



Final
FY 2024

July 1, 2023 to June 30, 2024

Unified Planning Work Program

April 2023



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries



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

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EXECUTIVE SUMMARY

This document specifies the work that East-West Gateway Council of Governments (EWG) expects to undertake in carrying out its mission in fiscal year (FY) 2024, between July 1, 2023, and June 30, 2024. Although the tasks and desired accomplishments before the agency are varied and diverse, the Unified Planning Work Program (UPWP) is the one document that is used to organize and unify all the agency's FY 2024 work.

The development of the UPWP creates an opportunity for the policymakers on the Board of Directors, the agency's advisory committees, and EWG's funding agencies to review and consider the agency's many discrete activities in the context of the whole. It also provides staff with a valuable management tool and is part of grant applications for several state and federal programs. While every effort is made to anticipate and prepare for the full 12 months of work each FY when the UPWP is assembled, unexpected circumstances sometimes necessitate changes to the document outside the regular annual cycle. When funding has been clearly identified for any new activities, the Board of Directors is presented the opportunity to amend new work into the UPWP or sometimes revise existing activities as part of their monthly meetings.

The work contained in the FY 2024 UPWP is supported by financial grants and in-kind resources from federal, state, and local government sources, as well as private entities and EWG surplus funding. The local cash is provided by member local governments at a rate of 12.5 cents per capita annually. The total estimated costs for the FY 2024 UPWP is \$14,642,420; with \$12,512,266 in federal dollars and \$2,130,155 in state and local dollars. Funding details are provided in Section II – Funding Tables.

EWG submits this UPWP to its funding agencies as a commitment to fulfill the agency's legal obligations as the St. Louis region's designated metropolitan planning organization (MPO), and to EWG's member governments and the public as a commitment to do all the agency can to enhance quality of life as the region's council of governments (COG). The program is ambitious as EWG strives to meet the needs of the St. Louis region, and the agency asks the two states and its member governments to continue providing funds to support the metropolitan planning process. All programs are subject to revision, should conditions or funding change.

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ACRONYMS

Acronym	Definition
ADA	Americans with Disabilities Act
AMPO	Associations of Metropolitan Planning Organizations
APA	American Planning Association
AQ	Air Quality
AQAC	Air Quality Advisory Committee
AQI	Air Quality Index
ASPR	U.S. DHHS, Assistant Secretary for Preparedness and Response
BIL	Bipartisan Infrastructure Law
BPAC	Bicycle and Pedestrian Advisory Committee
BMP	Best Management Practices
CBRNE	Chemical, Biological, Radiological, Nuclear, and high-yield Explosives
CHSTP	Coordinated Human Services Transportation Plan
CMAQ	Congestion Mitigation and Air Quality
CMOC	Congestion Management and Operations Committee
CMP	Congestion Management Process
COG	Council of Governments
CPG	Consolidated Planning Grant
CSAP	Comprehensive Safety Action Plan
DBE	Disadvantaged Business Enterprise
DHHS	U.S. Department of Health and Human Services
DHS	U.S. Department of Homeland Security
DOT	U.S. Department of Transportation
EAC	Executive Advisory Committee
EMS	Emergency Medical Services
EPA	U.S. Environmental Protection Agency
EWG	East-West Gateway Council of Governments
FAST	Fixing America's Surface Transportation
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information Systems
GGL	Gateway Green Light
HCC	HealthCare Coalition
HMP	Hazard Mitigation Plan
HVA	Hazard Vulnerability Assessment
IACG	Inter-Agency Consultation Group
IDOT	Illinois Department of Transportation
IEMA	Illinois Emergency Management Agency
IEPA	Illinois Environmental Protection Agency
IJA	Infrastructure Investment and Jobs Act
IPP	Integrated Preparedness Plan
IT	Information Technology
ITS	Intelligent Transportation System
M&O	Management and Operation
MCCFOA	Missouri City Clerks & Finance Officers Association – Eastern Missouri
MoDHSS	Missouri Department of Health and Senior Services

ACRONYMS

Acronym	Definition
MoDNR	Missouri Department of Natural Resources
MoDOT	Missouri Department of Transportation
MoOHS	Missouri Office of Homeland Security
MOVES3	Motor Vehicle Emissions Simulator
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NPSIG	Nonpoint Source Implementation Grant
OLGA	Outstanding Local Government Achievement
OneSTL	St. Louis' Regional Plan for Sustainable Development
PIP	Public Involvement Plan
PL	Metropolitan Planning
PPA	Public Policy Administration
PPG	Performance Partnership Grant Air Quality Activities
RCPG	Regional Catastrophic Preparedness Grant
REF	Regional Environmental Framework
RTP	Regional Transportation Plan
SEMA	Missouri State Emergency Management Agency
SIP	State Implementation Plan
SPR	Illinois State Planning and Research Stakeholder Preparedness Report
SS4A	Safe Streets and Roads for All
STARRS	St. Louis Area Regional Response System
STP-S	Surface Transportation Program
SWILFPD	Southwestern Illinois Flood Prevention District
THIRA	Threat and Hazard Identification and Risk Assessment
TIP	Transportation Improvement Program
TOD	Transit Oriented Development
TPC	Transportation Planning Committee
TSM&O	Transportation System Management and Operations
UASI	Urban Area Security Initiative
UMSL	University of Missouri – St. Louis
UPWP	Unified Planning Work Program



I. Introduction

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I. INTRODUCTION

A. BACKGROUND

EWG provides a forum for local governments of the bi-state, St. Louis region to work together to solve problems that cross jurisdictional boundaries. The geographic region that EWG has served since 1965 is the 4,500 square miles encompassed by the city of St. Louis; Franklin, Jefferson, St. Charles, and St. Louis counties in Missouri and Madison, Monroe, and St. Clair counties in Illinois.

EWG is the MPO for the St. Louis metropolitan area, which means that the federal government and the states have vested legal authority and responsibility in the agency for developing and adopting plans for the region's surface transportation system. Any transportation project within the boundaries of the eight member counties that will be wholly or partially funded with federal dollars must be contained in plans that are formally adopted by the EWG Board of Directors.

Transportation planning is not simply an exercise in design and engineering. It requires understanding and addressing the complex relationship between mobility and the region's economy, community, and ecology. Its final product is an evolving transportation investment strategy to serve the region's economic vitality and broad quality of life goals. For that reason, the tools of planning – many of which are referenced later in this document – include population and employment estimates, land-use and transportation facility inventories and maps, environmental quality assessments, computer models of existing and future travel patterns, and activities to engage interest groups and community residents in setting priorities.

Consistent with federal regulations and the agency's role as the MPO, EWG is committed to delivering a performance-driven, outcome-based transportation planning and programming process. The regional long-range transportation plan, *Connected2045*, adopted in 2015, anticipated federal performance management requirements by including performance measures and desired outcomes. Its update, in FY 2019, further refined the agency's overall investment strategy by including additional, updated performance measures along with quantifiable targets. Moreover, EWG updated the selection criteria for projects funded through suballocated surface transportation block grant funds. These new evaluation criteria are derived from federal, state, and regional goals and allow the region to move towards achieving its desired transportation outcomes through improved, targeted investments.

EWG's designation as a regional COG means that the agency has the civic responsibility to set the table for cooperative planning and problem-solving among and between any of its member local governments who believe that they can accomplish better things by working together than by acting separately. Although much of this cooperative planning takes place among the eight major jurisdictions in the region, it is not uncommon to find several small cities and towns clustered around a community betterment initiative at EWG. These initiatives address issues as diverse as environmental quality, public safety, workforce development, access to jobs, economic development, community planning, and others that might be of interest to members of the Board of Directors.

I. INTRODUCTION

B. PLANNING PROCESS

The UPWP includes programs and initiatives that implement the metropolitan transportation planning process for the St. Louis region. Federal legislation outlines 10 factors that should inform this process. Briefly, these planning factors are:

- Economic vitality
- Safety
- Security
- Accessibility and mobility
- Environmental protection, energy conservation, quality of life, and the transportation/land-use/development linkage
- Integration and connectivity
- Management and operations
- System preservation
- Resiliency and reliability of the transportation system
- Enhance travel and tourism

These planning factors are fully encompassed within the ten guiding principles of *Connected2045* which provides the framework for most of EWG's planning activities. These are:

- Preserve and maintain the existing systems
- Support public transportation
- Support neighborhoods and communities throughout the region
- Foster a vibrant downtown
- Provide more transportation choices
- Promote safety and security
- Support a diverse economy throughout the region
- Support quality job development
- Strengthen intermodal connections
- Link transportation planning to housing, environment, education, and energy

Correspondingly, many of the UPWP work elements either address one or more of the federal planning process factors or provide the underlying data needed for analysis. For example, an element such as the Regional Decisions Support Systems supplies the socioeconomic and demographic information necessary for the evaluation of transportation system performance, economic and land-use changes, and environmental impacts. Elements such as Section 5310 Coordinated Human Services Transportation Planning, Integrated Transportation Systems Management, and Ecological Approach to Infrastructure Development focus more directly on discrete planning factors, while the Long-Range Planning and Transportation Improvement Program work elements focus on integrating the metropolitan planning process factors.

I. INTRODUCTION

C. INCREASING SAFE & ACCESSIBLE TRANSPORTATION OPTIONS

The Bipartisan Infrastructure Law (BIL) (enacted in 2021 as the Infrastructure Investment and Jobs Act) requires MPOs, like EWG, to ensure that it engages in specified planning activities that are targeted at increasing safe and accessible transportation options for multiple travel modes for people of all ages and abilities. EWG's UPWP includes several work elements that incorporate planning activities that specifically address the needs of pedestrians, cyclists, public transit users, children, people facing challenges due to age or disability, motorists, and even freight vehicles. These planning projects include EWG's Transportation Safety Initiative (2.05), Transportation Safety Education Initiative (2.06), multimodal transportation planning (2.11), and its Great Streets Planning Initiative (2.12B and 2.13). In addition to specific planning projects, EWG staff provides ongoing technical assistance to local governments and agencies to ensure that these project sponsors' applications for federal funds include projects that address safety countermeasures, vulnerable road user safety and accessibility, and multimodal transportation options. More information about these activities are described in Section III, Part B – Transportation Planning.

D. PROGRAM AREAS

EWG staff members who carry out the work described in the UPWP are grouped into five departments: Transportation Planning, Community Planning, Research Services, Regional Security, and Administration. Each department houses a strong mix of academic backgrounds and professional experiences. The complexity of the agency's work frequently demands interdepartmental coordination, interdisciplinary research, and the considerable involvement of members of the affected public and constituent interest groups. Virtually none of the work elements contained in the FY 2024 UPWP can be properly implemented without a team effort.

The major planning and problem-solving functions that EWG will perform during the FY have been grouped under five broad program areas: Research and Analysis; Transportation Planning; Community Planning; Regional Security; and Program Administration and Support. These program areas and the work elements that fall within each are described in more detail in Section III – Program Areas.

E. PUBLIC OUTREACH

As part of the UPWP development, EWG conducted outreach to the public, stakeholders, and funding agencies to obtain feedback. The draft FY 2024 UPWP was open for public comment between March 2, 2023 and April 3, 2023. EWG distributed the draft document through its website and submitted it to EWG's various standing committees and the Board of Directors. EWG published a notice in the Local Government Briefings throughout the comment period. EWG accepted comments via email and mail and incorporated the comments into the final UPWP.

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II. Funding Tables

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II. FUNDING TABLES

The work contained in the FY 2024 UPWP is supported by financial grants and in-kind resources from federal, state, and local government sources, as well as private entities and EWG surplus funding. The local cash is provided by member local governments at a rate of 12.5 cents per capita annually. The total estimated costs for the FY 2024 UPWP is \$14,642,420; with \$12,512,266 in federal dollars and \$2,130,155 in state and local dollars. Funding details are provided in six tables, described below.

- **Table 1 – Funding Totals** – this table presents the funding from all sources for all of the work elements in this UPWP.
- **Table 2 – Carry-Over Funds** – this table presents the funding that EWG receives for multi-year projects and projects that are completed during more than one fiscal year.
- **Table 3 – Summary of Expenditures by Cost Category** – this table presents EWG’s estimated personnel, indirect, and other direct costs for the entire FY 2024 UPWP.
- **Table 4 – CPG Funding Details by State** – this table presents the consolidated planning grant (CPG) funds that EWG estimates will be expended for each of the work elements that are funding through the metropolitan transportation planning funds that EWG receives through the Missouri Department of Transportation (MoDOT) and the Illinois Department of Transportation (IDOT).
- **Table 5 – IDOT Funding Detail** – this table presents the CPG funds that EWG will receive through IDOT and the estimated expenditures by work element for those funds.
- **Table 6 – MoDOT Funding Detail** – this table presents the CPG funds that EWG will receive through MoDOT and the estimated expenditures by work element for those funds.

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II. FUNDING TABLES

Table 2 - Carry-Over Funds ¹												
Work Elements #	Description	State & Local				Federal						
		EWG	IDOT	MetDOT	Other		Total	Transportation Planning (CPG) Funds				Total
					\$	Agencies		IDOT	MetDOT	Other	Agency/Pass Through	
2.05A	Comprehensive Safety Action Plan for St. Louis Region	\$140,739	\$0	\$0	\$0		\$140,739	\$0	\$0	\$562,954	FWA 554 (20198)	\$703,693
2.12A	Illinois Great Streets Planning Initiative ²	\$11,171	\$0	\$0	\$100,000	City of Chicago, IL	\$111,171	\$0	\$0	\$444,684	FWA 554 (20198)	\$555,855
2.15	Section 5310 Coordinated Human Service Transportation Planning	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	FWA 554 (20198)	\$0
3.03	Air Quality Coordination ³	\$17,171	\$0	\$0	\$100,000		\$117,171	\$0	\$0	\$473,569	FWA 554 (20198)	\$590,740
	Transportation Planning Subtotal											
		\$0	\$0	\$0	\$15,376	MNDNR	\$15,376	\$0	\$0	\$49,421	FWA 554 (20198)	\$64,797
	Community Planning Subtotal											
4.01	Urban Area Security Initiative (UASI) ⁴	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$4,699,564	FWA 554 (20198)	\$4,699,564
4.04B	All Hazard Mitigation Plan Update - St. Clair County, IL	\$0	\$0	\$0	\$0	Ill. M&T, Ohio Co.	\$0	\$0	\$0	\$28,742	FWA 554 (20198)	\$28,742
4.05	Regional Catastrophic Preparedness Grant (RCPG) Program ⁵	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$497,089	FWA 554 (20198)	\$497,089
	Regional Security Subtotal											
		\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$5,225,396	FWA 554 (20198)	\$5,225,396
	Total	\$11,171	\$0	\$0	\$124,957		\$136,128	\$0	\$0	\$5,754,386		\$5,890,514

1- The carry-over funds in Table 2 represent the funds from multi-year grants that support projects that will continue into FY 2024. The funds in Table 2 represent the estimated FY 2024 funds / expenditures only.

2- The IL Great Streets project will continue through June 30, 2024.

3- The Air Quality Coordination funds in Table 2 represent those passed through MNDNR only. MNDNR's grant has a performance period of October 1 to September 30. The EPA air quality grant has a performance period of July 1 to June 30, so the funds from this grant do not carry over.

4- The UASI project includes funds from the FY 2019 UASI grant that ends August 31, 2021 (total - \$212,451), FY 2020 UASI grant that ends August 31, 2022 (total - \$1,548,480), the FY 2021 UASI grant that ends August 31, 2023 (total - \$2,803,022), and the FY 2022 UASI grant that ends August 31, 2025 (total - \$20,603).

5- The RCPG Program will continue through August 31, 2024.

II. FUNDING TABLES

Table 3 - Summary of Expenditures by Cost Category					
Work Elements # Description	Personnel ¹	Indirect Costs ²	Other Direct Costs		Total
			Other ³	Contractual Services	
1.01 Regional Travel Demand Modeling and System Evaluation	\$458,875	\$196,564	\$39,329	\$0	\$694,767
1.02 Regional Household Travel Survey ⁴	\$0	\$0	\$0	\$600,000	\$600,000
1.05 Geographic Information System (GIS) Implementation	\$177,198	\$75,905	\$13,733	\$0	\$266,837
1.07 Regional Competitiveness	\$245,544	\$105,181	\$11,829	\$0	\$362,555
1.12 Regional Decision Support Systems	\$312,341	\$133,795	\$1,969	\$0	\$448,105
Research & Analysis Subtotal	\$1,193,958	\$511,445	\$66,860	\$600,000	\$2,372,263
2.01 Integrated Transportation Systems Management	\$88,996	\$38,122	\$5,295	\$0	\$132,414
2.03 Transportation Improvement Program and Project Monitoring	\$260,218	\$111,467	\$108,488	\$350,000	\$830,172
2.04 Transportation Planning Data Collection and Analysis - MODOT	\$308,154	\$0	\$0	\$0	\$308,154
2.05 Transportation Safety Initiative	\$46,419	\$19,884	\$3,039	\$0	\$69,342
2.05A Comprehensive Safety Action Plan for St. Louis Region	\$54,147	\$23,195	\$1,351	\$625,000	\$703,693
2.06 Transportation Safety Education Initiative	\$9,936	\$4,256	\$1,525	\$90,000	\$105,717
2.07 Transit System Planning and Development (Metro)	\$0	\$0	\$0	\$200,000	\$200,000
2.11 Multimodal Transportation Planning	\$119,224	\$51,071	\$5,291	\$0	\$175,586
2.12A Illinois Great Streets Planning Initiative	\$38,365	\$16,434	\$1,056	\$500,000	\$555,855
2.12B Illinois Great Streets Planning Initiative - Technical Assistance	\$48,693	\$20,858	\$1,300	\$80,000	\$150,851
2.13 Missouri Great Streets Planning Initiative	\$110,391	\$47,287	\$7,751	\$500,000	\$665,430
2.15 Section 5310 Coordinated Human Service Transportation Planning	\$21,106	\$9,041	\$4,738	\$0	\$34,885
2.17 Transportation Corridor & Subarea Planning - Missouri	\$107,397	\$46,005	\$2,940	\$0	\$156,342
2.19 Long-Range Transportation Planning	\$245,618	\$105,213	\$14,029	\$0	\$364,859
Transportation Planning Subtotal	\$1,458,664	\$492,833	\$156,803	\$2,345,000	\$4,453,301
3.01 Community Building	\$303,585	\$130,044	\$3,960	\$0	\$437,589
3.02 Ecological Approach to Infrastructure Development	\$76,652	\$32,835	\$3,463	\$0	\$112,950
3.03 Air Quality Coordination	\$45,071	\$19,307	\$420	\$0	\$64,797
3.06 Community Engagement / Public Involvement	\$253,117	\$108,425	\$340	\$0	\$361,883
3.07 Local Government Services	\$94,539	\$40,497	\$0	\$0	\$135,036
3.09 Lower Meramec BMP Solutions	\$23,423	\$10,034	\$443	\$0	\$33,899
Community Planning Subtotal	\$796,388	\$341,141	\$8,626	\$0	\$1,146,154
4.01 Urban Area Security Initiative (UASI)	\$542,358	\$232,325	\$1,836,736	\$2,088,145	\$4,699,564
4.02 Healthcare System Preparedness Program	\$146,120	\$62,592	\$6,987	\$0	\$215,699
4.04A All Hazard Mitigation Plan Update - Missouri	\$35,358	\$15,146	\$539	\$0	\$51,042
4.04B All Hazard Mitigation Plan Update - St. Clair County, IL	\$26,830	\$11,493	\$0	\$0	\$38,323
4.05 Regional Catastrophic Preparedness Grant (RCPG) Program	\$87,028	\$37,279	\$781	\$372,000	\$497,089
Regional Security Subtotal	\$837,694	\$358,835	\$1,845,043	\$2,460,145	\$5,501,718
5.01 Program Administration	\$266,085	\$113,980	\$28,769	\$200	\$409,035
5.02 Information Management and Services	\$277,369	\$118,814	\$0	\$0	\$396,183
5.03 EWG Member Government Support	\$51,379	\$22,009	\$51,141	\$0	\$124,528
5.04 Southwestern Illinois Flood Prevention District Support	\$207,459	\$0	\$0	\$0	\$207,459
5.05 St. Louis Area Regional Response System (STARRS) Support	\$15,812	\$6,773	\$9,195	\$0	\$31,780
Program Administration & Support Subtotal	\$818,103.33	\$261,576.11	\$89,105.17	\$200.00	\$1,168,985
Total	\$5,104,807	\$1,965,830	\$2,166,438	\$5,405,345	\$14,642,420
¹ - Includes fringe benefit costs. ² - Indirect costs are applied to personnel costs. ³ - Other includes costs like supplies, printing, travel, software licenses, etc. ⁴ - Includes FY 2024 costs only. Total Household Survey Costs are \$2M; with the costs expended over 3 fiscal years: FY 2024 (\$600,000), FY 2025 (\$810,000) & FY 2026 (\$600,000).					

II. FUNDING TABLES

Table 4 - CPG Funding Details by State						
Work Elements		IDOT ¹		MoDOT ²		Total CPG Funds
#	Description	\$	%	\$	%	
1.01	Regional Travel Demand Modeling and System Evaluation	\$166,174		\$422,594		\$588,768
1.02	Regional Household Travel Survey ³	\$120,000		\$360,000		\$480,000
1.05	Geographic Information System (GIS) Implementation	\$63,822		\$162,304		\$226,126
1.07	Regional Competitiveness	\$86,716		\$220,525		\$307,241
1.12	Regional Decision Support Systems	\$107,177		\$272,561		\$379,739
Research & Analysis Subtotal		\$543,888		\$1,437,986		\$1,981,874
2.01	Integrated Transportation Systems Management	\$31,671		\$80,541		\$112,212
2.03	Transportation Improvement Program and Project Monitoring	\$198,560		\$504,955		\$703,515
2.05	Transportation Safety Initiative	\$16,585		\$42,177		\$58,762
2.06	Transportation Safety Education Initiative	\$0		\$84,573		\$84,573
2.07	Transit System Planning and Development (Metro)	\$40,000		\$120,000		\$160,000
2.11	Multimodal Transportation Planning	\$41,997		\$106,801		\$148,798
2.12B	Illinois Great Streets Planning Initiative - Technical Assistance	\$120,681		\$0		\$120,681
2.13	Missouri Great Streets Planning Initiative	\$0		\$532,344		\$532,344
2.17	Transportation Corridor & Subarea Planning - Missouri	\$0		\$125,073		\$125,073
2.19	Long-Range Transportation Planning	\$87,267		\$221,927		\$309,194
Transportation Planning Subtotal		\$536,760		\$1,818,393		\$2,355,153
3.01	Community Building	\$104,662		\$266,165		\$370,828
3.02	Ecological Approach to Infrastructure Development	\$27,015		\$68,702		\$95,717
3.06	Community Engagement / Public Involvement	\$86,555		\$220,117		\$306,671
3.07	Local Government Services	\$32,298		\$82,136		\$114,434
Community Planning Subtotal		\$250,530		\$637,120		\$887,650
5.01	Program Administration	\$97,833		\$248,797		\$346,629
5.02	Information Management and Services	\$94,759		\$240,980		\$335,739
Program Administration & Support Subtotal		\$192,591		\$489,777		\$682,368
Total Federal CPG Funds		\$1,523,770	80.00%	\$4,383,275	80.00% ⁴	\$5,907,045
Match - EWG			0.00%	\$549,665	10.03%	
Match - State		\$380,942	20.00%	\$208,000	3.80%	
Match - Other			0.00%	\$30,000	0.55%	
Total EWG Costs for FY 2022 Transportation Planning Program		\$1,904,712		\$5,170,940		\$7,075,652
2.04	Value of MoDOT "Direct Cost" Metropolitan Planning Activity		0.00%	\$308,154	5.62%	
Total Value of CPG-Funded Work Elements		\$1,904,712		\$5,479,094		\$7,383,806

1 - IDOT's total includes EWG's allocation for the state fiscal year only. IDOT combines the metropolitan transportation planning funds into a single CPG with FHWA.

