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
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.
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)
Transportation Planning

- 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

Long-Range Transportation Plan

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

314-421-4220
618-274-2750
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Source: U.S. Census Bureau, Population Estimates
Research Services

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.

Source: U.S. Census Bureau, Population Estimates

Legend:
- 1 Dot = 25 Persons
- County Boundary
- Increase
- Interstate Highway
- Decrease
- Major Road
- River / Lake

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
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/](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
Newsletters

• Local Government Briefings
• Where We Stand Updates
• Gateways

Regional Data Center

Map Library

Public Officials Directory
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

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

• 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

• 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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