AGENDA
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS MEETING
WEDNESDAY, APRIL 30, 2014 – 10:00 AM

1. CALL TO ORDER

2. APPROVAL OF MINUTES OF MARCH 12, 2014 and MARCH 26, 2014

3. DISCUSSION ITEMS

A. Public Involvement Plan

4. ACTION ITEMS

A. Amendment to the 2014 Unified Planning Work Program to Include Additional Funding to Element 2.81 Urban Areas Security Initiative

B. Approval of the Fiscal Year 2015 Unified Planning Work Program

C. Resolution to Authorize FTA Grant Applications, Execute Agreements Related to FTA Funding, and Concurrence with Grant Recipient Designation

D. Adoption of the St. Louis Rapid Transit Connector Plan as an Illustrative Project in RTP 2040

E. 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: April 11, 2014

Attached is the Project Notification list for April 2014. 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
April 2014

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE LOCAL/OTHER	TOTAL
City of St. Louis	The Community Wellness Project #1409014	HIV Prevention Activities_Non-Governmental Organization Based - To provide funding for HIV prevention activities	HHS	$315,836		$315,836
City of St. Louis	City of St. Louis Mental Health Board of Trustees #1409019	Comprehensive Commnity Mental Health Services for Children with Seriou Emotional Disturbances (SED) - To provide funding for the St. Louis System of Care Expansion Planning Grant	HHS	$409,496	$141,664	$551,160

MINUTES

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
MARCH 12, 2014

The special meeting of the Board of Directors was held in the Council offices on Wednesday, March 12, 2014 at 2:00 p.m.

Members in Attendance
Francis Slay, *Chair*; Mayor, City of St. Louis
Charlie Dooley, *2nd Vice – Chair*; County Executive, St. Louis County
Alan Dunstan, Chairman, Madison County Board
Steve Ehlmann, County Executive, St. Charles County
Richard Kellett, Regional Citizen, St. Louis County
Mike Livengood, Franklin County
Roy Mosley, Board Member, St. Clair County
John Nations, Metro
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
Mark Eckert, Mayor, City of Belleville; Vice President, SW IL Council of Mayors
John Griesheimer, Presiding Commissioner, Franklin County
John Hamm, III, Mayor, City of Madison; President, Southwestern Illinois Planning Commission
Ted Hoskins, Mayor, City of Berkeley
Chuck Ingersoll, IDOT
Mark Kern, *Vice-Chair*; Chairman, St. Clair County Board
Edie Koch, Illinois Department of Commerce and Economic Opportunity
John A. Laker, Regional Citizen, St. Clair County
John Miller, Mayor, City of Collinsville; President, SW IL Council of Mayors
Jack Minner, Board Member, Madison County
Doug Nelson, Missouri Office of Administration
Dave Nichols, MoDOT
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

Others in Attendance
Jason Carter, Aegis Strategies
Tom Curran, St. Louis County
Steve Johnson, St. Louis Regional Chamber

Others in Attendance, ***cont'd***
Lewis Koplowitz, St. Louis Regional Chamber
Ellen Krohne, Leadership Council Southwestern Illinois
Jim Phelps, Aegis Strategies
Joe Reagan, St. Louis Regional Chamber
Betsy Tracy, FHWA, IL Div.
Otis Williams, St. Louis Development Council

EWGCOG Staff:

Ed Hillhouse, Jim Wild, Royce Bauer, Jerry Blair, Larry Grither, Paul Hubbman, Peter Koeppel, Karen Kunkel, John Posey, Christopher Michael, Mary Rocchio, Shay Schindler, Himmer Soberanis, Julie Stone, David Wilson, DJ Wilson

CALL TO ORDER

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

INTRODUCTIONS

Mr. Slay introduced Jason Carter, President, and Jim Phelps, Vice President, of Aegis Strategies, and briefly outlined their backgrounds.

DISCUSSION OF POSSIBLE AND BEST PRACTICES FOR IMPLEMENTING RECOMMENDATIONS FROM THE ST. LOUIS REGIONAL FREIGHT STUDY

Jason Carter, Aegis Strategies, described the potential for gaining endorsement of a collaborative effort to create and implement a regional freight transportation district and authority, as recommended by the Freight Study performed by AECOM. He reiterated AECOM's recommendations, described the desired capabilities of the freight authority, initial project success factors, and associated issues and challenges. He explained that a three phase approach is recommended for implementation and he summarized work contained in Phase I, including creation of a small team to begin developing a work plan and strategy, organization of a workshops, and development of a strategic action plan.

Lengthy discussion followed regarding opportunities and challenges, including: prioritizing freight and calculating capacity; maximizing off-loading opportunities; utilizing existing facilities; identifying and inventorying freight assets in the region; utilization and preservation of assets to attract jobs; the essential representatives and stakeholders vital to the process; and timelines for creating an initial approach and strategy.

The Board came to consensus around a phased approach to studying, forming, and implementing a regional freight transportation district and authority. At the conclusion of the work session staff was directed to form a study team, develop a milestone based work plan, and bring those recommendations to the Board at their next regular meeting.

ADJOURNMENT

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

Respectfully submitted,

Ed Hillhouse
Secretary, Board of Directors

MINUTES

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
MARCH 26, 2014

The regular meeting of the Board of Directors was held in the Council offices on Wednesday, March 26, 2014 at 10:00 a.m.

Members in Attendance
Mark Kern, *Vice-Chair*; Chairman, St. Clair County Board
Charlie Dooley, *2nd Vice –Chair*; County Executive, St. Louis County
Bruce Carmitchel, IDOT
Alan Dunstan, Chairman, Madison County Board
Steve Ehlmann, County Executive, St. Charles County
Mark Eckert, Mayor, City of Belleville; Vice President, SW IL Council of Mayors
Greg Horn, MoDOT
John A. Laker, Regional Citizen, St. Clair County
Mike Livengood, Franklin County
John Miller, Mayor, City of Collinsville; President, SW IL Council of Mayors
Jack Minner, Board Member, Madison County
Roy Mosley, Board Member, St. Clair County
John Nations, Metro
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
Delbert Wittenauer, Chairman, Monroe County Board

Members Absent
John Griesheimer, Presiding Commissioner, Franklin County
John Hamm, III, Mayor, City of Madison; President, Southwestern Illinois Planning Commission
Ted Hoskins, Mayor, City of Berkeley
Richard Kellett, Regional Citizen, St. Louis County
Edie Koch, Illinois Department of Commerce and Economic Opportunity
Doug Nelson, Missouri Office of Administration
Francis Slay, *Chair*; Mayor, City of St. Louis
John White, Councilman, St. Charles County

Others in Attendance
Tracy Beidleman, Metro
Jason Carter, Aegis
Kim Cella, Citizens for Modern Transit

Others in Attendance, ***cont'd***
Tom Curran, St. Louis County
Gary Elmestad, St. Charles County
Jo Emerick, URS
Joe Gray, IDOT
Stephen Gregali, City of St. Louis
Ken Leiser, St. Louis Post Dispatch
Michael Powers, Office of the President of the Board of Aldermen, City of St. Louis
Bill Schnell, MoDOT
Stephanie Leon Streeter, St. Louis County
Eddie Roth, City of St. Louis
Jim Terry, Highway W/MM Task Force

EWGCOG Staff:

Ed Hillhouse, Jim Wild, Staci Alvarez, Royce Bauer, Jerry Blair, Nick Gragnani, Medora Kealy, Karen Kunkel, Sang Gu Lee, Mary Rocchio, Shay Schindler, Lubna Shoaib, Himmer Soberanis, David Wilson, DJ Wilson, Aaron Young

CALL TO ORDER

The meeting was called to order by Mr. Kern, Vice-Chair.

