

AGENDA
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
WEDNESDAY, MARCH 27, 2013 – 10:00 AM

1. CALL TO ORDER

2. APPROVAL OF MINUTES OF FEBRUARY 27, 2013

3. DISCUSSION ITEMS

- A. Draft 2014 Unified Planning Work Program
- B. Regional Plan for Sustainable Development - Public Awareness Campaign and Local Government Workshops
- C. St. Louis Regional Chamber's Initiative to Position St. Louis as one of the Top-Ten Metros in College Attainment

4. ACTION ITEMS

- A. Policy Regarding Semi-Annual Conformity Determination
- B. Modification of the FY 2013-2016 Transportation Improvement Program (TIP), the Metropolitan Transportation Plan – *RTP 2040*, and the related Air Quality Conformity Determination – Requested by Illinois Project Sponsors
- C. Modification of the FY 2013-2016 Transportation Improvement Program (TIP), the Metropolitan Transportation Plan – *RTP 2040*, and the related Air Quality Conformity Determination – Requested by Missouri Project Sponsors
- D. Adoption of the St. Louis Street Car Plan as an Illustrative Project in RTP 2040
- E. Authorization to Enter into an Agreement with the Missouri Resource Assessment Partnership (MoRAP) on the Regulatory Acceptability of Remotely Sensed Data Project
- F. Regional Security Expenditures

5. OTHER BUSINESS

6. ADJOURNMENT



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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Ed Hillhouse

Assistant Executive Director
James M. Wild

Memo to: Board of Directors
From: Staff
Subject: Project Notifications
Date: March 11, 2013

Attached is the Project Notification list for March 2013. The compiled list is a result of the weekly list of projects from the Missouri State Clearinghouse for comments. The listing contains a summary table which includes grant applications, announcements, and public notices. If you have any questions regarding this attachment, please contact Gary Pondrom in the Community Planning department.

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**Project Reviews for East-West Gateway Council of Governments
March 2013**

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE LOCAL/OTHER	TOTAL
City of St. Louis	Provident Services #1309002	Substance Abuse and Mental Health Services_ Projects of Regional and National Significance - To provide funding for HopeAfter Phase II: Intensive follow-up for individuals at high risk for suicide	HHS	\$179,832	Applicant: \$199,879	\$379,711
City of St. Louis	Board of Education of the City of St. Louis #1309013	Magnet Schools Assistance - To provide funding for the St. Louis Magnet School STEM Initiative	ED	\$11,416,427		\$11,416,427
Franklin County	Franklin County Sheriff's Office #1309017	Drug-Free Community Support Program Grants - To provide funding for the Strong Families = Strong Community program	HHS	\$125,000		\$125,000

MINUTES

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS BOARD OF DIRECTORS FEBRUARY 27, 2013

The regular meeting of the Board of Directors was held in the Council offices on Wednesday, February 27, 2013 at 10:00 a.m.

Members in Attendance

Alan Dunstan, Chair; Chairman, Madison County Board
Francis Slay, Vice-Chair; Mayor, City of St. Louis
Mark Kern, 2nd Vice-Chair; Chairman, St. Clair County Board
Charlie Dooley, County Executive, St. Louis County
Steve Ehlmann, County Executive, St. Charles County
John Griesheimer, Presiding Commissioner, Franklin County
Ed Hassinger, MoDOT
Ted Hoskins, Mayor, City of Berkeley
Richard Kellett, Regional Citizen, St. Louis County
Edie Koch, Illinois Department of Commerce and Economic Opportunity
John A. Laker, Regional Citizen, St. Clair County
John Miller, Mayor, City of Collinsville; Vice-President, SW IL Council of Mayors
Jack Minner, Board Member, Madison County
Roy Mosley, Board Member, St. Clair County
Alvin Parks, Jr., Mayor, City of East St. Louis
Brandon Perry, Regional Citizen, City of St. Louis
James Pulley, Regional Citizen, St. Clair County
Lewis Reed, President, Board of Aldermen, City of St. Louis
Thomas Schneider, Mayor, City of Florissant; President, St. Louis County Municipal League
Dave Stoecklin, Regional Citizen, Madison County, IL
Ken Waller, County Executive, Jefferson County
John White, Councilman, St. Charles County
Delbert Wittenauer, Chairman, Monroe County Board

Members Absent

John Hamm, III, Mayor, City of Madison; President, Southwestern Illinois Planning Commission
Chuck Ingersoll, IDOT
Terri Kreitler, Jefferson County
John Nations, Metro
Doug Nelson, Missouri Office of Administration
Jim Vernier, Mayor, Village of Shiloh; President, SW IL Council of Mayors

Others in Attendance

Stephanie Leon Streeter, St. Louis County
Tom Curran, St. Louis County
Stephen Gregali, City of St. Louis
Jim Stack, IDOT
Joe Gray, IDOT
Ken Leiser, St. Louis Post Dispatch
Tracy Beidleman, Metro

Council Staff: Ed Hillhouse, Jim Wild, Nick Gragnani, Jerry Blair, Royce Bauer, John Posey, DJ Wilson, Paul Hubbman, Peter Koepfel, Shay Steelman, Gyanesh Lama, David Wilson, Lubna Shoab, Wayne Flesch, Staci Alvarez, Rachael Pawlak, Mary Rocchio, Alexis McGrail, Himmer Soberanis, Karen Kunkel

CALL TO ORDER

The meeting was called to order by Mr. Dunstan, Chair.

APPROVAL OF MINUTES OF JANUARY 30, 2013

Motion was made by Mr. Griesheimer, seconded by Mr. Mosley, to approve the minutes of the January 30, 2013 meeting. Motion carried, all voting aye.

DISCUSSION ITEMS

St. Louis Regional School Emergency Communications Initiative Update

Nick Gragnani, STARRS, reported on the feasibility of providing radio equipment to schools for emergency use. He advised that discussions with the STARRS communication core group, regional law enforcement personnel, and school representatives resulted in agreement that dual band walkie-talkie type portable radios would be optimal for operation under the current Local Radio Network System. The cost of the recommended radios for all of the schools in the region (1,185) would cost between \$2 and \$4 million, most of which would be unfunded by grant money. He summarized some of the remedial measures already being undertaken by schools to address violence, including installation of radios and/or panic alarms, equipping buses with radios, and adding resource officers.

Additional discussion followed regarding the viability of using radios versus 911; and maintenance costs and responsibilities.

ACTION ITEMS

Policy Regarding the Use of CMAQ Funding for Alternative Fueled School Buses

Jason Lange, EWG, summarized staff's recommendation to limit funding of alternative fuel school bus replacement to 2.5 percent of Congestion Mitigation and Air Quality Improvement Program funds during a project solicitation round, with participation limited to the incremental cost difference between an alternative fuel school bus and a conventional diesel or gas bus. Absent receipt of applications, the funding balance will be used for other project types and will not be carried over to future funding rounds.

Motion was made by Mr. Ehlmann, seconded by Mr. Dooley.

Mr. Ehlmann introduced an amendment to the motion, seconded by Mr. Griesheimer, to reduce the recommended funding limit from 2.5 to one percent. The motion was defeated.

Motion approving the original 2.5% limit was carried, all voting aye with the exception of Mr. Ehlmann, who voted nay.

