AGENDA
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
EXECUTIVE ADVISORY COMMITTEE
TUESDAY, JUNE 19, 2018 – 2:00 PM

1. CALL TO ORDER

2. APPROVAL OF MINUTES OF MAY 22, 2018

3. DISCUSSION ITEMS

A. Missouri Department of Transportation - - Tom Blair

B. MetroLink System-Wide Security Assessment - - Marcie Meystrik

C. I-70 Planning and Environmental Linkages - - Wesley Stephens

E. Where We Stand Update on Mode Choice - - Dan Hutti

F. Regional Approach to Summit Themes - - Jim Wild

4. ACTION ITEMS

A. Authorization to Enter Into a Lease for Office Space - - Royce Bauer

B. Resolution to Approve and Adopt the Title VI Program - - Staci Alvarez

C. Extension of September 30, 2018 Suspense Date for Locally Sponsored Projects - - Josh Schwenk

D. Amendments to the FY 2018-2021 Transportation Improvement Program (TIP), *Connected2045*, and the Related Air Quality Conformity Determination – Requested by Illinois and Missouri Sponsors - - Josh Schwenk

E. Regional Security Expenditures - - Nick Gragnani

5. OTHER BUSINESS

6. ADJOURNMENT

NEXT MEETING DATE: TUESDAY, AUGUST 21, 2018

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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Bi-State Development
Executive Director
James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Project Notifications

Date: June 13, 2018

Attached is the Project Notification list for May 2018. 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 Carol Lawrence in the Community Planning department.

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

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

webmaster@ewgateway.org
www.ewgateway.org

Project Notifications for East-West Gateway Council of Governments
May 2018

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE, LOCAL/OTHER	TOTAL
St. Louis County	St. Louis County #1811006	Paul Coverdell Forensic Sciences Improvement Grant Program FY2018 Paul Coverdell Science Improvement	DOJ	$249,716		$249,716
St. Louis County	St. Louis County #1811010	DNA Backlog Reduction Program FY 2018 DNA Capacity Enhancement and Backlog Grant	DOJ	$171,077	Applicant: $21,381	$192,458
City of St. Louis	St. Louis University #1811021	Local Food Promotion Program Enhancing Promise Zone Food System to Support Local Farmers	USDA	$486,268	Applicant: $309,516	$795,784
St. Louis County	Curators of the University of Missouri on behalf of UMSL #1812001	Substance Abuse and Mental Health Service Projects of Regional and National Significance Project Healthy and Aware STL	HHS	$375,000		$375,000
City of St. Louis	City of St. Louis Mental Health Board of Trustees #1812034	Substance Abuse and Mental Health Service Projects of Regional and National Significance Mental Health Awareness Training Program St. Louis Region	HHS	$125,000		$125,000
St. Louis County	National Council on Alcoholism and Drug Abuse-St. Louis Area #1812039	Substance Abuse and Mental Health Service Projects of Regional and National Significance Youth Mental Health First Aid - STL	HHS	$369,602		$369,602

MINUTES

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
EXECUTIVE ADVISORY COMMITTEE
MAY 22, 2018

Members Present
Tom Curran, St. Louis County, MO, *Chair*
Gary Elmestad, St. Charles County, MO
Norman Etling, St. Clair County, IL
Maurice Falls, City of St. Louis, MO
John Greifzu, St. Charles County, MO
Barb Hohlt, St. Clair County, IL
Kevin Jemison, IDOT
Curtis Jones, IDOT
Edie Koch, Monroe County, IL
Luke Sapa, City of St. Louis, MO
Bill Schnell, MoDOT
Stephanie Leon-Streeter, St. Louis County, MO
Jonathan Zimmerman, Franklin County, MO

EWGCOG Staff:
Jim Wild, Staci Alvarez, Jerry Blair, Joyce Collins-Catling, Ross Friedman, Nick Gragnani, Larry Grither, Ajdin Hamzagic, Ryan Hatch, Paul Hubbman, Dan Hutti, Frank Johnson, Peter Koeppel, Jason Lange, Carol Lawrence, Mary Grace Lewandowski, Marcie Meystrik, Maureen McCarthy, Anna Musial, Rachael Pawlak, Sonya Pointer, Amir Poorfakhrael, John Posey, Himmer Soberanis, Josh Schwenk, Melissa Theiss, Michael Wohlstadter, Aaron Young

CALL TO ORDER

The Executive Advisory Committee was called to order by Tom Curran, Chair.

APPROVAL OF MINUTES OF MARCH 20, 2018 MEETING

Motion was made by Mr. Etling, seconded by Mr. Zimmerman, to approve the minutes of the April 17, 2018 meeting. Motion carried, all voting aye.

DISCUSSION ITEMS

Board Directors Summit
Jim Wild, EWGCOG, gave a brief update of the upcoming Summit noting there will be a brief business meeting followed by the Summit. The meeting and Summit will be held at the Visitors Center in Forest Park from 10:00 a.m. – 4:00 p.m. He noted that Orv Kimbrough, United Way of Greater St. Louis, Kathy Osborn, Regional Business Council, and Tom Chulick, St. Louis Regional Chamber will present on the importance of the Board's conversation to partnerships and efforts in their respective sectors. Mr. Wild indicated that a facilitator will lead the Summit's conversations around collaboration and coordination in the areas Workforce &

Education, Economic Development, Public Safety & Crime, and a Common Voice (MO and IL). The EAC is welcomed and invited to attend.

ACTION ITEMS

2018 Regional Performance Targets – Annual Hours of Peak Hour Excessive Delay and Non-Single Occupancy Vehicle Travel

Peter Koeppel, EWGCOG, summarized the establishment of regional reliability targets as required by federal transportation law. He noted federal law gives state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) separate responsibility for establishing performance targets and using performance measures to track progress toward meeting those targets in a variety of transportation areas including safety, bridge and pavement condition, air quality, freight movement, and system reliability. The target setting process is staggered and not all targets are set at once and will be an ongoing process through the end of the year.

Staff recommended the Board establish the 2018 regional reliability performance targets for the East-West Gateway planning area as follows:

2018 Regional Reliability Targets for the St. Louis Metropolitan Area	
Annual Hours of Peak Hour Excessive Delay	9.5 hours
Percent of Non-Single Occupancy Travel	17%

Mr. Greifzu asked for clarification regarding 2017 data and asked for more information concerning the analysis.

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

Consultant Selection for Collinsville Great streets Study

Paul Hubbman, EWGCOG, summarized staff's recommendation that the Executive Director be authorized to negotiate and enter into contracts with Development Strategies, the i5 Group, CBB, and Farr Associates for a collective amount not to exceed $85,000 for work related to the City of Collinsville Great Streets project. In the event that a contract cannot be successfully negotiated with the i5 Group, CBB, and/or Farr Associates, staff recommends identical authorization to negotiate and enter into contracts with the alternate firm DTLS. In addition, staff recommends that the Executive Director be authorized to enter into a funding agreement with the City of Collinsville for project match funding for an amount not to exceed $10,000.

Motion approving the recommendation was made by Mr. Schnell, seconded by Ms. Leon-Streeter. Motion carried, all voting aye.

Modification to the FY 2018-2021 Transportation Improvement Program, *Connected2045*, and the Related Air Quality Conformity Determination – Section 5310 Program
Melissa Theiss, EWGCOG, summarized staff's recommendation that the FY 2018-2021 TIP, *Connected2045*, and the related Air Quality Conformity Determination be revised to add 18 new Section 5310 projects.

Motion approving the recommendation was made by Mr. Falls, seconded by Mr. Jemison. Motion carried, all voting aye.

Amendments to the FY 2018-2021 Transportation Improvement Program (TIP), *Connected2045*, and the Related Air Quality Conformity Determination – Requested by Illinois and Missouri Sponsors
Josh Schwenk, EWGCOG, summarized staff's recommendation to revise the FY 2018-2021 TIP, *Connected2045*, and related Air Quality Conformity Determination to add two new projects and modify two existing at the request of the Illinois Department of Transportation (IDOT) and to add two new projects, modify six existing projects, and add one new scoping project at the request of the Missouri Department of Transportation (MoDOT).