APPROVAL OF MINUTES OF FEBRUARY 28, 2014 MEETING

Motion was made by Mr. Wittenauer, seconded by Mr. Dooley, to approve the minutes of the February 28, 2014 meeting. Motion carried, all voting aye.

DISCUSSION ITEMS

Draft 2015 Unified Planning Work Program
Jim Wild, EWGCOG, reported that the Unified Planning Work Program (UPWP), prepared annually, outlines the Council's planning activities to be carried out over the next fiscal year, and serves as a scope of work and contract with each of the Council's partner, federal and state funding agencies. He noted that this year's draft document includes approximately $10.7 million in funding for Research, Analysis, Planning, and Community Engagement projects. He noted that the document is currently out for review and will be presented at next month's Board meeting for approval.

Update on the Missouri Transportation Sales Tax Initiative
Jerry Blair, EWGCOG, reported that the proposed initiative for a 1% sales tax is making progress through the Missouri General Assembly. He stated that funds collected under the voter-approved tax scenario would be largely distributed to the Missouri Transportation Commission or MoDOT, with an anticipated 10% of flexible funds going to cities and counties for transportation-related projects. He advised that the language of the bill calls for a list of prioritized projects for the region, which staff has begun preparing in coordination with MoDOT. He advised that staff is currently developing draft performance measures and scoring criteria to evaluate the projects and prepare a priority list. He stated that a series of stakeholder workshops

would be held to formalize the list for submission and approval to the Board of Directors prior to it being forwarded to MoDOT for its review and recommendations to the Missouri House Transportation Committee for inclusion in its two-year improvement list.

Additional discussion followed regarding the amount of work committed to the list preparation process absent any guarantee of voter approval.

Reasonable Progress Update
Jason Lange, EWGCOG, explained that staff, in conjunction with project sponsors, closely monitors local projects throughout the year to ensure timely project compliance and expenditure of funds. He summarized the overall progress of projects contained in the program, reporting on the number, dollar amounts and associated counties of those on schedule and those that remain unobligated.

ACTION ITEMS

Board Working Session – Regional Freight District and Authority
Jason Carter, Aegis Strategies, provided a recap of his presentation to the Board at the working session held on March 12, 2014, during which he and Jim Phelps, Aegis Strategies, described and outlined the potential for gaining endorsement for and creating a regional freight transportation district through a three-phased implementation plan. He summarized staff's recommendation to the Board to endorse and commence strategic planning activities contained in Phase I, which includes formation of a study team comprised of representatives from Illinois (2), Missouri (2), Metro (1), modal representation, and representatives from the business community.

Mr. Kern requested that the number of representatives for IL and MO be increased to three instead of two.

Motion was made by Mr. Wittenauer, seconded by Mr. Kern. Motion carried, all voting aye.

Amendment of the FY 2014 Unified Planning Work Program to change funding for work element 2.39: Monitoring and Implementation of the All-Hazard Mitigation Plan for the Missouri Portion of the Region
Jim Wild, EWGCOG, summarized staff's recommendation to revise element 2.39 of the Unified Planning Work Program to reflect update of the All-Hazard Mitigation Plan for the Missouri Portion of the Region, and to allow the Executive Director to enter into a funding agreement with SEMA to conduct the necessary work.

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

Amendment of the FY 2014 Unified Planning Work Program to add work element 2.86: FirstNet Coordination Project
Jim Wild, EWGCOG, summarized staff's recommendation to update the Unified Planning Work Program to include work element 2.86: FirstNet Coordination Program, and to allow the Executive Director to enter into an agreement with MACOG for $14,250.

Motion was made by Mr. Pulley, seconded by Mr. Wittenauer. Motion carried, all voting aye.

Modification of the FY 2014-2017 Transportation Improvement Program (TIP), the Metropolitan Transportation Plan - RTP 2040, and the related Air Quality Conformity Determination – Requested by the Illinois Department of Transportation
Jason Lange, EWGCOG, summarized IDOT's request to add the following projects:

TIP #	Action	Description
5037T-14	Add	Madison County – IL 255, IL 143 to Fosterburg Road - Guardrail
5037U-14	Add	Madison County – IL 4 at US 40 – Left turn lane
6435A-14	Add	St. Clair County – Epilepsy Foundation of SO IL - Minivan acquisition/replacement
6435B-14	Add	St. Clair County – Senior Services of Southern St. Clair County – Light duty paratransit vehicle acquisition
6435C-14	Add	St. Clair County – St. Clair Associated Vocational Center – Super medium-duty paratransit vehicle acquisition
6435D-14	Add	St. Clair County – Touchette Regional Hospital – Minivan acquisition

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

Modification of the FY 2014-2017 Transportation Improvement Program (TIP), the Metropolitan Transportation Plan - RTP 2040, and the related Air Quality Conformity Determination – Requested by Missouri Department of Transportation
Mr. Lange, EWGCOG, summarized MoDOT's request to add the following project:

TIP #	Action	Description
6436-14	Add	Multi County – MO – On-call work zone enforcement

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

Regional Security Expenditures
Nick Gragnani, STARRS, summarized staff's request for the following expenditures, totaling $734,807. The expenditures will be funded from the Assistant Secretary for Preparedness and Response ("ASPR") Hospital Preparedness Program and U.S. Department of Homeland Security's Urban Area Security Initiative ("UASI") grant programs.

Action	Description	Amount
Contract	NLDS National Training Center – provide one Basic Disaster Life Support course	$12,500
Contract	NLDS National Training Center – provide on Advanced Disaster Life Support course	$25,200
Contract	NDLS National Training Center – provide one Advanced Disaster Life Support / Basic Disaster Life Support course	$4,800
Purchase	Sirchie Finger Print Laboratories – one sport utility vehicle containing audio, video and still photography capture equipment and computer hardware with WiFi access	$137,307
Purchase	Arc Products, LLC – 570 adult sleds, 105 bariatric sleds, and 110 neonatal infant baskets	$260,000
Purchase	Motorola Solutions – 43 portable and 65 control base station radios	$295,000

Motion was made by Mr. Dunstan, seconded by Mr. Parks. Motion passed unanimously.

ADJOURNMENT

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

Respectfully submitted,

Ed Hillhouse
Secretary, Board of Directors

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Assistant Executive Director
James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Amendment to the 2014 Unified Planning Work Program to Include Additional Funding to Element 2.81 Urban Areas Security Initiative

Date: April 21, 2014

Staff requests that the work element 2.82: Urban Areas Security of the FY 2014 Unified Planning Work Program be amended to include additional funding from the Missouri Office of Homeland Security (OHS). The U.S. Department of Homeland Security authorizes OHS, as the State Administrative Agency, to withhold five (5) percent of the St. Louis Urban Areas Security Initiative (UASI) grant for activities directly relating to the management and administration of the UASI grant, including financial management and monitoring. Staff was notified on Friday, April 18, 2014 that OHS would release $145,500 of the Management and Administrative UASI FY2012 funds that were allocated to the agency, and would be returning those funds to St. Louis Urban Area. The UPWP element describing the work tasks is attached.

Staff Recommendation: Staff recommends that the 2014 Unified Planning Work Program be amended to include $145,500 of additional FY 2012 funding in the 2.81: Urban Areas Security Initiative element.

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Activities:

1. Work with subject matter experts from regional emergency service providers including fire and law enforcement agencies, healthcare, public health, non-governmental organizations, and elected officials to update the regional emergency resource coordination plan for the St. Louis metropolitan region.