Modification of the FY 2013-2016 Transportation Improvement Program (TIP), the Metropolitan Transportation Plan – RTP 2040, and the related Air Quality Conformity Determination – Requested by Illinois Project Sponsors

Mr. Lange, EWG, summarized the following Illinois sponsors’ requests to amend the FY 2013-2016 TIP, RTP 2040 and related Air Quality Conformity Determination to add and/or modify the following projects:

TIP #	Sponsor	Action	Description
5503-15	IDOT	Add	Madison County – I-55 – Rubblization and overlay 1.3 miles north of IL 140 to 0.5 miles north of IL 4
5908-13	IDOT	Add	Madison County – IL 255 – Resurfacing - Norfolk southern RR 0.5 miles south of Poag Rd to IL 143
5911-13	IDOT	Add	Madison County – I-70 – Patching – I-55/I-270 Bond County line
5909-13	IDOT	Add	Madison County – IL 143 – Bridge replacement over Sugar Creek – one mile west of Pierron
5910-13	IDOT	Add	St. Clair County – IL4/IL 15 – Bridge rehabilitation over Kaskaskia River – 0.2 miles east of IL 4 junction
5914-13	Monroe County	Add	Monroe County – Kaskaskia Road – Signing, shoulders, rumble strips, skid proofing .25 miles south of IL 3 to .63 miles south of IL
5239-14	Shiloh	Add	St. Clair County – Shiloh Station Road, Phase 1 – Road Construction
4245C-11	IDOT	Modify	Madison County – IL 159 - .3 miles south of Beltline Rd to .2 miles north of Morrison Rd – widening roads to four lanes (and center turn lane)
5485-14	IDOT	Modify	St. Clair County – IL 13 – Resurfacing .1 miles south of Kaskaskia River to .2 miles south of old IL 13
4379-08	IDOT	Modify	St. Clair County – I-255 over I-64 - Bridge repairs

Motion was made by Mr. Stoecklin, seconded by Mr. Miller. Motion carried, all voting aye.

Modification of the FY 2013-2016 Transportation Improvement Program (TIP), the Metropolitan Transportation Plan – RTP 2040, and the related Air Quality Conformity Determination – Requested by Missouri Project Sponsors

Mr. Lange, EWG, summarized the following Missouri sponsors’ requests to amend the FY 2013-2016 TIP, RTP 2040 and related Air Quality Conformity Determination to add and/or modify the following projects:

TIP #	Sponsor	Action	Description
5661A-13	Metro	Add	Multi County- Transit Asset Management, Phase 2- Continued asset management development
5703-13	MoDOT	Modify	St. Charles County – Various routes and locations – Job order contracting for guardrail repair
5274-13	MoDOT	Modify	Jefferson and Franklin Counties – Various routes and locations – Job order contracting for guardrail repair
5725-13	MoDOT	Modify	St. Louis County and City – Various routes and locations – Job order contracting for guardrail repair

Motion was made by Mr. Waller, seconded by Mr. Griesheimer. Motion carried, all voting aye.

Regional Security Expenditures

Mr. Gragnani, STARRS, summarized staff's request for the following expenditures, totaling \$1,322,335. The expenditures will be funded from ASPR, MMRS, Port Security and UASI grant programs.

Action	Description	Amount
Purchase	Meridian Medical Technologies – 930 auto-injector units containing atropine and pralidoxime chloride and 75 trainer units	\$40,581
Purchase	3South LLC – three Handheld Chemical Identification Meters	\$164,675
Purchase	Leo Ellebracht Company – Western Shelter Tent System and various technical equipment	\$288,000
Purchase	Harvester Small Engine – Two 76.5 cc chain saws with 25 inch bars and four 3 kilowatt generators	\$23,600
Purchase	Bertels Sales and Service – Technical rescue equipment	\$11,400
Purchase	MilPro Marine – two Zodiac inflatable rescue boats with 40 HP Evinrude outboard motors.	\$111,550
Purchase	Missouri Great Dane – 30 foot equipment trailer	\$29,500
Purchase	Wise Safety – Technical rescue equipment consisting of rope rescue systems, air monitors, carabiners, prusiks and personal protective equipment	\$18,500
Purchase	Grainger- Technical rescue equipment – edge protectors, pulleys, storage cases, flares, hand tools, power equipment and personal protective equipment	\$10,820
Purchase	Lifesaving Systems Corporation – Personal protective equipment consisting of flotation devices, water gloves, throw bags, lifting devices, spine boards, flight suits, gloves and helmets	\$27,405
Purchase	N-Vision – helmet mount night vision system	\$15,950
Purchase	Dave Sinclair Ford – 2013 Ford F-450 tow vehicle	\$47,785
Purchase	Clifford Power – 400 kilowatt, multi-voltage, towable emergency generator	\$136,678
Purchase	InMotion Technology, Inc.- 58 mobile routers	\$144,376
Purchase	TSSi – Two cadaver rack systems	\$65,180
Purchase	TSSi – Two Mortuary Enhanced Cooling Systems	\$51,000
Purchase	Leo M. Ellebracht Company – one Western Shelter Tent System	\$57,769
Purchase	Mike's, Inc. – Two 20kw generators	\$30,520
Purchase	Missouri Great Dane – Two 24 foot equipment trailers	\$28,886
Purchase	C&C Group – Two 16-channel DVRs	\$16,960
Increase	Commercial Vessel Boarding training increased to \$19,200	\$1,200

Motion was made by Mr. Kellett, seconded by Mr. Parks. Motion carried, all voting aye.

OTHER BUSINESS

Mr. Dooley presented a plaque from Metro Air Support Unit to East-West Gateway, in appreciation of the Council's continued support.

Mr. Hillhouse advised that the St. Louis Chapter of the American Red Cross would be recognizing STARRS with the 2013 Community Preparedness and Resiliency Award.

Mr. Hillhouse announced that FOCUS would be recognizing East-West Gateway, MoDOT, IDOT, and regional leaders for their concerted effort in fostering regional cooperation relating to enhancement of the Poplar Street Bridge and other bridges in Missouri.

Ed Hassinger, MoDOT, advised that MoDOT would be holding a series of listening sessions across the region focusing on the future of transportation in Missouri over the next 20 years. Two sessions are scheduled for February 28: a morning session at the Regional Chamber office and an evening session at the St. Charles Convention Center. Another will be held in St. Louis County on March 14. The sessions are by reservation only.

ADJOURNMENT

Motion was made by Mr. Waller, seconded by Mr. Dooley, to adjourn the meeting. Motion carried, all voting aye.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Ed Hillhouse". The signature is written in a cursive style with a large, stylized initial "E".

Ed Hillhouse
Secretary, Board of Directors



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Memo to: Board of Directors

From: Staff

Subject: Draft FY 2014 Unified Planning Work Program

Date: March 12, 2013

We are providing the draft FY 2014 Unified Planning Work Program (UPWP) this month for your review and information. The UPWP describes all of the planning work activities that the staff and other local agencies will undertake over the coming year beginning on July 1. The document serves as the scope of work for contracts with the states and federal agencies that provide much of the funding for planning and related activities in the region. Over the next month the UPWP will be reviewed and discussed with our funding agencies and participating jurisdictions/agencies. We also welcome comments and questions from the Board of Directors. After approval from the funding agencies and input from the Board, we will bring it back to the Board in April for approval.

All agencies designated as metropolitan planning organizations are required by federal law to adopt three documents. The UPWP is prepared every year; the long-range transportation plan is published every four years and the transportation improvement program every four years (with annual updates). This document encompasses the activities that staff propose to undertake during the twelve month period starting July 1, 2013. Some of the activities described in the UPWP are currently underway and will continue during the period and others will start at various times during the year depending on funding availability.

We are projecting funding for the upcoming fiscal year in the amount of \$22,727,568, as shown in the FY2014 Funding Summary Chart. The majority of this funding is either passed through or is spent on behalf of other agencies. Approximately 46% of the total funding, or \$10.4 million, comes from the Urban Areas Security Initiative, and \$9 million of that is for purchases of equipment and services on behalf of public safety and health agencies in the region. Our internal staffing costs for the whole agency (personnel and related internal costs) total approximately \$6 million. Some of the funding levels shown in the UPWP are estimates and may be revised as the funds become available during the year.