2 - MoDOT's total includes unspent funds from prior years. MoDOT combines the metropolitan transportation planning funds into a single CPG with FHWA.

3 - Includes FY 2024 costs only. Total Household Survey Costs are \$2M; with the costs expended over 3 fiscal years: FY 2024 (\$600,000), FY 2025 (\$810,000) & FY 2026 (\$600,000).

4 - MoDOT federal funding as a percentage of total EWG actual transportation planning costs is ~84.77 (\$4,383,275/\$5,479,094). The value of MoDOT "Direct Cost" allows EWG to include an additional ~\$246,523 (\$308,154 x .80) in federal CPG funding.

5 - Available Funding

Funds passed through MoDOT: EWG estimates that ~\$13,197,883, will be available in CPG funds, through MoDOT, for the FY 2024 program year that begins July 1, 2023. This estimate is based on the projected unspent funds available from prior years plus an approximation of CPG funds allocated to our region for FFY 2023. In addition, during the year EWG estimates that funds from FFY 2024 approximating \$4,492,333 will be applied to EWG's balance; bringing the total federal planning funds available during the period covered by this UPWP to ~\$17,690,216.

The financial stability of EWG is largely dependent upon federal and state planning funds. EWG's healthy planning funds balance provides some stability if current funding is delayed or reduced. In addition, the funds can be drawn upon to supplement our normal activities with exceptional work that EWG needs to periodically conduct to meet federal requirements. For example, in FY 2024 EWG will continue the Arterial Study, begin the household travel survey, and will continue progress on the build-out of its online TIP database; this work would not be possible without a substantial balance from the prior years. Based on the assumption that 100% of the funds programmed in this FY 2024 UPWP will be spent, EWG estimates that ~\$13,306,941 (\$17,690,216 - \$483,383,275) will be available for carryover to the next (FY 2025) UPWP effective July 1, 2024 through June 30, 2025.

Table 4.1 - Sources of Missouri Transportation Planning Funds	
FFY 2022 & Prior Allocation, Unprogrammed	\$12,267,343.65
FFY 2023 Allocation	\$4,492,333.00
FFY 2023 Available Funds	\$16,759,676.65
FY 2023 UPWP Programmed	(\$4,585,004.00)
Balance Less FY 2023 UPWP Programmed Amt.	\$12,174,672.65
FY 2023 UPWP Programmed, Est. Unexpended	\$1,023,209.91
Subtotal, Funds Remaining	\$13,197,882.56
Est. FFY 2024 Allocation	\$4,492,333.00
Est. Total CPG Funds Available for FY 2024 UPWP	\$17,690,215.56
FY 2024 UPWP Programmed	\$4,383,274.92

Table 4.2 - Estimated Carry Forward to FY 2024

Est. Total CPG Funds Available for FY 2024 UPWP	\$17,690,215.56
FY 2024 UPWP, Est. Expenditures	(\$4,383,274.92)
Est. Carry Forward to FY 2025	\$13,306,940.64

Funds passed through IDOT: IDOT does not allow the MPO to use prior year balances for the FHWA and FTA metropolitan planning funds. IDOT has provided a funding mark for EWG of \$1,904,712 from the FY 2024 apportionment. EWG's estimated expenditures are based on this assumption.

Local Funds: EWG will have adequate match available from accumulated per capita contributions and TIP fees. EWG estimates that \$549,665 will be required to match the CPG funding shown in Table 4 and an additional \$289,199 will be required for the non-CPG projects for a combined total of \$838,863 in EWG local funds.

II. FUNDING TABLES

Table 5 - IDOT Funding Detail ¹				
Work Elements		IDOT State Funds (Match)	IDOT CPG Funds (Federal) ²	Total
#	Description			
1.01	Regional Travel Demand Modeling and System Evaluation	\$41,543	\$166,174	\$207,717
1.02	Regional Household Travel Survey ³	\$30,000	\$120,000	\$150,000
1.05	Geographic Information System (GIS) Implementation	\$15,955	\$63,822	\$79,777
1.07	Regional Competitiveness	\$21,679	\$86,716	\$108,395
1.12	Regional Decision Support Systems	\$26,794	\$107,177	\$133,972
Research & Analysis Subtotal		\$135,972	\$543,888	\$679,861
2.01	Integrated Transportation Systems Management	\$7,918	\$31,671	\$39,588
2.03	Transportation Improvement Program and Project Monitoring	\$49,640	\$198,560	\$248,200
2.05	Transportation Safety Initiative	\$4,146	\$16,585	\$20,731
2.07	Transit System Planning and Development (Metro)	\$10,000	\$40,000	\$50,000
2.11	Multimodal Transportation Planning	\$10,499	\$41,997	\$52,496
2.12B	Illinois Great Streets Planning Initiative - Technical Assistance	\$30,170	\$120,681	\$150,851
2.19	Long-Range Transportation Planning	\$21,817	\$87,267	\$109,083
Transportation Planning Subtotal		\$134,190	\$536,760	\$670,950
3.01	Community Building	\$26,166	\$104,662	\$130,828
3.02	Ecological Approach to Infrastructure Development	\$6,754	\$27,015	\$33,769
3.06	Community Engagement / Public Involvement	\$21,639	\$86,555	\$108,194
3.07	Local Government Services	\$8,074	\$32,298	\$40,372
Community Planning Subtotal		\$62,633	\$250,530	\$313,163
5.01	Program Administration	\$24,458	\$97,833	\$122,291
5.02	Information Management and Services	\$23,690	\$94,759	\$118,448
Program Administration & Support Subtotal		\$48,148	\$192,591	\$240,739
Total		\$380,942	\$1,523,770	\$1,904,712
¹ - Table 5 includes only those work elements that are CPG funded. ² - IDOT's total includes EWG's allocation for the state fiscal year only. IDOT combines the metropolitan transportation planning funds into a single CPG with FHWA. ³ - Includes FY 2024 costs only. Total Household Survey Costs are \$2M; with the costs expended over 3 fiscal years: FY 2024 (\$610,000; IDOT share = \$150,000), FY 2025 (\$810,000; IDOT share = \$202,500) & FY 2026 (\$600,000; IDOT share = \$147,500).				

II. FUNDING TABLES

Work Elements # Description	State & Local Funds (Match)				Total	MoDOT CPG Funds (Federal) ¹	Total
	EWG	MoDOT	\$	Other Agencies			
1.01 Regional Travel Demand Modeling and System Evaluation	\$64,455				\$64,455	\$422,594	\$487,050
1.02 Regional Household Travel Survey ²		\$90,000			\$90,000	\$360,000	\$450,000
1.05 Geographic Information System (GIS) Implementation	\$24,755				\$24,755	\$162,304	\$187,059
1.07 Regional Competitiveness	\$33,635				\$33,635	\$220,525	\$254,160
1.12 Regional Decision Support Systems	\$41,572				\$41,572	\$272,561	\$314,133
Research & Analysis Subtotal	\$164,417	\$90,000	\$0		\$254,417	\$1,437,986	\$1,692,403
2.01 Integrated Transportation Systems Management	\$12,284				\$12,284	\$80,541	\$92,825
2.03 Transportation Improvement Program and Project Monitoring	\$77,017				\$77,017	\$504,955	\$581,972
2.05 Transportation Safety Initiative	\$6,433				\$6,433	\$42,177	\$48,610
2.06 Transportation Safety Education Initiative	\$3,143	\$18,000			\$21,143	\$84,573	\$105,717
2.07 Transit System Planning and Development (Metro)	\$0		\$30,000		\$30,000	\$120,000	\$150,000
2.11 Multimodal Transportation Planning	\$16,290				\$16,290	\$106,801	\$123,091
2.13 Missouri Great Streets Planning Initiative	\$33,086	\$100,000			\$133,086	\$532,344	\$665,430
2.17 Transportation Corridor & Subarea Planning - Missouri	\$31,268				\$31,268	\$125,073	\$156,342
2.19 Long-Range Transportation Planning	\$33,849				\$33,849	\$221,927	\$255,776
Transportation Planning Subtotal	\$213,371	\$118,000	\$30,000		\$361,371	\$1,818,393	\$2,179,763
3.01 Community Building	\$40,596				\$40,596	\$266,165	\$306,762
3.02 Ecological Approach to Infrastructure Development	\$10,479				\$10,479	\$68,702	\$79,181
3.06 Community Engagement / Public Involvement	\$33,573				\$33,573	\$220,117	\$253,689
3.07 Local Government Services	\$12,528				\$12,528	\$82,136	\$94,664
Community Planning Subtotal	\$97,175	\$0	\$0		\$97,175	\$637,120	\$734,295
5.01 Program Administration	\$37,947				\$37,947	\$248,797	\$286,744
5.02 Information Management and Services	\$36,755				\$36,755	\$240,980	\$277,735
Program Administration & Support Subtotal	\$74,702	\$0	\$0		\$74,702	\$489,777	\$564,479
Total EWG Costs for FY 2021 UPWP	\$549,665	\$208,000	\$30,000		\$787,665	\$4,383,275	\$5,170,940
2.04 Value of MoDOT "Direct Cost" Metropolitan Planning Activity	\$0	\$308,154	\$0		\$308,154	\$0	\$308,154
Total Value of MO Transportation Planning Work Elements	\$549,665	\$516,154	\$30,000		\$1,095,819	\$4,383,275	\$5,479,094

1 - MoDOT's total includes unspent funds from prior years. MoDOT combines the metropolitan transportation planning funds into a single CPG with FHWA.

2 - Includes FY 2024 costs only. Total Household Survey Costs are \$2M, with the costs expended over 3 fiscal years: FY 2024 (\$600,000; MoDOT share = \$450,000), FY 2025 (\$810,000; MoDOT share = \$607,500) & FY 2026 (\$600,000; MoDOT share = \$442,500).



III. Program Areas

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III. PROGRAM AREAS

The major planning and problem-solving functions that EWG will perform during the fiscal year have been grouped under five broad program areas: research and analysis; transportation planning; community planning; regional security; and program administration and support. Sections A through E describe each of the work elements for these program areas in more detail. Unless otherwise noted, all the activities described in each work program element will be completed by EWG staff. If another agency is responsible or a consultant will be doing some of or all the work, it will be noted.

Program Areas		State & Local	Federal	Total
#	Description			
A.	Research & Analysis	\$390,389	\$1,981,874	\$2,372,263
B.	Transportation Planning	\$1,055,624	\$3,397,676	\$4,453,301
C.	Community Planning	\$175,184	\$970,971	\$1,146,154
D.	Regional Security	\$22,341	\$5,479,376	\$5,501,718
E.	Program Administration & Support	\$486,617	\$682,368	\$1,168,985
Total - Program Areas		\$2,130,155	\$12,512,266	\$14,642,420

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A. Research and Analysis
Total Budget - \$2,372,263

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A. RESEARCH & ANALYSIS

Work Elements & Funding

Work Elements		State & Local	Federal	Total
#	Description			
1.01	Regional Travel Demand Modeling and System Evaluation	\$105,999	\$588,768	\$694,767
1.02	Regional Household Travel Survey	\$120,000	\$480,000	\$600,000
1.05	Geographic Information System (GIS) Implementation	\$40,711	\$226,126	\$266,837
1.07	Regional Competitiveness	\$55,314	\$307,241	\$362,555
1.12	Regional Decision Support Systems	\$68,366	\$379,739	\$448,105
Total - Research & Analysis		\$390,389	\$1,981,874	\$2,372,263

Background

As the MPO and COG for the St. Louis region, EWG pursues research and analysis initiatives to better understand and monitor issues identified as important to the fiscal, economic, and social well-being of the region. Through data collection and analysis, EWG engages in a comprehensive analysis of St. Louis' regional transportation and public service investment policies.

The research and analysis work elements are designed to develop a sound factual basis for investment decisions for the St. Louis region's surface transportation system and for the other systems and initiatives that contribute to the economic health and quality of life in the region. The work elements in this program area support the agency's role to continually improve its capacity to perform modeling, forecasting, and statistical analysis. Additionally, this work represents the agency's efforts to increase our understanding of the socioeconomic and transportation trends and future needs facing the St. Louis region.

The work in this section includes: modeling and systems evaluation, the regional household travel survey, and the management of regional information systems such the agency's geographic information system (GIS). Additionally, EWG staff will continue to their work on regional competitiveness. Promotion of the economic health and vitality of the region is a key element of the agency's mission and regional competitiveness is the work element that describes discrete efforts to support work on strengthening the metropolitan economy, although such work is woven throughout the work program in a variety of areas. EWG staff will also continue to provide support to member local governments and agencies through dissemination of research and updated data.

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Summary

An important technical component of the regional planning process is the travel demand model. Demand modeling enables the agency to forecast future travel and evaluate the efficiency and effectiveness of the transportation system and proposed improvements. The agency will continue to maintain and enhance existing model sets and ensure that the highway and transit modeling meets all criteria established by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Work will also continue to develop analytical methods that better evaluate the performance of the transportation system and individual projects relative to mobility, accessibility, land use, economic growth, and the natural environment. The travel demand model will also support annual conformity determinations related to both short and long-range transportation plans. Traffic forecast will continue to be provided to state and local agencies for use in their own studies as requested.

Activities

1. Maintain and update technical documentation of TransEval, which is EWG's regional travel demand model, and its applications.
2. Build internal capacity and skills for operating the updated regional travel demand model and its procedures.
3. Enhance professional development by working collaboratively with local planning partners and research entities on various research activities and projects, participating in professional conferences, and enhancing modeling skills.
4. Provide support and prepare travel demand forecasts for the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).
5. Conduct the Regional Emission Analysis for air quality conformity determination for the RTP and TIP.
6. Develop and enhance internal capacity for using the latest U.S. Environmental Protection Agency (EPA) approved air quality emissions model MOVES3 as required by updated regulation.
7. Refine Congestion Mitigation and Air Quality (CMAQ) project evaluation tool using outputs from the updated EPA air quality model MOVES3 to include the emission numbers.
8. Provide modeling support for local and regional planning efforts.
9. Research, develop, and test model-based transportation performance evaluation tools and techniques for use in corridor-level and long-range planning.
10. Update the functional classification network and maps.
11. Prepare for household travel survey by studying national and local travel behavior trends.

REGIONAL TRAVEL DEMAND MODELING AND SYSTEM EVALUATION

1.01

12. Track census data including demographics, socioeconomic characteristics and travel pattern stability, and analyze changes in travel characteristics.
13. Work on procurement activities for consulting services to conduct the household travel survey and model recalibration.

Products/Outcomes

- A. Travel demand forecasts and analyses to support the RTP, TIP, and planning studies (*ongoing*)
- B. Regional Emissions Analysis for conformity determination using the MOVES3 model (*ongoing*)
- C. Compilation of system performance evaluation methods (*ongoing*)
- D. Updates to functional classification networks (*ongoing*)
- E. Consultant selection for services to conduct the household travel survey and recalibrate the travel demand model based on the survey results (*June 2024*)

Estimated Costs & Funding

State & Local

EWG	\$64,455
IDOT	\$41,543
Subtotal State & Local	\$105,999

Federal (CPG)

IDOT	\$166,174
MoDOT	\$422,594
Subtotal Federal	\$588,768

Total

EWG	\$64,455
IDOT	\$207,717
MoDOT	\$422,594
Total Funding	\$694,767

REGIONAL HOUSEHOLD TRAVEL SURVEY

1.02

Summary

In the upcoming year, the agency will initiate a household travel survey, with the primary goal of collecting data for estimation and calibration of the travel demand model. The data collected during this multi-year project will be used to support future work described in work element 1.01. The activities in this work element will be performed by a consultant.

Activities

1. Develop procedures designed to ensure the household travel survey is representative of all population groups within the EWG metropolitan planning area.
2. Implement the core household travel survey, including sub-sampling of specialized populations.
3. Prepare a regional database of existing travel patterns for the EWG metropolitan planning area.
4. Prepare technical documentation of the survey methodology, instrument and travel pattern database development, including a final report.
5. Analyze relationship between demographics, socioeconomic characteristics and travel patterns, and clearly identify the travel characteristics of many specialized populations.
6. Recalibrate relationships and techniques for estimating the trip generation for various demographic groups.
7. Analyze and enhance the trip destination choice model using the regional survey data.
8. Develop relationships and techniques for estimating the mode choice behavior in the EWG metropolitan planning area, including non-motorized and all transit modes available at the time of the survey.
9. Recalibrate the regional travel demand model TransEval, by integrating these updated relationships and techniques in the model to better reflect the local travel pattern and choice behavior.
10. Validate both the highway and transit models, using the calibration and validation standards accepted by FHWA and FTA.
11. Prepare technical documentation for TransEval recalibration.

REGIONAL HOUSEHOLD TRAVEL SURVEY

1.02

Products/Outcomes**

- A. Executed contract for consulting services to conduct the household travel survey and recalibrate the travel demand model based on the survey results *(June 2024)*
- B. Detailed Contractor work plan and schedule for travel survey and model recalibration process *(August 2024)*
- C. Household travel survey proposed methodology report, survey sampling plan and survey instrument *(December 2024)*
- D. Pilot survey instrument and database *(February 2025)*
- E. Conduct and analyze household travel survey *(March 2025)*
- F. Non-respondent and specialized populations follow-up survey (*Nov 2025*)
- G. Geocode database results for the core household survey *(March 2026)*
- H. Final survey report and data set of travel patterns, demographic and socioeconomic characteristics *(June 2026)*
- I. TransEval recalibration for trip generation and distribution models *(Dec 2026)*
- J. TransEval recalibration for mode choice model *(June 2026)*
- K. Fully validated base highway and transit travel demand model, and updated mode choice model parameters *(December 2027)*

REGIONAL HOUSEHOLD TRAVEL SURVEY

1.02

Estimated Costs & Funding

	FY 2024 30%	FY 2025** 40.5%	FY 2026** 29.5%	Total 100%
<u>State & Local</u>				
IDOT	\$30,000	\$40,500	\$29,500	\$100,000
MoDOT	\$90,000	\$121,500	\$88,500	\$300,000
Subtotal State & Local	\$120,000	\$162,000	\$118,000	\$400,000
<u>Federal (CPG)</u>				
IDOT	\$120,000	\$162,000	\$118,000	\$400,000
MoDOT	\$360,000	\$486,000	\$354,000	\$1,200,000
Subtotal Federal	\$480,000	\$648,000	\$472,000	\$1,600,000
<u>Total</u>				
IDOT	\$150,000	\$202,500	\$147,500	\$500,000
MoDOT	\$450,000	\$607,500	\$442,500	\$1,500,000
Total Funding	\$600,000	\$810,000	\$590,000	\$2,000,000

***This project is estimated to take 18 to 24 months to complete; therefore, the work will begin in FY 2024 and will be completed in FY 2026.*

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GEOGRAPHIC INFORMATION SYSTEM (GIS) IMPLEMENTATION

1.05

Summary

This work element provides the framework for the development and management of a regional GIS, by focusing on the acquisition and management of numerous data sets that are essential to regional analyses. The element is “needs-based” and includes necessary and collaborative efforts with local, state and federal agencies to acquire, maintain, and distribute the spatial data that is essential to EWG’s conduct of effective regional and transportation planning functions.

Activities

1. Provide the technical expertise, oversight, and training resources necessary to maintain and enhance an open and adaptive GIS in support of the regional transportation planning functions of the agency that require GIS in general, and mapping in particular.
2. Continue to support agency staff and member jurisdictions in developing coordinated plans for transportation.
3. Support the Missouri GIS Advisory Committee and their local government subcommittees.
4. Support regional and subregional GIS mapping and data distribution for regional community and transportation planners.
5. Support efforts to identify, acquire, update and convert transportation, environmental, land use, and other data sets from a variety of external sources.
6. Continue to incorporate the newest orthoimagery and aerial photography into the GIS.
7. Support collaborative regional data development efforts.
8. Support efforts to monitor and track changes in generalized regional land use and develop methods for acquiring and creating a detailed regional land use database including the use of local data from member jurisdictions in support of planning under the Fixing America’s Surface Transportation (FAST) Act.
9. Work with agency departments and personnel to lend guidance and technical assistance in maintaining quality control and standards for agency GIS publications, presentations, forums, and public outreach.
10. Support regional planning by providing technical expertise and oversight for GIS data development, and developing comprehensive transportation, environmental, and land use data sets for the region.
11. Use geospatial software to visualize trends and conditions that potentially affect transportation systems or demand for travel, including employment, housing locations, and health.
12. Create and provide data, maps, and program / project information, as needed.

GEOGRAPHIC INFORMATION SYSTEM (GIS) IMPLEMENTATION

1.05

Products/Outcomes

- A. Improved GIS applications/templates for agency publications and web-based GIS data visualizations *(ongoing)*
- B. Updated and well-maintained data library system of agency-wide geography, databases, imagery, tools, and maps *(ongoing)*
- C. Data sharing, map products, training, and assistance to counties, municipalities, and partnering agencies *(ongoing)*
- D. Enhanced support for regional land use modeling and forecasting tools *(ongoing)*
- E. Updated “Map of the Month” section on the EWG website *(ongoing)*
- F. Updated and more comprehensive transportation, environmental, and land use data sets *(ongoing)*
- G. Improved parcel-based land use file *(ongoing)*

Estimated Costs & Funding

State & Local

EWG	\$24,755
IDOT	\$15,955
Subtotal State & Local	\$40,711

Federal (CPG)

IDOT	\$63,822
MoDOT	\$162,304
Subtotal Federal	\$226,126

Total

EWG	\$24,755
IDOT	\$79,777
MoDOT	\$162,304
Total Funding	\$266,837

REGIONAL COMPETITIVENESS

1.07

Summary

The work in this element reflects EWG's commitment to better understand the St. Louis region's social, economic, and fiscal conditions as they pertain to transportation planning and public service investment. It also represents the agency's efforts to use available research and data resources to inform policy and decision-making. Through a comprehensive analysis of the regional transportation and public service investment policies, this work will help policy makers understand the relationship between regional fiscal patterns and priorities and economic growth. The work in this area draws upon information related to the region's current social, economic, and environmental conditions. Drawing on this data and research, staff will conduct analysis, develop reports, and offer ideas about where the St. Louis region is heading, and how to effect change, if change is deemed necessary by area decision makers.