2. Complete the build out of the St. Louis Regional Digital Microwave Network by completing the network integration across 70+ tower sites in the City of St. Louis, Jefferson, Madison, Monroe, St. Clair, St. Charles, and St. Louis Counties. *(Consultant)*

3. Support the critical incident response teams through the sustainment of seven hazardous materials teams, five heavy rescue teams, three ordinance disposal (bomb) teams, and seven law enforcement tactical operations units within the region.

4. Enhance healthcare capability to handle mass casualties with sheltering equipment, medical supplies, decontamination equipment, and training.

5. Support law enforcement and other agencies to enhance sharing and use of information and intelligence among agencies and policy makers in the metropolitan area.

6. Support Citizen Preparedness programs that address local efforts to achieve greater community resilience from the threats of crime, terrorism, and disasters.

7. Support cross-jurisdictional cooperation among emergency service providers in the region by coordinating the collection, integration, and distribution of geographic data and orthoimagery.

Products/Outcomes:

A. Plans in place for interoperable communications, critical incident response, disease surveillance, and a coordinated citizen response *(ongoing)*

B. Interagency agreements necessary to implement critical incident response plans *(ongoing)*

C. Purchase of capital equipment and services to support the implementation of plans *(ongoing)*

D. Training exercises to test the validity and reliability of homeland security plans *(ongoing)*

E. Seamless regional data files (i.e. addressable centerlines, orthoimagery) distributed to emergency service providers *(ongoing)*

Estimated Costs:

Federal:

DHS

MO OHS FFY10/11/12 (carryover)	8,445,500
MO OHS FFY13	2,100,000
Subtotal	$10,545,500
TOTAL	$10,545,500

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Memo to: Board of Directors

From: Staff

Date: April 16, 2014

Subject: Approval of the FY 2015 Unified Planning Work Program and authorization to enter into agreements with funding agencies for the work identified in the UPWP

The draft FY 2015 Unified Planning Work Program (UPWP) was provided to the Board of Directors at the March meeting. During the past month, we have discussed the document with our funding agencies and participating jurisdictions/agencies. We do not anticipate any new substantive changes. The final version, which incorporates several changes, is attached.

The document describes all anticipated activities of the Council for the period July 1, 2014 - June 30, 2015. Some of the activities are currently underway and will continue during the next twelve months and others will start at various times during the year depending on funding availability. The overall budget contained in the document is $14,958,424 (page xii). Of this amount, the new funding is anticipated to be $11,013,968 as shown in the FY 2015 Funding Summary Chart on page xi. The majority of this funding is either passed through or will be expended on behalf of other agencies in our region. The funding levels shown in the document are estimates and may be revised as the funds become available.

Key revisions from the draft presented in March are as follows: funding adjusted between MoDOT and IDOT due to a revision in the Illinois MPO funding allocation; work element 1.02 On-Board Transit Survey was added to allow an extension of the consultant work into FY 2015; the funding for element 2.08 Regional Strategic Safety Plans has been reduced based on the anticipated consultant costs for the 2015 fiscal year; and element 2.20 I-70 Corridor Study has been revised to more closely reflect the scope of MoDOT's proposed study.

Staff Recommendation: Staff recommends approval of the proposed Unified Planning Work Program for fiscal year 2015 and that the Executive Director be authorized to negotiate and execute agreements and subawards with the funding agencies as outlined in the document.

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Assistant Executive Director
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Memo to: Board of Directors

From: Staff

Subject: Resolution to Authorize FTA Grant Applications, Execute Agreements Related to FTA Funding, and Concurrence with Grant Recipient Designation

Date: April 16, 2014

The Moving Ahead for Progress in the 21st Century ("MAP-21") transportation authorization implemented several changes to the programs funded by the Federal Transit Administration ("FTA"), including consolidating several FTA programs. These changes have made it necessary for the Council to pass a resolution that authorizes the Executive Director or his designee to take several actions with regard to FTA grant funding, including:

1. Submitting grant applications to FTA;
2. Submitting the annual FTA certifications and assurances and other documents that FTA may require before approving a grant award; and
3. Entering into agreements with FTA and other entities regarding the FTA grant funds.

Additionally, current FTA guidance regarding the Urbanized Area Formula Grant Program funding, specifically the funding provided under 49 U.S.C. § 5307 ("Section 5307"), requires that the Council concur with the selection of an entity to be the designated recipient of the Section 5307 grant funding for the St. Louis Urbanized Area. The governors of the States of Missouri and Illinois will designate the Bi-State Development Agency d/b/a Metro as this recipient. The resolution includes a concurrence with the governors' decision that Metro be the designated recipient of the Section 5307 grant funding for the St. Louis Urbanized Area.

Staff Recommendation: Staff recommends that the Board of Directors adopt the resolution that: (1) authorizes East-West Gateway Council of Governments' application for FTA funding, (2) authorizes East-West Gateway Council of Governments to enter into grant and cooperative agreements as these agreements relate to the FTA funding, and (3) concurs with the selection of Metro as the designated recipient of the Section 5307 funding for the St. Louis Urbanized Area.

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RESOLUTION NO. 2014-1
FEDERAL TRANSIT ADMINISTRATION
GRANT APPLICATIONS & RELATED AGREEMENTS
CONCURRENCE with GRANT RECIPIENT DESIGNATION

A resolution of East-West Gateway Council of Governments that authorizes the following: (1) the filing of grant applications with the Federal Transit Administration, an operating administration of the United States Department of Transportation, for federal financial assistance authorized by 49 U.S.C. Chapter 53,Title 23 United States Code, or other Federal statutes administered by the Federal Transit Administration, (2) the execution of certain cooperative agreements related to the grants for federal financial assistance, and (3) the concurrence with certain grant recipient designations.

WHEREAS, the Federal Transit Administrator has been delegated authority to award federal financial assistance for a public transportation project;

WHEREAS, East-West Gateway Council of Governments is the Metropolitan Planning Organization and regional planning commission for the St. Louis metropolitan area, including the St. Louis Urbanized Area;

WHEREAS, East-West Gateway Council of Governments intends to apply for grants for federal financial assistance from the Federal Transit Administration;

WHEREAS, East-West Gateway Council of Governments intends to enter into cooperative agreements with the Federal Transit Administration;

WHEREAS, East-West Gateway Council of Governments intends to enter into cooperative agreements with each or any combination of: (1) the Bi-State Development Agency d/b/a Metro, (2) the Missouri Highways and Transportation Commission acting by and through the Missouri Department of Transportation, or (3) the Illinois Department of Transportation, as these agreements relate to grant funds for the Urbanized Area Formula Grant Program (49 U.S.C § 5307) and the Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310) for the St. Louis Urbanized Area;

WHEREAS, East-West Gateway Council of Governments may need to enter into additional grant or cooperative agreements related to other grants from the Federal Transit Administration;

WHEREAS, the grants for federal financial assistance and the cooperative agreements will impose certain obligations upon East-West Gateway Council of Governments and may require East-West Gateway Council of Governments to provide the local share of the project cost;

WHEREAS, East-West Gateway Council of Governments has or will provide all annual certifications and assurances to the Federal Transit Administration required for the project;

WHEREAS, East-West Gateway Council of Governments desires to concur with the State of Missouri and the State of Illinois governors' selection of a designated recipient for the Urbanized Area Formula Grant Program funding (49 U.S.C § 5307) for the St. Louis Urbanized Area, as designated recipient is defined by 49 U.S.C. § 5307 and Federal Transit Administration guidance;

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

1. The Executive Director or his designee is authorized to execute and file grant applications on behalf of East-West Gateway Council of Governments with the Federal Transit Administration for federal financial assistance authorized by 49 U.S.C. Chapter 53, Title 23 United States Code, or other Federal statutes authorizing a project administered by the Federal Transit Administration.

