



# East-West Gateway Council of Governments

February 3, 2017



**EAST-WEST GATEWAY**  
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

# East-West Gateway Region

**8 Counties**

203 Municipalities

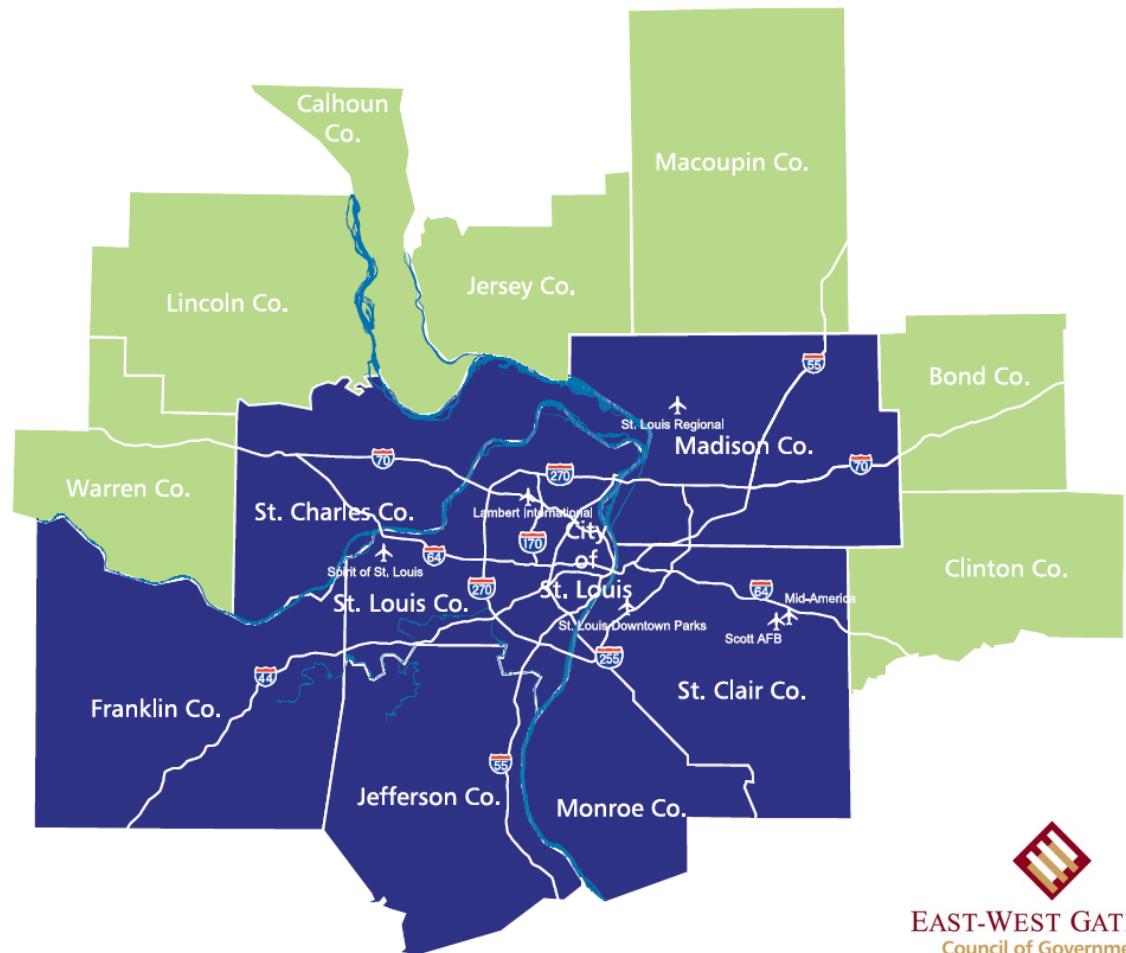
**2.6 million people**

\$141 billion dollar economy

**150,000 businesses**

10,612 miles of roads

**758 miles of the federal interstate system**



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# Board of Directors

- 24 Member board
- Chief elected officials from 8 counties
- 12 from Missouri/12 from Illinois
- 12 Locally elected officials
- 4 Regional citizens
- 5 Non-voting members