Activities

1. Continue to use and update *Where We Stand* information and data to identify issues critical to the fiscal, economic, and social well-being of the region.
2. Develop relevant and functional policy analysis products to facilitate regional discussions about these issues to support the transportation planning process.
3. Work with regional partners to: track performance on addressing regional challenges and meeting the region's goals; provide updated data and contextual information that enables regional and local leaders to understand the region's challenges and opportunities; and update the performance indicators used for measurement based on local knowledge and data availability.
4. Assemble data, issue reports and update agency webpage content on topics of regional significance.
5. Monitor and analyze federal and state statutes and regulations that affect the region.
6. Respond to inquiries and research requests from the Board and local governments.
7. Attend conferences and meetings that further the understanding of social and economic issues related to transportation planning in the region.

Products/Outcomes

- A. Research reports and presentations that illuminate research findings on issues of regional significance (*ongoing*)
- B. Webpage and summary report on the region's status in meeting regional goals based on a set of performance indicators (*ongoing*)
- C. Multiple data sets relating to issues of regional significance (*ongoing*)
- D. Policy memos, webpage content, and briefings/blog posts highlighting regional issues (*ongoing*)

REGIONAL COMPETITIVENESS

1.07

Estimated Costs & Funding

State & Local

EWG	\$33,635
IDOT	\$21,679
<hr/>	
Subtotal State & Local	\$55,314

Federal (CPG)

IDOT	\$86,716
MoDOT	\$220,525
<hr/>	
Subtotal Federal	\$307,241

Total

EWG	\$33,635
IDOT	\$108,395
MoDOT	\$220,525
<hr/>	
Total Funding	\$362,555

Summary

This work element focuses on the collection and analysis of socioeconomic and demographic information to support the planning activities of EWG staff and member governments. Central to this purpose is the continual acquisition and processing of multiple data sets focusing on information necessary for measuring transportation system performance, as well as socioeconomic, demographic, land-use, and environmental analyses. Additionally, staff will continue to develop and analyze potential land-use scenarios in support of the EWG's transportation planning function. Staff will continue to provide data and technical assistance to a broad array of users.

Activities

1. Identify, collect, and maintain data sets, focusing on those data necessary for transportation system performance, as well as socioeconomic, demographic, land-use, and environmental analysis.
2. Provide requested data/technical assistance to agency staff, local governments, professional data users, the general public, and other partners and collaborators.
3. Develop land-use, population, and employment forecasting scenarios to support the travel demand modeling system and other planning activities.
4. Support long-range transportation planning by assembling and analyzing land-use, demographic, and economic data.
5. Assist in preparing periodic analytical reports on issues of regional concern.
6. Collaborate with federal, state, and local officials and other resource agencies to assess impacts associated with climate change at the regional and national levels.
7. Provide information to update the online data center on the agency website.

Products/Outcomes

- A. Enhanced data resources/products for transportation and other regional planning activities (*ongoing*)
- B. Adapted/converted/developed land-use/socioeconomic model data files for the network travel demand model system (*ongoing*)
- C. Information provided to municipal and county governments, professional data users, the general public, and all other partners and collaborators associated with the agency (*ongoing*)
- D. Updated online tables on agency website (*ongoing*)
- E. Documentation of data sources (*ongoing*)

REGIONAL DECISION SUPPORT SYSTEMS

1.12

- F. Maps, data, and analysis to support agency planning activities (*ongoing*)
- G. Periodic reports on regional issues (*ongoing*)
- H. Analyses of land-use scenarios (*ongoing*)

Estimated Costs & Funding

State & Local

EWG	\$41,572
IDOT	\$26,794
<hr/>	
Subtotal State & Local	\$68,366

Federal (CPG)

IDOT	\$107,177
MoDOT	\$272,561
<hr/>	
Subtotal Federal	\$379,739

Total

EWG	\$41,572
IDOT	\$133,972
MoDOT	\$272,561
<hr/>	
Total Funding	\$448,105



B. Transportation Planning

Total Budget - \$4,453,301

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B. TRANSPORTATION PLANNING

Work Elements & Funding

Work Elements	State & Local	Federal	Total
# Description			
1. Transportation System Management & Operations			
2.01 Integrated Transportation Systems Management	\$20,202	\$112,212	\$132,414
2.03 Transportation Improvement Program and Project Monitoring	\$126,657	\$703,515	\$830,172
2.04 Transportation Planning Data Collection and Analysis - MODOT	\$308,154	\$0	\$308,154
2.05 Transportation Safety Initiative	\$10,579	\$58,762	\$69,342
2.05A Comprehensive Safety Action Plan for St. Louis Region	\$140,739	\$562,954	\$703,693
2.06 Transportation Safety Education Initiative	\$21,143	\$84,573	\$105,717
2.07 Transit System Planning and Development (Metro)	\$40,000	\$160,000	\$200,000
Subtotal - Transportation System Management & Operations	\$667,474	\$1,682,017	\$2,349,491
Work Elements	State & Local	Federal	Total
# Description			
2. Transportation System Development & Design			
2.11 Multimodal Transportation Planning	\$26,789	\$148,798	\$175,586
2.12A Illinois Great Streets Planning Initiative	\$111,171	\$444,684	\$555,855
2.12B Illinois Great Streets Planning Initiative - Technical Assistance	\$30,170	\$120,681	\$150,851
2.13 Missouri Great Streets Planning Initiative	\$133,086	\$532,344	\$665,430
2.15 Section 5310 Coordinated Human Service Transportation Planning ¹	\$0	\$34,885	\$34,885
2.17 Transportation Corridor & Subarea Planning - Missouri	\$31,268	\$125,073	\$156,342
2.19 Long-Range Transportation Planning	\$55,666	\$309,194	\$364,859
Subtotal - Transportation System Development & Design	\$388,150	\$1,715,659	\$2,103,809
Total - Transportation Planning	\$1,055,624	\$3,397,676	\$4,453,301
<i>1 - Includes FY 2019 through 2021 Section 5310 Program Administration funds.</i>			

Background

The transportation planning work elements represent the agency's planning efforts that are part of the metropolitan transportation planning process. The transportation planning work includes projects that focus on transportation system management and operations (TSM&O) and recognize the importance of maximizing the existing transportation system's efficiency and effectiveness. A second crucial component of EWG's transportation planning efforts include projects that focus on transportation system development and design.

B. TRANSPORTATION PLANNING

Increasing Safe & Accessible Transportation Options

The BIL requires EWG to ensure that it engages in specified planning activities that are targeted at increasing safe and accessible transportation options for multiple travel modes for people of all ages and abilities. It also requires that EWG set-aside at least 2.5% of its Metropolitan Planning (PL) funds for these activities.

Funding

EWG's PL funds are provided through MoDOT and IDOT. The tables below describe the estimated PL funding for FY 2024 and the proportion of these funds that EWG will use to support planning activities to increase safe and accessible transportation options. EWG's commitment to these activities exceeds the BIL's minimum 2.5% requirement.

PL Funding by State	Total PL \$*	2.5% Set-Aside
Missouri	\$3,247,231	\$162,479
Illinois	\$1,177,953	\$29,449
Total PL Funding	\$4,425,184	\$191,928

*Amount is based on actual PL allocation for the FY.

Work Elements ¹	MO PL	IL PL	Total PL	%
# Description				
2.05 Transportation Safety Initiative	\$31,246	\$12,821	\$44,067	1.00%
2.06 Transportation Safety Education Initiative	\$62,654	\$0	\$62,654	1.42%
2.11 Multimodal Transportation Planning	\$54,049	\$22,178	\$76,227	1.72%
2.12B IL Great Streets Planning Initiative - Technical Assistance	\$0	\$93,292	\$93,292	2.11%
2.13 MO Great Streets Planning Initiative	\$394,373	\$0	\$394,373	9%
Subtotal - BIL PL Set-Aside	\$542,322	\$128,292	\$670,614	15.15%
<i>1 - The BIL requires each EWG to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. EWG meets this requirement through the activities in work elements 2.05, 2.06, 2.11, 2.12B, and 2.13. The figures in this table represent the portion of these activities that meets the BIL requirement. Further information about these activities are provided in the sections that follow.</i>				

Planning Projects

EWG's FY 2024 UPWP includes transportation planning work elements that include specific planning activities that are targeted at increasing safe and accessible transportation options for multiple travel modes for people of all ages and abilities, as follows:

- **2.05 – Transportation Safety Initiative** – EWG staff participates in the St. Louis region's Blueprint Coalition meetings and other statewide transportation safety initiatives in both Missouri and Illinois that are focused on enhancing the safety on the St. Louis region's transportation system including initiatives that emphasize safety for children, teenagers, bicyclists, pedestrians, motorcyclists, and other vulnerable system users. Additionally, EWG staff provides ongoing technical assistance to local project sponsors to incorporate safety countermeasures in project applications seeking federal transportation funds.

B. TRANSPORTATION PLANNING

- **2.05A – Comprehensive Safety Action Plan** – EWG staff applied for a planning grant in September 2022, and received notification in January 2023 that the application to develop a Comprehensive Safety Action Plan was approved. Staff will be contracting with a consulting firm to do this work, which includes setting an eventual goal of zero roadway deaths and serious injuries, defining Regional High Injury Networks and top high crash segments for each county in the St. Louis region, near and long-term strategies focused on U.S. Department of Transportation (DOT)’s Safe System approach including proven safety countermeasures, creation of a Regional Safety Task Force, unified branding to ensure consistent communication across the region, an inclusive public participation process, defining responsible parties for each strategy, and a method to measure progress.
- **2.06 – Transportation Safety Education Initiative** – EWG staff and MoDOT staff work together on a regional safety campaign that uses public service announcements aimed at educating drivers about safe driving behaviors, actions drivers can take to improve safety on the roadways, and information on common behavioral crashes and crash types in the St. Louis region. This information is shared with the public through social media, websites, radio, and streaming applications.
- **2.11 – Multimodal Transportation Planning** – EWG staff engages with local transportation providers and human service agencies to discuss and disseminate information on projects and programs that enhance accessibility for senior and disabled populations. Staff also provides support for various committees and working groups that are focused on improving transportation accessibility such as the Missouri Public Transit Association and Bi-State Disability Resource Network, as well as supporting municipal Americans with Disabilities Act (ADA) Transition Plan development. EWG staff also undertakes planning initiatives for bicyclists and pedestrians including hosting training workshops to educate local public agencies on bicycle and pedestrian planning, including disseminating information on national best practices and strategies for selecting facilities that increase safety and accessibility. EWG coordinates the Bicycle and Pedestrian Advisory Committee (BPAC) which focuses on enhancing access and mobility by encouraging coordinated development of bicycle and pedestrian facilities, plans, and programs. EWG staff develops and disseminates the Bicycle Planning Guide and the Bicycle and Pedestrian Crash analysis. Staff also participates in regional bicycle/pedestrian committees and activities such as the St. Louis Bicycle Implementation Group, the St. Louis County Complete Streets Peer Advisory Committee, and Community Mobility Committee. Staff also provides ongoing technical assistance to local project sponsors conducting multimodal transportation studies and to develop applications for federally-funded projects that address vulnerable road user safety, accessibility, and incorporate multiple modes of transportation.
- **2.12B & 2.13 – Great Streets Planning Initiative** – EWG’s Great Streets Initiative incorporates Complete Streets planning and focuses not only on multimodal infrastructure and mode shift facilities such as parking, bike racks, and bus stops, but also on providing and connecting active and vibrant places for people to be. Multimodal transportation planning, land use planning, and urban / environmental design are all integrated into the process of developing safe and thriving community spaces and corridors that are well connected to their neighborhoods. The program principles highlight this and include: “Great Streets accommodate all users and all modes”, “Great Streets are great places”, and “Great Streets integrate land use and transportation planning”. Through this program, staff selects projects and works collaboratively with local project sponsors to support and manage planning consultants and community engagement activities throughout the planning process. Staff also provides educational outreach to regional

B. TRANSPORTATION PLANNING

partners to expand knowledge and use of Great Streets principles throughout the St. Louis region. This year, staff will be collaborating with MoDOT to assess the arterial road network in the region and develop alternative design considerations based on urban context and will be providing technical assistance to Illinois communities through multi-disciplinary planning, a multi-day panel workshop, and a concept memo that will address a defined planning issue in the community.

B. TRANSPORTATION PLANNING

1. *Transportation System Management & Operations*

Work Elements & Funding

Work Elements	State & Local	Federal	Total
# Description			
1. Transportation System Management & Operations			
2.01 Integrated Transportation Systems Management	\$20,202	\$112,212	\$132,414
2.03 Transportation Improvement Program and Project Monitoring	\$126,657	\$703,515	\$830,172
2.04 Transportation Planning Data Collection and Analysis - MODOT	\$308,154	\$0	\$308,154
2.05 Transportation Safety Initiative	\$10,579	\$58,762	\$69,342
2.05A Comprehensive Safety Action Plan for St. Louis Region	\$140,739	\$562,954	\$703,693
2.06 Transportation Safety Education Initiative	\$21,143	\$84,573	\$105,717
2.07 Transit System Planning and Development (Metro)	\$40,000	\$160,000	\$200,000
Subtotal - Transportation System Management & Operations	\$667,474	\$1,682,017	\$2,349,491

Background

Traditionally, transportation planning has centered on the need for new capacity, with little emphasis on ensuring existing assets perform to their full potential. This has resulted in a system that, in its present configuration, has untapped potential for accommodating more travel. That greater potential is realized by ensuring proper maintenance of the system, by reconfiguring existing assets to improve operations, and by using technology to enhance the system throughput and reliability. The work elements in this area focus on:

- The implementation and coordination of technology to enhance regional system operations.
- The process for making transportation funding decisions and monitoring the progress of short-term transportation investment decisions.
- The collection and analysis of data necessary to evaluate the existing system's performance.
- Evaluating and educating stakeholders on transportation system safety, both regionally and locally.

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Summary

This element encapsulates a three-part approach to promoting more efficient operation of the region's highway and transit systems through the use of technology and information sharing. The planning involves maintaining the federally-mandated Regional Architecture for the deployment and management of an Intelligent Transportation System (ITS); maintaining a Congestion Management Process (CMP) that establishes congestion performance measures and provides a toolbox of mitigation techniques; and promoting implementation of a coordinated program for the management of the region's transportation system.

Activities

1. Manage the regional CMP through the metropolitan planning process, CMP goals/objectives/performance measures, and TSM&O based mitigation strategies.
2. Maintain Regional ITS Architecture responsibilities in coordination with MoDOT, IDOT, Metro, and local stakeholders. Ensure that projects with ITS components advanced for funding conform to the regional architecture and collaboration/coordination process.
3. Convene meetings of the Congestion Management & Operations Committee (CMOC) to support management of the regional CMP and the Regional ITS Architecture, and to facilitate integrated management and operations of the regional transportation system.
4. Participate in MoDOT Quarterly Mobility Report meetings and Gateway Green Light (GGL) bi-monthly meetings.
5. Educate partner agencies, elected and other local officials, and the community about the requirements and benefits of the CMP, TSM&O practices and ITS Architecture as needed.
6. Provide guidance, technical assistance and support to local partners in complying with the requirements of the Regional CMP and ITS Architecture.
7. Develop an annual congestion report on the performance and reliability of the regional multimodal transportation network for calendar year 2022.
8. Assist with review and evaluation of project applications with regard to TSM&O aspects, and compliance with the CMP and Regional ITS Architecture.
9. Provide guidance and technical support for the inclusion of ITS in the Regional Transportation Plan (RTP).

Products/Outcomes

- A. Agendas, presentations, and proceedings for meetings of the CMOC (*ongoing*)
- B. Participation in MoDOT Mobility Report Meetings and GGL meetings (*ongoing*)

INTEGRATED TRANSPORTATION SYSTEMS MANAGEMENT

2.01

- C. Community and local partner outreach and technical assistance activities (*ongoing*)
- D. Annual congestion report on performance and reliability of regional multimodal transportation network for calendar year 2022 (*August 2023*)
- E. Evaluations of project applications (*ongoing*)

Estimated Costs & Funding

State & Local

EWG	\$12,284
IDOT	\$7,918
Subtotal State & Local	\$20,202

Federal (CPG)

IDOT	\$31,671
MoDOT	\$80,541
Subtotal Federal	\$112,212

Total

EWG	\$12,284
IDOT	\$39,588
MoDOT	\$80,541
Total Funding	\$132,414

TRANSPORTATION IMPROVEMENT PROGRAM AND PROJECT MONITORING

2.03

Summary

The TIP is an annual document through which federal funds are allocated to specific projects according to priorities established in the region's metropolitan (long-range) transportation plan. Consistent with the goals and objectives of that plan, the TIP process ensures that maintaining and managing the transportation system receive sufficient attention in making decisions on the investment of federal funds. This element describes the work necessary to develop the multi-year TIP, including the federally-mandated air quality conformity finding.

Activities

1. Conduct TIP development workshops to inform local project sponsors and interested parties of project submission requirements and evaluation and approval procedures.
2. Solicit projects and assist local governments and other sponsors in developing and documenting projects for TIP funding consideration.
3. Provide assistance to local sponsors in developing project applications for TIP funding consideration and in implementing projects and maintaining schedules.
4. Evaluate projects submitted for TIP consideration and establish funding priorities for local and state highways, transit, paratransit, and transportation alternatives.
5. Define proposed projects and attributes for GIS and database inclusion; evaluate geographic distribution of programmed investments.
6. Assist with preparations for air quality conformity determinations for the TIP; prepare technical documentation detailing air quality modeling procedures and assumptions, the conformity determinations, and related plan updates; and conduct project-specific air quality analyses, as required.
7. Conduct public outreach to solicit comments on the TIP process and the recommended program.
8. Publish and disseminate TIP, and prepare materials necessary for actions to amend or otherwise revise the TIP, as needed.
9. Conduct project implementation workshops for sponsors with projects in the TIP.
10. Monitor the implementation of TIP projects and track the use of federal funds through the preparation of quarterly progress reports for projects included in the annual element of the TIP with semi-annual reports identifying projects that are failing to meet implementation schedules and falling behind in the obligation of federal funds.
11. Prepare action recommendations for the EWG Board of Directors concerning projects not complying with obligation schedules.

TRANSPORTATION IMPROVEMENT PROGRAM AND PROJECT MONITORING

2.03

12. Develop annual list of obligated projects.
13. Continue and monitor development of a process for evaluating the effectiveness of implemented TIP projects. Evaluate “best practices” from other metropolitan areas.
14. Work with planning partners to integrate performance measures and targets and anticipated effects of projects on those targets into the TIP document.
15. Maintain and provide staff support to Illinois and Missouri Transportation Planning Committees (TPC).
16. Substantiate provisions of annual self-certifications and documentation of performance of the metropolitan planning process, including MoDOT and EWG co-signed annual self-certification statement to be approved by the EWG Board of Directors.
17. Development of an updated database to manage the TIP and RTP. *(Staff and consultant)*

Products/Outcomes

- A. Final FY 2024-2027 TIP and Draft FY 2025-2028 TIP *(August 2023 and June 2024)*
- B. TIP program development workshops, implementation workshops, and public involvement activities *(ongoing)*
- C. Technical documentation of TIP amendments and modifications, including a year-end report *(ongoing)*
- D. Conformity determinations for the RTP and TIP *(October 2023 – January 2024 (if necessary), January 2024 – June 2024)*
- E. Technical documentation of air quality modeling procedures, assumptions, and conformity determinations *(January 2024 (if necessary), June 2024)*
- F. Monthly reports showing the implementation status of projects programmed in the TIP that are subject to the Policy on Reasonable Progress and the flow of federal funds *(ongoing)*
- G. Year-end status report of monitored TIP projects *(October 2023)*
- H. Annual listing of obligated projects *(December 2023)*
- I. Agendas, presentations, and proceedings for TPC meetings *(ongoing)*
- J. Presentations for air quality committee and interagency consultation group meetings *(ongoing)*

TRANSPORTATION IMPROVEMENT PROGRAM AND PROJECT MONITORING

2.03

- K. Annual Metropolitan Transportation Planning Process Self-Certification (*August 2023*)
- L. Information and data for the database used to manage the TIP and RTP (*ongoing*)
- M. Updated TIP database to use for processing application submittals, evaluating projects, tracking projects, and archiving project information (*June 2024*)

Estimated Costs & Funding

State & Local

EWG	\$77,017
IDOT	\$49,640
Subtotal State & Local	\$126,657

Federal (CPG)

IDOT	\$198,560
MoDOT	\$504,955
Subtotal Federal	\$703,515

Total

EWG	\$77,017
IDOT	\$248,200
MoDOT	\$504,955
Total Funding	\$830,172

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TRANSPORTATION PLANNING DATA COLLECTION AND ANALYSIS, INTEGRATED TRANSPORTATION SYSTEM MANAGEMENT (MoDOT) 2.04

Summary

MoDOT, in coordination with EWG, performs several tasks / activities to improve the overall efficiency of the transportation system. These activities include data collection, analysis and sharing. MoDOT provides these services with non-federal funding. All the activities in this work element will be performed by MoDOT St. Louis District staff.

Activities*

1. Query, analyze, and summarize multiple forms of data.
2. Acquire traffic data for use in studies, planning, evaluation of system needs, and project development.
3. Review and analyze traffic data to identify concerns and recommend solutions.
4. Maintain traffic related databases and spreadsheets and generate reports; maintain traffic devices, inventories and records.
5. Develop recommendations and prepare projected data; maintain programs, databases, and historical files of related data in coordination with EWG.
6. Maintain Regional ITS Architecture in coordination with EWG, IDOT, Metro and local officials.
7. Continued implementation of the Regional Arterial Management System – GGL.
8. Participate in regional M&O, ITS, CMP, and Regional Architecture meetings and committees.

Products/Outcomes

- A. Updated traffic count database for use in the EWG Travel Demand Model and project prioritization (Work Element 1.01) (*ongoing*)
- B. Updated Regional Integrated Systems Management Architecture (Work Element 2.01) (*ongoing*)
- C. Regional M&O, ITS, CMP and Regional Architecture partner meetings and activities (Work Element 2.01) (*ongoing*)

**TRANSPORTATION PLANNING DATA COLLECTION AND ANALYSIS,
INTEGRATED TRANSPORTATION SYSTEM MANAGEMENT (MoDOT)
2.04**

Estimated Costs & Funding

State & Local

MoDOT ¹	\$308,154
Subtotal State & Local	\$308,154

Total

MoDOT	\$308,154
Total Funding	\$308,154

1 - Estimated amount required as match for MoDOT's CPG funds.

Personnel**

District Traffic Engineer *
Three Traffic Operations Engineers*
Sr. Traffic Technician*

***Appendix B shows the salary, fringe, and contribution data for the MoDOT personnel.*

TRANSPORTATION SAFETY INITIATIVE

2.05

Summary

The work represents EWG's efforts to better define and develop appropriate solutions to travel safety issues in the St. Louis region. Using relationships with transportation safety officials and advocates from throughout the region, EWG staff will work to enhance safety on the region's transportation system, focusing on engineering, enforcement, education, and emergency response. Coordination, outreach, and education are key components of this effort.