The draft FY 2014 UPWP is available on our website at www.ewgateway.org/download/upwp/UPWP-FY2014-draft-031213.pdf.

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Memo to: Board of Directors

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From: Staff

2nd Vice Chair
Mark A. Kern
Chairman, St. Clair County Board

Subject: Semi-Annual Conformity Determination

Executive Committee

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County Executive
St. Louis County

Date: March 12, 2013

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The conformity process is intended to ensure that the programs and activities proposed in the region's long-range transportation plan and Transportation Improvement Program (TIP) conform to State Implementation Plans (statewide air quality plans), which set out benchmarks against which progress is measured in meeting national goals for cleaner and healthier air. Under the transportation conformity regulations, the Council is the agency responsible for conducting the conformity determination.

The conformity analysis typically is completed during the annual update of the TIP and the long-range transportation plan. Projects that receive the most scrutiny during the conformity process are those that add capacity to the transportation system by building new roads, new interchanges or by adding through lanes to existing roads. Whenever modifications are made to the TIP that includes projects that add capacity to the system, the Council is required to make a new conformity determination. If a capacity-adding project is not included in a conformity analysis, it cannot be added to the TIP.

The development of the conformity determination is a time consuming process that can take four to five months from beginning to end. This includes one month to run the travel demand model, complete the regional emissions analysis and publish a draft conformity determination document. The draft conformity determination is released to the Interagency Consultation Group (IACG) for their review fifteen days prior to the document's release for public comment. The IACG consists of representatives from East-West Gateway, State, and local air quality planning agencies as well as Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency. Following the IACG review, the document is released for public comment for a minimum of thirty days. Following the public comment period, the document is submitted to the Board of Directors for approval. When the Board of Directors approves the conformity determination, it is submitted to the Federal Highway Administration and Federal Transit Administration for review. The federal agencies require 30 days to review and approve the conformity determination.

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If more than two conformity determinations are performed during a single year, there exists a possibility of having multiple versions of a conformity determination document out for public comment and federal review at the same time. To ensure this situation is avoided, staff proposes a semi-annual conformity determination schedule to limit the number of conformity determination documents to two each year. An exception would be made if a major transportation funding program outside of the current transportation law is approved (i.e. American Recovery and Reinvestment Act of 2009).

The table below details the schedule for the semi-annual conformity determination.

Proposed Semi-Annual Conformity Determination		
	Annual	Semi-Annual¹
Projects due	March 31	October 15
Prepare and run travel demand model/ complete draft conformity determination	April 1 – April 30	October 16-November 15
IACG review	May 1 – May 15	December 1 – December 15
Board review	May (last Wed)	mid December ²
Public participation	June 1 – July 1	December 16 - January 15
Board approval	July (last Wed)	January (last Wed)
Federal approval	August 1 – August 31	February 1 – February 28
NOTES:		
1. Will only be conducted if there are projects submitted by the project due date 2. Draft conformity determination to be emailed. No Board of Directors meetings in November or December		
All dates are illustrative and subject to change. A revised schedule will be provided at the beginning of each year		

Staff Recommendation: Staff recommends approval of the semi-annual conformity determination schedule. An exception would be made if a major transportation funding program outside of the current transportation law is approved (i.e. American Recovery and Reinvestment Act of 2009).



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To: Board of Directors

From: Staff

Subject: Modification of the FY 2013-2016 Transportation Improvement Program (TIP) – Requested by the Illinois Department of Transportation

Date: March 12, 2013

The Illinois Department of Transportation (IDOT) has requested modifications to the FY 2013-2016 TIP, *RTP 2040*, and related Air Quality Conformity Determination. IDOT is requesting to add three new projects.

The three new IDOT projects involve pavement preservation. IDOT is requesting to add a resurfacing project along IL 3 at the intersections of IL 143, Poag Road, Chain of Rocks Road, and Pontoon Road. This project will also resurface 500 feet of road approaching the intersections. Total cost is \$3,000,000. The next project is for a microsurfacing of I-270 from 0.5 miles east of IL 3 to 0.5 miles east of I-55/70. Microsurfacing is a road surfacing method that consists of applying a new thin surface to the roadway. Total cost is \$3,500,000. The third pavement project is for resurfacing and patching I-64 from 0.2 miles west of IL 157 to Greenmount Road. Total cost is \$800,000. These projects will be funded from cost savings of other projects already completed during the current fiscal year.

The new projects are summarized below:

New Projects					
TIP#/ Sponsor/	Project Title - Limits	Description	County	Federal Cost	Total Cost
5918-13/ IDOT	IL 3 at IL 143, Poag Rd, Chain of Rocks Rd, and Pontoon Rd	Resurfacing intersection approaches (500')	Madison	\$2,400,000	\$3,000,000
5919-13/ IDOT	I-270 – 0.5 mi e/o IL 3 to 0.5 mi e/o I-55/70	Microsurfacing	Madison	\$3,150,000	\$3,500,000
5920-13/ IDOT	I-64 – 0.2 mi w/o IL 157 to Greenmount Rd	Resurfacing & patching	St. Clair	\$720,000	\$800,000
TOTAL				\$6,270,000	\$7,300,000

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Board of Directors
March 12, 2013
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Staff Recommendation: Staff recommends that the FY 2013-2016 TIP, *RTP 2040*, and related Air Quality Conformity Determination be revised to add three new projects as summarized above and detailed in the attachment. These projects are exempt with regard to air quality.

March 12, 2013

Amendment # 0313-033
TIP # 5918-13

PROJECT SPONSOR: IDOT

ACTION REQUESTED: Revise FY 2013 of the FY 2013-2016 TIP to add a project

TITLE: IL 3

LIMITS: At intersections of IL 143, Poag Rd, Chain of Rocks Rd, and Pontoon Rd

DESCRIPTION: Resurfacing approaches (500')

COUNTY: Madison

FUNDING SOURCE: Surface Transportation Program

	Federal	Match	Total
PE	\$0	\$0	\$0
ROW	\$0	\$0	\$0
Implementation	\$2,400,000	\$600,000	\$3,000,000
Total	\$2,400,000	\$600,000	\$3,000,000

AIR QUALITY CONFORMITY: Exempt – Pavement resurfacing and/or rehabilitation (\$ 93.126)

STAFF RECOMMENDATION: Approval

March 12, 2013

Amendment # 0313-034
TIP # 5919-13

PROJECT SPONSOR: IDOT

ACTION REQUESTED: Revise FY 2013 of the FY 2013-2016 TIP to add a project

TITLE: I-270

LIMITS: 0.5 miles east of IL 3 to 0.5 miles east of I-55/70

DESCRIPTION: Microsurfacing

COUNTY: Madison

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	\$0	\$0	\$0
ROW	\$0	\$0	\$0
Implementation	\$3,150,000	\$350,000	\$3,500,000
Total	\$3,150,000	\$350,000	\$3,500,000

AIR QUALITY CONFORMITY: Exempt – Pavement resurfacing and/or rehabilitation (§ 93.126)

STAFF RECOMMENDATION: Approval

March 12, 2013

Amendment # 0313-035
TIP # 5920-13

PROJECT SPONSOR: IDOT

ACTION REQUESTED: Revise FY 2013 of the FY 2013-2016 TIP to add a project

TITLE: I-64

LIMITS: 0.2 miles west of IL 157 to Greenmount Road

DESCRIPTION: Resurfacing and patching

COUNTY: St. Clair

FUNDING SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	\$0	\$0	\$0
ROW	\$0	\$0	\$0
Implementation	\$720,000	\$80,000	\$800,000
Total	\$720,000	\$80,000	\$800,000

AIR QUALITY CONFORMITY: Exempt – Pavement resurfacing and/or rehabilitation (§ 93.126)

STAFF RECOMMENDATION: Approval



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To: Board of Directors

From: Staff

Subject: Modification of the FY 2013-2016 Transportation Improvement Program (TIP) – Requested by the Missouri Department of Transportation

Date: March 12, 2013

The Missouri Department of Transportation (MoDOT) has requested modifications to the FY 2013-2016 TIP, *RTP 2040*, and related Air Quality Conformity Determination. MoDOT is requesting to add two new projects and modify one project currently in the FY 2013-2016 TIP.