*The East-West Gateway Council of Governments is an organization through which individual counties and cities can coordinate their efforts. It is not a government nor does it seek to become one. The Council shall consider only those problems which are area wide in nature and which can be solved effectively by the local governments acting in concert.*



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# East-West Gateway Council of Governments

## MPO Required Documents

Long Range Transportation Plan (LRP or RTP)

Transportation Improvement Program (TIP)

Unified Planning Work Program (UPWP)

## Agency Departments

- Transportation
- Research Services
- Community Planning
- Administration
- STARRS (St. Louis Area Regional Response System)



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# Transportation Planning

The background of the slide features a faded, light-colored image of the Gateway Arch in St. Louis, Missouri, and a bridge spanning a wide river, likely the Mississippi River. The scene is captured from a low angle, with the water in the foreground and the arch rising prominently on the right side.

- Long-Range Transportation Plan
- Transportation Improvement Plan
- Coordinated Human Service Transportation Plan
- Congestion Management Process
- Great Streets Initiative
- Transportation Safety Initiative
- Bicycle Pedestrian Planning
- Greenhouse Gas Initiative
- Intermodal Freight Planning

# Transportation Planning



Table 2: Performance Management Framework

MAP-21 Goals	MoDOT Goals	IDOT Goals	EWG's 10 Guiding Principles		System Measures	Project Scoring Measures
Infrastructure Condition	Taking care of the system	Preserve and Manage the Existing System		<b>Preserve and Maintain the Existing System</b> Ensure the transportation system remains in a state of good repair.	• Bridge Condition* • Pavement Condition*	Project Addresses Preservation Deficiency
Connections & Choices	Promote Funding for the Public Component of the System			<b>Support Public Transportation</b> Invest in public transportation to spur economic development, protect the environment and improve quality of life.	• Transit Ridership** • Transit Access**	Project Strengthens Transit System
Connections & Choices				<b>Support Neighborhoods &amp; Communities</b> Connect communities to opportunities and resources across the region.	• Housing + Transportation Cost**	Project Increases Access to Regional Resources
Connections & Choices				<b>Foster a Vibrant Downtown &amp; Central Core</b> Improve access to and mobility within the central core by all modes to increase the attractiveness of St. Louis and strengthen the regional economy.	• Population and Employment in the Central Core	Project Serves Downtown and/or the Central Core
Connections & Choices	Provide a System that Offers a High Degree of Multi-Modal Connectivity, Mobility and Accessibility			<b>Provide More Transportation Choices</b> Create viable alternatives to automobile travel by providing bicycle and pedestrian facilities.	• Mode Split** • Vehicle miles traveled per capita**	Project Includes Bike/ Pedestrian Element
Safety	Safety	Improve Transportation Safety		<b>Promote Safety and Security</b> Provide a safe and secure transportation system for all users.	• Number/Rate of Fatalities* • Number/Rate of Serious Injuries*	Project Improves User Safety
Congestion Reduction & System Reliability	Economic Development	Address Congestion and Maximize Efficiency and Effectiveness through Operations		<b>Support a Diverse Economy with a Reliable System</b> Reduce congestion and improve travel time reliability to support the diverse economic sectors of the region.	• Annual Hours of Delay* • Planning Time Index*	Project Improves System Reliability
	Economic Development	Target Investments to Support Business and Employment Growth		<b>Support Quality Job Development</b> Support the growth of wealth producing jobs that allow residents to save and return money to the economy.	• Access to Quality Jobs	Project Increases Access to Quality Job Clusters
Freight Movement & Economic Vitality	Economic Development	Provide for Efficient Freight Movement		<b>Strengthen Intermodal Connections</b> Support freight movement and connections that are critical to the efficient flow of both people and goods.	• Annual Hours of Truck Delay* • Truck Congestion Cost* • Freight Tonnage	Project Supports Regional Freight Assets
Environmental Sustainability		Ensure a Compatible Interface of the System with Environmental, Social, Energy and Land Use Considerations		<b>Protect Air Quality and Environmental Assets</b> Encourage investments that recognize the linkages between the social, economic, and natural fabric of the region.	• Criteria Pollutant Emissions* • Conservation & Environmental Significance Score	Project Improves Air Quality/Protects the Natural Environment