Activities

1. Support and participate in regular meetings of the Missouri Coalition for Roadway Safety (statewide and local).
2. Participate in meetings with Illinois local agencies and IDOT.
3. Support and encourage the development, implementation, and promotion of engineering, education, law enforcement, and emergency response strategies in the St. Louis region.
4. Create, maintain, and sustain relationships with various groups throughout the region that have an emphasis on transportation safety.
5. Provide technical and networking assistance to groups and individuals at the local and grass roots levels working to improve transportation safety and to mitigate the negative outcome of crashes.
6. Participate in statewide transportation safety initiatives for Missouri and Illinois.
7. Assist with management of Missouri and Illinois county local road strategic highway safety plan projects.
8. Create and provide educational / informational materials, as needed.
9. Review and evaluate safety projects submitted for TIP funding consideration.

Products/Outcomes

- A. Technical assistance and support to local agencies and safety coalitions (*ongoing*)
- B. Education materials including posters, pamphlets, fact sheets, and PowerPoint presentations on transportation safety issues (*ongoing*)

TRANSPORTATION SAFETY INITIATIVE

2.05

Estimated Costs & Funding

State & Local

EWG	\$6,433
IDOT	\$4,146
Subtotal State & Local	\$10,579

Federal (CPG)

IDOT	\$16,585
MoDOT	\$42,177
Subtotal Federal	\$58,762

Total

EWG	\$6,433
IDOT	\$20,731
MoDOT	\$42,177
Total Funding	\$69,342

COMPREHENSIVE SAFETY ACTION PLAN FOR ST. LOUIS REGION

2.05A

Summary

Through the Safe Streets and Roads for All (SS4A) program, the Council will develop a Comprehensive Safety Action Plan (CSAP) for the eight-county region, with the goal of eliminating roadway fatalities and serious injuries. The CSAP will identify priorities for roadway safety, as well as provide transparency and accountability for the public. The CSAP will be developed through public and stakeholder input, and prioritized projects and strategies will be shaped by best practices and a data-informed process.

Activities

1. Execute the SS4A grant agreement between the DOT and the Council. *(Staff)*
2. Develop and finalize CSAP scope of work. *(Staff)*
3. Carry out procurement process to hire a consultant to assist in the development of the CSAP. *(Staff)*
4. Manage consultant work and contracts for the project. *(Staff)*
5. Assemble and convene a Task Force to provide oversight on the development of the CSAP. *(Staff and consultant)*
6. Develop stakeholder and public engagement plan. *(Staff and consultant)*
7. Perform an existing conditions analysis and conduct a review of best practices for increasing roadway safety. *(Staff and consultant)*
8. Develop regional High Injury Networks and county-wide high crash segments. *(Staff and consultant)*
9. Develop an implementation strategy to eliminate roadway fatality and serious injury crashes. *(Staff and consultant)*

Products/Outcomes**

- A. CSAP scope of work *(ongoing)*
- B. CSAP related presentations to Board, EAC, and supporting committees *(ongoing)*
- C. Consultation and coordination meetings with Task Force and transportation planning partners *(ongoing)*
- D. Public engagement activities related to CSAP development *(ongoing)*
- E. Draft and Final Comprehensive Safety Action Plans *(April/June 2024)*

COMPREHENSIVE SAFETY ACTION PLAN FOR ST. LOUIS REGION

2.05A

Estimated Costs & Funding

	FY 2023	FY 2024	Total
<u>State & Local</u>			
EWG	\$4,399	\$140,739	\$145,138
Subtotal Local	\$4,399	\$140,739	\$145,138
<u>Federal (SS4A)¹</u>			
FHWA	\$17,597	\$562,954	\$580,552
Subtotal Federal	\$17,597	\$562,954	\$580,552
<u>Total</u>			
EWG	\$4,399	\$140,739	\$145,138
FHWA	\$17,597	\$562,954	\$580,552
Total Funding	\$21,997	\$703,693	\$725,690

1 - ALN 20.939

***This project is estimated to take 12 months to complete; therefore, the work began in FY 2023 and will be completed in FY 2024.*

TRANSPORTATION SAFETY EDUCATION INITIATIVE

2.06

Summary

This work is closely related to the work EWG staff will conduct for work element 2.05. This education initiative is a joint project between EWG and MoDOT and involves developing education materials and an outreach program to heighten public awareness of safe driving behaviors.

Activities

1. Coordinate with MoDOT to heighten public awareness of safe driving behaviors through the use of visual media, created by MoDOT. *(Staff and MoDOT)*
2. Conduct a safe driving awareness campaign. *(Consultant)*

Products/Outcomes

- A. Safe driving awareness campaign *(ongoing)*

Estimated Costs & Funding

State & Local

EWG	\$3,143
MoDOT	\$18,000
Subtotal State & Local	\$21,143

Federal (CPG)

MoDOT	\$84,573
Subtotal Federal	\$84,573

Total

EWG	\$3,143
MoDOT	\$102,573
Total Funding	\$105,717

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TRANSIT SYSTEM PLANNING AND DEVELOPMENT (METRO)

2.07

Summary

Bi-State Development through its enterprise, Metro Transit, performs several tasks / activities to improve the overall efficiency of the region's transit system. Metro staff will conduct data collection, analysis, and planning with respect to the MetroLink, MetroBus, and Call-A-Ride transit services. Metro staff will also conduct planning associated with ensuring compliance with the Americans with Disabilities Act (ADA) and Title VI. All activities in this work element will be performed by Metro staff.

Activities

1. Administer all work program activities.
2. Collect and summarize fare usage and passenger boarding information for MetroLink, MetroBus, Call-A-Ride, seasonal service, and ADA usage. Conduct onboard surveys of ridership trends and fare media usage.
3. Analyze, plan and restructure bus and rail systems including modifications of bus and rail schedules to optimize resources and maintain an effective system.
4. Conduct planning in conjunction with EWG and ADA advisory committee to improve transportation services for the elderly and disabled population. Update and monitor the ADA Plan.
5. Implement the comprehensive operational analyses of the Metro transit system, which includes adjustments to transit network design; service levels; and service type within a 2-10 year horizon.
6. Assess the current financial condition and future financial capacity of Metro. Analyze existing and potential revenue sources.
7. Update underlying data for Metro's long-range planning activities, as needed.

Products/Outcomes

- A. Quarterly progress reports and invoices (*July 2023, October 2023, January 2024, April 2024*)
- B. Operating and ridership information including monthly ridership information for MetroLink, MetroBus and Call-A-Ride, quarterly on time performance reports, and periodic route performance reports (*ongoing*)
- C. Service Planning and Scheduling reports including major service changes to fixed route service, transit centers, corridor studies. Service Standards evaluation reports (*ongoing*)
- D. On-board passenger and fare studies, particularly as related to Title VI program (*ongoing*)
- E. Transit system accessibility improvements in compliance with ADA regulations. Route by route bus stop spacing and ADA accessibility plan. Bus stop accessibility progress report (*ongoing*)

TRANSIT SYSTEM PLANNING AND DEVELOPMENT (METRO)

2.07

F. Innovative capital and operational transit planning (*ongoing*)

G. Amendments to long-range planning activities (*ongoing*)

Estimated Costs & Funding

State & Local

IDOT	\$10,000
Other - <i>Bi-State</i>	\$30,000
<hr/>	
Subtotal State & Local	\$40,000

Federal (CPG)

IDOT	\$40,000
MoDOT	\$120,000
<hr/>	
Subtotal Federal	\$160,000

Total

IDOT	\$50,000
MoDOT	\$120,000
Other - <i>Bi-State</i>	\$30,000
<hr/>	
Total Funding	\$200,000

B. TRANSPORTATION PLANNING

2. Transportation System Development & Design

Work Elements & Funding

Work Elements	State & Local	Federal	Total
# Description			
2. Transportation System Development & Design			
2.11 Multimodal Transportation Planning	\$26,789	\$148,798	\$175,586
2.12A Illinois Great Streets Planning Initiative	\$111,171	\$444,684	\$555,855
2.12B Illinois Great Streets Planning Initiative - Technical Assistance	\$30,170	\$120,681	\$150,851
2.13 Missouri Great Streets Planning Initiative	\$133,086	\$532,344	\$665,430
2.15 Section 5310 Coordinated Human Service Transportation Planning ¹	\$0	\$34,885	\$34,885
2.17 Transportation Corridor & Subarea Planning - Missouri	\$31,268	\$125,073	\$156,342
2.19 Long-Range Transportation Planning	\$55,666	\$309,194	\$364,859
Subtotal - Transportation System Development & Design	\$388,150	\$1,715,659	\$2,103,809
1 - Includes FY 2019 through 2021 Section 5310 Program Administration funds.			

Background

This work evaluates possibilities for more extensive system improvements, including expansion, and for modifying, or otherwise enhancing, the system's character. The work elements in this area focus on:

- A multimodal approach, evaluating system development and design as it relates to personal mobility, goods movement, and community development.
- Managing the Coordinated Human Services Transportation Plan (CHSTP), which ensures that paratransit funding decisions are made within a consistent set of regional criteria.
- Participation in transportation corridor or subarea studies supported by EWG, Metro, and MoDOT.
- The long-range transportation planning process, which involves continuing analysis of the regional transportation system's performance and preparing the multi-year effort required to update the metropolitan transportation plan (MTP).

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Summary

This element examines a variety of transportation modes largely from the perspective of system users: the elderly and persons with disabilities, cyclists and pedestrians, and freight movers. The planning involves working with those specific constituencies to define and implement approaches for meeting their special concerns or needs. Addressing those issues within an integrated regional context, not merely within the confines of an individual mode, is critical to the success of the planning effort.

Activities

1. Accessibility Planning

- a. Consult and coordinate with mobility impaired advocates to develop funding and project approaches that address access issues.
- b. Provide technical assistance to local sponsors developing projects that enhance accessibility for senior and disabled populations for TIP funding consideration.
- c. Create and provide accessibility educational / informational materials, as needed.

2. Bicycle and Pedestrian Planning

- a. Organize regular meetings of and provide staff support to the BPAC.
- b. Maintain inventory of local bikeway plans and recommended facilities to support regional bicycle planning efforts.
- c. Implement appropriate strategies from the regional bicycle/pedestrian plan and Gateway Bike Plan.
- d. Promote bicycle and pedestrian facility design “best practices” through FHWA and National Association of City Transportation Officials (NACTO) recommended design resources. Support “best practices” efforts through education, outreach, and bicycle and pedestrian project evaluation criteria.
- e. Maintain and update inventory of existing bicycle network in GIS for use in various transportation studies and reports.
- f. Provide technical assistance to local sponsors developing bicycle, pedestrian, and Safe Routes to Schools projects and applications for TIP funding consideration.
- g. Review and evaluate bicycle and pedestrian projects submitted for TIP funding consideration.

MULTIMODAL TRANSPORTATION PLANNING

2.11

- h. Participate in local bicycle and pedestrian committees: the St. Louis Bicycle Implementation Group, Community Mobility Committee, St. Louis County Complete Streets Peer Advisory Committee, etc.
- i. Identify and/or host bicycle and pedestrian training workshop. *(Staff and consultant)*
- j. Create and provide bicycle/pedestrian educational / informational materials and content for EWG's website, as needed.

3. Intermodal Freight Planning

- a. Provide technical monitoring and support for the St. Louis Regional Freightway (Bi-State Development Agency) including providing data, reviewing documents, and defining freight priorities.
- b. Continue to promote and monitor still relevant findings and recommendations from the St. Louis Regional Freight Study.
- c. Analyze the 2013 freight plan to determine areas and items that need to be updated and begin to develop these areas.
- d. Maintain the Regional Freight GIS Inventory/Warehouse.
- e. Maintain data on the Industrial Site Areas identified in the St. Louis Regional Freight Study and as further revised.
- f. Provide technical assistance to local sponsors developing freight projects and applications for TIP funding consideration.
- g. Provide assistance to and coordinate with state DOT's on the development of freight plans and projects.
- h. Provide technical support and implement recommendations from local freight planning efforts.
- i. Monitor and evaluate freight funding opportunities to share with regional stakeholders.
- j. Review case studies and best practices in freight planning and apply where applicable.

4. General Transportation Technical Assistance

- a. Respond to local government or other agency requests for small-scale transportation planning studies, needs/issue assessments, or general technical assistance.
- b. Respond to community requests for general transportation information (transportation data, federal or state legislation and regulations, transportation policies and issues, etc.).

MULTIMODAL TRANSPORTATION PLANNING

2.11

Products/Outcomes

- A. Technical assistance to local sponsors developing bicycle, pedestrian, Safe Routes to School, Americans with Disabilities Act (ADA) compliance, and paratransit projects for TIP funding consideration (*ongoing*)
- B. Agendas, presentations, and proceedings for BPAC meetings (*ongoing*)
- C. Updated bicycle inventory database / GIS data of the existing and recommended bicycle network for the region (*ongoing*)
- D. Training to local governments on bicycle and pedestrian facility typologies and elements (*annually*)
- E. Technical assistance to local sponsors developing freight projects for TIP funding consideration (*ongoing*)
- F. Regional Freight GIS Inventory/Warehouse Database (*ongoing*)
- G. List of areas from the 2013 Freight Plan that need to be updated (*June 2024*)
- H. Updated Inventory Assessment of the twenty-three Industrial Site Areas identified in the St. Louis Regional Freight Study (*ongoing*)
- I. Presentations and workshops as requested by local representatives (*ongoing*)
- J. Special reports relating to local planning studies, needs/issue assessments, or technical assistance, as needed (*ongoing*)
- K. Responses to information requests, as needed (*ongoing*)

Estimated Costs & Funding

<u>State & Local</u>		<u>Sub-Tasks</u>	
EWG	\$16,290	1 - Accessibility	\$5,640
IDOT	\$10,499	2 - Bicycle/Pedestrian	\$114,307
Subtotal State & Local		3 - Intermodal Freight	\$38,411
	\$26,789	4 - Technical Assistance	\$17,228
<u>Federal (CPG)</u>		Total All Tasks	
IDOT	\$41,997		\$175,586
MoDOT	\$106,801		
Subtotal Federal			
	\$148,798		
<u>Total</u>			
EWG	\$16,290		
IDOT	\$52,496		
MoDOT	\$106,801		
Total Funding			
	\$175,586		

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ILLINOIS GREAT STREETS PLANNING INITIATIVE

2.12A

Summary

The Great Streets Initiative's overall goal is to change the ways communities and implementing agencies plan and design streets, focusing on creating places rather than just simply accommodating more automobiles. This element includes project selection, consultant selection, and project activities for an additional Great Streets planning project funded through an Illinois State Planning and Research (SPR) grant. Activities for this project began in fiscal year FY 2023.

Activities

1. Select a project to advance through planning and work with selected project sponsor and peer agencies to reflect the scope of work for the project. *(Staff)*
2. Conduct consultant selection process for the selected project. *(Staff and local project sponsor)*
3. Conduct the project planning process and administer / manage consultant work and contracts during the process. *(Staff and consultant)*
4. Conduct project selection process for possible FY 2025 project(s).
5. Create and provide program / project educational / informational materials, as needed.
6. Provide technical support for similar or like efforts and previous Illinois project implementation efforts.

Products/Outcomes

- A. Selected IL Great Streets planning project *(completed September 2022)*
- B. Refined project scope, and consultant selected *(completed February 2023)*
- C. Completed IL Great Streets detailed plan development process and documents *(February 2024)*

ILLINOIS GREAT STREETS PLANNING INITIATIVE

2.12A

Estimated Costs & Funding

State & Local

EWG	\$11,171
Other - <i>Local sponsor (O'Fallon, IL)</i>	\$100,000
Subtotal State & Local	\$111,171

Federal (SPR)¹

IDOT	\$444,684
Subtotal Federal	\$444,684

Total

EWG	\$11,171
IDOT	\$444,684
Other - <i>Local sponsor (O'Fallon, IL)</i>	\$100,000
Total Funding	\$555,855

1 - ALN 20.205

Summary

The Great Streets Initiative’s overall goal is to change the ways communities and implementing agencies plan and design streets, focusing on creating places rather than just simply accommodating more automobiles. This element includes project selection, consultant selection, and project activities for an additional Great Streets planning project in Illinois. This work element includes technical assistance for selected Illinois communities through multi-disciplinary planning, a multi-day panel workshop, and a concept memo that will address a defined planning issue in the community.

Activities

1. Select 4 study areas / sponsors to advance through the process and work with selected project sponsor and peer agencies to define the scope of work for the project. *(Staff)*
2. Conduct consultant selection process and identify partner agency staff to participate in the Planning Panel. *(Staff)*
3. Prepare for and conduct the Planning Panel event and administer / manage consultant work and contracts during the process. *(Staff and Planning Panel members)*
4. Conduct outreach and project selection process for possible FY 2025 project(s).
5. Create and provide program / project educational / informational materials, as needed.
6. Provide technical support for similar or like efforts and previous Illinois project implementation efforts.

Products/Outcomes

- A. Selected IL Great Streets planning study areas *(September 2023)*
- B. Select Planning Panel participants, including partner agency staff and consultants *(January 2024)*
- C. Host the Planning Panel event *(March 2024)*
- D. Completed IL Great Streets strategic planning report development process and documents *(April 2024)*

ILLINOIS GREAT STREETS PLANNING INITIATIVE – TECHNICAL ASSISTANCE

2.12B

Estimated Costs & Funding

State & Local

IDOT	\$30,170
Subtotal State & Local	\$30,170

Federal (CPG)

IDOT	\$120,681
Subtotal Federal	\$120,681

Total

IDOT	\$150,851
Total Funding	\$150,851

Summary

The Great Streets Initiative's overall goal is to change the ways communities and implementing agencies plan and design streets, focusing on creating places rather than just simply accommodating more automobiles. This element encompasses continued participation in the implementation of past Missouri demonstration projects, a continuing education and outreach program to expand knowledge and use of Great Streets principles throughout the region, and advancing one Missouri community project through the Great Streets process. The work element also includes the continuation and completion of the Arterial Study. The Arterial Study began in FY 2023 and will be completed in FY 2024.

Activities

1. Continue to support implementation efforts of previously planned projects; review project planning, design, and engineering activities for consistency with Great Streets principles; assist communities with their implementation efforts of recommendations from previously planned Great Streets corridors; support implementation funding efforts of the various project sponsors.
2. Review project planning, design process, and built project performance for lessons learned.
3. Conduct outreach to expand community awareness of Great Streets program and principles; work and develop partnerships with other agencies interested in communicating with and educating local governments about Great Streets.
4. Select one or more projects to advance through planning, work with the selected project sponsor(s) and peer agencies to refine the scope of work for the project(s), and conduct the consultant selection process.
5. Continue collaboration with MoDOT to assess the arterial road network in the St. Louis region, develop alternative design considerations based on urban context, and administer / manage consultant work and contract(s) during the process. *(Staff and consultant)*
6. Review projects submitted for TIP funding to determine their consistency with Great Streets principles, and provide technical assistance to local governments that will enable them to better incorporate those principles into project design.
7. Maintain and update EWG's Great Streets Initiative web content as appropriate.
8. Provide Great Streets-related technical support for the OneSTL implementation effort, if needed.
9. Conduct procurement and project selection activities for FY 2025 project(s).
10. Create and provide program / project educational / informational materials, as needed.
11. Review and/or update program principles as appropriate.

MISSOURI GREAT STREETS PLANNING INITIATIVE

2.13

Products/Outcomes

- A. Continued review of lessons learned from previous demonstration projects (*ongoing*)
- B. Educational resources for community outreach and partnership activities (*ongoing*)
- C. Refine project scope, and select consultant for FY 2025 project (*May 2024*)
- D. Completed Arterial Study (*June 2024*)

Estimated Costs & Funding

State & Local

EWG	\$33,086
MoDOT	\$100,000
Subtotal State & Local	\$133,086

Federal (CPG)

MoDOT	\$532,344
Subtotal Federal	\$532,344

Total

EWG	\$33,086
MoDOT	\$632,344
Total Funding	\$665,430

Summary

A federal requirement is that metropolitan areas create and maintain a coordinated plan for transportation services to transit-dependent populations. The plan was first developed in FY 2009 and was last updated in FY 2020. The element focuses on managing that plan and distributing information on its requirements to agencies and organizations involved in providing paratransit services.

Activities

1. Update the CHSTP.
2. Manage and maintain the Section 5310 Program Management Plan (PMP).
3. Comply with Section 5310 program responsibilities, as outlined in the Section 5310 Memorandum of Understanding and PMP.
4. Conduct a project solicitation, evaluation, and selection process for Section 5310 funds as identified in the CHSTP.
5. Monitor the implementation and performance of projects utilizing Section 5310 funding.
6. Communicate and disseminate the CHSTP to the target communities and government, not-for-profit, and for-profit agencies in the region who serve persons eligible for services under the Section 5310 program. Provide technical assistance to these agencies, as needed, to make certain that projects they propose for funding are consistent with the CHSTP.
7. Respond to questions related to the CHSTP, the project solicitation process, and funding, as needed.
8. Provide technical assistance, including paratransit funding workshop and grant assistance to local sponsors.
9. Educate local sponsors on mobility management activities and benefits.
10. Create and provide program / project educational / informational materials, as needed.

Products/Outcomes

- A. Updated CHSTP (*June 2024*)
- B. Notifications sent to eligible Section 5310 applicants of solicitation and funding availability (*ongoing*)
- C. Technical assistance, including paratransit funding workshop and grant assistance to local sponsors (*ongoing*)
- D. List of priority projects funded using Section 5310 funds for inclusion into the TIP (*Winter 2023*)

SECTION 5310 COORDINATED HUMAN SERVICE TRANSPORTATION PLANNING

2.15

- E. Tracking of Section 5310 project implementation in conjunction with MoDOT and Bi-State Development (*ongoing*)

Estimate Costs & Funding

Federal (FTA 5310)¹

Other - <i>Bi-State</i>	\$34,885
Subtotal Federal	\$34,885

Total

Other - <i>Bi-State</i>	\$34,885
Total Funding	\$34,885

1 - ALN 20.513

Summary

Corridor and subarea studies are an important part of the long-range transportation planning process. Such studies help define needs and solutions that are used to develop projects for inclusion in the long-range plan. This element covers EWG's participation in developing and managing corridor or subarea studies in the Missouri portion of the region. It delineates EWG's activities, in cooperation with partner agencies, to define future needs for major corridor studies, to establish priorities among potential corridor studies, to complete the preliminary work needed to proceed with studies, and to conduct such studies or participate in corridor/environmental studies sponsored by other agencies.

