Jason Lange/Rachael Pawlak
6. Reasonable Progress – Jason Lange
7. Other Business
  - Annual Meeting – November 18, 2015
  - Next Meeting Scheduled for Wednesday, January 6, 2016, 2 PM

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## **Missouri Transportation Planning Committee Meeting Notes – November 2015**

The Missouri Transportation Planning Committee (TPC) Meeting was held in the Council offices on Wednesday, November 4, 2015 at 2:00 p.m.

### Members in Attendance

Ted Medler, St. Louis County

Wesley Stephen, MoDOT

Mike Henderson, MoDOT

Ron Williams, Franklin County

Jason Jonas, Jefferson County

Rich Bradley, City of St. Louis

### Members Absent

Jessica Medford-Miller, Metro

Hart Nelson, St. Louis RCGA

Steve Ables, St. Louis County Municipal League

Tracy Beidleman, BSDA/Metro

Craig Tajkowski, St. Charles County

John Greifzu, Director of Transportation, St. Charles County

Marielle Brown, BPAC representative, Trailnet

EWGCOG Staff:

Larry Grither, Rachael Pawlak, Anna Musial, Chris Michael, Marcie Meystrik, Sonya Pointer, Peter Koepfel

### CALL TO ORDER

The meeting was called to order by Ted Medler, Chair.

### ITEMS

**Freight Planning Update** – Christopher Michael presented an update on regional freight planning activities and multimodal policies at the state and federal level. As the world's cities are growing, and people are migrating to urban areas, where does freight fit into transportation infrastructure? Global infrastructure funding will require trillions of dollars annually and funding is just not there, but must be balanced with population changes. FHWA projects large growth – a 60% increase in freight traffic.

The St. Louis region's freight assets include being the northernmost port on the Mississippi River free of ice year-round, 3<sup>rd</sup> largest rail hub in the U.S., and significant unused airport capacity. Recommendations of the regional freight study include:

1. Create a district and authority to coordinate freight priorities at the regional level.
2. Optimize economics for the region, champion the freight industry, and enhance facilities.

The study was completed in 2013-14, and then a freight working group was formed, setting the stage for where to go from here. Aegis Strategies was hired to complete an action plan and keep the group on task. The regional freight district was formed in Fall 2014, and hired Mary Lamie as executive director, who was previously with IDOT for 20 years. The working group is currently in the process of creating a Board of Directors (BOD), and is temporarily serving this role in the meantime. The group hopes to have formal BOD identified in the next few months and wants to include the private sector as well, not just government/DOT/MPO. Snapshot of study - The study looked at industrial square footage and employment in the area and identified 23 Industrial Site Areas (ISA). The Where We Stand update notes that St. Louis is on average for freight tonnage and has had proactive regional leadership.

The Southwestern Illinois freight transportation study was released and took the regional study to next level, looking at where the region fits into the national level, and comparing to similar Midwest cities.

MODOT also completed a freight study last year, and is ahead of the game in terms of DOTs completing freight studies. MODOT also operates a freight enhancement program and a freight advisory committee.

America's Central Port (ACP) district just expanded, keeps growing, and has been asked to expand again, all the way up to Alton. ACP received a TIGER grant in 2011 to work on their south harbor and add rail lines, and is almost done. ACP also connects to Container on Barge, which is typically grain, coal, gravel, sand.

The house bill currently being debated includes freight programs and expands on definition of national freight network, but is primarily aimed at highways. Of approximately \$22 billion in federal funds, no more than 10% of funds can be used for rail, water, and freight, so funding is quite low, especially for larger projects. FHWA documents freight operations, case studies, public-private partnerships, etc.

Other freight initiatives in the region:

St. Louis Port Working Group – A collection of business owners, planners, and DOTs that have been meeting for several years now.

The St. Louis Regional Chamber – Has a multimodal transportation infrastructure committee focused on the relationship between economic development and freight.