New Projects

MoDOT is requesting to add a project on MO W from south of White Oak School Road to south of Mid-America Drive. This project includes an overlay and would raise the grade of MO W by eliminating a dip in the roadway. Construction is programmed in FY 2014. The total cost is \$816,000. Due to right of way acquisition issues, this project is being split from TIP# 4411R-09 (see modified project section). The second project is for an overlay of MO H from MO 94 to MO J. Total cost is \$395,000.

These projects will be funded from cost savings of other projects already completed during the current fiscal year. The new projects are summarized below:

New Projects					
TIP#/ Sponsor/	Project Title Route/Limits	Description	County	Federal Cost	Total Cost
4411RR-13/ MoDOT	MO W - s/o White Oak School Rd to s/o Mid-America Drive	Pavement improvements – raise grade to eliminate dip in roadway	Jefferson	\$652,800	\$816,000
5729C-13/ MoDOT	MO H – MO 94 to MO J	Pavement improvements	St. Charles	\$316,000	\$395,000
TOTAL				\$968,800	\$1,211,000

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Modified Project

MoDOT is requesting to modify the scope of work of one project. The modified scope reflects the revised project limits without the 0.25 mile segment of MO W (to be built in FY 2014 and described above). However, the overall programmed cost will remain the same due to unexpected increases to the costs in other areas of the project. The modified project is summarized below:

Modified Project				
TIP#/ Sponsor/ County	Route/Limits	Description of Work	Current Cost/ Revised Cost	Reason for Change
4411R-09/ MoDOT/ Jefferson	MO W – MO 30 to south of Mid-America Dr and south of White Oak School Road to MO FF/109; MO 109 – MO FF/W to Meramec River	Resurface, add shoulders where possible, realign curve at LaFarge Road and add turn lanes at Twin Rivers Road, Winnifred Drive and Byrnesville Road	\$6,623,000/ \$6,623,000	Segment between White Oak School Road and Mid-America Drive split from project and will be constructed in 2014. Remainder of project to be built beginning in FY 2013

Staff Recommendation: Staff recommends that the FY 2013-2016 TIP, *RTP 2040*, and related Air Quality Conformity Determination be revised to add two new projects and modify one project summarized above and detailed in the attachment. These projects are exempt with regard to air quality.

March 12, 2013

Amendment # 0313-036
TIP # 4411RR-13
MoDOT #: 6S2207B

PROJECT SPONSOR: MoDOT

ACTION REQUESTED: Revise FY 2013 and 2014 of the FY 2013-2016 TIP to add a project

TITLE: MO W

LIMITS: South of White Oak School Rd to south of Mid-America Dr

DESCRIPTION: Pavement improvements – raise grade to eliminate dip

COUNTY: Jefferson

FUNDING SOURCE: National Highway System (NHS)

	Federal	Match	Total
PE	\$40,000	\$10,000	\$50,000
ROW	\$80,000	\$20,000	\$100,000
Implementation	\$532,800	\$133,200	\$666,000
Total	\$652,800	\$163,200	\$816,000

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

STAFF RECOMMENDATION: Approval

March 12, 2013

Amendment # 0313-037
TIP # 5729C-13
MoDOT # 6S3010C

PROJECT SPONSOR: MoDOT

ACTION REQUESTED: Revise FY 2013 of the FY 2013-2016 TIP to add a project

TITLE: MO H

LIMITS: MO 94 to MO J

DESCRIPTION: Pavement improvements

COUNTY: St. Charles

FUNDING SOURCE: Surface Transportation Program (STP)

	Federal	Match	Total
PE	\$4,000	\$1,000	\$5,000
ROW	\$0	\$0	\$0
Implementation	\$312,000	\$78,000	\$390,000
Total	\$316,000	\$79,000	\$395,000

AIR QUALITY CONFORMITY: Exempt – Pavement resurfacing and/or rehabilitation (§ 93.126)

STAFF RECOMMENDATION: Approval



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Memo to: Board of Directors

From: Staff

Subject: Adoption of the St. Louis Streetcar Project into RTP 2040 as an Illustrative Project

Date: March 12, 2013

The Partnership for Downtown St. Louis recently completed a feasibility study for a streetcar that would serve the St. Louis CBD, the near northside, Midtown, and the Central West End. An Executive Summary of the study is enclosed. While the study was funded by the Partnership, staff from the City of St. Louis, Metro, and the Council were active on the study's steering committee. The study established the feasibility of the streetcar, along with its potential costs and benefits, and recommended advancing it into the Federal Transit Administration's (FTA) project development process, specifically a federally-required environmental analysis. If the region pursues FTA funds for the environmental analysis, the project must first be adopted into RTP 2040, the Council's long-range transportation plan.

As evaluated in the feasibility study, the streetcar would consist of both east-west and north-south alignments, operating primarily in street rights-of-way. The east-west alignment would begin at the Central West End MetroLink station and extend east into the St. Louis CBD. From the Central West End to downtown, the streetcar would operate on a double track in the center of Olive/Lindell. East of 14th, the streetcar would transition to single-track operation along Olive, 6th, Chestnut, 7th, and Locust, creating a downtown loop. The north-south alignment would begin at North Florissant and St. Louis Avenue and extend south, on double track, in the center of North Florissant and 14th. In the downtown area, the streetcar would follow the aforementioned loop before re-entering 14th. The southern terminus would be the Multimodal Transportation Center.

The system would use low-platform, modern streetcars, similar to light rail vehicles. Proposed hours of operation and headways would be comparable to MetroLink's, providing frequent service from 5:00 am to midnight. Estimated weekday ridership associated with that level of service is 7,700, with an annual operating cost of just under \$10 million.

Capital cost estimates range from \$218 to \$271 million. The higher cost reflects more extensive street and sidewalk reconstruction and streetscaping. The preliminary financing plan assumes 50 percent federal (New Starts) funding for the project's capital

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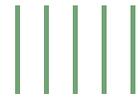
cost, with the local capital match and annual operating expense derived from funds generated from a new transportation development district (TDD). TDD revenues would be derived from a special property assessment in the corridor. Developing a financing plan for the project that will not affect revenues currently dedicated to Metro is a critical consideration as the project moves forward.

Part of the impetus for the project, and one of its most important benefits, is its economic development potential. The streetcar would operate in areas that are both economically vibrant and economically distressed, creating opportunities to strengthen existing economic and residential activity and generating new activity throughout the corridor. Early estimates of the potential development impact of the streetcar are \$540 million in the first five years and \$2.1 billion over 20 years. Those figures incorporate a mix of new residential and commercial development.

Given the project's potential, both as a transportation asset and a catalyst for economic development, staff recommends that the Board adopt the St. Louis Streetcar into RTP 2040 as an illustrative project. The *illustrative* designation means that the project does not currently meet the financial capacity test and does not, therefore, rise to the level of a priority project within the context of the long-range transportation plan. Further, this Board action would not guarantee funding for the project, but would enable the project to move forward in the federal development process as funding becomes available, either from the federal government or new local revenue sources.

If the project does move forward, the next step will be an environmental analysis. This analysis will examine alignment and operating alternatives, evaluate in more detail costs, impacts and benefits, formalize a financing and project management plan, and select a preferred alternative to advance into engineering and design.

Staff Recommendation: Staff recommends that the Board of Directors adopt the St. Louis Streetcar into RTP 2040, the region's long-range transportation plan, as an illustrative project.