Activities

1. Review existing transportation conditions and regional, state, and local plans to identify subareas or corridors where major investment studies, operational analyses, or other types of long-range planning studies are warranted.
2. Work with partner agencies to define study needs and planning approaches in subareas and corridors warranting major analytical work.
3. Participate in on-going planning or environmental studies under the lead of implementing agencies; assist agencies and consultants in developing planning processes, work scopes, analytical methods and findings, reviewing study products, and selecting preferred alternatives; assist in community engagement activities.
4. Assume the lead role in conducting corridor planning and environmental studies, as warranted; conduct procurement and consultant selection processes, if required; manage planning work and administer consultant contracts.
5. Provide land use and demographic data, demand forecasts, or model sets to planning partners or consultants to support corridor studies.
6. Provide management assistance and technical support for any corridor, subarea, transit-oriented development (TOD), or transit-related studies as appropriate; work with regional peer planning agencies to support advisory committee and community engagement activities as needed; review and approve technical work and project documentation.
7. Present any results of corridor studies to the EWG Executive Advisory Committee (EAC) and Board of Directors and other parties for informational purposes or endorsement/approval, as appropriate.
8. Create and provide program / project content educational / informational materials, as needed.

Products/Outcomes

- A. Corridor evaluations and study priorities (*ongoing*)

TRANSPORTATION CORRIDOR & SUBAREA PLANNING – MISSOURI

2.17

- B. Travel demand forecasts and other data products for planning partners (*ongoing*)
- C. Coordination meetings with cooperating agencies and participation in advisory committees and public meetings (*ongoing*)
- D. Review and comment on technical work, documentation, and draft/final reports, as necessary (*ongoing*)
- E. Manage planning studies and consultants, as required (*ongoing*)
- F. Presentations to EAC, Board of Directors, and interested parties (*ongoing*)

Estimated Costs & Funding

State & Local

EWG	\$31,268
Subtotal State & Local	\$31,268

Federal (CPG)

MoDOT	\$125,073
Subtotal Federal	\$125,073

Total

EWG	\$31,268
MoDOT	\$125,073
Total Funding	\$156,342

Summary

According to federal law, every four years EWG must update its metropolitan (long-range) transportation plan. The plan was updated in FY 2023. This element identifies the tasks EWG will undertake to execute the multi-year process required to update the plan, monitor the transportation system's performance, and track the St. Louis region's progress in attaining the federally-required performance targets.

Activities

1. Refine multi-year work program for the next update of the Regional (Long-Range) Transportation Plan (RTP) and make presentations on the current plan, *Connected 2050*.
2. Consult with regional transportation planning partners regarding long-range planning needs, policies, and programs.
3. Refine the planning framework based on changes in federal legislation (e.g. the Infrastructure Investment and Jobs Act (IIJA)), as well as state and local conditions.
4. Refine the project prioritization process for the RTP as needed.
5. Continue implementation of a performance management program based on federal legislation and guidance.
6. Establish or update, as applicable, Federal performance targets through data collection and coordination with IDOT, MoDOT, Metro, and other planning partners.
7. Monitor federal reauthorization and state funding initiatives; evaluate and prepare informational materials on reauthorization actions and any changes in state funding programs.
8. Evaluate transportation funding data and trends; revise, if warranted, highway and transit funding models used to establish financial capacity for RTP and corridor studies.
9. Research best practices used by other metropolitan areas to develop and communicate long-range transportation plans, including visualization methods and use of new technologies, and apply where applicable.
10. Conduct outreach to groups and organizations to create awareness of the long-range transportation planning process; solicit public input on regional transportation needs and issues.
11. Participate in relevant agency and partner initiatives and projects, such as those related to freight, sustainability, safety, asset management, resilience, climate change, equity, economic development, and bicycle/pedestrian and incorporate into the RTP process where applicable.
12. Participate in statewide planning, performance management, and project priority setting processes in both Illinois and Missouri.

LONG-RANGE TRANSPORTATION PLANNING

2.19

13. Maintain agency-wide database to include current data necessary to support evaluation of transportation system performance.
14. Continue to refine performance management framework to integrate management and operations, ITS, transit, bicycle, pedestrian, accessibility, paratransit, safety, freight, economic development, equity, resilience, climate change impacts, and sustainability issues.
15. Continue to maintain the Performance Dashboard on East-West Gateway's website which includes system performance data and performance targets and serves as the regional annual performance report.
16. Participate in Association of Metropolitan Planning Organizations (AMPO) working groups, committees, symposia, and conferences dedicated to long-range transportation planning, performance management, emerging transportation technologies and other areas of importance to EWG.
17. Work with EWG, MoDOT/IDOT, and transit agency staff to write topic-specific narrative for the RTP in areas such as bicycle/pedestrian, freight, transit, equity, asset management, congestion management, etc.
18. Initiate a scenario planning process by identifying potential types of scenarios to further investigate, based on internal discussions and consultations with stakeholders outside of EWG.
19. Continue work on scenario planning process (looking into climate change adaptation/mitigation and its impact on the transportation planning process, in particular equity, safety, access, and the economy).
20. Create and provide program / project educational / informational materials, as needed.

Products/Outcomes

- A. Annual system performance report *(June 2024)*
- B. RTP and related presentations to Board, EAC, and supporting committees *(ongoing)*
- C. Consultation and coordination meetings with transportation planning partners *(ongoing)*
- D. Data necessary to support RTP update and ongoing performance measurement program *(ongoing)*
- E. Performance management program including maintenance of Performance Dashboard and setting system performance targets *(ongoing)*
- F. Reports or presentations on future transportation funding, specific funding proposals, and IJIA *(ongoing)*
- G. Revised financial database and forecasting models, if warranted by changing conditions *(ongoing)*

LONG-RANGE TRANSPORTATION PLANNING

2.19

- H. RTP and related presentations to interested groups and agencies (*ongoing*)
- I. Public engagement related to RTP update (*ongoing*)
- J. Scenario Planning work plan (*Spring 2024*)

Estimated Costs & Funding

State & Local

EWG	\$33,849
IDOT	\$21,817
<hr/>	
Subtotal State & Local	\$55,666

Federal (CPG)

IDOT	\$87,267
MoDOT	\$221,927
<hr/>	
Subtotal Federal	\$309,194

Total

EWG	\$33,849
IDOT	\$109,083
MoDOT	\$221,927
<hr/>	
Total Funding	\$364,859

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C. Community Planning

Total Budget - \$1,146,154

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C. COMMUNITY PLANNING

Work Elements & Funding

Work Elements	State & Local	Federal	Total
# Description			
1. Community & Environmental Planning			
3.01 Community Building	\$66,762	\$370,828	\$437,589
3.02 Ecological Approach to Infrastructure Development	\$17,232	\$95,717	\$112,950
3.03 Air Quality Coordination	\$15,376	\$49,421	\$64,797
3.09 Lower Meramec BMP Solutions	\$0	\$33,899	\$33,899
Subtotal - Community & Environmental Planning	\$99,370	\$549,866	\$649,236
Work Elements	State & Local	Federal	Total
# Description			
2. Community Engagement & Local Government Services			
3.06 Community Engagement / Public Involvement	\$55,211	\$306,671	\$361,883
3.07 Local Government Services	\$20,602	\$114,434	\$135,036
Subtotal - Community Engagement & Local Government Services	\$75,813	\$421,105	\$496,919
Total - Community Planning	\$175,184	\$970,971	\$1,146,154

Background

The community planning work elements describe EWG's initiatives that focus on the connections between transportation planning, infrastructure development, and the environment. EWG staff will implement programs that focus on regional development and sustainability, impacts of infrastructure investment on the natural environment, and air and water quality. The work in this program area also focuses on engaging a broad cross-section of the region's citizens and stakeholders into EWG's planning processes.

C. COMMUNITY PLANNING

1. Community & Environmental Planning

Work Elements & Funding

Work Elements		State & Local	Federal	Total
#	Description			
1. Community & Environmental Planning				
3.01	Community Building	\$66,762	\$370,828	\$437,589
3.02	Ecological Approach to Infrastructure Development	\$17,232	\$95,717	\$112,950
3.03	Air Quality Coordination	\$15,376	\$49,421	\$64,797
3.09	Lower Meramec BMP Solutions	\$0	\$33,899	\$33,899
Subtotal - Community & Environmental Planning		\$99,370	\$549,866	\$649,236

Background

EWG's community planning efforts center on creating links between transportation planning and environmental decision-making. Through these efforts, staff provide planning assistance to local governments and regional partners on projects that related to the physical environment and building healthy communities. Staff will also continue efforts to expand the priorities in OneSTL, the St. Louis region's plan for sustainable development and engage with partners on transportation impacts on equity and environmental justice. Through these efforts, staff provide support and planning assistance, technical data, as well as leadership and coordination of local regional and national conferences and workshops in emerging planning and policy areas.

EWG's environmental planning efforts are primarily centered on initiatives relating to the St. Louis region's air and water quality. Protecting these resources and limiting the impact from transportation and other development is critical to ensuring the St. Louis region is a vibrant, healthy, and prosperous place. EWG plays a lead role in monitoring, assessing, and improving the region's air quality. Additionally, EWG implements projects that will protect and improve the region's water quality.

COMMUNITY BUILDING

3.01

Summary

Staff receives requests from local governments and regional partners for planning assistance on subjects that relate to the physical environment and building healthy communities. This work element enables planning staff to respond to those communities interested in planning, development, and best management practices and provides partnership opportunities for both the public and private sectors to work together through the Regional Water Resources Committee on water quality planning, storm water and flood plain management issues. Community building involves expanding upon the priorities in OneSTL, the region's plan for sustainable development, building collaborative networks, inter-departmental cooperation coordination of workshops, conferences, symposia, participating in planning related organizations, assisting with development of community plans, and liaison with federal, state, and local agencies. Staff provides support and planning assistance, technical data, as well as leadership and coordination of local regional and national conferences and workshops in emerging planning and policy areas.

Activities

1. Assist in coordinating organizational support and development for member communities through local symposia, conferences, workshops, and field events on a wide variety of land-use and transportation issues related to developing prosperous, healthy, resilient communities throughout the metropolitan region.
2. Foster collaboration by working with local governments, state and federal agencies, local planning organizations, business partners, and academic institutions to address local and regional planning issues that better prepare communities to plan for transportation needs.
3. Support combined efforts of planning departments, transportation departments, and water resource management agencies to incorporate goals of watershed planning to minimize stormwater runoff and advance more cost effective transportation infrastructure planning activities.
4. Host the Water Resources Committee to provide coordination and facilitation of regional water resources issues, as related to transportation and economic development and provide information to local governments, transportation departments, sewer districts and interested citizens.
5. Respond to special requests from member communities for assistance with research, planning, public educational programs, and identifying funding assistance to address economic, transportation, environmental topics.
6. Work with OneSTL partners on initiatives that address the interrelated needs of transportation infrastructure, water infrastructure, sanitary sewers, stormwater, flood mitigation, water quality, parks, trails, greenways, active living/healthy lifestyles, biodiversity and related equity and environmental justice issues, health impacts of emissions and food access.
7. Collaborate with fellow EWG staff on implementation opportunities for OneSTL goals and initiatives that address the transportation planning process and research priorities.

COMMUNITY BUILDING

3.01

8. Through ongoing maintenance and use of the OneSTL website and toolkit of best management practices, share information about best practices, important trends, legislative issues, grants and initiatives related to transportation, land use, water and air quality, and development of healthy communities.
9. Maintain ongoing collaboration with local and regional partners to improve communications and understanding of federal, state, and local regulations related to local and regional planning in the interrelated disciplines of transportation infrastructure, water infrastructure and local government planning.
10. Conduct project intergovernmental reviews as required by state and federal agencies and provide project review information for the EWG Board of Directors.

Products/Outcomes

- A. Responses to member communities and regional partners who seek planning, research and problem solving assistance on local and regional planning topics *(ongoing)*
- B. Conferences, symposia, and workshops for local government staff and elected officials that focus on land use and transportation issues *(ongoing)*
- C. Meeting facilitation, data assembly and analysis related to the implementation of OneSTL initiatives *(ongoing)*

Estimated Costs & Funding

State & Local

EWG	\$40,596
IDOT	\$26,166
Subtotal State & Local	\$66,762

Federal (CPG)

IDOT	\$104,662
MoDOT	\$266,165
Subtotal Federal	\$370,828

Total

EWG	\$40,596
IDOT	\$130,828
MoDOT	\$266,165
Total Funding	\$437,589

Summary

In the past, environmental assessments and impact mitigation activities have tended to be project based, with little attention given to the larger environmental effects or the cumulative ecological impacts of regional investment and development. This element is important to long-range transportation planning and represents a program to correct that deficiency. It creates a comprehensive ecological database for the region, implements a process for cooperative environmental planning among federal, state, and regional agencies, and develops methods for evaluating potential ecological impacts and mitigation measures associated with infrastructure investments. In order to ensure the best information is available for these planning needs, ecological significance data layers were updated in FY 2022 using the updated land cover data set for the eight-county region.

Activities

1. Continue advancing the regional environmental framework (REF) to support integration of an ecological planning approach into transportation planning to aid in creating and implementing regional strategies to minimize and mitigate the environmental impacts of existing and planned transportation infrastructure and associated development.
2. Based on the REF, identify regional mitigation, conservation and restoration priorities amidst regulatory requirements and programmatic implementation opportunities that will lead to the achievement of greater environmental benefits and cost savings in the transportation planning process. Continue to incorporate ecological data sets within the short-range and long-range transportation planning processes.
3. Consult with federal, state, and local natural resource management, regulatory agencies and regional stakeholders with common resource conservation and sustainable development goals on the region's conservation opportunity areas, look for enhanced connectivity opportunities, and update the regional data layer as appropriate to reduce environmental impacts by avoiding impacts during the transportation planning process and identify key areas to mitigate unavoidable environmental impacts.
4. Meet with local, regional, state, and federal agencies to collaborate about refined strategies and policies for wetlands conservation and restoration practices in order to coordinate use of ecological datasets and wetlands data layers in current planning practices and determine how changes to strategies or policies may affect updates to the datasets.
5. Meet with local, regional, and state agencies and universities to educate each about the ecological datasets, demonstrate how the agencies can use the datasets in planning activities to ensure local projects are implemented with lower levels of environmental impacts, and encourage/facilitate the integration of the datasets into planning practices and online resource data hubs.
6. Collect data and information from local, state, and federal agencies that will be used to update the geodatabase of ecological datasets and engage entities in the application of ecological significance data sets and the updated land cover data set.

ECOLOGICAL APPROACH TO INFRASTRUCTURE DEVELOPMENT

3.02

7. Update, manage, and distribute a geodatabase of ecological datasets and identify opportunities where they can be integrated into and enhance other geo-spatial planning tools and analyses.
8. Share informational material with local, regional, and state agencies about the ecological datasets, wetlands data layers, and how to integrate the data into planning practices.

Products/Outcomes

- A. Informational sessions and collaboration / coordination meetings with local, regional, state, and federal agencies about refined strategies and policies for wetlands conservation and restoration practices (*ongoing*)
- B. Share information on accessing updated land cover dataset and ecological significance datasets, with regional partners (*June 2024*)
- C. Web page containing informational / educational materials for local, regional, and state agencies about the ecological datasets, wetlands data layers, and how to integrate the data into planning practices (*ongoing*)
- D. Incorporate updated land cover and ecological significance datasets into the RTP (*June 2024*)

Estimated Costs & Funding

State & Local

EWG	\$10,479
IDOT	\$6,754
<hr/>	
Subtotal State & Local	\$17,232

Federal (CPG)

IDOT	\$27,015
MoDOT	\$68,702
<hr/>	
Subtotal Federal	\$95,717

Total

EWG	\$10,479
IDOT	\$33,769
MoDOT	\$68,702
<hr/>	
Total Funding	\$112,950

AIR QUALITY COORDINATION

3.03

Summary

This work coordinates air quality planning activities between Illinois and Missouri agencies and assists the states in preparing necessary revisions to the mobile source component of State Implementation Plans (SIPs). The St. Louis region is currently classified as a marginal non-attainment area for ozone. It is in attainment for fine particulate matter. EWG is responsible for coordinating the development of ozone and fine particulate control plans. SIP development and coordination activities and the development of the annual conformity determination in relation to the TIP and the long-range transportation plan will continue in FY 2024. This program, also, provides technical support and coordination for a wide array of regional air quality issues and promotes cooperation with multiple resource agencies and regional stakeholders through meetings with EWG's Air Quality Advisory Committee (AQAC). The Ozone Data Sharing work is included in program and serves as a clearinghouse for daily measured ozone information and facilitates the sharing of air quality information between the Missouri Department of Natural Resources (MoDNR), the Illinois Environmental Protection Agency (IEPA), EPA and other partnering agencies. The collection and sharing of air quality monitoring data is an important component of EWG's regional responsibility for air quality coordination. The program will generate and maintain an Air Quality Index (AQI) calendar. The AQI color-coded calendar will be posted on the EWG website.

Activities

1. Coordinate air quality planning activities between Illinois and Missouri agencies (i.e. IEPA, MoDNR, Metro), and assist the states in preparing necessary revisions to the mobile source component of SIPs.
2. Organize and provide staff support for regular meetings of the AQAC and Inter-Agency Consultation Group (IACG) comprised of federal and state air quality management agencies. Also, facilitate other ad-hoc technical committees that may be required by the state and federal agencies in their on-going air quality planning efforts.
3. Monitor and research the implications of federal and state air quality regulations in relation to new ozone and PM_{2.5} NAAQS (National Ambient Air Quality) standards and evaluate the region's progress in meeting air quality goals.
4. On an as-needed basis, assist the IEPA and MoDNR in the assessment and collection of greenhouse emissions data and policy information.
5. Collaborate and facilitate with the IACG in the preparation of transportation air quality conformity determinations and findings.
6. Collaborate with transportation and environmental organizations to promote public awareness of air quality issues and conformity findings via AQAC, presentations, electronic notifications and the EWG website.
7. Act as a repository for daily measured ozone data gathered by participating agencies from their pollutant monitor systems during the ozone season (March 1 – October 31).

AIR QUALITY COORDINATION

3.03

8. Facilitate the sharing of ozone air quality information between MoDNR, IEPA, EPA Regions V and VII, and other partner agencies.
9. Collect, rectify, quality assure and tabulate data to create a uniform and single data set of ozone monitoring information; maintain and manage database; and interpret data and create specific charts and regular reports for the partner resource agencies.
10. Distribute information to participating agencies via email postings on the EWG website, and electronic weekly and monthly reports.
11. Maintain the ozone data on the EWG website.
12. Calculate AQI from ozone data and construct monthly AQI color-coded calendars.

Products/Outcomes

- A. Agendas, presentations, and proceedings for air quality committees, subcommittee, and consultation group meetings (*ongoing*)
- B. Updated technical work and files on all transportation control measure-related SIP and Conformity Determination issues and updates (*ongoing*)
- C. Website updates to reflect outcomes from AQAC and IACG meetings (*as needed, ongoing*)
- D. Weekly, monthly and special reports on ozone concentrations to participating agencies (*ongoing*)
- E. Web-based, color-coded calendar, which graphically displays the AQI ozone data on a monthly basis for the ozone season (*July 1, 2023 to October 31, 2023 and March 1, 2024 to June 30, 2024*)
- F. An ozone database and updated postings on the EWG website (*ongoing*)

Estimated Costs & Funding

State & Local

Other - MoDNR	\$15,376
Subtotal State & Local	\$15,376

Federal (EPA PPG)¹

Other - MoDNR	\$13,380
Other - IEPA	\$36,041
Subtotal Federal	\$49,421

Total

Other - MoDNR	\$28,756
Other - IEPA	\$36,041
Total Funding	\$64,797

¹ - ALN 66.605

LOWER MERAMEC BMP DEMONSTRATION PROJECT

3.09

Summary

The Lower Meramec Best Management Practices (BMP) Demonstration Project is an undertaking to build interest, increase knowledge, and promote standard use of nature-based BMPs for engineers, planners, government agencies, and nonprofit entities; and encourage installation of similar practices in the Lower Meramec River watershed as a way of addressing and preventing stream impairments.

Activities

1. Create a video highlighting four BMP projects will be produced using video production services from Metropolitan St. Louis Sewer District. Interviews explaining the BMPs will be included and projects will show a range of technical difficulty to decrease barriers to adoption.
2. Distribute video among regional partners, specifically focusing on those in the Lower Meramec watershed, through web-based platforms and social media.
3. Conduct one BMP partner summit in the Lower Meramec watershed and one workshop. Summit and workshop will be used to further promote use of nature-based BMPs.

Products / Outcomes

- A. Video highlighting four BMP projects (*December 2024*)
- B. BMP summit and workshops (*May 2025*)

Estimated Costs & Funding

State & Local

	\$0
Subtotal State & Local	\$0

Federal (319)¹

Other - MoDNR	\$33,899
Subtotal Federal	\$33,899

Total

Other - MoDNR	\$33,899
Total Funding	\$33,899

¹ - ALN 66.460

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C. COMMUNITY PLANNING

2. Community Engagement & Local Government Services

Work Elements & Funding

Work Elements		State & Local	Federal	Total
#	Description			
2. Community Engagement & Local Government Services				
3.06	Community Engagement / Public Involvement	\$55,211	\$306,671	\$361,883
3.07	Local Government Services	\$20,602	\$114,434	\$135,036
Subtotal - Community Engagement & Local Government Services		\$75,813	\$421,105	\$496,919

Background

The planning work EWG performs require a substantial amount of education and outreach to citizens and member governments and work in the community engagement / public involvement area focuses on outreach to obtain responses and feedback from the public that will help shape the work the agency does and, ultimately, the policies formed by EWG's Board of Directors. EWG staff implement numerous community engagement activities in order to better understand and represent the needs and concerns of regional citizens and our member governments and to engage citizens and local government officials in our regional problem-solving activities. The agency's Public Involvement Plan (PIP) is designed to ensure a regional public involvement process that is proactive in providing complete information, timely public notice, diverse techniques, full public access to key decisions, and early and continual involvement in the development of regional plans and community building programs.

EWG's commitment and approach is based on three important tenets:

- Citizens should know how decisions are made about the investment of tax dollars in public projects.
- Individuals and communities affected by the outcome of regional decisions want to have their opinions and perspectives taken into consideration.
- Planners cannot maintain current and relevant knowledge about regional problems without learning from citizens directly affected.

The community engagement staff works with all agency departments to support and assist in the planning and implementation of agency public involvement activities. The staff works also with other agencies interested in regional issues (i.e., transportation, workforce diversity, housing, sustainability, and community development) to ensure high levels of quality information and ample opportunities for meaningful involvement. EWG employs a wide array of techniques and approaches to ensure a robust community engagement process, including but not limited to:

- EWG committees
- External committees and partnerships
- Publications (e.g. Local Governments Briefings, Where We Stand, and various informational brochures)
- Print media
- Web-based and other electronic media and visualization techniques
- Social media

C. COMMUNITY PLANNING

- Informational videos
- Technical assistance and training
- Workshops and conferences

Additionally, community planning works includes local government services that include technical assistance, information dissemination, policy analysis, and education to elected and non-elected officials, local government staff, and community members.