The projects are summarized below:

TIP #	Sponsor	Action	Description
6650E-18	IDOT	Add	Madison -- IL 159/IL 157 – IL; 159: Park St to Glen Crossing Rd; IL -- ADA Improvements
6886A-18	IDOT	Add	Madison -- IL 3 -- At Pontoon Rd -- Intersection Reconstruction
6647-19	IDOT	Modify	Madison -- IL 157 -- Over tributary of Silver Creek south of Hamel -- Replace bridge; land acquisition; utilities
4384-08	IDOT	Modify	St. Clair - - I-55/64 Collector- Distributor – Poplar St Bridge Complex - - Joints, superstructure, & substructure repairs
6100D-18	MoDOT	Add	St. Charles - - MO I-70 – West of Point Prairie Road - - Payment to Wentzville for new interchange
6887A-18	MoDOT	Add	Jefferson - - MO I-55 Outer road – McNutt to approximately 1 mile south of McNutt - - Payment to Herculaneum to take over maintenance of roadway
6705F-17	MoDOT	Modify	St. Louis City - - MO - - I-64 – 18th Street to Broadway Bridges A1516, A1517, A1518, A1519, A1520, and A1521 MO T: MO TT to MO JJ - - Pavement and guardrail Improvements
6788P-17	MoDOT	Modify	Jefferson - - MO T/TT – MO TT: US 61 to I-55;
6811P-18	MoDOT	Modify	Franklin - - MO - - MO C – MO 100 at New Haven to US 50 West of Leslie - - Pavement and guardrail improvements Heights - - Drainage improvements
6811X-18	MoDOT	Modify	St. Louis - - MO 364 – At Bennington Place in Maryland
6852D-18	MoDOT	Modify	Franklin - - MO - - MO VV – MO 100 to MO E - - Pavement Repair & guardrail upgrades
6852E-18	MoDOT	Modify	Franklin - - MO - - MO EE – US 50 end of maintenance - - Pavement repair & guardrail upgrades
5905-18	MoDOT	Scoping	St. Charles - - MO - - I-70 – Wentzville Pkwy to MO Z - - Relocate I-70

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

Regional Security Expenditures
Nick Gragnani, EWGCOG, presented the request for the Board to approve the expenditure of funds to allow the Executive Director to enter into a contract with Environmental Systems Research Institute, Incorporated (ESRI) to conduct training in the use of the Aeronautical Reconnaissance Coverage Geographic Information Systems (ArcGIS) software for regional Public Health epidemiologists; for a sub-award to St. Louis County, Missouri for the Fusion Center Training Liaison position; to allow the Executive Director to enter into a contract with the University of Missouri, Department of Statistics to conduct training in the use of the Statistical Package for the Social Sciences (SPSS) software for regional Public Health epidemiologists; for the purchase of 15 Ballistic Helmets from First Spear, LLC the purchase of five Ballistic Vests from First Spear, LLC; and, the purchase of 50 Garmin GPS units from Tiger Supplies, Inc. for a total amount not to exceed $323,701 from the CCTA and the UASI grant programs.

Motion approving the recommendation was made by Mr. Etling, seconded by Ms. Hohlt. Motion carried, all voting aye.

OTHER BUSINESS

Mr. Elmestad briefed the committee regarding the Missouri General Assembly's ruling on the gas tax increase. He will pass on information as more becomes available. He further noted that $1.98 billion was added on to the federal omnibus bill previously passed, and that the House is currently looking at a 2019 US DOT funding package.

ADJOURNMENT

Motion to adjourn the meeting was made by Ms. Hohlt , seconded by Mr. Falls. Motion carried, all voting aye.

Respectfully submitted,

James M. Wild
Secretary, Board of Directors

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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Transportation
Erika Kennett
Illinois Department of Commerce
and Economic Opportunity
Patrick McKenna
Missouri Department of
Transportation
John Nations
Bi-State Development
Executive Director
James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Where We Stand 7th Edition, Update 8: Transportation Mode Split

Date: June 13, 2018

The seventh edition of *Where We Stand* (WWS), released in 2015, assesses the health and competitiveness of the St. Louis region by showing how St. Louis ranks among the 50 largest Metropolitan Statistical Areas (MSA) on more than 200 variables. Periodically, East-West Gateway releases shorter reports known as *Where We Stand Updates* to analyze specific issues in greater depth or to update the standing of St. Louis based on new data.

Staff will present on a new Where We Stand Update covering transportation mode split.

Under federal law, state departments of transportation, as well as Metropolitan Planning Organizations, are required to set targets for a set of national performance measures. One of the measures is the percentage of travel by non-single occupancy vehicles (SOV). Non-SOV travel can include walking, bicycling, or carpooling, and also includes working from home or telecommuting. Federal law mandates the use of this metric as an indication of how regions are performing on the goals of the Congestion Mitigation and Air Quality Improvement Program.

To aid in the process of setting targets, this update presents information on mode choice by commuters on their way to work. In 2016, the St. Louis MSA ranked 41st on the use of non-SOV travel on work commute trips. In the St. Louis region, 16.6 percent of commute trips used walking, biking, carpooling, public transit, or telecommuting. This was 5.9 percentage points lower than the United States as a whole.

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

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

webmaster@ewgateway.org
www.ewgateway.org

WHERE WE STAND

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

This update looks at the proportion of workers who commute by non-single occupancy vehicles, which includes public transportation, carpooling, walking, biking, and telecommuting.

7th Edition, Update 8 **June 2018**

Transportation Mode Split

Fewer than 20 percent of commuters in the St. Louis region travel to work using a mode other than driving alone. Under federal law, departments of transportation (DOT) and metropolitan planning organizations (MPO) are required to set targets for a set of national performance measures. One of the measures is the percentage of travel by non-single occupancy vehicles (SOV). This includes travel taken via public transportation, walking, bicycling, or carpooling as well as working from home (telecommuting).

Federal transportation law mandates the use of this metric as an indication of how regions are performing on the goals of the Congestion Mitigation and Air Quality Improvement Program. Reducing the number of trips completed in single-occupancy vehicles, and therefore congestion, can have a positive effect on air quality by reducing emissions. The transportation sector accounts for about a quarter of all greenhouse gas (GHG) emissions in the United States, and, as shown on Figure 1, about half of transportation related emissions are from travel by individuals (passenger cars and light-duty trucks).[2]

In the St. Louis region, providing more transportation choices is one of the guiding principles of the long-range transportation plan, Connected2045. Performance on this principle is measured by the percent of commute trips by non-SOV travel. This principle emerged as a top priority for the region through a process that solicited extensive input from stakeholders and the general public.

In addition to environmental benefits, increasing non-SOV travel can encourage more active lifestyles, reduce traffic congestion, and make non-motorized modes of transportation more viable options (EWG 2015).

Residents in the St. Louis region who do not own a car are limited in the jobs and other destinations they can reach. For example, a vast majority of residents of the city of St. Louis live within a quarter mile of bus or light rail stop. However, at most, a city resident can only reach 37 percent of jobs in the East-West Gateway (EWG) region via a 60 minute public transportation commute.[3] There are some residents in portions of St. Louis County that have similar access to jobs via public transit, but residents in outer areas of the region have very limited access. By comparison, almost all city of St. Louis and St. Louis County residents, as well as some residents in St. Charles, St. Clair, Madison, and Jefferson counties, can reach 100 percent of jobs in the region via automobile within 45 minutes (EWG 2015).

Figure 1: Share of U.S. Transportation Sector GHG Emissions by Source, 2015

Source: EPA, Fast Facts, 1990-2015

Despite the limited reach of the transit system, some people may choose to not own a car. For others, owning a car is not an affordable option. On average, owning a car is estimated to cost $8,469 per year (AAA 2017) compared to $936 a year for 12 monthly passes for Metro transit in St. Louis (Metro 2018). Litman (2017) deems transportation costs in excess of 20 percent of a household's income to be unaffordable. By this criterion, a household would need an income of $42,345 for an automobile to be considered affordable. In St. Louis, about 35 percent of households have an income that is lower than this threshold (U.S. Census 2016).

1 MSAs (Metropolitan Statistical Areas) are geographic entities delineated by the Office of Management and Budget (OMB). MSAs are areas with "at least one urbanized area of 50,000 or more population, plus adjacent territory that has a high degree of social and economic integration with the core as measured by commuting ties."
2 Light-duty vehicles include trucks used for light cargo as well as sport utility vehicles and minivans, which are primarily used for transporting passengers.
3 The East-West Gateway (EWG) region, including Franklin, Jefferson, St. Charles, and St. Louis counties and city of St. Louis in Missouri and Madison, Monroe, and St. Clair counties in Illinois.

This Where We Stand (WWS) Update provides data on transportation mode split to inform the establishment of a goal for the percentage of travel completed by non-SOVs in the St. Louis region. It shows how the region ranks among the 50 most populous U.S. regions (the peer regions) as well as data specifically for the St. Louis region on mode split by county, age, and race. The St. Louis MSA has been among the peer regions with the lowest proportion of non-SOV commuters for at least the last 16 years. A majority of commuters in St. Louis, as well as across the nation, drive alone to work. This has not changed much in recent years, but there has been a decline in carpoolers and an increase in the number of people working from home. In St. Louis, these trends are similar in all counties, for all age groups, and for all racial and ethnic groups, although non-SOV travel is more common among younger workers and members of racial or ethnic minorities.

Mode Split in the United States, 1980 to 2016

The data in this report focuses solely on transportation mode split for commutes to work. This is the most consistently available data as well as a sensible focus for the target measure. Commute trips constitute a large share of travel—an estimated 28 percent of household vehicle miles of travel (VMT) and 39 percent of all transit passenger miles of travel. Commute trips are important to planning for at least three additional reasons. First, commute trips tend to occur during the most congested times of day. Second, commute trips often influence where people choose to live or to locate businesses. Third, commute trips affect the timing and destination of other trips (AASHTO, 2013).

There is not reliable and consistent data on what mode people use for non-commute trips. However, continuing increases in VMT per capita indicate that automobile travel is not being replaced by other modes. Nationally and in the St. Louis region, VMT per capita has closely followed economic conditions. While VMT per capita declined during the recession, it has returned to pre-recession levels nationally and is close to pre-recession levels for St. Louis. Nationally, VMT is projected to continue increasing over the next 20 years, albeit at a lower rate than has been experienced over the last three decades. (FHWA 2017).

In the United States, SOV travel has long been the dominant mode of transportation. In 1980, SOV accounted for 64 percent of commuter travel. It increased to 76 percent in 2000 and has remained about the same since that time. Figure 2 shows the trend has been the same for the St. Louis MSA, with a slightly larger percentage of commuters using SOVs over the entire time period.