PERFORMANCE MANAGEMENT FRAMEWORK

## Long-Range Transportation Plan

- Every 4 years
- Principles and strategies to guide transportation decisions
- Investment plan
- Air quality conformity



\*Anticipated MAP-21 Requirement \*\*OneSTL Performance Indicator

# Transportation Planning



## Transportation Improvement Program (TIP)

- Updated Annually
- 4 year program
- Federally funded and Regionally Significant Projects

### FY2016-2019 TIP

- 655 projects
- \$1.69 billion in federal, state, local, and private funding
- 37% of program on preserving existing infrastructure



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# Saint Louis Great Streets INITIATIVE

LEARN • SHARE • PLAN • BUILD

## Projects To-Date

Dorsett Road, Maryland Heights

Grand Center, City of St. Louis

Page Avenue, Pagedale

West Florissant, Ferguson

Gravois Road, Affton

Manchester Road, St. Louis County

Natural Bridge, St. Louis County

South Grand, City of St. Louis

Front Street, Labadie

## Online Digital Design Guide

[www.greatstreets-stl.org](http://www.greatstreets-stl.org)

The screenshot shows the homepage of the Saint Louis Great Streets Initiative website. At the top, there is a navigation bar with links for 'Visit E-W Gateway', 'Home', 'About', 'Site Map', and 'Credits'. Below the navigation bar is a large banner image of a city street scene with a red utility truck and pedestrians. The banner includes the text 'Great Streets provide mobility; they are functionally complete.' Below the banner is a 'Home' link. The main content area is divided into two columns. The left column is titled 'Choose a Place Type' and lists several categories: Home, Downtown Main Street, Mixed-Use District, Small Town Downtown, Residential Neighborhood, Office Employment Area, Civic/Educational Corridor, Neighborhood Shops, and Commercial/Service Corridor. The right column is titled 'What is the St. Louis Great Streets Initiative?' and contains a paragraph of text explaining the initiative's goals and a 'Learn More' link. At the bottom right of the page is the logo for the East-West Gateway Council of Governments.



# St. Louis Regional Freightway



## Mission

To **optimize** the region's freight transportation network through public and private partnerships

## Goal

To produce results that **strengthen the St. Louis region** by increasing job growth through manufacturing and logistics, and improving the local economy