2. The Executive Director or his designee is authorized to execute and file with its application(s) the annual certification and assurances and other documents the Federal Transit Administration requires before awarding a federal assistance grant or cooperative agreement.

3. The Executive Director or his designee is authorized to execute grant and cooperative agreements with the Federal Transit Administration on behalf of East-West Gateway Council of Governments.

4. The Executive Director or his designee is authorized to execute grant agreements and cooperative agreements with each or any combination of: (a) the Bi-State Development Agency d/b/a Metro, (b) the Missouri Highways and Transportation Commission acting by and through the Missouri Department of Transportation, or (c) the Illinois Department of Transportation on behalf of East-West Gateway Council of Governments, as these agreements relate to the Urbanized Area Formula Grant Program (49 U.S.C § 5307) and the Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310) for the St. Louis Urbanized Area.

5. The Executive Director or his designee is authorized to execute grant agreements and cooperative agreements with other entities, as these agreements relate to federal financial assistance from the Federal Transit Administration.

6. The East-West Gateway Council of Governments Board of Directors concurs with the State of Missouri and the State of Illinois governors' selection of the Bi-State Development Agency d/b/a Metro as the designated recipient of the Urbanized Area Formula Grant Program funding (49 U.S.C § 5307) for the St. Louis Urbanized Area, as designated recipient is defined by 49 U.S.C. § 5307 and Federal Transit Administration guidance.

CERTIFICATION OF AUTHORIZING RESOLUTION NO. 2014-1

The undersigned duly qualified Executive Director of East-West Gateway Council of Governments, acting on behalf of East-West Gateway Council of Governments, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the East-West Gateway Council of Governments Board of Directors held on April 30, 2014.

Edward Hillhouse
Name

Executive Director
Title

Signature

Date

EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

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Transportation
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Metro
Doug Nelson
Missouri Office of Administration
Dave Nichols
Missouri Department of
Transportation
Executive Director
Ed Hillhouse
Assistant Executive Director
James M. Wild

Memo to: Board of Directors

From: Council Staff

Subject: Adoption of Locally Preferred Bus Rapid Transit Alternatives as Illustrative Projects in RTP 2040

Date: April 16, 2014

Metro's long-range plan identified four corridors with potential for bus rapid transit (BRT), a special form of bus service having frequent headways, higher speeds, enhanced vehicles and stations, and unique branding. Those four corridors were incorporated into the Council's long-range plan as illustrative projects. Late last year, Metro completed a *Rapid Transit Connector Study* that analyzed a number of BRT alternatives in St. Louis City and County. That study – conducted in cooperation with the Council, MoDOT, the City of St. Louis and St. Louis County – recommended that two Locally Preferred BRT Alternatives be advanced into the Federal Transit Administration's (FTA) project development process. Entering that process will enable Metro to compete for FTA Small Starts discretionary funding.

The two BRT projects are described below:

I-64: Chesterfield to Downtown St. Louis

A 23-mile route between Chesterfield Mall and downtown St. Louis, running principally along I-64, and served by a series of park-and-ride stations along the Interstate. From west to east, the alignment would travel along I-64, exit the Interstate at Boyle Ave., and then continue along Forest Park Ave. into downtown. A downtown loop, common to both projects, would include travel along 18th St., Washington Ave., 4th St./Broadway, Market, and 14th St., with a terminus at the Civic Center Station.

Capital Cost ($2013)	O&M Cost ($2013)	Base Year Daily Ridership	Year 2040 Daily Ridership
$37.9 million	$4.0 million	5,100	6,800

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

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West Florissant/Natural Bridge (WFNB): North St. Louis County to Downtown St. Louis

A 16-mile route between Metro's proposed North County Transit Center on Pershall Rd. to downtown St. Louis, operating on major arterials and using transit prioritization strategies to maximize travel speeds. From north to south, the alignment would travel along West Florissant Ave., Lucas and Hunt Rd., Natural Bridge, North Florissant Ave., and North Tucker Blvd. into the downtown loop.

Capital Cost ($2013)	O&M Cost ($2013)	Base Year Daily Ridership	Year 2040 Daily Ridership
$39.1 million	$2.6 million	3,200	3,200

Characteristics common to both routes include:

- Bi-directional service enabling both commute and reverse commute travel and non-work access to major regional activity centers
- 10-minute peak and 20-minute off peak headways
- Service from 6 am to 11 pm, seven days a week
- Limited stops with dedicated, highly-visible stations

More detail on the two routes and the larger planning process can be found in the Executive Summary of the *Regional Transit Connector Study*, which is attached.

The next step for Metro is to request FTA approval for entering the two routes into the project development phase of the Small Starts process. Metro also desires to initiate the environmental review and design processes as soon as practicable, and the agency is preparing a TIGER Discretionary Grant planning application to fund advanced planning and the environmental review process. Entering into the FTA project development process, however, requires that the two Locally Preferred Alternatives be included in the Council's long-range transportation plan, *RTP 2040*.

As mentioned, four BRT corridors are already listed as illustrative projects in *RTP 2040*. Consequently, Board action to include the I-64 and WFNB BRT projects in the long-range plan would be a modification of project definitions already contained in the plan. That\action would simply, but necessarily, provide more definitive project information. Staff, therefore, is requesting that the Board adopt the two BRT routes into the Council's long-range plan as illustrative projects.

Staff Recommendation: Staff recommends that the Board of Directors adopt the I-64 and West Florissant/Natural Bridge BRT routes into *RTP 2040*, the region's long-range transportation plan, as illustrative projects.

Saint Louis

RAPID TRANSIT CONNECTOR STUDY

Moving Transit Forward

Executive Summary

Submitted to:

Metro Transit- St. Louis

Submitted by:

PARSONS BRINCKERHOFF

Introduction

The *Rapid Transit Connector Study* (RTCS) is one of the St. Louis region's first major efforts to implement *Moving Transit Forward*, the long-range transit plan that established a framework for expanding and improving the transit system over the next 30 years. A core component of the long-range plan is expansion of Metro's high-performance transit services, such as the MetroLink light rail system. The RTCS is an alternatives analysis study meant to identify two corridors that could support high-performance, city-to-suburb transit services *and* bring those benefits to the Metro Transit System in the near future in the most cost-effective manner possible. The study process identified those two projects through the following steps:

- Established project goals and objectives, and narrowed an initial study area of four highway corridors to a more refined study area centered around the two corridors most likely to produce benefits and opportunities in the near future.
- Identified four potential high-performance transit corridors within the refined study area.
- Identified the transit modes and service strategies for each corridor that seemed to best meet the study goals.
- Analyzed the four alternatives' likely impacts on the community and the transit system.
- Recommended a Locally-Preferred Alternative (LPA) consisting of two projects that would best meet study goals in a cost-effective way.

This executive summary provides an overview of the study, describes the two projects selected as the LPA; and identifies guidelines for moving those projects into design and construction.