Summary

This element represents an ongoing commitment to create an objective, informed, trusting, and open partnership with local governments, public agencies, the private sector, and the citizens of the St. Louis region. Obtaining public input and comment is essential to the creation of comprehensive plans. Public involvement includes added emphasis on outreach to underserved and hard to reach populations and employment of new techniques to reach citizens who rely less on traditional outlets for information.

Activities

1. Implement the updated Public Involvement Plan (PIP) and track and evaluate plan effectiveness in EWG's transportation planning efforts.
2. Assist agency departmental program staff with the development of appropriate engagement strategies and formats and implementation of specifically targeted community engagement plans for agency projects including short-range and long-range transportation planning.
3. Disseminate information through regular publication of *Local Government Briefings*.
4. Create and identify new opportunities and techniques for the agency to engage member communities in conversations and encourage public participation in EWG's transportation planning efforts (e.g. TIP).
5. Enhance engagement and outreach efforts by establishing and hosting meetings of an advisory committee comprised of community engagement professionals in the region to both exchange best practices and expand the reach of the agency's outreach and engagement efforts.
6. Host and facilitate meetings/events, like the Every Place Counts Leadership Academy, to provide information and tools to emerging transportation leaders and other stakeholders who have limited experience with the transportation-decision-making process.
7. Develop educational / informational materials, as needed, (e.g. program and informational videos, interactive mapping, web-based content, other electronic media) to optimize public understanding of EWG's transportation planning activities, and help encourage public participation in EWG's transportation planning efforts.

Products/Outcomes

- A. Community engagement events and documentation of the targeted community engagement planning process meetings and report(s) on the implementation of these initiatives (*ongoing*)
- B. Weekly publication of *Local Government Briefings* (*ongoing*)
- C. Collection of agency Activity Tracker and Activity Evaluations to support incremental and year end assessments of community engagement activities (*ongoing*)

COMMUNITY ENGAGEMENT / PUBLIC INVOLVEMENT

3.06

- D. Meetings/events for emerging transportation leaders and other stakeholders (*ongoing*)
- E. Educational / informational materials about EWG transportation planning activities, as needed (*ongoing*)

Estimated Costs & Funding

State & Local

EWG	\$33,573
IDOT	\$21,639
<hr/>	
Subtotal State & Local	\$55,211

Federal (CPG)

IDOT	\$86,555
MoDOT	\$220,117
<hr/>	
Subtotal Federal	\$306,671

Total

EWG	\$33,573
IDOT	\$108,194
MoDOT	\$220,117
<hr/>	
Total Funding	\$361,883

LOCAL GOVERNMENT SERVICES

3.07

Summary

EWG will collaborate with the University of Missouri-St. Louis (UMSL) Public Policy Administration (PPA) program and other educational institutions and professional organizations to create information and training support and opportunities for local governments. These collaborative efforts include offering training opportunities like the Chancellor's Certificate in Planning and Zoning Program and other training workshops and classes. EWG will continue to work with the St. Louis Area City Managers Association, the Southwestern Illinois City Management Association and the Missouri City Clerks and Finance Officers Association—Eastern Missouri (MCCFOA) on programming for local governments and their constituents. EWG will also continue its support of local communities by providing strategic planning and facilitation assistance, and providing planning and implementation support for local conferences and workshops. The annual Public Officials Directory will also be published.

Activities

1. Maintain regular contact with local government members and partner agencies and provide technical assistance, training, and information/outreach services on governance, transportation planning, economic development, and environmental concerns.
2. Increase effectiveness and efficiency of local government services by fostering regional collaboration and partnerships to enhance better decision making transportation planning activities.
3. Continue collaborations with the UMSL PPA program and other educational institutions and professional organizations in the region to create information and training resources related to transportation planning for local government employees and officials entering the local government sector and the communities they serve.
4. Update and produce the EWG Public Officials Directory.
5. Continue to work with organizations such as the St. Louis Area City Managers Association, the Southwestern Illinois City Managers Association, the MCCFOA, the Municipal League of Metro St. Louis, and the American Planning Association (APA) - St. Louis Metro section on providing programming specific to transportation planning process for local governments.
6. Continue to build partnerships with regional stakeholders and other organizations in the private and public sectors to identify shared priorities. Provide information to member governments about transportation funding opportunities, and provide assistance to member communities offering transportation planning workshops and conferences.
7. Meet with mayors, city managers and other local officials and agencies to share information on best practices, the application process, technical assistance projects and implementation of projects to local governments related to transportation planning activities.
8. Develop training opportunities and related informational / educational materials for local government officials, member governments, young professionals, and hard-to-reach and

LOCAL GOVERNMENT SERVICES

3.07

underserved populations on issues of regional importance (e.g. transportation, community building, the environment, ADA, Title VI, economic opportunity).

Products/Outcomes

- A. Targeted training opportunities and related materials, such as those offered through professional associations and UMSL, including continuation of the Chancellor's Certificate in Planning and Zoning Program in cooperation with the APA- St. Louis Metropolitan Section. *(ongoing)*
- B. Public Officials Directory in electronic and printed versions and made accessible on the agency website *(electronic version – continuously updated, New edition released July 2023)*
- C. Create a new quarterly publication from EWG for elected officials and city staff that explores local government issues in-depth with research, case studies and best practices *(quarterly)*

Estimated Costs & Funding

State & Local

EWG	\$12,528
IDOT	\$8,074
Subtotal State & Local	\$20,602

Federal (CPG)

IDOT	\$32,298
MoDOT	\$82,136
Subtotal Federal	\$114,434

Total

EWG	\$12,528
IDOT	\$40,372
MoDOT	\$82,136
Total Funding	\$135,036



D. Regional Security
Total Budget - \$5,501,718

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D. REGIONAL SECURITY

Work Elements & Funding

Work Elements		State & Local	Federal	Total
#	Description			
4.01	Urban Area Security Initiative (UASI) ¹	\$0	\$4,699,564	\$4,699,564
4.02	Healthcare System Preparedness Program	\$0	\$215,699	\$215,699
4.04A	All Hazard Mitigation Plan Update - Missouri	\$12,761	\$38,282	\$51,042
4.04B	All Hazard Mitigation Plan Update - St. Clair County, IL	\$9,581	\$28,742	\$38,323
4.05	Regional Catastrophic Preparedness Grant (RCPG) Program	\$0	\$497,089	\$497,089
Total - Regional Security		\$22,341	\$5,479,376	\$5,501,718
<i>1 - Includes FY 2019 through FY 2022 UASI funds.</i>				

Background

The regional security work elements describe EWG's programs that focus on developing plans and systems that will better prepare the St. Louis region to prevent, respond to, and recover from natural and man-made disasters. The complexity of a regional response to a myriad of potential threats, whether naturally occurring or intentional, requires the involvement of a wide variety of disciplines – healthcare, public safety, public health, emergency response, communications, and many others. It also requires a partnership between public and private sectors, since many key assets are privately owned and operated.

EWG in partnership with the St. Louis Area Regional Response System (STARRS) will implement programs that focus on urban area security, preparing the region's healthcare system to respond to critical incidents, and addressing the threats posed by complex terrorist activities. Through these efforts, EWG staff will continue to engage and coordinate with the St. Louis region's leaders from the medical community, emergency medical services (EMS), emergency management, fire, police, public health, community organizations active in disasters, response teams, and governments. EWG staff will also continue its coordination of healthcare resources in the region and its work with the St. Louis Regional Healthcare Coalition.

The purposes of the work elements in this category are to provide the organizational framework for STARRS to accomplish the plans and develop the systems that are necessary for an effective regional security response, and to support through capital purchases and training the many agencies that will ultimately be responsible for response to major incidents and disasters. The most significant projects that will be part of the agency's work in FY 2023 are the continued update of the St. Louis Regional Threat and Hazard Identification and Risk Assessment (THIRA), Stakeholder Preparedness Report (SPR), and the Integrated Preparedness Plan (IPP) and the development of the St. Louis Regional HealthCare Coalition (HCC) Emergency Response Plan. When completed, the response plan will integrate the region's individual hospital plans with regional and state emergency response plans and serve as the overall St. Louis Regional HCC Response Plan, which includes all healthcare systems, agencies or organizations that provide healthcare during an emergency. This includes emergency management, EMS, fatality management, hospitals and local public health agencies. In addition, STARRS will continue to work with regional leaders and stakeholders to develop a regional program that provides a coordinated, unified approach to logistics and supply chain management during incident response and recovery, and that revises threat / hazard specific plans to include logistics and supply management

D. REGIONAL SECURITY

annexes through its work on the Regional Catastrophic Grant Program (RCPG). This effort will include gap identification, regional plans reviews and revisions, workshops series, and the development of a Regional Logistics and Supply Management Plan.

URBAN AREA SECURITY INITIATIVE (UASI)

4.01

Summary

EWG receives funding from Missouri Office of Homeland Security (MoOHS) and U.S. Department of Homeland Security (DHS)/Federal Emergency Management Agency (FEMA) to administer and implement the Urban Area Security Initiative (UASI) grant program in the St. Louis region. The work under this grant includes providing support to critical incident response teams, supporting information and intelligence sharing agencies, and supporting cross-jurisdictional cooperation among emergency services providers. This grant also supports the purchase of equipment to support cybersecurity capabilities, disaster preparedness and response, and training and exercises.

Activities

1. Continue to update the THIRA/SPR and IPP.
2. Continue working with regional subject matter experts from fire and law enforcement agencies, healthcare, public health, non-governmental organizations, and elected officials to develop and maintain regional emergency resource coordination plans for the St. Louis metropolitan region.
3. Enhance law enforcement intelligence sharing while working with the St. Louis Regional Fusion Center and Terrorism Early Warning Unit in support of local law enforcement and other agencies in the use of law enforcement intelligence bulletins distributed among agencies and policy makers in the metropolitan area.
4. Support the critical incident response teams through the sustainment of five hazardous materials teams, five heavy rescue teams, three ordinance disposal (bomb) teams, six law enforcement tactical operations units, and multiple rescue task force teams within the region.
5. Enhance healthcare capability to handle mass casualties and infectious disease outbreaks with sheltering equipment, medical supplies, decontamination equipment, and training and exercise initiatives.
6. Purchase capital equipment and services to support capabilities identified in the THIRA/SPR
7. Enhance the region's cyber-security and cyber-resilience, particularly at critical infrastructure and key resource facilities, through cyber coordination occurring at the St. Louis Regional Fusion Center.
8. Support regional collaboration and shared access to the region's aerial surveillance assets via coordination by the St. Louis Regional Metro Air support group.
9. Support ongoing regional training and exercise programs that support regional collaboration and readiness and all National Preparedness Goal mission areas as defined by the grant program.
10. Support initiatives as they pertain to grant-required national priorities, including enhancing the protection of soft-targets / crowded places, cybersecurity, intelligence & information sharing, domestic violent extremism and community resilience.

URBAN AREA SECURITY INITIATIVE (UASI)
4.01

Products/Outcomes

- A. Updated THIRA, SPR, and IPP *(ongoing)*
- B. Plans in place for interoperable communications, critical incident response, disease surveillance, and regional mass casualty response *(ongoing)*
- C. Interagency agreements necessary to implement critical incident response plans *(ongoing)*
- D. Training and exercises to test the validity and reliability of regional threat and hazard security plans *(ongoing)*

Estimated Costs & Funding

<u>Federal (UASI)¹</u>	
Other - FEMA/MoOHS	\$4,699,564
Subtotal Federal	\$4,699,564
<u>Total</u>	
Other - FEMA/MoOHS	\$4,699,564
Total Funding	\$4,699,564

1 - ALN 97.067

Summary

EWG receives funding from the Missouri Department of Health and Senior Services (MoDHSS)/U.S. Department of Health and Human Services (DHHS) Office of the Assistant Secretary for Preparedness & Response (ASPR) to support hospitals, local public health agencies, Emergency Medical Services (EMS), and general healthcare facilities in the St. Louis region in planning, preparing for, and responding to all-hazard events. Staff supports plans for enhancing hospitals' surge capacity in mass fatality and patient care during a mass casualty incident. Other efforts include enhancement of the region's healthcare agencies' capacity to: treat patients with major trauma or burns, decontamination of patients and personnel, distribution of medicine and medical supplies during Chemical, Biological, Radiological, Nuclear, and high-yield Explosives (CBRNE) events, assist with pandemic response planning, and interoperable communications capability.

Activities

1. Establish and sustain a HCC with a governance and coordination structure to support cooperation between individual hospitals and healthcare facilities during disasters and emergency events within the HCC boundaries.
2. Establish and sustain HCC committees and work groups consisting of the HCC core members of hospitals, EMS, public health, emergency management, and related partners such as fatality management.
3. Include members in the HCC from all healthcare facility and service types in planning, training, and exercise as well as event coordination and information sharing.
4. Develop, enhance, and test HCC preparedness, response, recovery, and continuity of operations plans for threats and all-hazard events.
5. Prepare and update annually a hazard vulnerability assessment (HVA) for the HCC. Use the HVA to help determine resource needs and gaps.
6. Develop, enhance, and sustain interoperable communications and information sharing systems to allow real time coordination between hospitals and other HCC partners responding to a medical surge event.
7. Develop a system for coordination of public messaging between HCC members throughout the region.
8. Assess and maintain an inventory of existing deployable and shareable healthcare and medical resources that allows deployment and maintenance tracking and management of shelf life and expiration dates.
9. Develop an HCC sustainment model for grant funded sharable and deployable resources.
10. Conduct a supply chain integrity assessment to evaluate equipment and supply needs that will be in demand during emergencies. Develop strategies to mitigate potential shortfalls.

HEALTHCARE SYSTEM PREPAREDNESS PROGRAM

4.02

11. Identify at risk populations and individuals who may have functional or access needs and require additional medical assistance, through HHS's EMPower data, during disaster or emergency events and integrate into regional planning and activities.
12. Develop and maintain a training and exercise program to address gaps identified in gaps analyses.
13. Support the integration of plans between hospitals and local public health, law enforcement, fire and emergency medical services agencies, as well as volunteer organizations.
14. Support hospitals' plans for enhancing surge capacity in patient care during a mass casualty incident.
15. Support hospitals' and other agencies' plans for enhancing surge capacity in mass fatality in a catastrophic incident.
16. Support the HCC in managing infectious disease patients.
17. Support HCC partners in addressing behavioral health needs associated with disasters for the public, patients, and staff.
18. Support HCC hospitals in increasing their capacity to treat patients with major trauma, burns, or emerging infectious diseases.
19. Support HCC hospitals in increasing their capacity to receive, stabilize, and manage pediatric patients during a medical surge response.
20. Support regional healthcare partners in development of plans for distribution of medicine and medical supplies during a disaster event or medical surge response.
21. Enhance the hospitals' capability to provide decontamination of patients and health care personnel.
22. Continue building healthcare partnerships and coalitions with regional organizations, such as the Red Cross, Long Term Care Facilities, and governmental entities.
23. Purchase capital equipment and services to support the implementation of plans.

Products/Outcomes

- A. Develop and maintain all-hazard preparedness plans such as Regional Healthcare Coordination Plan/St. Louis Medical Operations Center/Healthcare Multi Agency Coordination Center, Alternate Care Sites Plan, Hospital Evacuation, Patient Tracking and Transport Plan, and Regional Mass Fatality Plans (*ongoing*)
- B. Training and exercises to test the validity and reliability of existing plans and for capabilities such as hospital evacuation, alternate care sites, and decontamination (*ongoing*)

HEALTHCARE SYSTEM PREPAREDNESS PROGRAM

4.02

- C. Continuing education programs and workshops for topics such as large incident regional healthcare coordination, pediatric surge, mass casualty due to terrorist attack, ambulance strike team leader certification, hazardous material decontamination procedures (*ongoing*)

Estimated Costs & Funding

<u>Federal (HPP)¹</u>	
Other - ASPR/MoDHSS	\$215,699
Subtotal Federal	\$215,699

<u>Total</u>	
Other - ASPR/MoDHSS	\$215,699
Total Funding	\$215,699

1 - ALN 93.889

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ALL HAZARD MITIGATION PLAN UPDATE (MISSOURI)

4.04A

Summary

Recognizing that no community is immune from natural hazards such as tornadoes, flooding, earthquakes and severe weather, the EWG Board of Directors adopted the 2004 All Hazard Mitigation Plan (HMP) for the Missouri portion of the St. Louis region and the HMP was distributed to all participating counties and jurisdictions. EWG completed updates to the HMP in 2010, 2015, 2020 and is currently working on the 2025 HMP update. The 2025 HMP update will continue in FY 2024 to ensure that communities are making progress toward implement hazard mitigation initiatives. Staff will continue to work with the Missouri State Emergency Management Agency (SEMA) and the Federal Emergency Management Agency (FEMA) to address the evolving policy and regulatory changes and incorporate those into the 2025 HMP. Staff will also conduct outreach to engage participating jurisdictions, collect data, and encourage adoption of the 2025 HMP.

Activities

1. Review and revise the HMP to reflect changes in development, progress in local mitigation efforts, and changes in priorities.
2. Continued participation in the SEMA / FEMA and Missouri Association Council of Governments coordinated effort to maintain the HMP for the Missouri portion of the St. Louis region pursuant to the Disaster Mitigation Act of 2000.
3. Review and monitor hazard mitigation actions, grants, and the regulatory environment.
4. Monitor and review new and additional data and maps relating to hazard vulnerability and specific mitigation projects.
5. Respond to inquiries from participating communities, school districts, and special districts on mitigation inquiries and ideas.
6. Work closely with SEMA and FEMA personnel on the HMP updates.

Products/Outcomes

- A. Information for participating communities regarding FEMA regulations and policy changes as it relates to hazard mitigation requirements and guidelines (*ongoing*)
- B. Increased awareness of citizens and public officials concerning mitigation strategies to reduce or eliminate the effects of natural disasters in the Missouri counties and communities of the region (*ongoing*)
- C. Dissemination and sharing of mitigation strategies and hazard data to participating communities (*ongoing*)
- D. 2025 HMP (*October 2025*)

ALL HAZARD MITIGATION PLAN UPDATE (MISSOURI)

4.04A

Estimated Costs & Funding

State & Local

EWG	\$12,761
Subtotal Local	\$12,761

Federal (FEMA HMGP)²

Other - <i>SEMA</i> ¹	\$38,282
Subtotal Federal	\$38,282

Total

EWG	\$12,761
Other - <i>SEMA</i>	\$38,282
Total Funding	\$51,042

1 - ALN 97.039

ALL HAZARD MITIGATION PLAN UPDATE (ST. CLAIR COUNTY, IL)

4.04B

Summary

Recognizing that no community is immune from natural hazards such as tornadoes, flooding, earthquakes and severe weather, the EWG Board of Directors adopted the 2004 All Hazard Mitigation Plan (HMP) for the Missouri portion of the St. Louis region and the HMP was distributed to all participating counties and jurisdictions. EWG completed updates to the HMP in 2010, 2015, 2020 and is currently working on the 2025 HMP update. St. Clair, IL requested EWG assistance in updating their 2019 Multi-Hazard Mitigation Plan. This 2024 HMP update will continue in FY 2024 to ensure that communities are making progress toward implement hazard mitigation initiatives. Staff will work with the Illinois Emergency Management Agency (IEMA) and the Federal Emergency Management Agency (FEMA) to address the evolving policy and regulatory changes and incorporate those into the 2024 HMP. Staff will also conduct outreach to engage participating jurisdictions, collect data, and encourage adoption of the 2024 HMP.

Activities

1. Review and revise the HMP to reflect changes in development, progress in local mitigation efforts, and changes in priorities.
2. Review and monitor hazard mitigation actions, grants, and the regulatory environment.
3. Monitor and review new and additional data and maps relating to hazard vulnerability and specific mitigation projects.
4. Respond to inquiries from participating communities, school districts, and special districts on mitigation inquiries and ideas.
5. Work closely with IEMA and FEMA personnel on the HMP updates.

Products/Outcomes

- A. Information for participating communities regarding FEMA regulations and policy changes as it relates to hazard mitigation requirements and guidelines (*ongoing*)
- B. Increased awareness of citizens and public officials concerning mitigation strategies to reduce or eliminate the effects of natural disasters in St. Clair County, IL and communities of the region (*ongoing*)
- C. Dissemination and sharing of mitigation strategies and hazard data to participating communities (*ongoing*)
- D. 2024 HMP (*May 2024*)

ALL HAZARD MITIGATION PLAN UPDATE (ST. CLAIR COUNTY, IL)

4.04B

Estimated Costs & Funding

	FY 2023	FY 2024	Total
<u>State & Local</u>			
Other - IEMA ¹	\$10,665	\$9,581	\$20,246
Subtotal Local	\$10,665	\$9,581	\$20,246
<u>Federal (FEMA HMGP) ²</u>			
Other - IEMA ¹	\$31,995	\$28,742	\$60,738
Subtotal Federal	\$31,995	\$28,742	\$60,738
<u>Total</u>			
Other - IEMA	\$10,665	\$9,581	\$20,246
Other - IEMA	\$31,995	\$28,742	\$60,738
Total Funding	\$42,660	\$38,323	\$80,984

1 - Funds will be passed through St. Clair County, IL.

2 - ALN 97.039

REGIONAL CATASTROPHIC PREPAREDNESS GRANT (RCPG) PROGRAM

4.05

Summary

EWG receives funding from the DHS/FEMA to build capacity to manage catastrophic incidents by improving and expanding regional collaboration for catastrophic incident preparedness, including regional pandemic preparedness, through developing, maintaining and improving resilient logistics and supply management processes. The goals and objectives of this program include addressing gaps related to identified potential threats and hazards in the St. Louis region, along with recent events including pandemic, civil unrest, flooding and winter storm responses; developing a coordinated, unified regional approach to logistics and supply chain management during incident response and recovery; and the St. Louis region having revised pandemic and other threat/hazard specific plans to include logistics and supply management annexes.

Activities

1. Developed RCPG working group to include leadership. Identified and engaged with applicable stakeholders.
2. Developed request for proposals and procured a consultant to assist in the development of gap identification workshops, perform regional plans reviews, implement and conduct a plan development workshop series, and the development of a Regional Logistics and Supply Management Plan, Community Lifelines Logistics and Supply Baselines, training seminars and tabletop exercises.
3. Design a logistics and supply management training program to be carried out over the course of the grant. *(Staff and consultant-January 2023)*
4. Conduct a gap identification workshop and regional plans review. *(Staff and consultant-January 2023)*

Products/Outcomes

- A. Logistics and Supply Management training *(ongoing)*
- B. Completed Regional Gap Analysis documents and Reduction Action Plan *(January 2023)*

Estimated Costs & Funding

Federal (RCPG)¹

Other - FEMA	\$497,089
Subtotal Federal	\$497,089

Total

Other - FEMA	\$497,089
Total Funding	\$497,089

¹ - ALN 97.111

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E. Program Administration & Support

Total Budget - \$1,168,985

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E. PROGRAM ADMINISTRATION & SUPPORT

Work Elements & Funding

Work Elements		State & Local	Federal	Total
#	Description			
5.01	Program Administration	\$62,405	\$346,629	\$409,035
5.02	Information Management and Services	\$60,445	\$335,739	\$396,183
5.03	EWG Member Government Support	\$124,528	\$0	\$124,528
5.04	Southwestern Illinois Flood Prevention District Support	\$207,459	\$0	\$207,459
5.05	St. Louis Area Regional Response System (STARRS) Support	\$31,780	\$0	\$31,780
Total - Program Administration & Support		\$486,617	\$682,368	\$1,168,985

Background

The program administration and support work elements describe the activities of EWG staff who provide the administrative, information technology, and other support that are needed to successfully complete the agency's planning efforts. This work includes administering the work program, designing and producing key agency planning documents, ensuring that the agency's information technology (IT) infrastructure and systems are up-to-date, maintaining the agency's website and other tools that EWG uses to disseminate information to the public and funding agencies, developing and maintaining key project databases (e.g. TIP / RTP project database), ensuring that there are underlying regional information systems that must be in place within the agency to meet these research needs, and anticipating the need for specific technological capacity to collect, analyze, and disseminate information. EWG staff will also continue work to administer the agency's disadvantaged business enterprise (DBE) and Title VI programs, provide support to important initiatives like STARRS and the Southwestern Illinois Flood Prevention District (SWILFPD), and provide support to EWG's member governments.