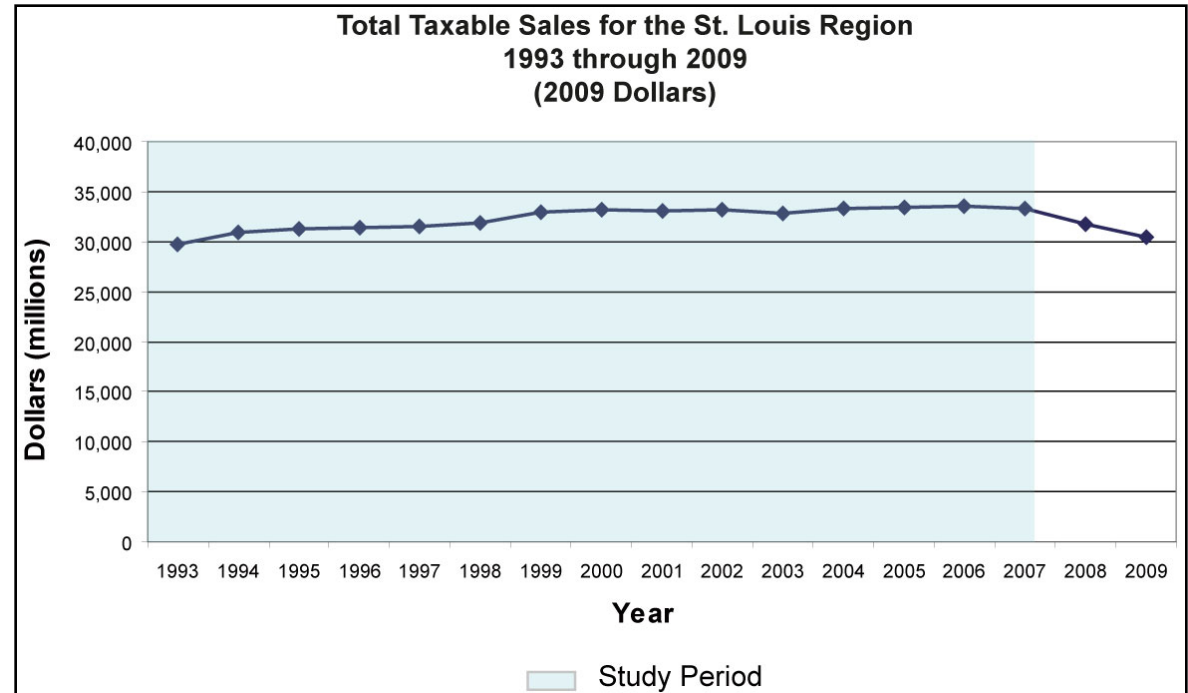
# Research Services

- Support transportation planning
- Respond to requests for data from Board of Directors, members, and public
- Where We Stand: The Strategic Assessment of the St. Louis Region
- Economic development incentives research
- GIS (Geographic information services)

# Economic Development Incentives Research

## Final Report January 2011

- \$5.8 billion public investment
- 80% of TIF & TDD on retail
- Sales tax revenue flat
- 2/3rds of local governments under fiscal stress and concerned about long-term fiscal health
- Transparency and accountability is weak



## Population

2015

1	New York	20,182,305
2	Los Angeles	13,340,068
3	Chicago	9,551,031
4	Dallas	7,102,796
5	Houston	6,656,947
6	Washington	6,097,684
7	Philadelphia	6,069,875
8	Miami	6,012,331
9	Atlanta	5,710,795
10	Boston	4,774,321
11	San Francisco	4,656,132
12	Phoenix	4,574,531
13	Riverside	4,489,159
14	Detroit	4,302,043
15	Seattle	3,733,580
<b>Peer Average</b>	<b>3,534,880</b>	
16	Minneapolis	3,524,583
17	San Diego	3,299,521
18	Tampa	2,975,225
19	Denver	2,814,330
<b>20 St. Louis</b>	<b>2,811,588</b>	
21	Baltimore	2,797,407
22	Charlotte	2,426,363
23	Portland	2,389,228
24	Orlando	2,387,138
25	San Antonio	2,384,075
26	Pittsburgh	2,353,045
27	Sacramento	2,274,194
28	Cincinnati	2,157,719
29	Las Vegas	2,114,801
30	Kansas City	2,087,471
31	Cleveland	2,060,810
32	Columbus	2,021,632
33	Austin	2,000,860
34	Indianapolis	1,988,817
35	San Jose	1,976,836
36	Nashville	1,830,345
37	Virginia Beach	1,724,876
38	Providence	1,613,070
39	Milwaukee	1,575,747
40	Jacksonville	1,449,481
41	Oklahoma City	1,358,452
42	Memphis	1,344,127
43	Louisville	1,278,413
44	Raleigh	1,273,568
45	Richmond	1,271,334
46	New Orleans	1,262,888
47	Hartford	1,211,324
48	Salt Lake City	1,170,266
49	Birmingham	1,145,647
50	Buffalo	1,135,230

Source: U.S. Census Bureau,  
Population Estimates

# Where We Stand

## Introducing the 7th Edition of *Where We Stand*



*Where We Stand* provides objective, reliable, verifiable data on

Demographics  
Land Use  
Housing  
Transportation  
Education  
Income and Economic Opportunity

Economy  
Health  
Racial Disparity  
Environment  
Crime  
Government  
Engagement and Access

## How Does St. Louis Compare to our Peer Metro Regions?

The 7th Edition, released in July 2015, presents 222 rankings comparing St. Louis to the 50 most populated metropolitan areas. This edition includes 90 new measures on topics such as innovation, segregation, and economic opportunity.