The nation experienced several changes over this time period that affected mode share, all of which can make the flexibility of driving alone more appealing than other modes. First, work schedules tend to vary more or be more flexible now than they once were. The lack of a regular schedule makes public transportation less appealing and coordination of carpooling challenging. Second, less dense land use means fewer people have access to public transportation and people are less likely to live within walking distance of their jobs. Lastly, trip chaining has increased. Carpooling or using public transportation makes it difficult to pick up children from school or grocery shop on the way home from work (AASHTO 2013).

Figure 3 (Page 3) shows the change in non-SOV modes for the nation from 1980 to 2016. The most notable changes include a steady decline in carpooling from 19.7 percent in 1980 to 9.0 percent in 2016 and a steady increase in the proportion working from home from 2.3 percent in 1980 to 5.0 percent in 2016. Public transportation and walking both declined from 1980 to 2000 but appear to have leveled off over the past 16 years. Other modes of transportation combined, including bicycle, motorcycle, and taxi cab, have accounted for less than 2 percent of travel over the entire time period.

Figure 2: Single Occupancy Vehicle Travel
United States & St. Louis MSA, 1980 to 2016

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

Where We Stand: St. Louis 15-County MSA

In 2016, the St. Louis MSA had one of the lowest proportions of non-SOV travel among the peer regions. The region ranked 41st with 16.6 percent of commute trips taken via walking, biking, carpooling, public transit, or working from home. This is 5.9 percentage points lower than the United States as a whole.

The region's ranking among the peers has fluctuated some over the past 16 years, but the region has remained among the 10 regions with the lowest percentage of non-SOV commuters, except in 2008 when the region ranked 38th.

Similar to the region's ranking among the peers, the percentage of non-SOV commuters for St. Louis has not changed much, ranging from a low of 15.9 percent in 2011 and 2015 to a high of 17.7 percent in 2008. The percentage of non-SOV commuters for the United States as a whole also has not fluctuated much, and the proportion has consistently been higher than that of the St. Louis region.

From 2000 to 2016, 17 regions experienced an increase in non-SOV travel, but the increase was minimal for most regions. The regions with the largest increases are in the Northeast and on the West Coast. Many were already among the regions with the largest proportions of non-SOV commuters in 2000. The largest percentage point increases from 2000 to 2016 were San Francisco (4.1), New York (4.0), Boston (3.9), and Seattle (3.0).

Non-Single Occupancy Vehicle Travel

Percent of workers walking, biking, carpooling, working from home, or taking public transit to work, 2016

1	New York	49.1
2	San Francisco	40.0
3	Washington, D.C.	32.6
4	Boston	32.0
5	Seattle	30.6
6	Chicago	28.5
7	Portland	28.1
8	Philadelphia	26.4
9	Salt Lake City	24.3
10	San Jose	24.2
11	Denver	23.7
12	Los Angeles	23.6
13	San Diego	22.8
14	Austin	22.8
15	Pittsburgh	22.5
United States		**22.5**
16	Baltimore	22.3
17	Phoenix	22.0
18	Sacramento	22.0
19	Minneapolis	21.5
20	New Orleans	21.3
21	Atlanta	20.9
22	Miami	20.9
23	Riverside	20.4
24	San Antonio	19.7
25	Tampa	19.6
26	Las Vegas	19.1
27	Milwaukee	18.8
28	Virginia Beach	18.8
29	Hartford	18.6
30	Raleigh	18.5
31	Providence	18.5
32	Orlando	18.2
33	Charlotte	18.1
34	Dallas	18.1
35	Houston	17.9
36	Cleveland	17.8
37	Jacksonville	17.6
38	Cincinnati	17.6
39	Nashville	17.2
40	Richmond	16.7
41	**St. Louis**	**16.6**
42	Buffalo	16.6
43	Columbus	16.4
44	Louisville	16.3
45	Memphis	15.8
46	Oklahoma City	15.6
47	Kansas City	15.5
48	Detroit	14.9
49	Indianapolis	14.7
50	Birmingham	13.4

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

Change in Non-Single Occupancy Vehicle Travel

Percentage point change in percent of workers walking, biking, carpooling, working from home, or taking public transit to work, 2000 - 2016

1	San Francisco	4.1
2	New York	4.0
3	Boston	3.9
4	Seattle	3.0
5	San Jose	2.3
6	Portland	2.1
7	Hartford	1.8
8	Washington, D.C.	1.1
9	Salt Lake City	1.0
10	Pittsburgh	0.7
11	Tampa	0.5
12	Denver	0.4
13	Austin	0.3
14	Minneapolis	0.3
15	Raleigh	0.3
16	Detroit	0.2
17	Philadelphia	0.2
18	Orlando	0.0
19	Providence	-0.1
20	Chicago	-0.1
21	Charlotte	-0.1
22	Cleveland	-0.2
23	**St. Louis**	**-0.2**
24	Cincinnati	-0.5
25	Richmond	-0.6
26	Miami	-0.6
27	Jacksonville	-0.7
28	Virginia Beach	-0.8
United States		**-0.9**
29	Milwaukee	-0.9
30	Atlanta	-1.1
31	Columbus	-1.1
32	Buffalo	-1.2
33	Kansas City	-1.2
34	Baltimore	-1.3
35	Louisville	-1.3
36	Nashville	-1.4
37	Sacramento	-1.8
38	Oklahoma City	-1.8
39	San Diego	-1.9
40	Indianapolis	-1.9
41	Phoenix	-1.9
42	Dallas	-2.2
43	Birmingham	-2.6
44	Memphis	-2.7
45	San Antonio	-3.0
46	Los Angeles	-3.5
47	Houston	-3.9
48	New Orleans	-4.3
49	Riverside	-5.0
50	Las Vegas	-5.0

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

Figure 3: Non-Single Occupancy Vehicle Mode Split
United States, 1980 to 2016

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

Relative to the peers, these regions have a few characteristics in common. They tend to have established and extensive public transportation systems, they have recently experienced strong growth in public transportation commuters, and they tend to have more commuters who walk to work.

From 2000 to 2016, all 50 MSAs saw a decline in the proportion of commuters that carpooled. Some of the regions with the largest increases in single-occupancy vehicle commuters saw some of the steepest declines in carpooling, including Las Vegas, Riverside, and Houston.

All 50 regions also saw an increase in the proportion of workers telecommuting. Austin, Raleigh, and Tampa all saw increases over four percentage points.

Even in communities with extensive public transportation systems, driving alone is the most popular mode of travel. Among the peer MSAs, New York has the lowest percentage of commuters who drive alone, ranking 50th and comprising 49.5 percent of commuters in 2016. The St. Louis MSA has the 8th largest proportion of commuters driving alone, 82.6 percent.

Where We Stand tables for each mode for 2016 and for total non-SOV travel for 2000 through 2016 are available at http://www.ewgateway.org/research-center/where-we-stand/

Workers Who Commute by Public Transportation

Percent of Workers, 2016

1	New York	31.4
2	San Francisco	17.2
3	Washington, D.C.	13.4
4	Boston	13.1
5	Chicago	12.0
6	Seattle	9.5
7	Philadelphia	9.3
8	Portland	6.4
9	Baltimore	6.1
10	Pittsburgh	6.0
United States		**5.1**
11	Los Angeles	5.1
12	Minneapolis	4.7
13	Salt Lake City	4.6
14	San Jose	4.3
15	Denver	4.0
16	Miami	3.8
17	Las Vegas	3.7
18	Milwaukee	3.6
19	Buffalo	3.5
20	Cleveland	3.1
21	Atlanta	3.1
22	Hartford	3.1
23	San Diego	2.9
24	**St. Louis**	**2.6**
25	New Orleans	2.6
26	Providence	2.5
27	San Antonio	2.3
28	Austin	2.2
29	Sacramento	2.1
30	Cincinnati	1.9
31	Houston	1.9
32	Orlando	1.9
33	Phoenix	1.8
34	Virginia Beach	1.8
35	Louisville	1.8
36	Jacksonville	1.7
37	Columbus	1.6
38	Detroit	1.5
39	Richmond	1.4
40	Dallas	1.4
41	Tampa	1.4
42	Charlotte	1.4
43	Riverside	1.3
44	Raleigh	1.2
45	Memphis	1.1
46	Nashville	0.9
47	Kansas City	0.9
48	Indianapolis	0.7
49	Birmingham	0.5
50	Oklahoma City	0.4

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

Workers Who Commute by Walking

Percent of Workers, 2016

1	New York	5.8
2	Boston	5.2
3	San Francisco	4.5
4	Seattle	4.1
5	Virginia Beach	3.8
6	Philadelphia	3.6
7	Providence	3.4
8	Washington, D.C.	3.4
9	Portland	3.2
10	San Diego	3.2
11	Pittsburgh	3.2
12	Chicago	3.1
United States		**2.7**
13	Milwaukee	2.7
14	Baltimore	2.6
15	Los Angeles	2.5
16	Salt Lake City	2.5
17	Hartford	2.5
18	Buffalo	2.4
19	Denver	2.3
20	Cleveland	2.3
21	San Jose	2.3
22	Columbus	2.2
23	New Orleans	2.2
24	Minneapolis	2.1
25	Cincinnati	2.1
26	Jacksonville	2.0
27	Richmond	1.9
28	San Antonio	1.9
29	Sacramento	1.8
30	Miami	1.7
31	Austin	1.7
32	Indianapolis	1.6
33	**St. Louis**	**1.6**
34	Tampa	1.5
35	Louisville	1.5
36	Phoenix	1.5
37	Riverside	1.5
38	Oklahoma City	1.5
39	Houston	1.4
40	Atlanta	1.3
41	Nashville	1.3
42	Kansas City	1.3
43	Charlotte	1.3
44	Detroit	1.3
45	Las Vegas	1.2
46	Dallas	1.2
47	Memphis	1.1
48	Birmingham	1.1
49	Orlando	1.1
50	Raleigh	1.0

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

Mode Split by County

Driving alone is the dominant mode of travel in every county in the East-West Gateway (EWG) planning area.[4] Table 1 shows the percentage of commuters by main mode of transportation to work by county for the St. Louis region for the 2012-2016 time period. The city of St. Louis has the lowest proportion of commuters driving alone, 71.6 percent, and St. Charles County has the highest, 86.4 percent.