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PROGRAM ADMINISTRATION

5.01

Summary

This element is designed to support EWG's transportation planning process and keep the agency eligible to receive federal funds by meeting all obligations associated with the UPWP and other federal requirements. Major activities under this element include: preparing and monitoring progress on the UPWP, documenting Title VI compliance, managing EWG's DBE plan and program, and designing and producing key agency planning documents.

Activities

1. Transportation Program Support

- a. Monitor work on the transportation planning program contained in the FY 2024 UPWP and prepare and submit quarterly progress reports to funding agencies.
- b. Prepare the "Transportation Completion Report" for FY 2023 UPWP that summarizes the activities performed under the various elements and distribute the FY 2023 UPWP deliverables to the appropriate agencies.
- c. Prepare the documentation for self-certification and civil rights compliance under Title VI as required by FHWA and FTA in accordance with the current requirements. Address any Title VI complaints in accordance with established procedures.
- d. Update and maintain Title VI program, as needed, to ensure it is meeting current FHWA and FTA requirements.
- e. Provide reports to funding agencies relating to Title VI activities upon request.
- f. Coordinate, develop, prepare, and print materials, documents, and reports for the transportation program work elements contained in the FY 2024 UPWP.
- g. Prepare and manage procurements, contracts, and sub-awards for the transportation program in the FY 2024 UPWP.
- h. Develop and distribute the FY 2025 UPWP.

2. Disadvantaged Business Enterprise (DBE) Program

- a. Communicate with FTA, MoDOT, and IDOT regarding goal setting in various contracts.
- b. Assist staff with contractor/consultant selection process to ensure the DBE plan is followed during the procurement process. Activities will include review of the solicitation documents and notices prior to issuance along with a review of the responses received. Review contracting achievements during the goal period to determine if a DBE goal should be part of the solicitation.

PROGRAM ADMINISTRATION

5.01

- c. Monitor changes to DBE regulations.
- d. Monitor DBE participation efforts and prepare reports as required.
- e. Conduct ongoing liaison activities with Small Business Enterprises and DBEs to facilitate contracting opportunities for such businesses.
- f. Participate in the Missouri Regional Certification Committee process.

3. Association of Metropolitan Planning Organizations (AMPO)

- a. Renew membership in AMPO, the national organization that represents the interests of MPOs.

Products/Outcomes

- A. Quarterly progress reports (*Quarterly*)
- B. FY 2023 Transportation Completion Report and FY 2023 deliverables (*October 2023*)
- C. Title VI Program updates, as needed (*ongoing*)
- D. Title VI compliance documentation as required (*June 2024*)
- E. Produced / printed materials, documents, and reports for the transportation program work elements contained in the FY 2024 UPWP (*ongoing*)
- F. Transportation program procurement documents, contracts, and sub-awards (*ongoing*)
- G. Semi-annual DBE participation reports (*November 2023 and May 2024*)
- H. FY 2025 UPWP (*draft March 2024 and final April 2024*)

Estimated Costs & Funding

State & Local

EWG	\$37,947
IDOT	\$24,458
Subtotal State & Local	\$62,405

Federal (CPG)

IDOT	\$97,833
MoDOT	\$248,797
Subtotal Federal	\$346,629

Total

EWG	\$37,947
IDOT	\$122,291
MoDOT	\$248,797
Total Funding	\$409,035

Sub-Tasks

1 - Transportation Program Support	\$393,573
2 - DBE Program	\$2,558
3 - AMPO	\$12,904
Total All Tasks	\$409,035

Summary

This work element provides the basic information technology (e.g. computer, website, database) and telecommunications services necessary for the day-to-day operations of the agency. In addition to supporting the agency's key systems, the work undertaken in this work element includes the build-out and maintenance of the agency's database and web applications to manage the agency's TIP and RTP project information.

Activities

1. Continue to develop and update the contents and functionality of EWG's website and other Internet-based communication methods, including social networking tools, to better inform the public on EWG programs, projects, and public engagement opportunities in accordance with the PIP.
2. Create and maintain project specific website applications, sections, or additional websites as needed for transportation planning activities.
3. Maintain software systems as necessary to support the agency's modeling and planning activities.
4. Maintain systems for effectively managing the wide variety of data collected, created and utilized for in-house planning activities.
5. Maintain database systems used to track and contact planning process participants and local officials.
6. Provide training and technical support to agency staff for work related to transportation planning activities.
7. Evaluate in-house information management systems and make recommendations regarding new technologies and computer hardware and software upgrades that will improve the quality or efficiency of in-house planning operations, as needed.
8. Continue to support the legacy database application and the development of a new database and web applications to manage TIP and RTP project information.

Products/Outcomes

- A. Website access to the major products of the metropolitan planning process (e.g., the TIP, RTP, various sub-area studies, planning assumptions, etc.) (*ongoing*)
- B. Timely website access to meeting and event information and other related public information useful to the public involvement requirements of the transportation planning process (*ongoing*)
- C. Additional or updated project specific website applications and sections (*ongoing*)

INFORMATION MANAGEMENT AND SERVICES

5.02

- D. Recommendations about new technologies and computer hardware and software upgrades that will improve the quality or efficiency of in-house planning operations (*ongoing*)
- E. Centralized, up-to-date address databases used to track and contact planning process participants and local officials (*ongoing*)
- F. Updated TIP on-line project applications, as needed, via the EWG website (*ongoing*)
- G. Updated in-house database and web applications used to manage TIP and RTP project information (*ongoing*)

Estimated Costs & Funding

State & Local

EWG	\$36,755
IDOT	\$23,690
Subtotal State & Local	\$60,445

Federal (CPG)

IDOT	\$94,759
MoDOT	\$240,980
Subtotal Federal	\$335,739

Total

EWG	\$36,755
IDOT	\$118,448
MoDOT	\$240,980
Total Funding	\$396,183

EWG MEMBER GOVERNMENT SUPPORT

5.03

Summary

EWG will continue to support local governments in the region by providing technical assistance to local communities in the areas of public administration, personnel plans, consultant selection, budgeting, and grant writing. EWG will also plan, coordinate, and manage the EWG Annual Meeting and Outstanding Local Government Achievement (OLGA) Awards program.

Activities

1. Provide technical assistance to member communities in the area of public administration, personnel plans, recruitment, consultant selection, budgeting, grant writing, etc.
2. Work towards enhancing the capacity and capabilities of local government employees throughout the region by encouraging participation in professional development opportunities.
3. Plan, coordinate, and manage the calendar year 2023 EWG Annual Meeting and OLGA Awards program recognizing achievement by local agencies and citizens.

Products/Outcomes

- A. Reports, plans, or studies in accordance with fee for service, in-kind service contracts, or other agreements (*ongoing*)
- B. Annual Meeting of the EWG Council of Governments including the OLGA Awards Program (*November 2023*)

Estimated Costs & Funding

State & Local

EWG	\$124,528
Subtotal State & Local	\$124,528

Total

EWG	\$124,528
Total Funding	\$124,528

SOUTHWESTERN ILLINOIS FLOOD PREVENTION DISTRICT SUPPORT

5.04

Summary

EWG will continue to support the efforts of the Southwestern Illinois Flood Prevention District Council by providing management staff to oversee the reconstruction of the flood protection systems along the Mississippi River in the Illinois counties of Madison, Monroe, and St. Clair.

Activities

1. Provide staff support on an as-needed basis for the Southwestern Illinois Flood Prevention District Council to manage the financing, design and oversee the reconstruction of the flood protection systems along the Mississippi River in the Illinois counties of Madison, Monroe, and St. Clair.
2. Work with the Flood Prevention Districts, and local governments.

Products/Outcomes

- A. Provide progress updates to the Southwestern Illinois Flood Prevention District Council Board on the levee restoration plans (*ongoing*)

Estimated Costs & Funding

State & Local

Other - SWILFPD	\$207,459
Subtotal State & Local	\$207,459

Total

Other - SWILFPD	\$207,459
Total Funding	\$207,459

ST. LOUIS AREA REGIONAL RESPONSE SYSTEM (STARRS) SUPPORT

5.05

Summary

EWG receives funding from the St. Louis Metropolitan Hospital Council to conduct activities for the STARRS program. The funding supports various administrative tasks performed by EWG staff to support programs implemented by STARRS.

Activities

1. Administrative support of STARRS programs, including Board meetings, committee meetings and other STARRS-related functions.
2. Review of policies and procedures as they relate to STARRS, STARRS Board, Committees, and Sub-Committees.
3. Accounting support of STARRS programs.

Products/Outcomes

- A. Agendas, presentations, minutes and proceedings for STARRS Board meetings (*ongoing*)
- B. Financial document reconciliation for STARRS program (*ongoing*)
- C. Revisions to policies and procedures as they relate to STARRS, STARRS Board, Committees and Sub-Committees (*as needed*)

Estimated Costs & Funding

State & Local

Other - STARRS	\$31,780
Subtotal State & Local	\$31,780

Total

Other - STARRS	\$31,780
Total Funding	\$31,780

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Appendices

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APPENDIX A

SUMMARY OF FY 2023 UPWP ACTIVITIES

EWG's FY 2023 UPWP activities are described below.

1.01 – Regional Travel Demand Modeling & System Evaluation

During FY 2023, staff worked on a range of traffic modeling and data related tasks. Staff provided modeling support and demand forecasts to state, regional, and local agencies. Staff trained internally on the use of the travel demand model, which uses very advanced techniques and the latest available data. Staff worked on compiling input databases for the EPA air quality model Motor Vehicle Emissions Simulation MOVES3, for the regional air quality conformity analyses required for the annual and mid-year TIP and the LRTP Connected 2050. Staff reviewed and updated the system wide review for roadway functional classification covering the eight counties in the metropolitan planning area and posted the revised FHWA approved Functional Classification Map on the web page. Staff has been tracking the changes in travel patterns due to the post-pandemic behavioral changes.

1.05 – Geographic Information Systems

Throughout FY 2023, EWG maintained its GIS at the current industry standard, continuing our ongoing efforts to update our data libraries, and provide quality maps and analyses in an efficient and timely manner.

Major projects this year included continuing to develop our interactive mapping capacity, completing all maps and analyses for the Transportation Equity Assessment Report, the 2050 Long-Range Plan, and functional class updates. In addition to agency needs, we worked to assist IDOT on the quality control for their planimetric data purchase from Ecopia. We continue to be a GIS resource for our regional partners, providing expertise, analysis and mapping products where needed.

Staff continued to virtually attend local, regional and national meetings and conferences to stay on top of the latest updates and changes in GIS. Staff continues to advocate for the integration of geospatial data in the hosting framework being developed by the St. Louis Regional Data Alliance, as well as assisting Greater St. Louis, Inc. in developing regional data layers.

1.07 – Regional Competitiveness

In FY 2023, staff worked on the Transportation Equity Assessment, completing analysis of current conditions and analysis of the distribution of transportation-related barriers and assets in the region. The analyses focused on transportation equity populations, which have been found to face wide disparities in the region. Staff also produced six Where We Stand email newsletters and weekly social media posts. Staff have begun work on the ninth edition of the flagship publication and anticipate completing additional work on the next edition by the end of the FY as well as continuing to provide updated data via monthly emails and weekly social media posts. Where We Stand tracks the health of the St. Louis region among the 50 most populous Metropolitan Statistical Areas in the United States. These metro areas are our domestic competition and provide a consistent yardstick to gauge "Where We Stand." This year staff continued to increase the presence of Where We Stand on the agency's website where over 200 tables are provided on topics of regional significance, including transportation, housing, the economy, workforce development, public safety, and education. In addition, staff monitored federal and state legislation with the potential to impact the region's competitiveness. Staff updated the performance measure that indicate the sustainability of the region and are used to inform

APPENDIX A

SUMMARY OF FY 2023 UPWP ACTIVITIES

for the regional plan for sustainable development. Staff responded to inquiries and requests for information from the Board, local governments, and the general public.

1.12 – Regional Decisions Support Systems

During FY 2023, staff collected and analyzed socioeconomic and demographic information to support planning activities of internal staff and agency members for reports, performance measures, long-range and corridor planning, and project evaluation. Staff provided technical assistance to agency staff, local governments and general public. Staff developed population and employment forecasts and scenarios to support the travel demand modeling system. A significant project was small-area population and employment estimates and projections in support of the I-64 Planning and Environmental Linkage (PEL) study. Staff analyzed several data sets to prepare for the forthcoming Long Range Transportation Plan, including crash data, pavement data, bridge data, and estimates of combined housing and transportation costs. Staff also acquired and processed large data sets, including American Community Survey, Dun and Bradstreet employment data, Longitudinal Employer-Household Dynamics data and regional crash data from state Departments of Transportation. Staff provided data for the agency's website. Staff responded to requests for data and technical assistance from local governments and the general public.

2.01 – Integrated Transportation Systems Management

During the first six months of the FY 2023, staff continued to work with regional partners to finalize and make public the St. Louis ITS Architecture. The collected information from the earlier stages of the effort was consolidated, a few other meetings were held, and a draft of the updated Strategic Deployment Plan was developed and sent to regional partners for their final comments. Staff provided guidance regarding the CMAQ/STP-S applications. The staff also participated in GGL, MoDOT Mobility Report, and RIDSI meetings.

Of the two quarterly CMOC meetings that were supposed to be held during this period, only one was held. The reason for this was staffing shortage.

2.03 – Transportation Improvement Program and Project Monitoring

Staff obtained Board, FHWA, and FTA approval of the final FY 2023-2026 TIP & AQ document in August. Staff submitted amendments to the FY 2022-2025 TIP to the Board of Directors and published FY 2022-2025 TIP Supplement (#3). Staff will submit amendments to the FY 2023-2026 TIP to the Board of Directors and publish TIP Supplements. There was no mid-year AQ Conformity.

Staff began development of the FY 2024-2027 TIP and AQ Conformity Determination. The draft FY 2024-2027 TIP and AQ documents will be presented to the Board in June. The public comment period will be from July to early August. The FY 2024-2027 TIP and AQ conformity are due to be presented to the Board for approval in August.

Staff completed the year-end FY 2022 obligation report, along with an appendix with charts, and posted it to EWG's website. Staff posted Reasonable Progress information on EWG's website including the conclusion to FY 2022 and start of FY 2023.

APPENDIX A

SUMMARY OF FY 2023 UPWP ACTIVITIES

Staff also conducted TAP, STP-S, and CMAQ project development and review workshops for local sponsors. Staff will coordinate with MoDOT Local Roads staff for Project Implementation Workshops.

Staff researched MPO TIP databases and will work with a consultant to develop a new online TIP database.

Staff prepared agendas and participated in TPC meetings. Staff participated in IACG meetings. Staff updated the EWGCOG website as needed. Coordinated with AQ and modeling group and IACG on amendments to the FY 2022-2025 TIP. Staff will coordinate in the future for amendments to the FY 2023-2026 TIP and the draft FY 2043-2027 TIP.

2.04 – Transportation Planning Data Collection and Analysis; Integrated Transportation System Management (MoDOT)

During FY 2023, MoDOT staff acquired, reviewed, and analyzed traffic data and provided an updated traffic count database for use in EWG’s travel demand model. MoDOT staff provided EWG with safety, system condition, financial, and other data required by EWG for the Metropolitan Transportation Plan’s development. MoDOT staff continued work to implement the Regional Arterial Management System – GGL. MoDOT staff participated in regional M&O, ITS, CMP, and regional Architecture partner meetings and activities.

2.05 – Transportation Safety Initiative

During FY 2023, staff attended the state-wide Traffic Safety and Blueprint Conference as well as the St. Louis Region's Blueprint Coalition meetings. Staff attended the IL Traffic Records Coordinating Committee Quarterly Meeting. Staff attended several free virtual workshops/webinars focusing on different elements of roadway safety. Staff attended the Lifesavers National Conference on Highway Safety Priorities. Staff participated in calls and emails to advise local agencies on STP and TAP projects as well as participated in scoring of the STP and TAP projects.

2.06 – Transportation Education Initiative

During FY 2023, staff ran a safety campaign using public service announcements (PSAs) created by MoDOT. PSAs were targeted to the Missouri portion of our region via social media, website ads, radio and streaming. PSAs focused on the top crash behaviors/types for our region, i.e. pedestrians, unrestrained occupants, alcohol/drugs, aggressive driving/speeding.

2.07 – Transit System Planning and Development (Metro)

During FY 2023, Metro staff prepared progress reports and prepared reports regarding MetroLink, MetroBus, and Call-A-Ride operating and ridership information, as well as on-time performance reports, and route performance reports. Metro staff continued to advance the implementation of an automated fare collection project. Metro staff continued to work on updating the agency’s Title VI program. Metro staff continued progress on its bus stop accessibility project and system-wide signage updates. Metro staff also advised on MetroLink security and implementation.

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SUMMARY OF FY 2023 UPWP ACTIVITIES

2.11 – Multimodal Transportation Planning

Accessibility and Paratransit Planning:

During FY 2023, staff participated in the Regional Disability Transportation Network meetings. Staff also provided information on funding for projects that address ADA accessibility.

Bicycle and Pedestrian Planning:

During FY 2023, staff organized quarterly BPAC meetings and participated in the St. Louis Community Mobility Committee, St. Louis City Bicycle Implementation Group, St. Louis County Complete Streets Peer Advisory Committee, and the Missouri Complete Streets Advisory Committee. Staff provided technical assistance to local public agencies applying for federal transportation funds for active transportation projects. Staff continues to update the GIS bicycle facility network file as new facilities are completed and data becomes available. Due to ongoing concerns regarding COVID-19, no in-person bicycle and pedestrian workshops have been planned. Staff maintained a webpage listing virtual educational resources for local public agencies.

Intermodal Freight Planning:

Staff participated in the Freightway's Development and Needs Analysis Committee and in the Illinois Statewide Freight Advisory Committee, attending meetings, reviewing documents, and providing input when necessary. Staff also participated in IDOT's District 8 Forums and in FHWA Workshops. Staff handled inquiries on TIP applications for freight-related projects in the region. Staff reviewed special reports addressing freight in the region including the MoDOT's State Freight and Rail Plan update documents and the Missouri Supply Chain Task Force's draft report. Staff also gathered information on freight related grants. Staff reviewed the Industrial Site Areas and determined no updates were need at this time.

2.12A – Illinois Great Streets Planning Initiative

Staff selected O'Fallon, Illinois for Great Streets planning assistance. Working with the local project sponsors, staff refined the project scope and conducted a consultant selection process. Staff issued a consultant services RFP. Staff coordinated with project sponsor staff to review submittals, interview finalist teams, and select the preferred and alternate consultant teams. The project team will begin work in April 2023.

APPENDIX A

SUMMARY OF FY 2023 UPWP ACTIVITIES

2.13 – Great Streets Initiative

Staff is collaborating with the local project sponsor (MoDOT) to assess the arterial road network in the region and develop alternative design considerations based on urban context. Working with the local project sponsors, staff refined the project scope and conducted a consultant selection process. Staff issued consultant services RFP. Staff coordinated with project sponsor staff to review submittals, interview finalist teams, and select the preferred and alternate consultant teams. Working with the selected consultant, staff negotiated and executed a contract for professional services. The project team will begin work in March 2023. Staff is collaborating with the local project sponsor to manage the consultant team and overall planning process.

Staff presented to Saint Louis University graduate planning students and the UMSL Chancellor's Certificate on Planning. Staff is also investigating relevant components of the new federal transportation legislation for consistency with Great Streets planning assistance and funding opportunities for planning and implementation of past and future projects. Staff has also supported implementation efforts for the Bevo, Alton, and West Florissant projects.

2.15 – Section 5310 Coordinated Human Service Transportation Planning

During FY 2023, staff monitored the implementation of projects that received Section 5310 funding in previous funding rounds in conjunction with Bi-State Development and MoDOT. Due to an extensive backlog in vehicle delivery for projects awarded Section 5310-Traditional funding, staff delayed the project solicitation and evaluation process for Section 5310 funding. Staff will issue a call for projects February 2023. Staff provided letters of support for project sponsors seeking funding through the MoDOT Section 5310 rural program. Staff shared updates with sponsors on the IDOT Consolidated Vehicle Procurement program.

2.17 – Transportation Corridor & Subarea Planning - Missouri

During FY 2023, staff provided travel demand and modeling, land cover, aerial imagery and demographic data, and analysis support for regional planning partners and project teams; worked with regional partners to outline and draft project scopes; evaluated, selected and managed project teams for corridor planning efforts; reviewed technical work and documents as needed; met with regional planning partners, project stakeholders and relevant consultants as requested; and participated on advisory committees and in public outreach as requested

Specifically, staff continued participating in the following regional studies. For the I-55 Corridor Study in Jefferson County staff served on the Technical Advisory Committee reviewing technical plan documents and alternatives. For the Northside/Southside MetroLink Alternatives Analysis in the City of St. Louis and the North County Connector MetroLink Study in St. Louis County staff assisted with the scopes for the coordinated studies, reviewed preliminary technical data, and participated in project coordination meetings. For the I-64 Planning Environmental Linkages (PEL) study in the City of St. Louis staff participated as a Transportation Corridor Improvement Group member advising on the study, reviewing technical documents, participating in alternatives screening, and attending engagement activities. For the St. Louis-Lambert Airport Plan in St. Louis County, staff served on the technical advisory committee

APPENDIX A

SUMMARY OF FY 2023 UPWP ACTIVITIES

and reviewed alternatives and the final recommendation. Staff also continued to serve on the regional TOD Committee.

2.19 – Long-Range Transportation Planning

During FY 2023, staff continued the process of performance management and target setting under the requirements of the FAST Act, in cooperation with DOT and transit partners. Staff also developed and posted a performance dashboard on EWG’s website.