Find *Where We Stand*, 7th Edition at  
[www.ewgateway.org/www](http://www.ewgateway.org/www)

314-421-4220  
618-274-2750  
[www@ewgateway.org](mailto:www@ewgateway.org)



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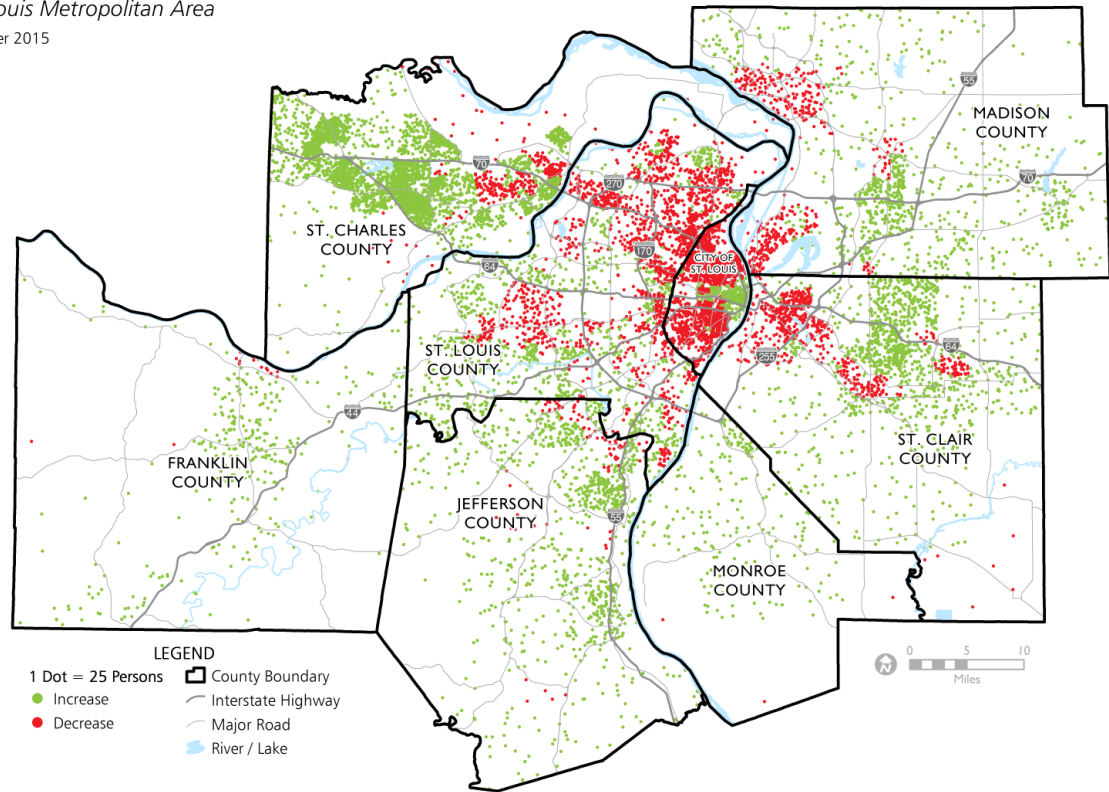
# Research Services

Population Change		
Percent Change, 2010-2015		
1	Austin	15.8
2	Raleigh	12.0
3	Houston	11.9
4	Orlando	11.6
5	San Antonio	10.7
6	Denver	10.2
7	Dallas	10.1
8	Nashville	9.2
9	Charlotte	9.1
10	Phoenix	8.8
11	Las Vegas	8.3
12	Seattle	8.3
13	Oklahoma City	8.0
14	Atlanta	7.7
15	Miami	7.6
16	Washington	7.6
17	Jacksonville	7.4
18	San Jose	7.3
19	Salt Lake City	7.2
20	San Francisco	7.2
21	Portland	7.0
22	Tampa	6.7
23	San Diego	6.3
24	Columbus	6.0
25	Riverside	5.8
26	New Orleans	5.6
27	Sacramento	5.6
28	Indianapolis	5.1
29	Richmond	5.0
30	Minneapolis	5.0
31	Boston	4.6
United States		3.9
32	Los Angeles	3.9
33	Kansas City	3.7
34	Louisville	3.3
35	Baltimore	3.0
36	New York	3.0
37	Virginia Beach	2.7
38	Cincinnati	1.9
39	Philadelphia	1.6
40	Birmingham	1.5
41	Memphis	1.3
42	Milwaukee	1.2
43	Chicago	0.8
44	St. Louis	0.8
45	Providence	0.7
46	Detroit	0.3
47	Buffalo	0.0
48	Pittsburgh	-0.2
49	Hartford	-0.2
50	Cleveland	-0.7

## Change in Population, 2000-2010

St. Louis Metropolitan Area

October 2015



This map shows the net change in total population from 2000 - 2010 by 2010 US Census Tracts. Dots are randomly placed within the Census Tracts. Tract boundaries are not shown on the map.