Although the dominant mode of travel in each county of the region is driving alone, non-SOV modes are used in every county. In the 2012-2016 time period, 16.4 percent of commuters in the EWG region used non-SOV modes. The most common non-SOV mode was carpooling, with 7.3 percent of commuters using this mode. Over the past few decades, however, carpooling has been on the decline in all counties. Working from home was the second most common, accounting for 4.4 percent of commuters and is the choice of a growing number of workers, particularly in areas of the region that are more distant from the urban core.

Commuters in the core of the region (city of St. Louis, St. Louis County, and St. Clair County) were the most likely to take public transportation, bike, and walk. However, the city of St. Louis is the only area of the region where public transportation is the dominant non-SOV mode, and even there, carpooling is not far behind. The city of St. Louis also had the largest proportions of bicyclists (0.9 percent) and walkers (4.3 percent).

As distance from the urban core increases, access to public transportation becomes more limited. In these areas, carpooling is used more frequently. Franklin and Jefferson counties have the largest proportions of carpoolers, both over 9 percent. Monroe and St. Charles counties have the largest proportions of people working from home, both over 5 percent.

Table 1: Mode Split
East-West Gateway (EWG) Region, 2012-2016

County	Drive Alone	Carpool	Public Transit	Bicycle	Walk	Work from Home	Total Non-SOV[1]
Madison	85.4	6.9	1.7	0.2	1.1	4.0	13.8
Monroe	84.7	7.7	0.6	0.0	1.0	5.7	15.1
St. Clair	82.0	7.4	4.2	0.2	1.7	3.2	16.8
Franklin	84.3	9.7	0.6	0.1	1.7	2.9	15.1
Jefferson	86.1	9.3	0.2	0.0	0.6	3.4	13.5
St. Charles	86.4	6.1	0.2	0.1	0.9	5.6	12.8
St. Louis	83.3	6.7	2.6	0.2	1.5	4.8	15.9
City of St. Louis	71.6	8.7	9.8	0.9	4.3	3.6	27.3
EWG Region	**82.8**	**7.3**	**2.8**	**0.3**	**1.6**	**4.4**	**16.4**

1 Total Non-SOV includes carpool, public transit, bicycle, walk, and work from home.
Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (B08301).

4 This section focuses on the eight-county region for which East-West Gateway Council of Governments coordinates transportation funding. Due to data availability and for comparison purposes, the WWS tables use the St. Louis 15-county Metropolitan Statistical Area (MSA). For a map of the counties see http://www.ewgateway.org/about-us/where-we-are/ .

Table 2 shows the percentage of commuters using Non-SOV modes by county for the past eight years.[5] The last column indicates the percentage point change. For the region as a whole, there has been very little change, ranging from 16.2 to 16.7 percent of commuters using non-SOV modes. Monroe County saw the largest decline in non-SOV travel with a 2.8 percentage point decrease, mostly due to a decline in carpooling.

Figure 4 provides the percentage of commuters by mode for the entire region from 2009 to 2016. Although small, the largest changes were a 1.5 percentage point decline in carpoolers and a 0.9 percentage point increase in people working from home. The other modes have remained about the same over the time period with about 2.7 percent of commuters using public transit, 1.6 percent walking, and 0.2 percent bicycling.

Figure 4: Non-SOV Mode Split
East-West Gateway Region, 2009 to 2016

Note: Data is for the 5-year periods ending in the stated years.
Source: U.S. Census Bureau, American Community Survey 5-Years Estimates (B08301)

Table 2: Percent of Commuters using Non-Single Occupancy Vehicle (SOV) Modes [1]
East-West Gateway (EWG) Region, 2009-2016

County	2009	2010	2011	2012	2013	2014	2015	2016	Change, 2009-2016
Madison	13.7	13.6	13.9	13.3	13.4	14.0	14.0	13.8	0.11
Monroe	17.9	18.1	17.1	16.0	14.6	14.9	14.6	15.1	-2.83
St. Clair	17.5	17.8	17.7	17.4	17.7	17.2	16.9	16.8	-0.67
Franklin	16.7	16.8	16.6	16.7	16.3	16.2	15.8	15.1	-1.65
Jefferson	15.2	14.6	14.2	14.8	14.6	14.3	13.7	13.5	-1.70
St. Charles	12.4	12.4	12.4	12.2	12.1	12.1	12.1	12.8	0.40
St. Louis	15.4	15.7	15.8	15.7	15.3	15.2	15.6	15.9	0.43
City of St. Louis	28.5	28.9	28.7	28.3	27.7	27.8	27.1	27.3	-1.24
EWG Region	**16.7**	**16.7**	**16.7**	**16.5**	**16.3**	**16.2**	**16.2**	**16.4**	**-0.38**

1 Total Non-SOV includes carpool, public transit, bicycle, walk, and work from home.
Note: Data is for the 5-year period ending in the stated years. For example, "2009" is for the 2005-2009 time period. The Census warns against comparing overlapping years.
Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (B08301).

5 Table 2 and Figure 4 use American Community Survey 5-Year estimates. They display the end year for the 5-year period reflected in the data. For example, "2009" is for the 2005-2009 time period. The U.S. Census Bureau warns against comparing overlapping years, but this is the best available for looking at data over time by county.

Mode Split by Age

As the millennials, along with younger generations, enter the workforce, they are doing so with advancing technologies at their disposal, including an increasing number of smartphone applications and the potential for driverless cars. These advances may have important implications for transportation choices. However, thus far, these changes have not made much of a difference in the proportion of the population that is choosing non-SOV modes of transportation.

This section first looks at broad age groups to see how mode choice differs among people of different ages and then looks at how these mode choices have changed over the past few decades. Last, is a look specifically at the choices of the millennial generation.

Table 3: Percent of Commuters Driving Alone by Age St. Louis MSA, 2016

Age Group	Percent
16-19	70.9
20-24	78.3
25-34	82.6
35-44	81.7
45-54	82.1
55-59	83.6
60-64	81.5
65+	80.3
All Ages	**81.3**

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

In 2016, a majority of commuters of all age groups in the St. Louis MSA drove alone to work with younger commuters less likely to drive than older ones. As shown in Table 3, the percentage increases from a low of 70.9 percent for 16-19 year olds, to a peak of 83.6 percent for the age group 55-59. About 80 percent of workers over the age of 65 commute via SOV.

Figure 5 shows the split for non-SOV modes by age group for the St. Louis MSA in 2016. The youngest commuters, 16-19 and 20-24 year olds, were the most likely to travel by non-SOV modes. Teenagers are the age group with the largest percentage of workers walking to work (6.4 percent) and taking public transit (8.9 percent). Public transit use is lower among other age groups—4.4 percent for 20-24 year olds, around 2 percent for the 25-44 and 60-64 age groups, and less than 1 percent for the 65 and older group.

Teenagers are about as likely to carpool as they are to take public transit. Those 65 and older are about as likely to carpool as they are to work from home (about 7 percent). For all other age groups, carpooling is the dominant mode of non-SOV travel with working from home following close behind for most age groups.

Figure 5: Non-SOV Mode Split by Age Group
St. Louis MSA, 2016

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

Looking at mode-split for people of the same age group in different time periods indicates that, for the most part, the mode choices have changed similarly for all age groups. Figure 6 and Table 4 provide mode split for three age groups for the St. Louis MSA from 1980 through 2016. These age groups were defined by the American Association of State Highway and Transportation Officials (AASHTO) as initial work group (ages 16-34), main work years group (ages 35-54) and aging-out boomers (ages 55+) (2013). In St. Louis, the percentage of workers driving alone to work increased for all three age groups with the most substantial increases between 1980 and 1990 followed by minimal, if any, changes over the remaining time periods (See Figure 6).

Figure 6: Commuters Driving Alone by Age Group
St. Louis MSA, 1980 to 2016

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

Table 4 provides detail on the changes in mode-split for non-SOV modes for the most recent time periods (2000 and 2016). The change, or absence of change, in some of the mode choices is similar among all three age groups—carpooling declined, walking remained about the same, and working from home increased.

One area where groups differ is public transit. The youngest group was more likely to take transit in 2016 than in 2000, but the older age groups did not see the same increase.

The travel behaviors of millennials have received a lot of attention, in part because this generation has not been driving as much as older generations. There was speculation this might be due to a shift in values millennials would carry with them as they aged.

This section looks at how the mode choice of this generation compares to other generations and has changed in recent years.