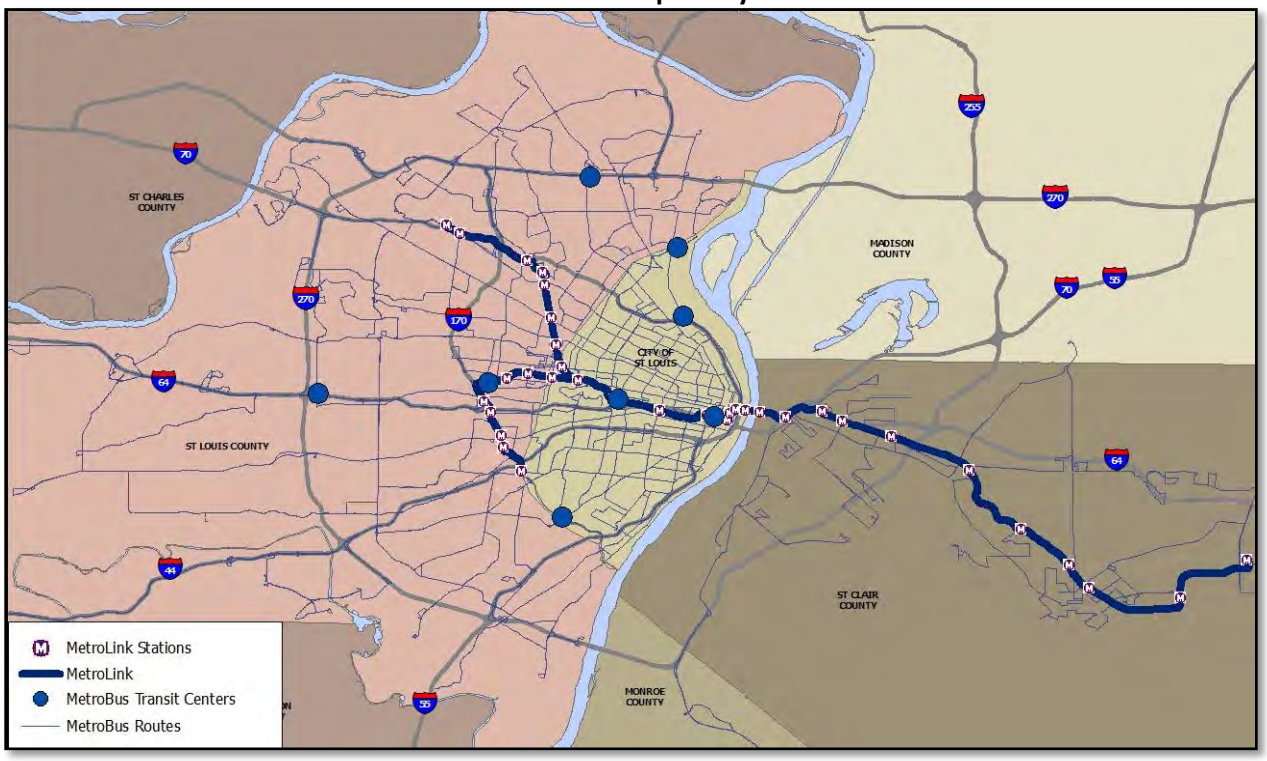
The Metro Transit System and *Moving Transit Forward*

The *Moving Transit Forward* long-range plan continued an evolution of the Metro System that has been underway since the first MetroLink alignment opened in 1993. That first alignment brought "high-performance transit" to St. Louis for the first time, providing a fast, high-capacity trunk from which local "collector" bus routes can extend into residential neighborhoods and lower-density commercial areas. This high-performance transit mainline was slowly extended a few times through 2006, to become the Red and Blue Line MetroLink System we have today. Service characteristics common to "high-performance transit" include:

- Frequent service (10-20 minutes)
- Dedicated stations
- Limited stops, faster speeds
- Low wait times
- Quick fare payment
- Transit prioritization strategies

MetroLink is the Metro system's primary high-performance line, carrying large numbers of riders every day through some of the region's greatest densities of people and jobs, including the Central Corridor. MetroLink supported the transformation of the MetroBus System into a hub-and-spoke model, where MetroLink Stations and MetroBus Transit Centers act as central connection and transfer points. The hub-and-spoke model established a system where MetroLink provides a high-speed, high-capacity service through the region's core, especially for longer-distance trips, while local bus routes provide the geographic reach of the system, moving people to MetroLink and serving travel needs within neighborhoods and local shopping districts. The hub-and-spoke service strategy is the most efficient and cost-effective method for providing transit service in a lower-density region like St. Louis.

Metro's Hub-and-Spoke System



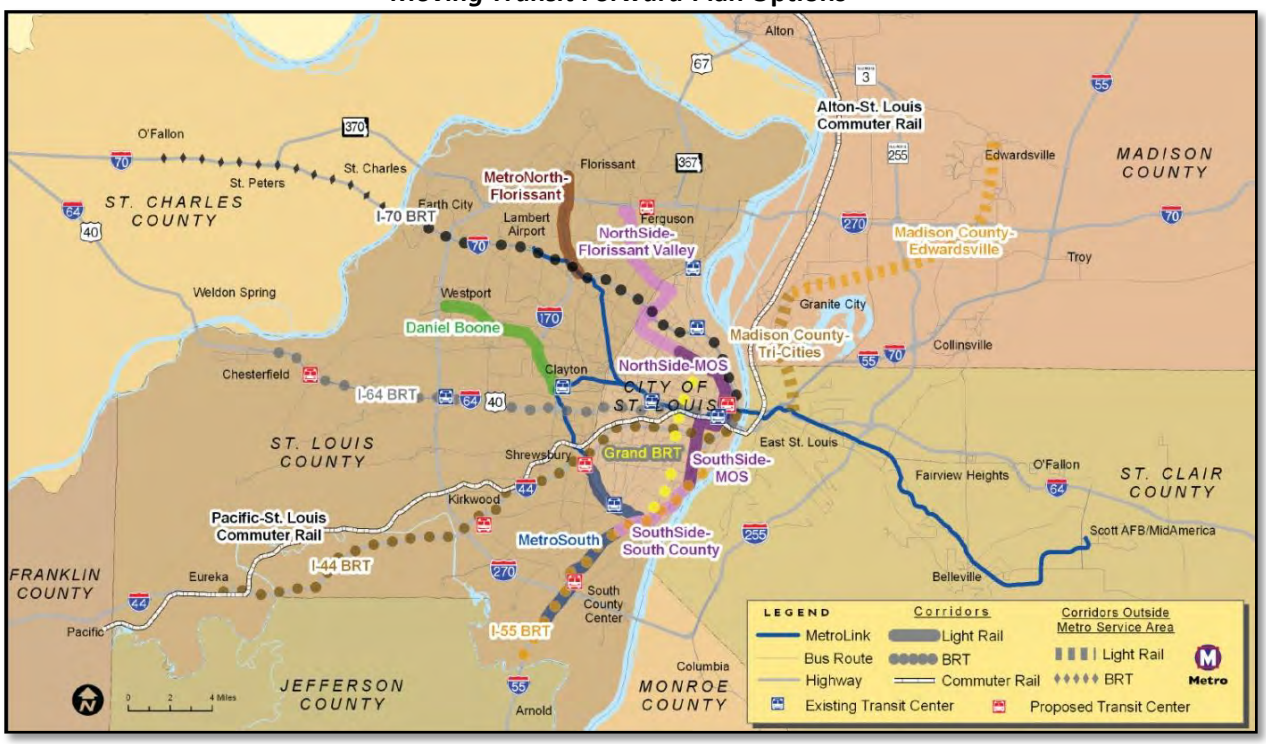
Moving Transit Forward seeks to build off the success of the hub-and-spoke model by expanding Metro's high-performance transit network with more spokes and more hubs. One of the most critical needs highlighted by the plan is the expansion of the high-performance transit network into new communities and ridership markets, particularly new lines that will improve both city-to-suburb connections and travel within suburban areas. MetroLink lines, however, are one of the most expensive forms of transit investment in both time and money; new light rail alignments cost an average of $70 million per mile, and can take over a decade to plan and build. Reasonable financial projections based on current conditions suggest that the St. Louis region may only be able to build two new MetroLink lines over the next 30 years. While well-planned and carefully-targeted MetroLink extensions will be invaluable additions to the Metro System, other forms of high-performance transit can be used to add additional spokes to the hub-and-spoke model, and in a much less costly manner than extending MetroLink. The *Rapid Transit Connector Study* was tasked with investigating exactly that type of transit service.