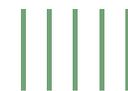


St. Louis Streetcar Feasibility Study

Executive Summary | March 2013



Urban Rail Building Neighborhoods | Connecting Jobs



THE PARTNERSHIP for
DOWNTOWN ST. LOUIS





STUDY TEAM

THE PARTNERSHIP FOR DOWNTOWN ST. LOUIS

MAGGIE CAMPBELL, PRESIDENT AND CEO
MATT SCHINDLER, PROJECT MANAGER

URS TEAM

URS CORPORATION

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VINCE SCHOEMEHL, GRAND CENTER



EXECUTIVE SUMMARY

The Partnership for Downtown St. Louis sponsored the St. Louis Streetcar Feasibility Study, a six-month study to determine the feasibility of modern streetcars linking Downtown St. Louis, the near Northside, Midtown, and the Central West End. The purpose of the study was to:

- support the goals established in *The Downtown Next 2020 Vision* to improve Downtown’s accessibility;
- create a catalyst for continued economic development;
- provide additional opportunities for alternative transportation;
- support the region’s and City’s sustainability initiatives; and
- promote an environment that will retain and attract new jobs and residents to the City.

When St. Louis University announced plans to move their law school from midtown St. Louis to downtown, the Partnership for Downtown St. Louis once again began the discussion of a streetcar for downtown. This move presented an opportunity to link the two campuses with a streetcar and fulfill the goals of the *Downtown Next* Plan. The Partnership for Downtown St. Louis raised the private funds for the study and through a competitive selection process, selected URS Corporation to conduct the feasibility study because of the firm’s national modern streetcar and local transit experience.

OBJECTIVES. The streetcar is intended to provide convenient connections to large numbers of jobs, residences and major destinations. It is designed to be an important part of the region’s overall transit system. And, reflecting the impact of other modern streetcars in the United States, it is designed to have a major impact on economic development throughout the corridors.

MARKETS. Employment and residential concentrations are the keys to transit success. The St. Louis Streetcar serves two of the greatest employment

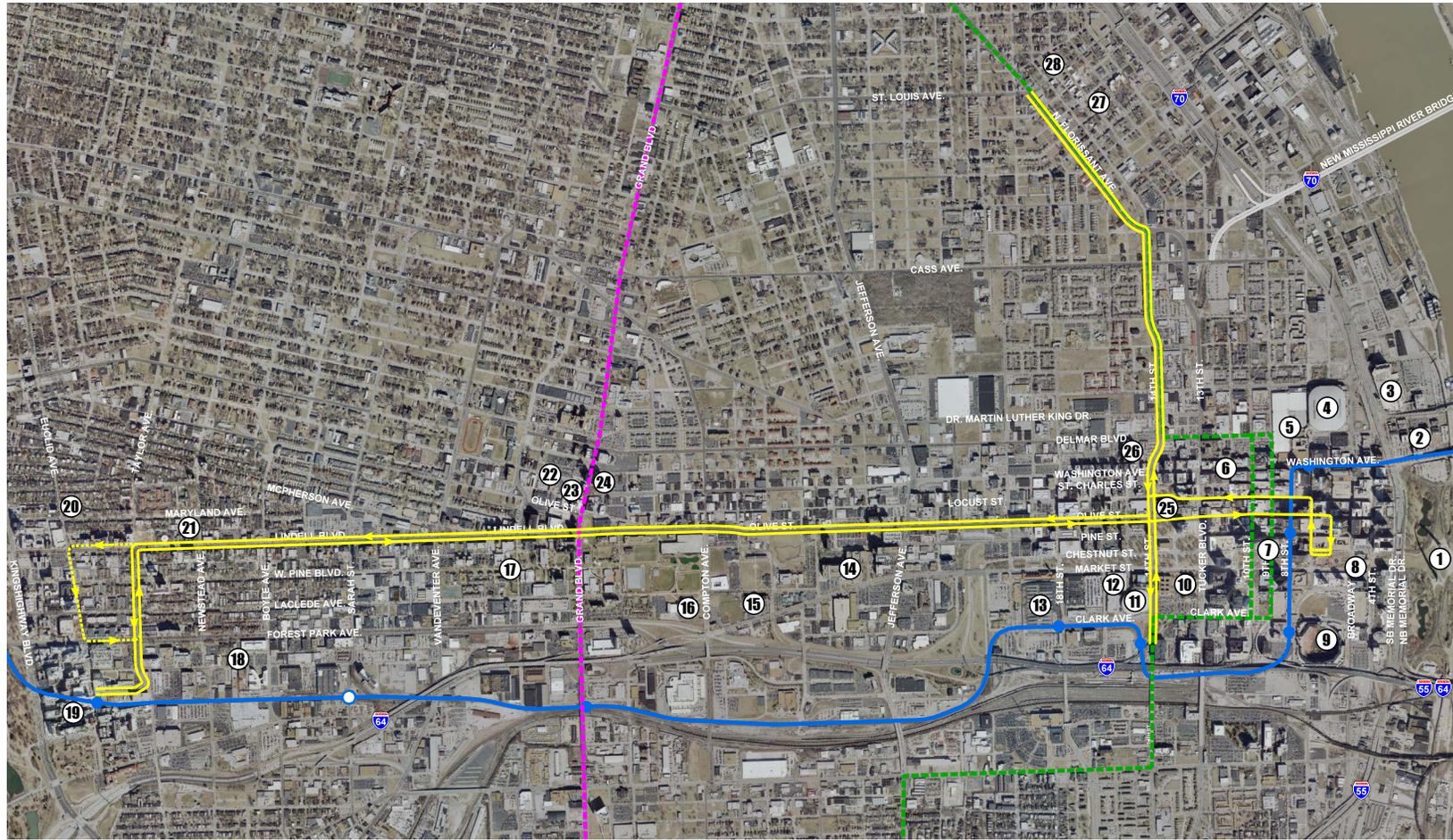
PROPOSED ST. LOUIS STREETCAR - DOWNTOWN



concentrations in the St. Louis region, Downtown St. Louis and the Central West End, and areas that are increasing in residential density. It also serves numerous major destinations as noted on the alignment map.

ALIGNMENT. As depicted on the map on the following page, the streetcar has an east-west alignment and a north-south alignment. The east-west alignment runs from a western terminus at the Central West End MetroLink station, with double track in the center of the Lindell-Olive corridor. In downtown, east of 14th Street, it is single track on Olive, 6th, Chestnut, 7th and Locust Streets. The north-south alignment’s northern terminus is on North Florissant Avenue at St. Louis Avenue. The double-track route runs south on North Florissant Avenue and 14th Streets, uses the single-track loop through downtown, terminating on 14th Street at Metro’s Civic Center station, which connects to the St. Louis Gateway Multimodal Transportation Center, including Amtrak train and Greyhound bus terminals.





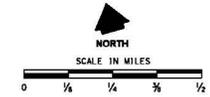
POINTS OF INTEREST

- | | | | |
|------------------------------------|------------------------|-----------------------------------|--------------------------|
| ① GATEWAY ARCH | ⑧ OLD COURTHOUSE | ⑮ HARRIS-STOWE STATE UNIVERSITY | ⑳ SHELTON CONCERT HALL |
| ② LACLEDE'S LANDING | ⑨ BUSCH STADIUM | ⑯ CHAIFETZ ARENA | ㉑ FABULOUS FOX THEATRE |
| ③ LUMIERE PLACE | ⑩ CITY HALL | ⑰ SAINT LOUIS UNIVERSITY | ㉒ POWELL SYMPHONY HALL |
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LEGEND

- PROPOSED ST. LOUIS STREETCAR ALIGNMENTS - FREQUENT STATIONS
- - - STREETCAR TERMINUS TO BE DETERMINED
- EXISTING METROLINK LINE WITH STATIONS
- PROPOSED METROLINK STATION
- PROPOSED GRAND BUS RAPID TRANSIT
- - - PROPOSED NORTHSIDE/SOUTHSIDE LRT ALIGNMENT

ST. LOUIS STREETCAR FEASIBILITY STUDY





VEHICLES. The streetcars will be modern vehicles intended to attract high daily ridership and to provide the comfortable ride expected by regular transit users. The vehicles are similar to light-rail vehicles, as they have both overhead wires and same track gauge, and a comparable look and feel. Modern streetcars are available in a range of sizes. The vehicles selected for St. Louis would reflect required passenger capacity for the initial line and potential system expansion.