Southwestern Illinois Business Council – Similar to the Regional Chamber, and prioritizes multimodal transportation investments.

stlgateway.com - Developed by Leadership Council Southwestern Illinois and the Regional Chamber

Bi-State – Plans on launching a freight district website.

Boeing Center for Technology at Washington University – Houses a supply chain research center that hosts free events.

St. Louis Engineers Club

Transportation Club of St. Louis

Mid-America Freight Coalition – Active in policy coordination.

Illinois Rivers Ports + Terminals – Working at the national level to build relationships with businesses.

Mississippi River Cities + Towns Initiative - Working at the national level to build relationships with businesses.

Illinois State Freight Advisory Council – Active group, looking at funding for the Marine Highway System (M-5 and M-35).

Question: Is the presentation available? Yes

Question: Is the 60% freight increase broken down by mode? No, it's a national average of total freight tonnage through 2045.

**National Travel Time Database** – Larry Grither presented an overview of the database. Performance measures and data recording required by DOTs and MPOs is mainly congestion-related, looking at reliability and total hours of congestion per year. The database provides and monitors the data needed, which is made available to DOTs and MPOs free of charge. EWG signed up a couple years ago and now has data that covers the entire interstate highway system. A map has been developed by EWG based on travel time data and shows congestion in the region. EWG has produced several maps, with the goal of producing a report every year based on maps/data. Originally there was no Illinois data, but now there is, so we can look at the region as a whole, and compare regionally, which is a main use of this data. There is also a program called RITIS (Regional Integrated Transportation Information System) that has developed software that takes this data and calculates performance measures. Metrics include reliability measures such as planning time and buffer time, and strategies on how to lower them. RITIS is not automatically available, but is under contract with MODOT. Each month, data from the prior month is made available. This will be more useful in future, but also depends on the federal transportation bill.

**Coordinated Human Services Transportation Plan** – Rachael Pawlak announced that EWG is currently updating the Coordinated Plan, which identifies and prioritizes mobility for transit dependent populations such as the elderly, persons with disabilities, and low income populations. EWG is responsible for development of the plan, and is required to update it every 4 years. The first plan was completed in 2008, and updated in 2012. The Coordinated Plan guides the use of the Section 5310 program to enhance mobility. The St. Louis urbanized area receives approximately \$1.8 million each year for Section 5310 funding. Elements of the Coordinated Plan include an assessment of transportation needs of the population, an inventory of transportation services in the region, and strategies to identify gaps and prioritize implementation. EWG has convened a stakeholder committee to develop the plan update, and the first meeting will be next week, looking at assets and barriers. The Coordinated Plan will follow the TIP schedule, with a draft available in May 2016, out for public comment in June, and the final plan approved in July 2016.

**Transportation Alternatives Program** – Jason Lange announced the solicitation for TAP projects. A workshop was held on October 15 for sponsors, where the TAP workbook was presented, Trailnet presented best practices, and Alta discussed the Gateway Bike Plan. A Project Review Workshop was held yesterday, with 11 people attending. Due to demand, an additional half-day workshop was added. Preliminary TAP applications were due on October 29, and 9 were received for review.

Question: How much money for TAP? Jason answered approximately \$7 million.

**Reasonable Progress** – Jason Lange announced there were few reasonable progress updates since federal management was shut down for the month of October while updating software. Two projects have been obligated since then, and more should be coming next month. Total programmed this fiscal year is about \$80 million.

**Other Business** – Jason Lange announced the MODOT project implementation workshop for the federal design process will be held in Maryland Heights on November 12, and registration is now open online. MODOT will also be holding a right-of-way workshop in Maryland Heights on December 9. The EWG Annual Meeting will be held on November 18 with breakout sessions on Great Streets, Where We Stand update, and the regional freight district. There will be a panel discussion at 10:00 and then lunch at noon.

Motion to adjourn, seconded. Motion carries unanimously.

**Meeting Adjourned.**