Staff, in collaboration with the consultant team, completed a transportation equity assessment. Staff continued work on the long-range transportation plan (LRTP) including a robust community engagement effort, development and approval of new guiding principles and associated regional performance and project measures. The consultant completed work in December 2022. Staff independently continued work on project evaluation and selection, financial capacity analysis, report writing, travel demand modelling, and air quality conformity. The LRTP was completed in June 2023.

3.01 – Community Building

In FY 2023, staff focused community building assistance on outreach, education and coordination of public agencies and other organizations. Staff met with and encouraged partners to address the interrelated needs of transportation infrastructure, water infrastructure, sanitary sewers, stormwater, flood mitigation, water quality, parks, trails, greenways, active living/healthy lifestyles and biodiversity. Staff coordinated meetings, such as the OneSTL Leadership Network and Water Resources Committee, maintained the OneSTL website and Sustainable Solutions Toolkit, and updated OneSTL metrics. Staff also responded to local government requests for planning assistance and participated in planning local and regional conferences and workshops, such as the Sustainability Lab, with key partners including local universities, professional organizations and private sector entities.

3.02 – Ecological Approach to Infrastructure Development

In FY 2023, staff worked with the Missouri Resource Assessment Partnership (MoRAP) to complete an updated land cover ecological data set for the eight-county St. Louis region. Staff engaged federal, state, and local resource agencies to vet the ecological significance methodology to be applied the updated land cover data set. Staff continued to work on developing methods for employing the framework in a wide-range of project and corridor evaluations and mitigation planning. Staff worked to expand the use of ecological datasets by transportation agencies and local governments in the urban areas of the St. Louis region.

3.03 – Air Quality Coordination

During FY 2023, staff prepared and distributed agendas, presentations, and proceedings for air quality committees, subcommittee, and consultation group meetings and special reports. Staff held and recorded six AQAC meetings and seven IACG meetings. Staff monitored and researched the implementation of the 2015 8-hour ozone standard and evaluated the region's progress in meeting air quality goals. Ozone monitoring data provided the baseline information for this assessment. Staff continued to review and enhance the Conformity Users Guide, which contains regionally significant

APPENDIX A

SUMMARY OF FY 2023 UPWP ACTIVITIES

project selection criteria. The Users' Guide was developed in close coordination with IACG, and it establishes guidelines for the conformity process. During FY 2022-2023, staff maintained an electronic clearinghouse for daily measured ozone information in order to facilitate the sharing of air quality information between the MoDNR, IEPA, EPA Region 7 and other cooperating agencies. Staff generated and maintained a color-coded AQI calendar as prescribed by EPA which is posted on the EWG website. Staff maintained and updated the Air Quality Resource Center website. Staff updated draft report/presentation for website on historical ozone data, trend lines and current monitor locations.

3.04 – Urban Waters Federal Partnership Sustainable Funding Project

In FY 2023, staff completed work to identify potential funding options and a future location for the Urban Waters Ambassador for the Meramec / Big River watershed. Staff hosted a training program for agencies and organizations working towards the revitalization and restoration of the river and the surrounding communities, and produced a report for the partnership outlining strategy for engaging underserved communities.

3.06 – Community Engagement – Public Involvement

In FY 2023, staff worked on implementing the EWG PIP. Staff served as an internal agency resource for projects and plans that have public outreach requirements. Staff assisted program specialists consider a variety of appropriate outreach and engagement formats and strategies and then developed and implemented targeted outreach programs for agency plans, including the LRTP, the TIP, and AQ Conformity. Staff used the community engagement activity tracker for analysis and reporting of public involvement efforts. Staff produced weekly *Local Government Briefings* that provide our members and interested citizens with up-to-date activities in the region.

3.07 – Local Government Services

In FY 2023, staff organized the Planning and Zoning training for a 19th year in conjunction with the local chapter of the American Planning Association and the UMSL and collaborated with regional City Management Associations and other organizations that serve local government on the development of professional development activities. Staff also continued to publish the Public Officials Directory and provided updated information for the EWG website in order to provide better access to information relevant to local governments to aide their planning processes. Staff attended numerous organization and committee meetings that serve member governments and provided information and technical assistance related to transportation and livability issues.

3.08 - Kiefer Creek Septic Feasibility Study

In FY 2023, staff completed a septic feasibility study to begin addressing the most significant cause of E. coli contamination in the Kiefer Creek watershed by researching costs, and potential remedies, associated with maintaining on-site wastewater treatment systems in critical areas, while initiating a survey property owners to determine the viability of a possible future repair, replace, connect program, and conducting homeowner outreach on septic maintenance.

APPENDIX A

SUMMARY OF FY 2023 UPWP ACTIVITIES

3.09 – Lower Meramec BMP Demonstration Project

In FY 2023, staff began work on highlighting water quality best management practices to build interest, increase knowledge, and promote standard use of nature-based BMPs for engineers, planners, government agencies and nonprofit entities, and encourage installation of similar practices in the Lower Meramec watershed.

4.01 – Urban Area Security Initiative (UASI)

In FY 2023, staff worked to expend funds from the fiscal years 2019 and 2020 UASI grant programs. Staff has been working with the STARRS Board of Directors and its subcommittees to maintain the St. Louis regional Threat Hazard Identification and Risk Assessment (THIRA) along with the Stakeholder Preparedness Review (SPR) which are used to identify regional shortfalls to preparedness, the emergency response resources required to respond, and to identify the region's response capabilities and gaps. STARRS uses this information to efficiently build and sustain regional preparedness capabilities. STARRS and its subcommittees have begun work on the new community preparedness regional recovery plan in addition to the new healthcare multi-agency coordination center plan and the new healthcare sector-specific emergency management academy plan and program, in addition to the new regional “Stop the Bleed” program initiative. Additionally, the STARRS subcommittee working groups, the Fusion Center, and emergency response teams continue to focus on planning and programs for information sharing, cybersecurity coordination & collaboration, planning with and equipping law enforcement, hazardous materials response, urban search and rescue teams, and the metropolitan air support team.

4.02 – Healthcare System Preparedness Program

In FY 2023, staff continued to build upon the planning and development of capacity and capabilities to strengthen all-hazards disaster preparedness planning for medical surge during large scale emergencies including pandemic response that has the potential to affect over 60 hospitals and health care facilities within the St. Louis Regional HCC. In addition to hospitals, HCC partners include skilled nursing and long-term care facilities, ambulatory surgery centers, urgent care centers, dialysis centers, home health providers, behavioral health services and organizations, access and functional needs services organizations, and non-governmental organizations that provide assistance during disasters. To that end, staff maintained and implemented regional disaster/emergency preparedness plans and protocols for the HCC to improve the capacity of the health care system in a regional and statewide collaborative effort. In order to continue providing immediate and long term regionally coordinated response to the COVID-19 pandemic, mass casualty incidents and other medical surge emergencies, the HCC has approved a Healthcare Multi Agency Coordination System (HMACS) to supplement the HCC Response Plan. This system allows for a more fluid emergency response mechanism and real-time communication between hospitals, local public health agencies, EMS and emergency management agencies during a response. In addition, staff continued to support and assist the healthcare system through facilitation and implementation of education to increase preparedness.

APPENDIX A

SUMMARY OF FY 2023 UPWP ACTIVITIES

4.05 – Regional Catastrophic Preparedness Grant (RCPG) Program

In FY 2023, staff began the phase 1 and 2 of the RCPG planning, training, and exercise program to improve the resiliency of health care supply chains during complex incidents in collaboration with the whole community. A primary goal of the project is that the region has a coordinated, unified approach to logistics and supply chain management during incident response and recovery guided by a Regional Logistics and Supply Chain Management and Sustainment Plan; this plan will be influenced by information obtained through workshops and training and validated through seminars and tabletop exercises.

Staff procured a consulting service for the project and contracted work began January of 2023. Staff developed an RCPG working group that includes representatives from hospitals, emergency medical services, public health agencies, emergency management agencies, fatality management, law enforcement, fire services, private industry representatives, and other healthcare supply chain subject matter experts. The working group, in conjunction with staff and consultants, will conduct multiple training sessions, workshops, and table top exercises to enhance regional preparedness.

Moving forward over the life of the grant a series of workshops will be held to expand on identified capability gaps and aid in the development of a regional logistics and supply chain management training program, which will address Community Lifelines and Core Capabilities essential to pandemic preparedness. The trainings will utilize participant feedback and best practices to develop the remainder of the program.

5.01 – Program Administration

During FY 2023, staff reported on DBE accomplishments for MoDOT and FTA. Staff completed and submitted the FY 2022 UPWP completion report. Staff created sub-awards and consultant contracts, as needed. Staff provided graphics and other support for transportation planning work elements. Staff monitored the work on the FY 2023 UPWP and drafted and reviewed FY 2023 work program progress reports. Staff completed the required MoDOT and IDOT Title VI reports. Finally, staff developed the FY 2024 UPWP. Work in these areas will continue into the FY 2024 UPWP.

5.02 – Information Management and Services

During FY 2023, staff continued to update the content on EWG's website www.ewgateway.org. Staff completed updates to the Master Client Database, the database used to track and contact planning process participants and local officials. Staff updated website documents to reflect Master Client Database changes. Staff completed the purchase, installation and deployment of computer hardware and software to improve the efficiency of in-house planning operations. Staff continued development of the new TIP database and associated web application. Staff created a number of workshop on-line registration forms and a website application that allowed the public to browse and comment on proposed TIP projects during the public comment period.

APPENDIX A
SUMMARY OF FY 2023 UPWP ACTIVITIES

5.03 – EWG Member Government Support

In FY 2023, EWG held its annual meeting in November showcasing the presentation of the OLGA Awards. These awards are designed to recognize outstanding local government individuals, projects and collaborations that have occurred during the previous year and have measurable positive impacts in our communities and our region. Staff provided video production management services for the OLGA Awards ceremony which highlighted regional accomplishments and contributions by local municipalities, businesses and organizations. Staff provided technical assistance to member governments as requested.

5.04 – Southwestern Illinois Flood Prevention Initiative

During FY 2023, staff continued to provide management services for the Southwestern Illinois Flood Prevention District Council.

5.05 – St. Louis Area Regional Response System (STARRS) Support

In FY 2023, staff continued to provide administrative support for STARRS including preparing agendas, presentations, minutes, and proceedings for the STARRS Board meetings. Staff continued to provide financial document reconciliation for the STARRS program.

Completed FY 2023 work elements that will not carry over to FY 2024	
#	Description
3.04	Urban Waters Federal Partnership Sustainable Funding Project
3.08	Kiefer Creek Septic Feasibility Study

APPENDIX B

SOURCE OF ELIGIBLE MODOT DIRECT COSTS

Title	Yearly Salary	Monthly Salary	Yearly Fringe	Yearly Total	Monthly Total	% Eligible	Yearly Eligible
Traffic Operations Engineer	\$82,675	\$6,890	\$67,926	\$150,601	\$12,550	50%	\$75,300
Traffic Operations Engineer	\$85,555	\$7,130	\$70,292	\$155,847	\$12,987	50%	\$77,923
Traffic Operations Engineer	\$82,675	\$6,890	\$67,926	\$150,601	\$12,550	25%	\$37,650
Sr. Traffic Technician	\$50,891	\$4,241	\$41,812	\$92,703	\$7,725	45%	\$41,716
District Traffic Engineer	\$103,707	\$8,642	\$85,206	\$188,913	\$15,743	40%	\$75,565
Total	\$405,503		\$333,161	\$738,664			\$308,154

APPENDIX C
METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

The certification provided below is the current version signed in August 2022.

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR § 450.336, the Illinois Department of Transportation, the Missouri Department of Transportation, and the East-West Gateway Council of Governments (EWGCOG), the Metropolitan Planning Organization for the St. Louis urbanized area, “certifies” that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. § 134, 49 U.S.C. § 5303, and 23 CFR Part 450 Subpart C;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. §§ 7504, 7506(c) and (d)) and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. § 2000d *et seq.*) and 49 CFR Part 21;
4. 49 U.S.C. § 5332 prohibiting discrimination on the basis of race, color, religion, national origin, sex, disability, or age in employment or business opportunity;
5. Section 1101(b) of the Fixing America’s Surface Transportation (FAST) Act (Pub. L. No. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. § 6101 *et seq.*) prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
9. Section 324 of the Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 *et seq.*) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

EWGCOG is exempt from the requirements of 23 U.S.C § 134(d)(2) and 49 U.S.C. § 5303(d)(2), as amended by the FAST Act §§ 1201 and 3003 because: (1) EWGCOG operates pursuant to the Missouri State and Regional Planning and Community Development Act (Mo. Rev. Stat. Chapter 251) and the Missouri Nonprofit Corporation Act (Mo. Rev. Stat. Chapter 355), which were both in effect on or before December 18, 1991; (2) these Missouri laws have not been amended after December 18, 1991, as regards EWGCOG’s structure or organization; and (3) EWGCOG has not been designated or re-designated after December 18, 1991.


Signature

Mr. Dennis Gannon
Chairman, Board of Directors
East-West Gateway
Council of Governments

August 31, 2022
Date


Signature

Mr. Kirk H. Brown
Region Five Engineer
Illinois Department
of Transportation

August 31, 2022
Date


Signature

Mr. Tom Blair,
District Engineer
St. Louis District
Missouri Department
of Transportation

August 31, 2022
Date

APPENDIX D

EAST-WEST GATEWAY BOARD OF DIRECTORS & COMMITTEES

1. BOARD OF DIRECTORS

Voting Members

Board Officers & Executive Committee

- Mark Kern, *Chair*, County Board Chairman, St. Clair County, IL
- Tishaura Jones, *Vice Chair*, Mayor, City of St. Louis, MO
- Tim Brinker, *2nd Vice Chair*, Presiding Commissioner, Franklin County, IL
- Dennis Gannon, Presiding Commissioner, Jefferson County, MO
- Steve Ehlmann, County Executive, St. Charles County, MO
- Dennis Knobloch, Chairman, Board of Commissioners, Monroe County, IL
- Dr. Sam Page, County Executive, St. Louis County, MO
- Kurt Prenzler, Chairman, Madison County IL

Members

- Alderwoman Darlene Bell, President, Municipal League of Metro St. Louis
- Rita Heard Days, Councilwoman, St. Louis County
- Mike Elam, Council Councilman, St. Charles County, MO
- Robert Eastern III, Mayor, City of East St. Louis, IL
- Barbara Geisman, Regional Citizen, City of St. Louis, MO
- Megan Green, President, Board of Aldermen, City of St. Louis, MO
- C. William Grogan, Regional Citizen, St. Clair County, IL
- Mark Kupsky, Mayor, City of Fairview Heights, IL and President, Southwestern Illinois Council of Mayors
- John A. Laker, Regional Citizen, State of Illinois
- Roy Mosley, St. Clair County Board Member, representing St. Clair County, IL
- David Schwind, Madison County, IL
- Herbert Simmons, Village President, Village of East Carondolet, IL and President, Southwestern Illinois Metropolitan Regional Planning Commission
- Seth Speiser, Mayor, Village of Freeburg, IL and Vice President, Southwestern Illinois Council of Mayors
- Don Summers, Jr., Regional Citizen, St. Louis County
- John White, St. Charles County Councilman, representing St. Charles County, MO
- Ron Williams, Regional Citizen, Madison County, IL
- Brad Zobrist, representing Franklin County, MO

Non-Voting Members

- Holly Bieneman, Bureau Chief, Bureau of Planning, Illinois Department of Transportation
- Patrick McKenna, Director, Missouri Department of Transportation
- Taulby Roach, President and CEO, Bi-State Development
- Aaron Willard, Office of the Governor, State of Missouri

APPENDIX D
EAST-WEST GATEWAY BOARD OF DIRECTORS & COMMITTEES

2. EXECUTIVE ADVISORY COMMITTEE

David Courtway, Chair

Norman Etling, Vice Chair

Mokhtee Ahmad	Paul Hampel	Aaron Metzger	Kevin Terveer
Tom Blair	Michael Henderson	Sam Murphey	Betsy Tracy
Kirk Brown	Jason Jonas	Judy Nelson	Betherny Williams
Tom Caldwell	Pat Kelly	Charlie Powell	Dan Weitkamp
Tom Dempsey	Edie Koch	Ken Sharkey	
Chris Doucleff	Darren Lamb	Chuck Stewart	
Cristina Garmendia	Nathan Larson	Stephanie Leon Streeter	
John Greifzu			

3. AIR QUALITY ADVISORY COMMITTEE

Aaron Cadman	Pat Kelly	Ryan Tilley
Francisco Cortalezzi	Mark Leath	Betsy Tracy
Jackie Covington	S.J. Morrison	James Watson
Rory Davis	Jared Opsal	Dan Weitkamp
Jack Fishman	Bradley Schad	
Susannah Fuchs	Christopher Schmidt	
Mike Henderson	Ken Sharkey	

4. ST. LOUIS BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

Jacque Knight, Chair

Taylor March, Vice-Chair

Misty Bell	Chris Clerx	John Kohler	Shaun Tooley
John Bugh	Angelica Gutierrez	Sara Nelson	Mark Vogl
Lisa Cagle	Kevin Jemison	Scott Ogilvie	Bryan Werner
	Karen Karabell	Jennifer Reiman	Travis Wood

APPENDIX D
EAST-WEST GATEWAY BOARD OF DIRECTORS & COMMITTEES

5. STARRS BOARD OF DIRECTORS

Warren Robinson, President

Chris Hunt, Vice President

Mike Arras	Nick Harper	Ryan Nicholls	Herbert Simmons
Greg Brown	Justen Hauser	John Nowak	Roger Smith
Mary Kate Brown	Chris Hunt	Frederick Patterson	Morris Taylor
Jason Campbell	Dennis Jenkerson	Ben Perrin	Matt Tobben
Abraham Cook	Nick Kohlberg	Derek Rieger	Ryan Weber
Tina Davis	Joann Leykam	Warren Robinson	Jim Wild
Kurt Frisz	Jerry Lohr	Sarah Russell	Josh Wilderson
Brian Gettemeier	Jeff McCreary	Michele Ryan	Rob Wylie
Ben Granda	John Miller	Kevin Scheibe	

6. TRANSPORTATION PLANNING COMMITTEE

Richard Bradley	Angelica Gutierrez	S.J. Morrison	Greg Smith
Amanda Brauer	Craig Short	Dan Naunheim	Bob Hill
Ken Sharkey	Mike Henderson	Chris Poehler	Cindy Simmons
Norm Etling	Pat Kelly	Keith Roberts	Adam Walden
Maurice Falls	John Lyons	Richard Sauget, Jr.	Jim Grutsch
Jessica Gershman	Aaron Metzger	John Shrewsbury	

7. REGIONAL WATER RESOURCES COMMITTEE

Amy Beussink	Tracy Haag	Christopher King	Shawn Sullivan
Roland Biehl	Danelle Haake	Abigail Lambert	Mary Vandevord
Tracy Boaz	Bonnie Harper	Traci Lichtenberg	John Weber
Steven Brendel	Mike Hartoin	Larry Levin	Edward J. Weilbacher
Rick Brown		Bill Malach	David Wilson
	Dennis Hogan	Chris Neaville	Jianpeng Zhou
Mark Eshelman		Jamie Paige	
Timothy Ganz	Jay Hoskins	Rob Pulliam	
Warren Grace	John Johnson	Tom Schweiss	
		Amy Shaw	
		Curtis Skouby	

East-West Gateway Region

St. Louis Metropolitan Area

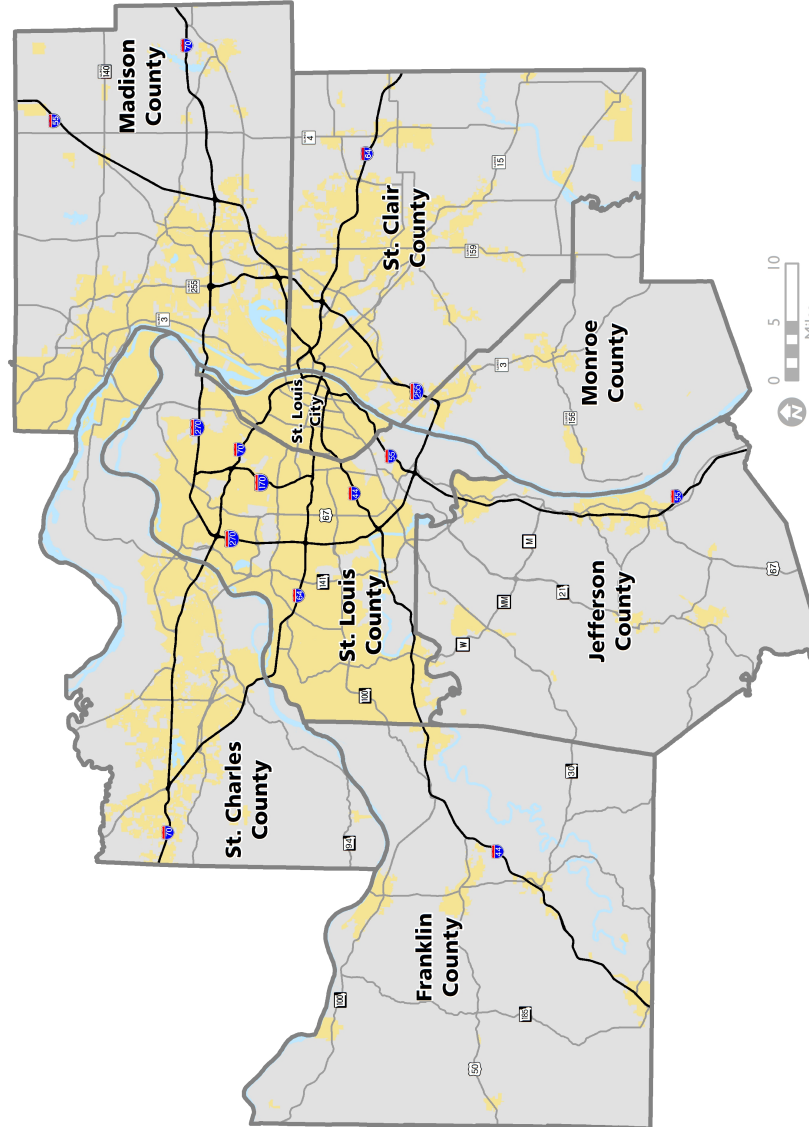
The current Metropolitan Planning Area boundary was approved by the East-West Gateway Board of Directors on July 30, 2014; the Governor of Illinois on September 11, 2014 and the Governor of Missouri on May 24, 2017.

AREA OF COUNTIES IN THE EAST-WEST GATEWAY REGION (Sq. Mi.)

Franklin County, MO	923
Jefferson County, MO	657
Madison County, IL	716
Monroe County, IL	385
St. Charles County, MO	560
St. Clair County, IL	658
St. Louis City, MO	62
St. Louis County, MO	508
East-West Gateway Region	4,469 sq. mi.
Population	2,587,698



- LEGEND**
- East-West Gateway Region
 - Incorporated Areas
 - Interstate Highways
 - Other Major Roads
 - River / Lake



Sources: U.S. Census Bureau's Population Estimates Program, 2021;
East-West Gateway Council of Governments
January 2023