SERVICE LEVELS. Reflecting the objective of having the streetcar be a key part of the overall transit system, service hours will be similar to Metro’s, with weekday hours being 5:00 AM until midnight. Trains would run every 10 minutes at peak periods and every 15 minutes off-peak.

CAPITAL COST. The total capital cost is estimated between \$218 million and \$271 million, depending on such elements as streetscaping. Given the alignment length, the operating plan, and intention to serve serious transit markets, the overall is cost is comparable with other streetcar projects around the United States.

OPERATING COST. Assuming the aggressive operating plan noted above and existing Metro compensation practices, the annual operating cost is estimated at \$9.7 million.

RIDERSHIP. Average weekday ridership for the streetcar is estimated at 7,700. This is high by United States streetcar standards. This is similar to the estimated streetcar ridership for the first line in Portland, which is now operating their fourth expansion of the system. It is reflective of the strong markets served and its aggressive operating plan. It is important to note that the streetcar is forecast to bring an additional 2,700 riders to the overall transit system and to increase existing MetroLink ridership. The streetcar will provide a complementary service to the existing transit system and help to serve the short-distance trips in the corridors.

ECONOMIC DEVELOPMENT. The streetcar, along with favorable market conditions and a supportive policy environment, is expected to help spur development throughout the corridors. This is consistent with experience elsewhere in North America. Overall development impact is estimated at \$540 million in the first five years and \$2.1 billion over 20 years. Given the development in certain areas along the corridors, the estimate is considered to be conservative. For example, in the last 10 years, downtown has experienced \$5 billion in investment.

TRAFFIC IMPACT. Although the streetcar will be operating in city streets, and in most cases in mixed traffic (except for a separate right-of-way on Olive Street between 14th Street and Grand Boulevard), analysis completed for the streetcar study found that the impact on vehicular flow will be minimal.

ENVIRONMENTAL IMPACT. There are no environment fatal flaws that could prevent implementation of the streetcar project.

FUNDING. It is assumed that the project will require significant federal financial support for capital costs, potentially up to 50 percent of the total. Based on current federal evaluation criteria, the St. Louis Streetcar would be likely to score well in the competitive funding process, especially given its strong ridership and development performance. Given that the State of Missouri has historically not provided funding for transit, this plan assumes no funding at the state level. For the local match, a transportation development district (TDD) is recommended for the corridors, with a tiered special assessment based on land use. Based on preliminary analysis, the TDD is expected to generate \$10 million annually. This TDD combined with the farebox revenues, and potential saving from duplicative bus route operations could support the annual operations and debt service for the project.

COMMUNITY ENGAGEMENT. The Partnership established a Steering Committee made up of experts and community leaders to review the Feasibility





Study process and findings. The Steering Committee consisted of agency partners, technical experts and representatives of organizations who had expressed early interest in the project. In addition to the Steering Committee, the Partnership and Study Team held over 70 stakeholder meetings that included over 100 stakeholders. These stakeholders included politicians and their staff at the national, state, and local levels. Governmental offices whose departments may oversee parts of a streetcar project were consulted regularly. Regional, civic, community, and private organizations with projects or services in the impacted area of a streetcar were also consulted. These meetings were held both to inform those about the Feasibility Study and to receive feedback and advice. In these informal discussions, the stakeholders overwhelmingly expressed support for the concept and could identify how the streetcar would specifically benefit their community. At the stakeholder Breakfast and public Open House, over 270 people attended and provided 141 comments on the project.

CONCLUSION

THE STUDY CONCLUDED THAT THE STREETCAR WOULD:

- Serve strong transit corridors with residential density and employment concentration,
- Serve approximately 7,700 riders per weekday, a strong performance for a new streetcar line,
- Complement, not compete with, existing Metro service,
- Spur an estimated \$540 million in development in its first five years of operation, and \$2.1 billion over 20 years,
- Have little impact on existing vehicular traffic and no serious environmental impacts,
- Have a strong likelihood of receiving federal capital funding, and
- Have strong support from stakeholders and local officials.

THE BENEFITS OF THE STREETCAR INCLUDE:

- Attracting new residents who want alternatives to the automobile in the corridors,
- Attracting new employers who value access to transit,
- Connecting and building neighborhoods,
- Creating new jobs in the city,
- Providing access to jobs, institutions, schools, grocery stores and medical services, and
- Creating pedestrian-friendly urban environments.

NEXT STEPS

The next steps for the project are outlined in the timeline below. To be eligible to secure federal funding, the streetcar project needs to be adopted into East-West Gateway Council of Government's long-range transportation plan. An entity will also need to be identified that can help facilitate the campaign to establish the proposed transportation development district and detailed financing plan. This entity can be managed by an existing organization or a new one can be created specifically for this project. After that, the next technical phase of project development would be a federally-required environmental analysis led by East-West Gateway. In parallel with that analysis, project sponsors would need to finalize a financial plan and a project management plan, both required to advance the project into engineering.

In addition to completing the first modern streetcar line in St. Louis, it is intended that this initial line can serve as the spine for a larger streetcar network that links additional destination and jobs throughout the region.





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Memo to: Board of Directors

From: Staff

Subject: Authorization to Enter into an Agreement with the Missouri Resource Assessment Partnership (MoRAP) on the Regulatory Acceptability of Remotely Sensed Data Project

Date: March 12, 2013

East-West Gateway has been awarded \$195,365 from the National Academy of Science (NAS) as part of the Strategic Highway Research Program II. With this funding East-West Gateway staff will conduct a pilot project to determine a geospatial tools' acceptability, in terms of regulatory decision-making, by using the ecological significance layer previously developed by staff.

In July 2012 the Board of Directors authorized an amendment to the Unified Planning Work Program (UPWP) to add work element 2.22: *Ecological Approach to Infrastructure Development, Regulatory Acceptability of Remotely Sensed Data* and authorized the Executive Director to enter into an agreement with NAS to accept the grant funding and conduct the project. While East-West Gateway is the recipient of the grant funding and will be managing the grant and project work, we have one partner for the project, the Missouri Resource Assessment Partnership (MoRAP), that will enter into an agreement with East-West Gateway to confirm its participation and perform certain services. MoRAP's services include: collaborating with the research team to integrate local tools and perspective; conducting an assessment of the method used and data compiled as part of the project; completing enhancements to the geospatial tools and data; and testing the usability of the geospatial tool.

Staff Recommendation: Staff recommends that the Board of Director authorize the Executive director to enter into a contract with MoRAP for an amount not to exceed \$60,000, to be paid from the NAS grant.

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Memo to: Board of Directors

From: Staff

Subject: Regional Security Expenditures

Date: March 12, 2013

We are requesting authorization to expend funds for regional security that will improve the region’s preparedness and response capabilities. Funding for these expenditures will come from the U.S. Department of Health and Human Services, Assistant Secretary of Preparedness and Response (ASPR) program grant and the U.S. Department of Homeland Security’s Metropolitan Medical Response System (MMRS), Port Security, and Urban Area Security Initiative (UASI) grant programs. Attachment A summarizes these purchases totaling **\$1,197,278**. Also attached is a summary description of all budgeted expenditures from the UASI grants (Attachment B).