The most recent data indicates that millennials, as well as those who are younger, indicates they are simply starting to drive at an older age than other generations. This delay is not likely attributable to a change in values. Rather, the amount they drive alone seems to mirror trends of the past several decades—following economic trends and correlated with several lifestyle choices.

Born between 1981 and 1996, many millennials were reaching workforce age during the economic downturn. For most generations, between 40 and 50 percent of teens participated in the workforce. However, workforce participation was lower among millennial teens (about 35 percent). As the economy recovered, the workforce participation rate of this cohort increased and is similar to other generations (Ruggles, 1990 and 2000; U.S. Census, 2010 and 2016).

Lower workforce participation led millennials to stay in school longer, be more likely to be unemployed, and be more likely to delay buying a home, getting married, and having children. All of these factors have long been associated with certain travel behaviors.

Table 4: Non-SOV Mode Split by Age Group
Percent of age group
St. Louis MSA, 2000 and 2016

	Initial Work Group (Ages 16-34)		Main Work Years (Ages 35-54)		Aging-Out Boomers (Ages 55+)	
	2000	2016	2000	2016	2000	2016
Carpool	11.2	8.3	8.9	6.5	7.4	6.3
Walk	2.1	2.2	1.0	1.0	1.5	0.9
Work from Home	1.5	2.8	3.0	5.8	5.4	5.7
Public Transit	2.5	3.8	2.3	2.3	2.3	1.6
Total Nov-SOV	**17.4**	**17.4**	**15.3**	**15.7**	**16.7**	**14.7**

Note: Bicycle is included in the total but not shown separately due to minimal commuters using this mode.
Source: IPUMS, U.S. Census Bureau, Decennial Census, American Community Survey 1-Year Estimates

People who are unemployed tend to drive less. As income rises, VMT increases (AASHTO 2013). VMT is also found to be higher among homeowners than renters as well as among families with children than those without children (Polzin 2014). Interestingly, the millennial generation has attained higher levels of education, which is associated with increased driving (Polzin 2014). However, they are also carrying large amounts of student debt, which is thought to contribute to their delay in some of these lifestyle choices.

Table 6: Mode Split for Oldest Millennials St. Louis MSA, 2016

	2000 (Aged 16-19)	2010 (Aged 26-29)	2016 (Aged 32-35)
Drive Alone	71.7	78.3	82.8
Carpool	17.1	9.6	6.9
Public Transit	3.0	3.9	2.3
Walk	4.4	2.2	0.9
Work from Home	1.0	3.2	5.1

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

Table 5 shows the mode split for 2016 by generation.[6] In St. Louis, at ages 20-35, millennials are just as likely to drive alone as the older generations (about 82 percent of commuters). They are slightly more likely to carpool, take public transit, and walk to work than the older generations. However, historically, younger commuters have used these modes with more frequency as well (see Figure 6, Page 8). The proportions of total non-SOV commuters are not much different across age groups since older commuters are more likely to work from home than the youngest commuters.

Data indicate that the oldest of the millennials in St. Louis are changing their mode choices as they age. Table 6 shows mode-split for the oldest millennials, those who were between the ages of 16 to 19 in 2000. Following this cohort into their 20's and 30's, they follow the same trends as are reported in other sections of this report – increased driving and working from home as well as decreased carpooling, public transit, and walking.

The age at which people obtain drivers licenses has been used as an indication that millennials are driving less (Sivak 2016). Data from the Federal Highway Administration indicates that nationally the youngest millennials are following a similar trend as the oldest millennials—delaying obtaining licenses, not forgoing it.

In 1997, less than half (43 percent) of the oldest millennials had a license when they were 16. By the time they were 20, in 2001, 78 percent had licenses. The youngest millennials turned 16 in 2012. At that time, only 28 percent obtained licenses. By the time they were 20, in 2016, that increased to 76 percent (FHWA 2018). This delay in obtaining licenses is likely due to the economic factors discussed previously as well as the enactment of more restricted graduated licensing programs, which are now policy in all states.

Table 5: Mode Split by Generation St. Louis MSA, 2016

	Aged 20-35 (Millennials)	Aged 36-51 (Generation X)	Aged 52-70 (Baby Boomers)	All Ages
Drive Alone	81.5	81.4	82.7	81.3
Carpool	7.9	6.7	6.5	7.1
Public Transit	3.0	2.5	1.7	2.7
Walk	1.5	1.1	0.9	1.4
Work from Home	3.4	5.7	5.3	4.7

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

6 Generations are defined as follows: baby boomers (born between 1946 and 1964), Generation X (born between 1965 and 1980), and millennials (born between 1981 and 1996).

Mode Split by Race and Ethnicity

The commuting patterns of people across racial and ethnic groups are similar to the trends observed in previous sections – a majority drive alone, carpooling is declining, and people are increasingly working from home. This was found to be true in national research (AASHTO 2013), as well as in the data reported on St. Louis in this section. Nationally, and in the St. Louis region, people of color are a growing proportion of the population. Historically, people of color have been more likely than non-Hispanic whites to use non-SOV modes, particularly public transportation and carpooling, but their travel behaviors are becoming more similar to that of white commuters.

In 2016, a majority of people of all races and ethnicities in the St. Louis MSA drove alone. Non-Hispanic whites were the most likely to drive alone (85.3 percent). For non-Hispanic blacks the proportion was about 74 percent. For earlier years, the sample sizes for other races and ethnicities in St. Louis are small and therefore not included on Figure 7. However, for 2016, the U.S. Census Bureau estimates that 71 percent of Hispanics and Latinos and 76 percent of Asians in the region drive alone to work.

Figure 7 shows that, for the most part, the proportion of commuters driving alone has increased for both non-Hispanic whites and non-Hispanic blacks. As discussed in previous sections, the largest increases were from 1980 to 1990. The percentage of non-Hispanic blacks driving alone showed a minimal decline from 2010 to 2016, but annual data for that time period indicates that the percentage has not changed substantially. The annual average for 2010 through 2016 was 74 percent of commuters.[7]

Table 7 displays non-SOV mode split for non-Hispanic whites and non-Hispanic blacks for the St. Louis MSA for 2000 and 2016. The percent of commuters carpooling to work decreased for both groups. Carpooling remains the dominant non-SOV mode for non-Hispanic whites (6.4 percent of commuters). The dominant mode for non-Hispanic blacks remains public transit. The proportion of black commuters using transit has fluctuated some over the past 11 years. In 2008 and 2013 the percentage was highest, at 13 percent, and in 2011 it reached a low of 9 percent. Non-Hispanic whites are almost as likely to work from home (5.5 percent) as they are to carpool.

Table 7: Non-SOV Mode Split by Race and Ethnicity
Percent of commuters aged 16 and older
St. Louis MSA, 2000 and 2016

	Non-Hispanic White		Non-Hispanic Black	
	2000	2016	2000	2016
Carpool	8.6	6.4	13.3	8.9
Public Transit	1.0	0.9	10.5	10.5
Walk	1.3	1.3	2.1	2.9
Work from Home	3.1	5.5	1.4	2.6
Total Non-SOV	**13.9**	**14.1**	**27.3**	**24.9**

Source: U.S. Census Bureau, Decennial Census (IPUMS), American Community Survey 1-Year Estimates (American Factfinder)

7 Due to data availability, the data for 1980, 1990, and 2000 is from IPUMS and the data for 2010 and 2016 is from American Factfinder.

Summary

This update provides data that may help inform target-setting for the federally required performance measure of tracking non-single occupancy vehicle (SOV) travel. Driving alone is the preferred mode of travel across regions, races, and ages. The flexibility of driving alone makes it challenging to meet the goal of increasing non-SOV travel. In St. Louis, the challenge may be even greater than for some regions due to the region's relatively low congestion[8], low gas prices, and low population density.

Yet, it is important to work towards making non-SOV modes viable options for people commuting to work and reaching other destinations. This change can have positive benefits for the environment, encourage healthier lifestyles, and reduce traffic congestion. Making these options viable means making them available in more locations, connecting them to a greater number of destinations in a reasonable time, making them more affordable, and making them safer. Additionally, the region can look at ways to make telecommuting a more workable option for a greater number of employers.

East-West Gateway's long-range transportation plan outlines many strategies that can be employed to increase transportation choices. These strategies include increasing connections between jobs and housing, encouraging coordinated land use and multi-modal transportation planning, using Complete Street principles to enhance connections, encourage efforts to create a statewide transit funding program in Missouri, and provide assistance to encourage transit oriented development (EWG 2015).

Developing technologies may provide additional strategies for how the region can increase non-SOV travel. East-West Gateway recently completed a study on emerging technologies that considers the potential impacts of new technologies in each of the guiding principle areas. The study concluded that technology is leading to an increased number of options for non-single occupancy vehicle use, including bicycle sharing, microtransit, carsharing, ridesourcing, and improved connections between modes. As technological advances are made and mobile phone technology is used for a greater number of purposes, these options will likely become more accessible for a greater number of people. The study notes that there is no consensus on how autonomous vehicles will affect vehicle ownership or vehicle miles traveled (EWG 2017).

8 See Where We Stand Update on Roadway Congestion & System Reliability to see how St. Louis ranks among the peer regions http://www.ewgateway.org/wp-content/uploads/2018/02/

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Council of Governments
Creating Solutions Across Jurisdictional Boundaries

One Memorial Drive, Suite 1600
St. Louis, MO 63102
314-421-4220/618-274-2750

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James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Lease for Office Space

Date: June 13, 2018

The Council's lease for our current office space will expire December 31 of this year. We have solicited lease proposals for space that would meet the needs of the Council. We will complete the review of the final proposals and provide our recommendation to the Executive Advisory Committee at the meeting on June 19th.