Sources: U.S. Census Bureau (2000, 2010); East-West Gateway Council of Governments



Source: U.S. Census Bureau, Population Estimates

# Community Planning

- Air Quality Coordination
- Ecological Approach to Infrastructure Development
- All Hazard Mitigation Planning
- Community Engagement
- OneSTL: Regional Plan for Sustainable Development
- Water Quality Coordination
- Local Government Partnership
- Local Government Assistance

# OneSTL

## Regional Collaborations

### Funding/Community Development

- Community Builders' Network
- St. Louis Community Foundation
- Federal Partnerships
- Invest STL

### Food Access

- Missouri Foundation for Health
- University Extensions
- St. Clair County Health Dept.
- East Side Health District
- SIUE
- United Way
- Missouri Coalition for the Environment

### Fair Housing

- Equal Housing Opportunity Council
- Civil Rights Enforcement Agency
- Rise Community Development
- Community Builders' Network

### Blue-Gray-Green Infrastructure

- Botanical Garden
- Heartlands Conservancy
- Urban Vitality & Ecology
- Our Missouri Waters
- Great Rivers Greenway

# St. Louis Area Regional Response System (STARRS)



- All Ready STL - <http://www.allreadystl.com/>
- Emergency Response & Incident Support Teams
- ESSENCE Syndromic Surveillance System
- Hospital Mutual Aid Agreements
- Interoperable Communications
- St. Louis Regional Heavy Rescue Task Force
- Regional Training & Exercise programs and support
- Virtual Emergency Operations Center





# ewgateway.org

## **Newsletters**

- Local Government Briefings
- Where We Stand Updates
- Gateways

## **Regional Data Center**

## **Map Library**

## **Public Officials Directory**



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# Inter-regional Considerations



- Geographic isolation or central strategic location?
  - Chicago 300 miles
  - Memphis 280 miles
  - Kansas City 250 miles
  - Nashville 310 miles
  - Tulsa 400 miles
  - Louisville 260 miles
  - Indianapolis 250 miles

# Inter-regional Considerations

The background of the slide is a faded, light-colored photograph of the St. Louis skyline. The most prominent feature is the Gateway Arch, a large white parabolic structure on the right side. To its left, the city skyline is visible, including several buildings and a bridge. The foreground shows the Mississippi River with gentle ripples on its surface. The overall tone is soft and professional.

- STL intra-regional issues
  - Diversity, both good and bad
  - Fragmentation
- Federal policy
  - Performance measures
  - Bi-state MPO
  - MPO coordination/consolidation rule

# Inter-regional Considerations

The background of the slide features a faded, high-angle photograph of the St. Louis skyline. The most prominent feature is the Gateway Arch, a massive white steel catenary arch that spans across the Mississippi River. To the left, the Eads Bridge is visible, crossing the river. The city's buildings and industrial structures are visible in the distance under a clear sky.

- Intra-state collaboration
  - MoDOT
  - IDOT
  - Based on function (MPO) rather than geography
- AMPO as vehicle for shared interests nationally
- Role of emerging technologies

# Inter-regional Considerations

The background of the slide is a faded, light-colored photograph of the St. Louis skyline. The most prominent feature is the Gateway Arch, a large white catenary arch that spans across the Mississippi River. To the left of the Arch, several smaller bridges with arched supports are visible. The river itself occupies the lower half of the image, with its surface reflecting the light. The overall tone is soft and slightly hazy.

- Inter-regional competition
  - Freight
  - Economic development
  - Federal investment and resources
- “High-speed” rail
  - We are not Europe
- Mississippi River

# Inter-regional Considerations



- Is it possible to expand scale?
- If so, how?
- What is the best scale at which to conduct transportation planning?

# Questions?

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