1. Critical Response Teams – Law Enforcement

Forward Looking Infrared (FLIR) Thermal Imaging Camera – We are requesting approval to purchase a FLIR thermal imaging camera to be installed on the Metro Air Support Unit’s new helicopter. The thermal imaging camera increases the Unit’s surveillance capability and improves their ability to monitor the region’s critical infrastructure while increasing both the effectiveness and safety of patrolled flights. The FLIR camera illuminates ground targets (e.g., wanted suspects, missing children, or crime scene evidence, etc.) in lowlight conditions from long ranges. The FLIR camera is used everyday during proactive patrols of the region’s key infrastructure and on all search and rescue missions. At night, it is the only viable means for the flight crews to see the ground and obtain a visual on ground targets. The infrared camera has a built in long range laser that locks on objects at ground level which assists with directing ground units to the target. Total Cost will not exceed **\$241,396**.

Night Vision Monoculars – The efficiency of a law enforcement tactical team drops significantly in low light conditions. Night vision equipment is essential as many incidents occur in these environments when high security support is essential for first responders. We are requesting approval to purchase eight night vision monoculars for the St. Charles County Regional SWAT Team. Total cost will not exceed **\$22,413**.

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2. Critical Response Teams – Urban Search and Rescue (USAR)

Global Positioning System (GPS) Microphones – GPS microphones work with portable radios that have a GPS capability within the radio. The microphone contains a small video screen that displays the radio's position on a map while transmitting the GPS coordinates to a tracking computer at a command post where real-time location, way-point information, and the path of the operator can be displayed. We are requesting approval to purchase 65 GPS microphones for the region's Urban Search and Rescue (USAR) teams. The Teams will use the GPS microphones during response to large scale disasters like tornado incidents. When the teams are assigned to wide-area searches for victims the street signs and other landmarks are typically gone or severely damaged. The GPS microphone provides the rescuer with a means of navigation while transmitting real-time data to the command post, thus providing an additional layer of safety and accountability of the rescuer. Total cost will not exceed **\$46,903**.

Swimmer's Dry Suits – We are requesting approval to purchase 14 Kokatat Dry Suits for the Swift Water Rescue Teams. Total cost will not exceed **\$14,465**.

Emergency Lighting Package – We are requesting approval to purchase five Emergency Lighting packages consisting of vehicle emergency light bars, flashing headlights, and LED flashing grill lights for the five USAR vans that were approved in October 2012. Total costs will not exceed **\$20,860**.

3. Emergency Management

Video Reconnaissance Project – Last year staff received approval to enter into a contract with the Vislink Group to install video monitoring equipment in the Metro Air Support aircraft. This began the first phase of the project which provides the region with an airborne video reconnaissance capability for first responder and emergency management agencies across the region. Phase 2 of the project will place long range receivers at public safety sites in St. Charles and St. Louis Counties in Missouri. This will allow live streaming video signals from the aircraft to be shared securely via the internet and viewed in one or more regional local Emergency Operations Centers during a major incident. Therefore, we are requesting approval to provide a sub-award grant to St. Charles County for the purchase and installation of video receivers from the Vislink Group. The total cost will not exceed **\$203,000**.

4. Medical Surge

Hospital Emergency Communications – When a major incident occurs that impacts one or more hospitals it is important that communications links are

established between the first responder agencies and the hospitals. Therefore, we are requesting approval to purchase radio equipment for Missouri hospitals, emergency medical service (EMS) agencies and the Central County 911 Dispatch Center in St. Louis County. Once purchased this equipment will provide communication redundancy and allow hospitals to integrate with EMS and emergency management agencies on the regional land mobile radio network when it becomes available and the Missouri Statewide Wireless Interoperable Network. Therefore, we are requesting approval to purchase 60 portable radios (\$257,403) and 24 mobile radios (\$95,774) for a total cost that will not exceed **\$353,177**.

Funds for this purchase will come from the Missouri ASPR grant program which can not be used in Illinois. However, the Illinois hospitals receive ASPR funding from the State of Illinois Department of Health and have purchased similar radios for their hospitals and associated healthcare response partners.

5. Port Security

The St. Louis Area Maritime Security Committee oversees the distribution funds from the Department of Homeland Security, Port Security grant program. To enhance the capabilities of the local and state agencies that respond to critical incidents within the Port of St. Louis¹, we are seeking authorization to purchase the following equipment:

Video Wall System - As part of the project of enhancing the City of St. Louis Emergency Operations Center (EOC) to provide a single location for command and control during response to an incident within the Port of we are requesting approval to purchase a Video Wall System that will display video images captured at incidents within the port. Total cost will not exceed **\$119,895**.

Swimmer's Dry Suits – We are requesting approval to purchase 22 Kokatat Dry Suits for regional response agencies in the City of St. Louis, Jefferson County, Missouri and St. Clair County, Illinois. Total cost will not exceed **\$22,730**.

Chemical Protection Face Masks – We are requesting approval to purchase 15 Avon Chemical Protective Face Masks for the Jefferson County Sheriff's Department. Total Cost will not exceed **\$14,925**.

¹ Defined by the U.S. Army Corp of Engineers, the Port of St. Louis extends 70 miles along both banks of the Mississippi River from the southern boundary of Jefferson County, Missouri at Mississippi River Mile 138.8 (above the Ohio River) to the northern boundary of Madison County, Illinois at River Mile 208.8.

Inflatable rescue boat and Tow Vehicle – We are requesting approval to purchase an inflatable rescue boat (\$51,259) with a Ford F350 Tow Vehicle with a service utility bed (\$47,790) for St. Clair County Illinois Emergency Services. Total cost will not exceed **\$99,049**.

Tow Vehicle – We are requesting approval to purchase a Ford F350 Tow Vehicle for the Illinois Department of Natural Resources. Total cost will not exceed **\$38,465**.

All of the purchases described in this memo are being made in accordance with the agency's procurement policy.

Staff Recommendation: Staff recommends that the Board approve the expenditure of funds as follows:

- for the purchase of the Ultra 8500 Airborne Thermal Imager surveillance camera from FLIR Systems, Inc., in an amount not to exceed **\$241,396**;
- for the purchase of eight PVS-14 Night Vision Monoculars from Kiesler's Police Supply, Inc. in an amount not to exceed **\$22,413**;
- for the purchase of 65 GPS microphones from the Warner Communications Corporation in an amount not to exceed **\$46,903**;
- for the purchase of 14 Dry Suits from Kokatat, Inc. in an amount not to exceed **\$14,465**;
- for the purchase of five Emergency Lighting packages consisting of vehicle emergency light bars, flashing headlights, and LED flashing grill lights from the Warner Communications Corporation in an amount not exceed **\$20,860**;
- for the sub-award to St. Charles County for the costs associated with the purchase and installation of long range receivers from VISLINK Group, North Billerica MA in an amount not to exceed **\$203,000**;
- for the purchase of 60 portable radios with accessories from Motorola Solutions in an amount not to exceed **\$257,403**;
- for the purchase of 24 mobile radios with accessories from radios from Motorola Solutions in an amount not to exceed **\$95,774**;

- for the purchase of a Video Wall System from Americon in an amount not to exceed **\$119,895**;
- for the purchase of 22 Dry Suits from Kokatat, Inc. in an amount not to exceed **\$22,730**;
- for the purchase of 15 Avon Chemical Protective Face Masks from Simmons Law Enforcement in an amount not to exceed **\$14,925**;
- for the purchase of an Inflatable Rescue Boat from MilPro Marine in an amount not to exceed **\$51,259**;
- for the purchase of a Ford F350 Tow Vehicle with a service utility bed from Dave Sinclair Ford in an amount not to exceed **\$47,790**; and
- for the purchase of a Ford F350 Tow Vehicle from Reuther Ford in an amount not to exceed **\$38,465**,

for a total amount not to exceed **\$1,197,278** from the ASPR, Port Security and UASI grant programs.