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

314-421-4220
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James M. Wild

To: Board of Directors

From: Staff

Subject: Resolution to Approve/Adopt the Title VI Program

Date: June 13, 2018

East-West Gateway Council of Governments is the St. Louis metropolitan area's federally designated metropolitan planning organization (MPO) and is a federal-aid recipient. As a federal-aid recipient, EWGCOG is required to develop a Title VI Program which demonstrates how the agency will ensure compliance with the nondiscrimination requirements expressed in Title VI of the Civil Rights Act of 1964 as well as Executive Orders pertaining to Environmental Justice and Limited English Proficiency (collectively referred to as Title VI). Guidance from the U.S. Department of Transportation (DOT) through the Federal Transit Administration (FTA) also requires that EWGCOG's Title VI Program be updated every three years and that the Council approve the updated Title VI Program. Staff has completed the required update of the Council's Title VI Program, which continues to reflect the agency's commitment to nondiscrimination and inclusion in all of its programs and activities. FTA provided its concurrence for the Title VI Program on June 7, 2018.

In accordance with FTA guidance, EWGCOG's Title VI Program includes: the Title VI Assurance that represents EWGCOG's agreement that it will comply with DOT's nondiscrimination requirements; a step-by-step Title VI complaint process; data analysis related to the region's hard-to-reach populations; and extensive discussion of how the agency will ensure appropriate and fair treatment of the citizens we serve.

The draft Title VI Program document was open for public comment between February 26, 2018 and March 26, 2018. On March 12 and March 13, 2018, EWGCOG held two open houses (one in Missouri and one in Illinois) to take comments and answer questions. Staff did not receive any comments on the draft Title VI Program.

The 2018 Title VI Program and its appendices can be found at: www.ewgateway.org/titlevi.

Gateway Tower
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St. Louis, MO 63102-2451

314-421-4220
618-274-2750
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The resolution attached to this memo includes: (1) the Council's approval / adoption of the Title VI Program, (2) authorization for the Executive Director to sign the Title VI Assurance, and (3) authorization for the Executive Director to make certain minor changes to the Title VI Program.

Staff Recommendation: Staff recommends that the Board of Directors adopt the resolution that: (1) approves / adopts the Title VI Program, (2) authorizes the Executive Director to sign the Title VI Assurance, and (3) authorizes the Executive Director to make certain minor changes to the Title VI Program.

RESOLUTION NO. 2018-1
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
TITLE VI PROGRAM APPROVAL / ADOPTION

A resolution of East-West Gateway Council of Governments that authorizes the following: (1) the approval / adoption of East-West Gateway Council of Governments' 2018 Title VI Program, (2) the execution of the Title VI Assurance, and (3) approval to incorporate certain minor changes to the Title VI Program.

WHEREAS, the U.S. Department of Transportation (DOT) requires that all recipients of federal funding develop and implement a program that ensures that the federal-aid recipient is implementing programs and activities in a nondiscriminatory manner and in compliance with the Civil Rights Act of 1964 (42 U.S.C. § 2000d – 2000e) and other statutes, regulations, executive orders, and guidance that mandate nondiscrimination in the conduct of a recipient's programs and activities;

WHEREAS, the Federal Transit Administration (FTA) has issued guidance (currently, FTA Circular 4702.1B) that describes the requirements for and content of these nondiscrimination programs known as Title VI Programs, which includes, in part, that a federal-aid recipient's Title VI Program must: (1) be updated every three years, (2) include a signed Title VI Assurance, and (3) be approved by the recipient's governing body;

WHEREAS, East-West Gateway Council of Governments is the Metropolitan Planning Organization and regional planning commission for the St. Louis metropolitan area and is a recipient of federal funding, including DOT funding;

WHEREAS, East-West Gateway Council of Governments has completed an update of its Title VI Program, which includes the Title VI Assurance;

NOW, THEREFORE, BE IT RESOLVED BY the East-West Gateway Council of Governments Board of Directors:

1. The Title VI Program is approved and adopted.

2. The Executive Director or his designee is authorized to execute and submit to grant funding agencies East-West Gateway Council of Governments' Title VI Assurance.

3. The Executive Director or his designee is authorized to make minor changes (i.e. update contact information, fix broken URLs, etc.) to the Title VI Program that are necessary to keep the documents up-to-date or ensure compliance with any new or revised state or federal requirements. This authorization is limited to the three year period between the date that the Title VI Program is accepted by FTA and the date that the next Title VI Program update is due to DOT and presented to the Board of Directors for approval.

CERTIFICATION OF AUTHORIZING RESOLUTION NO. 2018-1

The undersigned duly qualified Executive Director of East-West Gateway Council of Governments, acting on behalf of East-West Gateway Council of Governments, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the East-West Gateway Council of Governments Board of Directors held on June 27, 2018.

James M. Wild
Name

Executive Director
Title

Signature

Date

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Memo to: Board of Directors

From: Staff

Subject: Extension of September 30, 2018 Suspense Date for Locally Sponsored Projects

Date: June 13, 2018

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

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

As of the June 1 deadline, staff received 19 eligible requests for schedule extensions beyond the September 30, 2018 suspense date. The amount of federal funds programmed for these projects is $15.8 million. Of the 19 requested schedule extensions, six were for a three-month extension and the remaining 13 were for a nine-month extension. Based on staff review of the three-month extension requests and recommendations from MoDOT, staff determined that a nine-month extension is needed for five of the six projects requesting a three-month extension. This is due to the number of parcels to be acquired and/or coordination required with other agencies (MoDOT, railroads, etc.).

The remaining 76 projects with construction funds programmed in FY 2018, representing $66.6 million in federal funds, have obligated funds or are on schedule to obligate funds by September 30, 2018. Last year, East-West Gateway received 38 requests for extensions totaling $36.3 million. Staff will continue to monitor all projects according to the schedules indicated in the project application and provide updates if issues arise.

Gateway Tower
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314-421-4220
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Three-month Extension

Table 1 details the project receiving a three-month extension. Staff has reviewed the status of this project and is granting the requested extension per the Board's adopted policy. Federal funds for this project must be obligated no later than December 31, 2018.

Table 1
Three-Month Extension Project

Sponsor/ TIP #	Title – Description	FY 2018 Federal Funds	Reason for Delay
St. Louis County / 6876-18	Action Plan for Walking and Biking – Evaluate bike and pedestrian facilities on St. Louis County-owned facilities and recommend facilities	$500,000	Contract Selection Delays in consultant procurement due to coordination between County departments and coordinating in-person interviews with national-level experts. No right-of-way required.
Total		**$500,000**	

Nine-month Extensions

Table 2 details the 18 projects recommended to receive a nine-month extension, which requires Board action. Staff has reviewed these projects to determine if the delay is beyond the sponsor's control, if federal funds have been obligated for these projects, and if a realistic strategy is in place to obligate federal funds by June 30, 2018. Based on information provided by the sponsors and a review of the project files, staff has determined that all 18 projects have met the required tests.

Table 2
Nine-Month Extension Projects

Sponsor / TIP #	Title – Description	FY 2018 Federal Funds	Reason for Delay
Bi-State Development / 6754C-18	Locomotive Retrofits: Mother-Slug Sets – Retrofit four locomotives into two mother-slug sets located in non-attainment area switching yards	$1,134,991	Buy America Waiver Buy America requires that contents & components of vehicles be domestically-sourced. Buy America waiver requests submitted since January 2017 are pending due to ongoing revisions of the waiver policy. No right-of-way required.

Table 2
Nine-Month Extension Projects

Sponsor / TIP #	Title – Description	FY 2018 Federal Funds	Reason for Delay
Clayton* / 6579-18	Brentwood Boulevard – Clayton Road to Forsyth Blvd – Resurfacing	$513,513	Right-of-Way 6 of 14 parcels acquired. Right-of-way plans approved in January 2018. Negotiations ongoing. Final plans to be submitted in June.
Florissant* / 6483-16	N Lafayette Street – Washington St to US 67 – Resurfacing – Base repairs – Add sidewalks (5')	$1,861,614	Right-of-Way 36 of 56 parcels acquired. Negotiations ongoing. Two parcel owners are unresponsive. Final plans to be submitted in June.
Franklin County / 6602-16	Fiddle Creek Road Bridge – Over Fiddle Creek – Replace bridge (#0800022)	$520,000	Right-of-Way 3 of 4 parcels acquired. Negotiations underway with final property owner. Final plans will be submitted upon final parcel acquisition.
MoDOT / 6758B-18	Regional ITS Data Sharing Initiative, Phase 1 – Implement data sharing and incident data exchange between MoDOT and St. Charles County	$1,200,000	Design Coordination New data aggregation technologies have recently become available which MoDOT staff is currently investigating and completing the scope of services for the project. No right-of-way required.
New Haven / 6655-16	MO 100 Shared Use Bridge Connection – Over MO 100 (at school/park) – Shared use path – Bridge (10')	$257,342	Design Coordination 0 of 1 parcel acquired. Coordination with another federal-aid project (sidewalk to bridge) led to delay. Coordination with MoDOT ongoing.
O'Fallon / 6591-16	Mexico Road – MO K to Barrington Drive – Resurfacing – 10' shared use path	$861,212	Design Coordination 11 of 13 parcels acquired. Negotiations ongoing. Scope change to modify sidewalk to shared use path led to a delay in approval of preliminary plans.
Pagedale* / 6495-16	Page Avenue (MO D) – At Ferguson Avenue – Crosswalk/intersection improvements – Sidewalks	$663,895	Design Coordination 0 of 10 parcels acquired. Extensive collaboration with MoDOT due to a change on MO D resulted in preliminary plans approval in April 2018. Right-of-way plans and final plans underway.