Bus rapid transit (BRT) was one mode explored in this study. BRT is an innovative type of service that has successfully delivered higher-speed, higher-capacity service in cities across North and South America. It is a range of bus-based technologies and service strategies that combine many of the features of rail systems with the flexibility and cost savings of buses. Some BRT systems are urban-oriented services that run along busy roads and stop only at major intersections and large activity centers. Other systems offer suburban services on regional highways, using dedicated on-off ramps and park-ride lots.

RTCS Goals and Objectives

Among a wide range of potential transit projects, *Moving Transit Forward* identified four interstate corridors on in Missouri—I-70, I-64, I-44, and I-55—as potential candidates for high-performance transit services that could significantly improve both local transit travel and long-distance commutes. These corridors were selected as prime opportunities to quickly expand new spokes and hubs between the urban core and fast-growing suburban areas. As shown in the map below, community and stakeholder input during the long-range planning process preliminarily identified BRT as the ideal mode for these four corridors, in line with the nine core values that shaped the long-range plan:

***Moving Transit Forward* Plan Options**



The nine core values at the heart of the *Moving Transit Forward* long-range plan helped shape the types of projects that were identified and analyzed in the *Rapid Transit Connector Study*:

- Expand premium service area into new communities and travel markets.
- Improve transit's image as a regional asset.
- Enhance mobility for transit-dependent populations.
- Impact/support economic development.
- Protect the natural environment.
- Strengthen the regional core.
- Prove cost-effectiveness.
- Attract federal funding.
- Consider time and cost of implementation.

The "Central Corridor" stretching from Downtown St. Louis to the Central West End and Clayton still holds the region's largest concentration of jobs and is well-served by MetroLink. However, the greatest

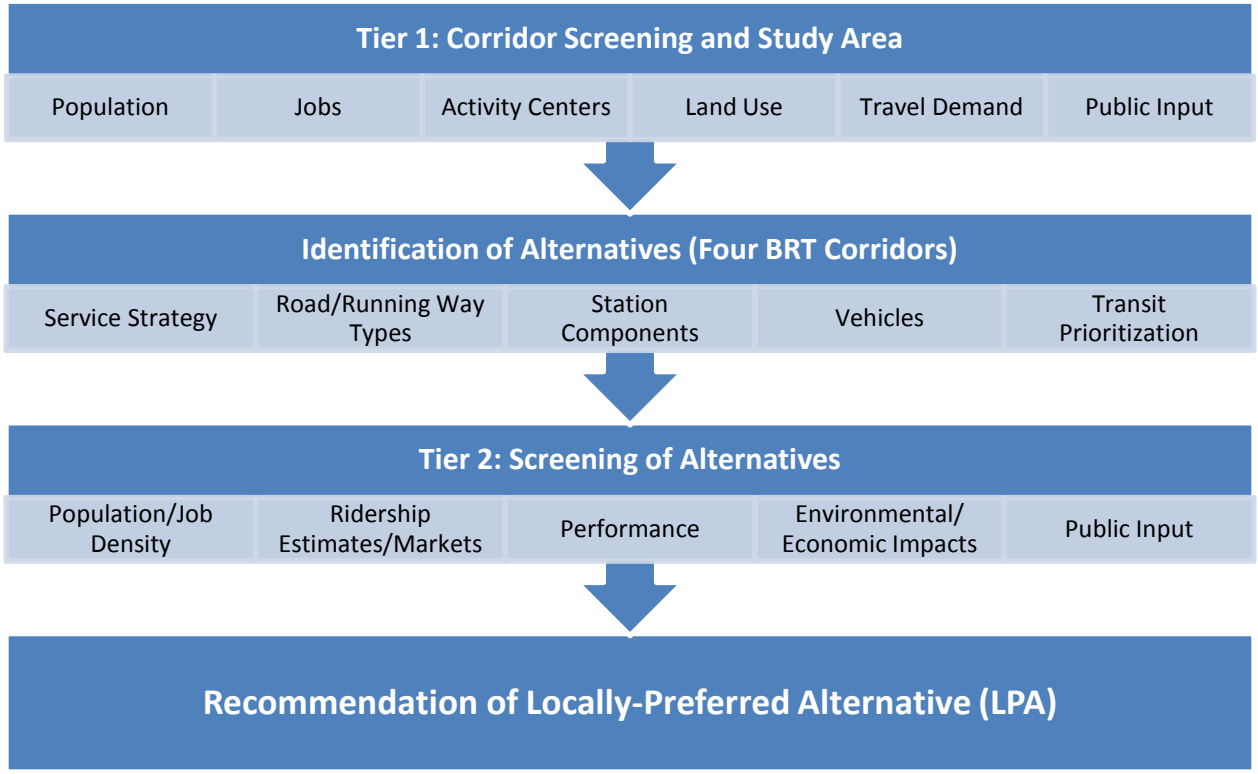
share of *growth* in jobs and households is occurring in places like Chesterfield, Earth City, and St. Charles - areas easily accessible by highway, but currently not easily accessible by public transit. Consistent with community and stakeholder input, the alternatives studied in the RTCS are intended to expand access and improve travel time to those job opportunities - particularly important for reverse-commuters traveling to major job centers in suburban areas - while also providing a competitive transit alternative for car commuters.

Study Process Overview

The RTCS was jointly managed by an interagency Transportation Corridor Improvement Group (TCIG) that consisted of staff from Metro, East-West Gateway Council of Governments (EWGCOG), the City of St. Louis, St. Louis County, and MoDOT. The TCIG met monthly and provided input and guidance to Metro and the study team. A stakeholder Advisory Committee was established to review study progress and to consider the recommendations of the TCIG for adoption by Metro's Board of Commissioners. The Advisory Committee, which met quarterly, consisted of the leadership and representatives of Metro, EWGCOG, the City of St. Louis, St. Louis County, MoDOT, and other regional stakeholders.

A public involvement program was also developed to help the community understand and provide input on the study's goals and objectives, technical analyses, corridor and mode selection, and comparative costs and benefits. That feedback was incorporated into the planning and decision-making process. The public involvement program included a project website, project newsletters distributed via an e-mail distribution list, two series of public meetings (March and September 2013), an online public survey, and stakeholder interviews.

The study was pursued in four general phases, as noted in the graphic below:



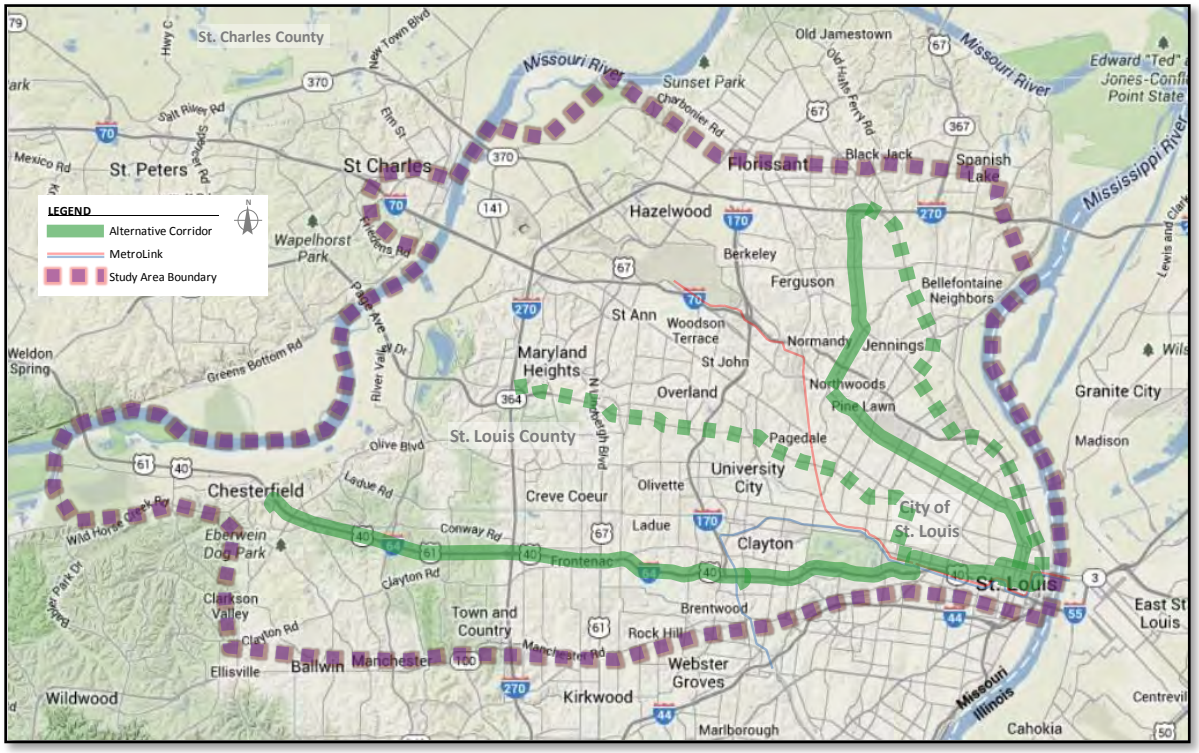
Tier 1: Analysis and Outcomes

1. Narrowed the study area to focus on the I-64 and I-70 corridors; set aside the I-44 and I-55 corridors for future study, with timing to be determined by Metro and TCIG.

2. Technical analysis and community input from the first series of public meetings identified Bus Rapid Transit (BRT) as the mode best suited for long-distance, high-performance transit service.

3. Input from TCIG, the Advisory Committee, and stakeholder interviews removed I-70 for future consideration, pending MoDOT's Planning and Environmental Linkages study of that corridor. The study team developed potential BRT alternatives for the I-64, Page Avenue, West Florissant-Natural Bridge, and Halls Ferry-Riverview corridors, as shown below.

Four BRT Alternatives



Tier 2 Analysis and Outcomes

The final screening process analyzed the four alternatives in greater detail, including:

- Station locations
- Vehicle types
- Capital costs
- Operating costs
- Adjustments to the current transit system
- Ridership estimates
- Environmental impacts
- Community impacts
- Economic development potential
- Community feedback

This alternatives analysis process resulted in the selection of an LPA consisting of two BRT projects, the **I-64 BRT** and **West Florissant-Natural Bridge BRT** corridors, to move forward into project development and competition for federal funding.

The Locally-Preferred Alternative (LPA)

As an alternatives analysis, the RTCS is only the first stage of project development; at this stage, the projects are defined to a conceptual level detailed enough to analyze the rough magnitude of benefits and costs, but not enough to support construction and implementation. The system elements, configurations, and service strategies described below should be considered initial recommendations that will be more fully defined - and perhaps changed - during the project development phase. As currently proposed, both LPA projects would share the same basic operating parameters:

Service period:	6:00 am-11 pm, seven days a week
Frequency:	10 minutes peak, 20 minutes off-peak
Travel direction:	Bi-directional service at all times

<u>The Corridors</u>

I-64 BRT

The I-64 BRT corridor spans 23 miles between the City of Chesterfield and Downtown St. Louis. It would serve a series of park-and-ride stations along I-64 between Chesterfield Mall and the Central West End. From Boyle Avenue in the Central West End it would travel along Forest Park Avenue into Downtown St. Louis, making a loop through Downtown before ending at the Civic Center Station. As currently proposed, its service frequencies would match MetroLink, and transit prioritization strategies would be implemented along the corridor to speed transit travel.

The I-64 BRT would serve a westward extension of the Central Corridor that hosts 55,000 people and 115,500 jobs within one half-mile, outside of Downtown St. Louis. The addition of this high-performance service to the Metro System would provide the region's first rail-like transit option in West St. Louis County, offering the first opportunity for all-day, single-seat service between Chesterfield and

Downtown St. Louis, and reducing transfers from other areas by half. The table below provides demographic data on the households that live within one half-mile of the I-64 BRT corridor:

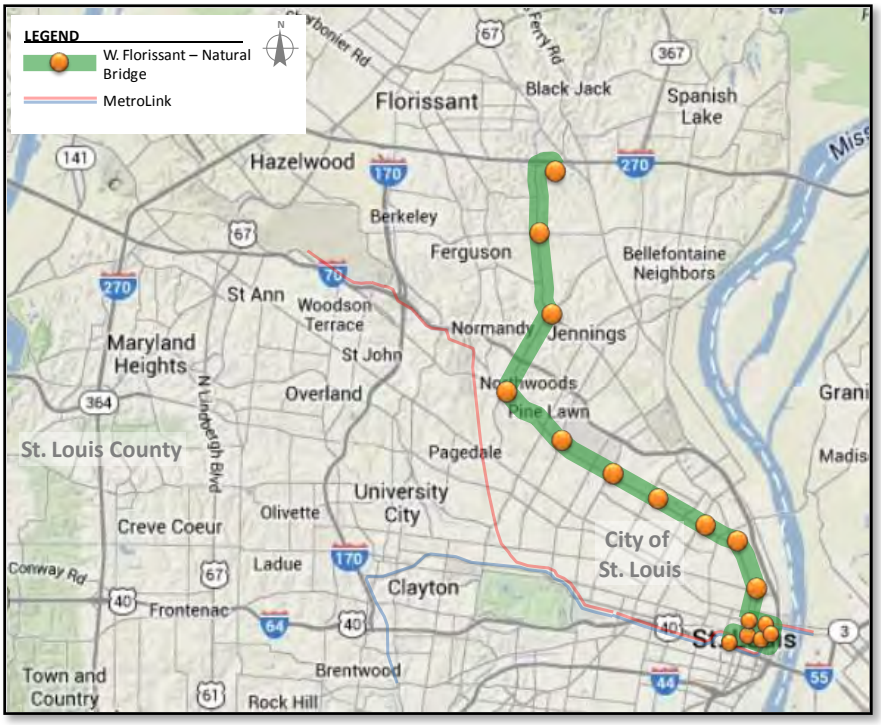
CHARACTERISTIC	I-64
Population	54,755
Zero-Car Households	3,250 (6%)
Minority Population	14,910 (27%)
Employment (minus Downtown Loop)	115,450
Downtown Loop Employment	71,930
Median Household Income	$91,100

Stations are proposed at major activity centers and transit connection points. Stations east of Jefferson Avenue in the City of St. Louis would be spaced an average of one-half to one mile apart. Stations west of Jefferson Avenue would be located at major activity centers, including the Cortex District and Chesterfield Mall, and at multimodal connection points such as the Brentwood/I-64 MetroLink Station and Ballas Transit Center. The I-64 BRT alternative would likely require park-and-ride facilities at the Chesterfield Mall, Maryville Center, Ballas, and Boyle stations. It would also require circulator or shuttle buses in the lower-density western half of the corridor in order to move people to their final destinations and to serve nearby residential neighborhoods. New circulator routes are initially proposed for the Chesterfield Mall and Maryville Centre stations. The I-64 BRT stations will also provide additional transit hubs to support a restructuring of MetroBus service in the area.