ATTACHMENT A

**Expenditures for Equipment and Services
March 12, 2013**

<u>Category</u>	<u>Vendor</u>	<u>Description</u>	<u>Jurisdiction/Agency</u>	<u>Quantity</u>	<u>Cost</u>
Emergency Response Equipment (UASI)					
1	FLIR Systems, Inc. (North Billerica, MA)	Thermal Imager	St. Louis County	1	\$241,396
	Keisler's Police Supply (Jeffersonville, IN)	Night vision monoculars	St. Charles County	8	\$22,413
2	Warner Communications (St. Louis, MO)	GPS microphones	Regional	65	\$46,903
	Kokatat, Inc. (Arcata, CA)	Drysuits	Franklin County	14	\$14,465
	Warner Communications (St. Louis, MO)	Emergency lighting packages	Regional	5	\$20,860
3	St. Charles County, MO	Subaward - video downlink	St. Charles County, St. Louis County	2	\$203,000
Emergency Response Equipment (ASPR)					
4	Motorola Solutions (St. Louis, MO)	Portable radios	MO Portion of the Region	60	\$257,403
	Motorola Solutions (St. Louis, MO)	Mobile radios	MO Portion of the Region	24	\$95,774
Emergency Response Planning (Port Security)					
5	Americon (Camarillo, CA)	Video wall system	St. Louis City	1	\$119,895
	Kokatat, Inc. (Arcata, CA)	Drysuits	St. Louis City, Jefferson County, St. Clair County	22	\$22,730
	Simmons Law Enforcement (Lee's Summit, MO)	Chemical protective face masks	Jefferson County	15	\$14,925
	MilPro Marine (Grand Rapids, MI)	Inflatable rescue boat	St. Clair County	1	\$51,259
	Dave Sinclair Ford (St. Louis, MO)	Tow vehicle	St. Clair County	1	\$47,790
	Reuther Ford (St. Louis, MO)	Tow vehicle	Illinois Department of Natural Resources	1	\$38,465
TOTAL EXPENDITURES					\$1,197,278

Total UASI Expenditures: \$549,037

Total ASPR Expenditures: \$353,177

Total PSGP Expenditures: \$295,064

Categories:

- 1 Critical Response Teams - Law Enforcement
- 2 Critical Response Teams - Fire
- 3 Emergency Management
- 4 Medical Surge
- 5 Port Security

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative
through Fiscal Year 2012

	Total Budgeted	Prior amount approved by EWG Board	This request	Remaining to be approved
Critical Response Teams				
A key goal under the UASI Strategy is to strengthen our critical response teams. We have largely accomplished this goal with hazardous materials and heavy rescue equipment and training. These teams are capable of responding to terrorist attacks, industrial accidents or natural disasters like earthquakes and tornadoes. Another element of critical response includes medical supplies for mass casualty incidents. The MCI trailers represent the first stage of meeting this need for the EMS community. Also included is equipment for Incident Management Teams that will consist of emergency responders from all disciplines. These mobile teams are activated to support emergency responders managing an event where the event continues over many hours or days.	\$16,540,444	\$16,179,194	\$82,228	\$279,022
	1,028,000	737,790	0	290,210
	1,836,000	1,337,427	0	498,573
Law Enforcement Tactical Team Equipment				
There are 7 law enforcement tactical response units in the region which need communications, tactical lights and personal protective equipment. Three of the teams will receive tactical vehicles and Metro Air Support will receive a helicopter and other equipment to support response to a variety of terrorist incidents.	5,647,507	5,090,347	263,809	293,351
	4,194,668	4,194,668	0	0
Interoperable Communications				
A variety of projects come within the description of Interoperable Communications. Radio caches, satellite phones and video conferencing and the Land Mobile Radio Communications Plan are included, as well as a microwave tower backbone system.	7,902,005	7,902,005	0	0
	8,003,740	7,808,642	0	195,098
	674,300	\$674,300	0	\$0
	5,422,438	5,075,534	203,000	143,904
The Virtual EOC				
The virtual EOC strengthens regional collaboration on a day to day basis through a web based interactive network that links the region's eight EOC's and numerous other users for planning, preparing for and responding to an incident. In future years we hope to add a robust Geographic Information System capability.				

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative
through Fiscal Year 2012

	Total Budgeted	Prior amount approved by EWG Board	This request	Remaining to be approved
Emergency Patient Tracking	\$2,422,320	\$2,422,320	\$0	\$0
<p>Patient Tracking allows emergency medical services and hospitals to rapidly enter data about a patient into a secure wireless web-based tracking system. The data includes identification, triage condition and transport information and allows the hospitals to balance patient loads and provide information to families.</p>				
Universal ID Project	557,812	557,812	0	0
<p>This system provides a uniform identification card for fire, law enforcement and volunteers with credential information embedded in the card.</p>				
Expand Public Health Capabilities	2,788,052	2,434,631	0	353,421
<p>Local public health agencies are working to prepare the region and protect citizens and first responders in the event of bioterrorism and natural diseases. Work is underway to establish an automated syndromic surveillance system for the early detection of naturally occurring or man made disease outbreaks.</p>				
Mass Casualty Equipment, Medical Supplies and Software for Hospitals	2,399,599	1,901,629	0	497,970
<p>Hospitals are preparing the region for a response to a medical surge or mass casualty incident (MCI) by staging emergency response trailers that are equipped with medical supplies, cots and bedding at selected hospitals for deployment anywhere in the St. Louis region. In addition, the hospitals will dispense medicine to employees, their families and patients in the event of a large-scale bioterrorist or naturally occurring illness. The hospitals have software that will help with the dispensing of this medicine and the management of an MCI when it occurs.</p>				
Disaster Incident Management System for Hospitals and Tactical Response	\$1,831,624	\$1,604,500	\$0	\$227,124
<p>The disaster incident management software system provides a tactical incident management capability for hospitals and response teams that includes federally required forms and plans. For the hospital systems it also includes a regional bed tracking capability.</p>				

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative
through Fiscal Year 2012

	Total Budgeted	Prior amount approved by EWG Board	This request	Remaining to be approved
Terrorism Early Warning Center				
The TEW is operated by the St. Louis Metropolitan Police Department and the St. Louis County Police Department and serves as a central clearinghouse for information and intelligence to help detect and prevent acts of terrorism.	2,165,582	\$1,298,798	\$0	\$866,784
Citizen Preparedness				
This program includes Citizen Emergency Response Teams and other similar teams designed to educate the public about disaster preparedness and train them to assist their neighbors. Expenditures include equipment and training to help citizens learn to respond to hazards as part of a team in their neighborhood or workplace, and public information. The program also includes the sheltering project which brings generators and shelters into the region to protect citizens who need shelter.	\$2,292,718	2,061,155	0	231,563
Regional Coordination Planning				
Includes regional emergency coordination planning, mutual aid improvements, public information and enhancements to critical infrastructure protection.	1,486,996	899,910	0	587,086
Exercises				
Two regional exercises occurred on August 9-10 2006 at Busch Stadium and Olivette. In addition, Community Emergency Response Teams (CERT) exercises were added in FY06.	455,000	371,500	0	83,500
Training				
Most disciplines have received and will continue to attend training activities to enhance their skills. Included are heavy rescue, hazmat, incident management teams, law enforcement, public health and hospitals.	3,535,608	3,193,062	0	342,546
Totals:	\$71,184,413	\$65,745,224	\$549,037	\$4,890,152

¹ This total represents the sum of UASI funds awarded for equipment and contractual obligations for fiscal years 2003 - 2012. The schedule represents the cumulative amount spent, from both open and closed grants, on major projects since the inception of the Homeland Security Grant Program.