* These projects originally requested three-month extensions. Staff, in conjunction with MoDOT, determined that nine-month extensions are necessary for these projects.

Table 2
Nine-Month Extension Projects

Sponsor / TIP #	Title – Description	FY 2018 Federal Funds	Reason for Delay
St. Charles County* / 6605-18	South River Road Reconstruction – South Main Street to Friedens Road/Arena Parkway – Reconstruction – Sidewalk (5')	$1,744,000	Design Coordination 0 of 4 parcels acquired. Negotiations ongoing. Coordination with MoDOT led to delays.
St. Charles County / 6606-18	MO N – At Hopewell Rd – Realign intersection	$1,096,000	Environmental Clearance 0 of 20 parcels acquired. Environmental approval expected shortly. Preliminary plans and right-of-way plans have been submitted.
St. Charles County* / 6761-17	Gateway Green Light, Phase 4 – Various roads in St. Charles County – Travel time detectors, count stations, PTZ cameras, dynamic message signs, fiberoptics	$1,217,837	Design Coordination A maternity leave absence and railroad crossing survey delayed design completion. Request for qualifications for design package 3 of 3 was due in May. No right-of-way is required.
St. Louis County / 6607K-18	Allen Road Bridge – Over Union Pacific Railroad – Replace bridge	$794,400	Design Coordination 3 of 7 parcels acquired. Challenging terrain led to design modifications during right-of-way acquisition.
St. Louis County / 6658-16	Berry Rd Sidewalk – Brownell Ave to Gramercy Pl – Sidewalk (6')	$625,112	Utility Coordination 0 of 8 parcels acquired. Negotiations ongoing. Missouri American Water discovered unanticipated conflicts requiring a partial re-design before right-of-way acquisition could begin. Right-of-way acquisition underway.
St. Peters / 6851-18	Salt River Rd – At Arrowhead Industrial Blvd – Intersection improvements – Replace signal	$621,172	Right-of-Way Coordination 0 of 3 parcels acquired. A discrepancy in the records of the right-of-way line has required additional property research to resolve.
Sunset Hills / 6609-17	Lindbergh Pedestrian Improvements, Phase 1 – E. Watson Rd/Rott Rd to Eddie and Park Road/W. Watson Rd – Sidewalk (6')	$416,000	Right-of-Way Coordination 5 of 12 parcels acquired. Negotiations ongoing. The acquisition of some parcels requires approval from a corporate office located outside of the region.

* These projects originally requested three-month extensions. Staff, in conjunction with MoDOT, determined that nine-month extensions are necessary for these projects.

Table 2 Nine-Month Extension Projects			
Sponsor / TIP #	**Title – Description**	**FY 2018 Federal Funds**	**Reason for Delay**
Town & Country / 6505-16	Clayton Road – At Ballas Rd – Intersection/crosswalk improvements	$626,212	Design/Utility Coordination 1 of 12 parcels acquired. Negotiations ongoing. Delay in preliminary plan approval and Missouri American Water utility relocation plan. Right-of-way negotiations currently underway.
Wildwood / 6467-16	Eatherton Road Bridge – Over Bonhomme Creek – Replace bridge	$800,000	Right-of-Way Coordination 0 of 5 parcels acquired. Negotiations ongoing. A trust-owned property and an historic property are among the parcels.
Wildwood / 6663-16	MO 109 Tunnel – South of eastbound MO 100 on/off ramp – Shared use path (10')/tunnel (12')	$298,250	Design Coordination 0 of 1 parcel acquired. Project requires coordination with MoDOT and will be constructed at the same time as two MoDOT projects in the area.
Total		**$15,251,550**	

Staff Recommendation: Staff recommends that the 18 projects identified in Table 2 be granted a nine-month extension to the September 30, 2018 suspense date. Federal funds for these projects must be obligated no later than June 30, 2019.

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Memo to: Board of Directors

From: Staff

Subject: Amendments to the FY 2018-2021 Transportation Improvement Program (TIP), *Connected2045*, and the Related Air Quality Conformity Determination – Requested by MoDOT

Date: June 13, 2018

The Missouri Department of Transportation (MoDOT) has requested to amend the FY 2018-2021 TIP, *Connected2045*, and related Air Quality Conformity Determination. In all, they are requesting to add three new projects.

Missouri New Projects

MoDOT has requested to add three new projects. MoDOT intends to use advance construction[1] for two of these projects (6887S-18 and 6892A-18), meaning that the projects initially will be funded with 100 percent state funds from MoDOT's operations budget until federal funds become available. Funding for these three projects is coming from funding available in MoDOT's state FY 2019 program.

These projects are summarized below:

New Projects - Missouri					
Sponsor / TIP #	**Title – Limits**	**Description of Work**	**County**	**Federal Cost**	**Total Cost**
MoDOT / 6853A-18	MO 30 – West of Ottomeyer Road	Slide repair	Jefferson	$817,600	$1,022,000
MoDOT / 6887S-18	MO K – Over Meramec River	Bridge scour repair (A3871)	Franklin	$0	$195,000
MoDOT / 6892A-18	MO H – Over Big River	Bridge scour repair (A1031)	Jefferson	$0	$363,000
			TOTAL:	**$817,600**	**$1,580,000**

[1] Advance construction is a mechanism that enables a sponsor to start construction using non-federal funds, with the understanding that it may later convert the project to federal-aid funding and receive federal reimbursement. To be eligible for conversion, the project must qualify for federal funds.

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

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

webmaster@ewgateway.org
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Staff Recommendation: Staff recommends that the FY 2018-2021 TIP, *Connected2045*, and related Air Quality Conformity Determination be revised to add three new projects as summarized above and detailed in the attachment. These projects are exempt with respect to air quality in accordance with federal regulations (40 CFR 93.126).

Amendment # **0618-080**
TIP # **6853A-18**
Sponsor # **6S3375**

PROJECT SPONSOR: **MoDOT**

ACTION REQUESTED: Revise FY 2018 & FY 2019 of the FY 2018-2021 TIP to add a project

TITLE: **MO 30**

LIMITS: West of Ottomeyer Road

DESCRIPTION: Slide repair

COUNTY: Jefferson

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	$165,600	$41,400	$207,000
ROW	$8,000	$2,000	$10,000
Implementation	$644,000	$161,000	$805,000
Total	$817,600	$204,400	$1,022,000

AIR QUALITY CONFORMITY: Exempt – Projects that correct, improve, or eliminate a hazardous location or feature (§93.126)

STAFF RECOMMENDATION: Approval

Amendment # **0618-081**
TIP # **6887S-18**
Sponsor # **6S3393**

PROJECT SPONSOR: **MoDOT**

ACTION REQUESTED: Revise FY 2018 & FY 2019 of the FY 2018-2021 TIP to add a project

TITLE: **MO K**

LIMITS: Over Meramec River

DESCRIPTION: Bridge scour repair (A3871)

COUNTY: Franklin

FUNDING SOURCE: State Advance Construction – (STAC*)

	Federal	Match	Total
PE	$0	$106,000	$106,000
ROW	$0	$0	$0
Implementation	$0	$89,000	$89,000
Total	$0	$195,000	$195,000

*$156,000 to be converted to Surface Transportation Block Grant (STBG) at a later date.

AIR QUALITY CONFORMITY: Exempt – Projects that correct, improve, or eliminate a hazardous location or feature (§ 93.126)

STAFF RECOMMENDATION: Approval

Amendment # **0618-064**
TIP # **6892A-19**
Sponsor # **6S3394**

PROJECT SPONSOR: **MoDOT**

ACTION REQUESTED: Revise FY 2018 & FY 2019 of the FY 2018-2021 TIP to add a project

TITLE: **MO H**

LIMITS: Over Big River

DESCRIPTION: Bridge scour repair (A1031)

COUNTY: Jefferson

FUNDING SOURCE: State Advance Construction – (STAC*)

	Federal	Match	Total
PE	$0	$187,000	$187,000
ROW	$0	$27,000	$27,000
Implementation	$0	$149,000	$149,000
Total	$0	$363,000	$363,000

*$290,400 to be converted to Surface Transportation Block Grant (STBG) at a later date.

AIR QUALITY CONFORMITY: Exempt – Projects that correct, improve, or eliminate a hazardous location or feature (§ 93.126)

STAFF RECOMMENDATION: Approval

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Memo to: Board of Directors

From: Staff

Subject: Regional Security Expenditures

Date: June 13, 2018

Staff is requesting authorization to expend funds in support of regional security that will improve the region's disaster preparedness and response capabilities. Funding will come from the U.S. Department of Homeland Security's Complex Coordinated Terrorist Attack and the Urban Areas Security Initiative (UASI) grant programs. Attachment A summarizes this purchases totaling **$1,005,471.** Also attached is a summary description of all budgeted expenditures from the UASI grants (Attachment B).

1. **St. Louis Regional Complex Coordinated Terrorist Attack Response Plan** – We are requesting approval to hire a consultant that will assist with the development of St. Louis Regional Complex Coordinated Terrorist Attack Response Plan for the St. Louis metropolitan region. In January 2018 the St. Louis region received a grant award from the U.S. Department of Homeland Security's, Prepare Communities for Complex Coordinated Terrorist Attacks (CCTA) grant program. Funds from the CCTA grant are authorized to develop and implement regional approaches for enhancing preparedness for complex coordinated terrorist attacks that could occur and be initiated anywhere in the region.

   The sheer number of primary response agencies in the St. Louis region makes a single CCTA response policy unattainable. Therefore, one of the plan's key components will be the development of multiple response guides designed to integrate first responder and first receiver partners during a CCTA response. The guides will have specific components that regional mutual aid partners will need to adhere to in order to safely respond to a complex terrorist attack. A single regional CCTA Response Plan will be written as a regionally accepted guidance document, not as a policy. The CCTA Response Plan will bring together the response guides in a format that will be easy to reference before and during a complex incident. In order to ensure the response plan accurately addresses the region's capabilities, five scenario based emergency response exercises will be developed by the consultant prior to the plan's development based on the operational guidelines developed for law enforcement, tactical operations teams, bomb & arson teams, emergency medical services, fire, command and control, and regional force protection.

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

314-421-4220
618-274-2750
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Additionally, because a significant amount of chemical, agricultural, and tour boat traffic is on the Mississippi and Missouri Rivers, there will be two additional tactical response water based scenario exercises designed to test regional response capabilities on water and two Fusion Center table top exercises will be facilitated focusing on the terrorism intelligence and information sharing capabilities from across the region to and from the St. Louis Fusion Center during a CCTA attack.

Staff anticipates the contract period to begin in July and end no later than June 30, 2020. Total cost will not exceed **$899,482**.

2. **Automatic License Plate Reader Cameras –** We are requesting approval to purchase 10 Automatic License Plate Reader Cameras for the St. Louis Metropolitan Police Department. The cameras will be mounted on police vehicles and trailers and be connected with the St. Louis Metropolitan Police Department's Real Time Crime Center. Total cost will not exceed **$43,690.**

3. **Urban Search and Rescue (US&R) Emergency Response Equipment -** We are requesting approval to purchase various types of emergency response equipment for the five Urban Search and Rescue (US&R) teams, which consist of fire fighters from fire agencies across the region as follows: Team 1 St. Charles County, Missouri; Team 2 City of St. Louis, Missouri; Team 3 St. Louis County, Missouri; Team 4 St. Clair County, Illinois Special Emergency Services; and, Team 5 a combined team consisting of fire agencies within both Franklin and Jefferson Counties in Missouri. The equipment being purchased includes static kernmantle rope and prussik cord in various lengths and sizes, tubular rescue webbing, shoring equipment and intrinsically safe portable radio batteries. Total costs will not exceed **$62,299.**

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. to develop the St. Louis Regional Complex Coordinated Terrorist Attack Response Plan and conduct training and exercises for an amount not to exceed **$899,482**;

- for the purchase of 10 Automatic License Plate Reader Cameras from Turnkey Mobile in an amount not to exceed **$43,690;**

- for the purchase of rope rescue equipment to include static kernmantel rope, prussik cord, tubular rescue webbing, from Kenco Fire Equipment, Inc. in an amount not to exceed **$18,087;**

- for the purchase of various shoring equipment from Banner Fire, Inc. in an amount not to exceed **$24,712**; and,

- for the purchase of 300 Intrinsically Safe portable radio batteries from Warner Communications Corporation in an amount not to exceed **$19,500**

for a total amount not to exceed **$1,005,471** from the CCTA and the UASI grant programs.

ATTACHMENT A

Expenditures for Equipment and Services
June 11, 2018

Vendor	Description	Jurisdiction/Agency	Quantity	Cost
Emergency Response Planning (CCTA)				
Hagerty Consulting, Inc. (Evanston, IL)	Complex Coordinated Terrorist Attack Grant Planning, Training & Exercises	Regional	1	$899,482
Emergency Response Equipment (UASI)				
TurnKey Mobile (Jefferson City, MO)	Automated license plate reader cameras	St. Louis City	10	$43,690
Kenco Fire Equipment, Inc. (Springfield, MO)	Rope rescue equipment	Regional	various	$18,087
Banner Fire, Inc. (Roxana, IL)	Shoring equipment	Regional	various	$24,712
Warner Communications Corporation (St. Louis, MO)	Portable radio batteries	Regional	various	$19,500
			TOTAL EXPENDITURES	**$ 1,005,471.00**

Total UASI Expenditures: $105,989
Total CCTA Expenditures: $899,482

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2016

		Total Budgeted	Prior amount approved by EWG Board	This request	Remaining to be approved
Critical Response Teams					
A key goal under the UASI Strategy is to strengthen our critical response teams. We have largely accomplished this goal with hazardous materials and heavy rescue equipment and training. These teams are capable of responding to terrorist attacks, industrial accidents or natural disasters like earthquakes and tornadoes. Another element of critical response includes medical supplies for mass casualty incidents. The MCI trailers represent the first stage of meeting this need for the EMS community. Also included is equipment for Incident Management Teams that will consist of emergency responders from all disciplines. These mobile teams are activated to support emergency responders managing an event where the event continues over many hours or days.	Hazmat / HR	$18,792,753	$18,445,240	$62,299	$285,214
	Mass Casualty	1,172,980	1,091,753	0	81,227
	Incident Management Teams	2,355,312	2,211,194	0	144,118
Law Enforcement Tactical Team Equipment					
There are 7 law enforcement tactical response units in the region which need communications, tactical lights and personal protective equipment. Three of the teams will receive tactical vehicles and Metro Air Support will receive a helicopter and other equipment to support response to a variety of terrorist incidents.	Misc equipment:	9,402,894	9,048,059	43,690	311,145
	Tactical vehicles:	4,514,819	4,514,819	0	0
Interoperable Communications					
A variety of projects come within the description of Interoperable Communications. Radio caches, satellite phones and video conferencing and the Land Mobile Radio Communications Plan are included, as well as a microwave tower backbone system.	Radios, phones, video conf. etc:	8,758,026	8,579,774	0	178,252
	Microwave system:	9,338,047	9,188,047	0	150,000
	Radio Plan:	694,300	674,300	0	$20,000
The Virtual EOC					
The virtual EOC strengthens regional collaboration on a day to day basis through a web based interactive network that links the region's eight EOC's and numerous other users for planning, preparing for and responding to an incident. In future years we hope to add a robust Geographic Information System capability.		5,278,534	5,278,534	0	0

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2016

	Total Budgeted	Prior amount approved by EWG Board	This request	Remaining to be approved
Emergency Patient Tracking	$2,422,320	$2,422,320	$0	$0
Patient Tracking allows emergency medical services and hospitals to rapidly enter data about a patient into a secure wireless web-based tracking system. The data includes identification, triage condition and transport information and allows the hospitals to balance patient loads and provide information to families.				
Universal ID Project This system provides a uniform identification card for fire, law enforcement and volunteers with credential information embedded in the card.	557,812	557,812	0	0
Expand Public Health Capabilities Local public health agencies are working to prepare the region and protect citizens and first responders in the event of bioterrorism and natural diseases. Work is underway to establish an automated syndromic surveillance system for the early detection of naturally occurring or man made disease outbreaks.	2,942,741	2,821,898	0	120,843
Mass Casualty Equipment, Medical Supplies and Software for Hospitals Hospitals are preparing the region for a response to a medical surge or mass casualty incident (MCI) by staging emergency response trailers that are equipped with medical supplies, cots and bedding at selected hospitals for deployment anywhere in the St. Louis region. In addition, the hospitals will dispense medicine to employees, their families and patients in the event of a large-scale bioterrorist or naturally occurring illness. The hospitals have software that will help with the dispensing of this medicine and the management of an MCI when it occurs.	2,296,305	2,177,244	0	119,061
Disaster Incident Management System for Hospitals and Tactical Response The disaster incident management software system provides a tactical incident management capability for hospitals and response teams that includes federally required forms and plans. For the hospital systems it also includes a regional bed tracking capability.	$2,351,808	$2,270,308	$0	$81,500

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2016

	Total Budgeted	Prior amount approved by EWG Board	This request	Remaining to be approved
Terrorism Early Warning Center The TEW is operated by the St. Louis Metropolitan Police Department and the St. Louis County Police Department and serves as a central clearinghouse for information and intelligence to help detect and prevent acts of terrorism.	$ 3,834,597	$3,288,721	$0	$545,876
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.	2,738,666	2,667,466	0	71,200
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 A regional Full Scale Exercise (FSE) will be held during the second quarter of 2016. The FSE scenario will be terrorist based involving a mass casualty incident and will involve regional hospitals, public health, fire and law enforcement agencies.	471,500	371,500	0	100,000
Training Most disciplines have received and will continue to attend training activities to enhance their skills. Included are heavy rescue, hazmat, incident management teams, law enforcement, public health and hospitals.	4,342,008	4,129,689	0	212,319
Totals:	$83,289,473	[1] $80,762,729	$105,989	$2,420,755

[1] This total represents the sum of UASI funds awarded for equipment and contractual obligations for fiscal years 2003 - 2017. 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.