WEST FLORISSANT – NATURAL BRIDGE BRT

The West Florissant-Natural Bridge BRT (WFNB) corridor is composed of several north-south arterial roadways between I-270 in North St. Louis County and Downtown St. Louis. This service would operate out of the new North County Transit Center on Pershall Road, running 16 miles to Downtown via West Florissant Avenue, Lucas and Hunt Road, and Natural Bridge Avenue. As currently proposed, its service frequencies would match MetroLink; stations with a high level of customer amenities would be spaced around one mile apart; and transit prioritization strategies would be implemented to speed travel.

West Florissant-Natural Bridge BRT



The combined WFNB corridor hosts 70,000 people and 18,000 jobs within a half-mile of the line- not counting Downtown St. Louis. Supplementing the local bus network in this strong and proven transit market will give residents of North St. Louis City and near-North County their first high-performance, rail-like transit option. It will reduce transit travel time and any required transfers by half. It will also greatly improve access and travel time between some of the region's most disadvantaged areas and major jobs centers in Downtown and the Central Corridor, particularly if paired with the I-64 BRT. The table below provides demographic data on the households that live within one half-mile of the WFNB BRT corridor:

CHARACTERISTIC	WEST FLORISSANT-NATURAL BRIDGE
Population	68,790
Zero-Car Households	6,490 (9%)
Minority Population	60,710 (88%)
Employment (minus Downtown Loop)	17,680
Downtown Loop Employment	71,930
Median Household Income	$30,300

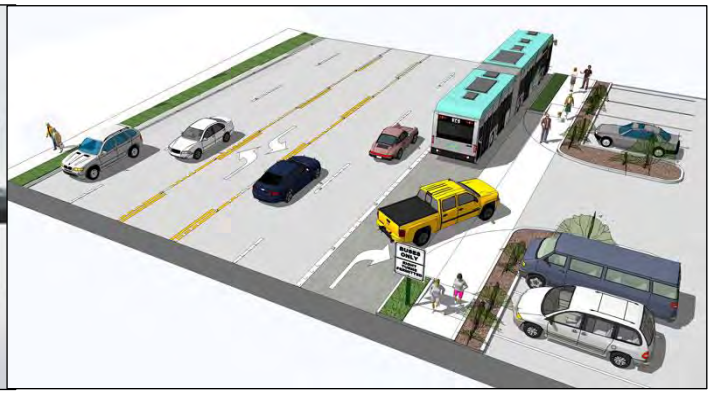
SHARED DOWNTOWN ST. LOUIS LOOP

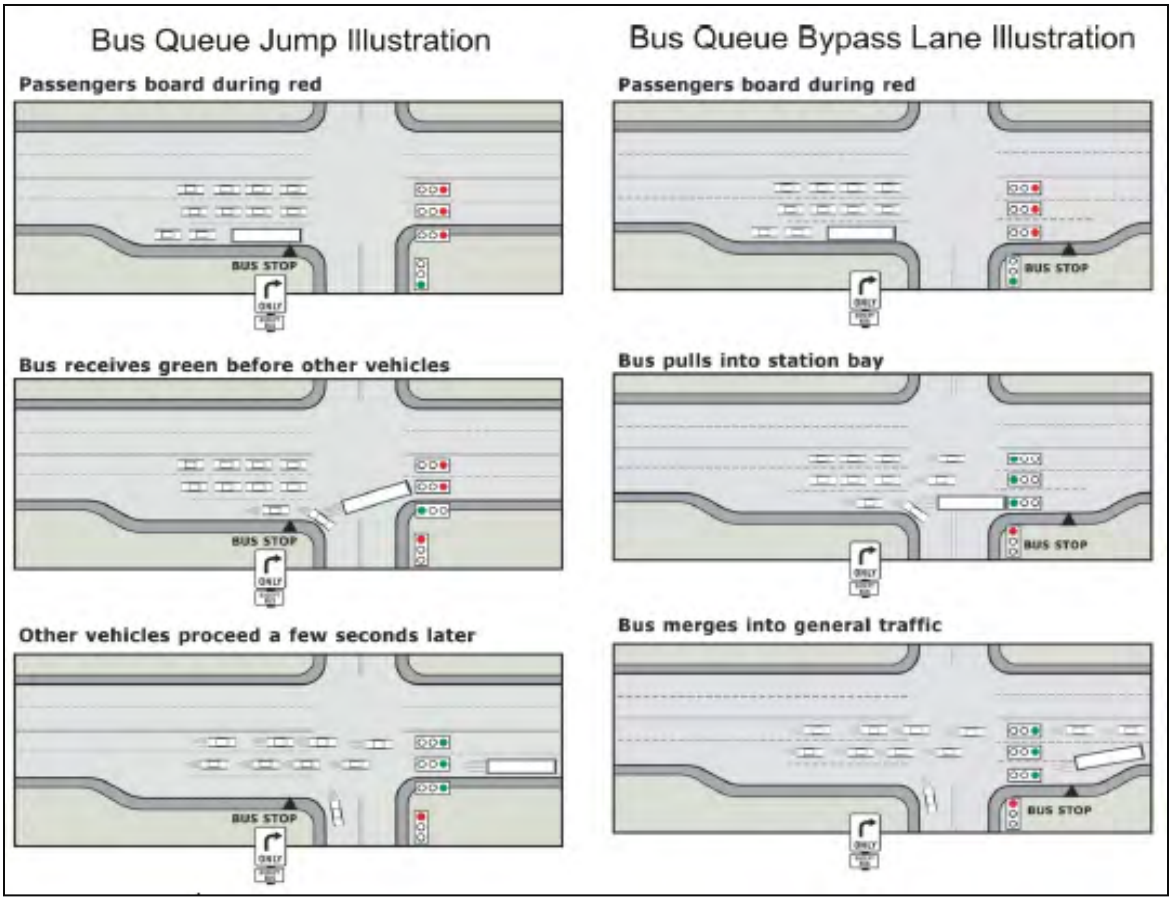
The two LPA projects would share a similar loop in Downtown St. Louis. The I-64 BRT would enter downtown along Market Street, run north on 18th Street to Washington Avenue, then run along Washington, 4th Street /Broadway, Market Street, and 14th Street into the Civic Center Station. The WFNB line would enter the same loop at North Tucker Boulevard. The map below depicts this loop.

Downtown BRT Alignments and Stations

Running Ways

Both projects would generally operate in mixed traffic, though both include segments of Business Access and Transit (BAT) lanes that would limit the use of curb lanes to transit vehicles and vehicles making right turns. Transit signal priority (TSP), queue jumps, and bypass lanes are also recommended along arterial segments outside Downtown St. Louis in order to speed transit travel time. The photographs and figures below show examples of these transit prioritization strategies.





Vehicles

The LPA projects are currently projected to require two different vehicle types. The West Florissant-Natural Bridge BRT could utilize new 60-foot articulated buses, consisting of two vehicle sections linked by a pivoting, accordion-like connector that allows passengers access to both sections of the bus. As each section is shorter than a standard 40-foot bus, articulated buses have a relatively tight turning radius and can negotiate 90-degree turns as well as or better than a standard bus. Passenger capacity will depend on seating configuration and inclusion of other passenger amenities. For example, Snohomish County's Swift BRT vehicles near Seattle can carry a maximum load of 100 passengers with seating for around 45.

The I-64 BRT alternative would 40-foot coaches rather than 60-foot articulated vehicles. Feedback from peer agencies and industry experts is that 40-foot coaches, designed for expressway speeds, are a better fit for highway corridors. However, any advances in vehicle technology that may address operational conditions will be considered during the project development phase.

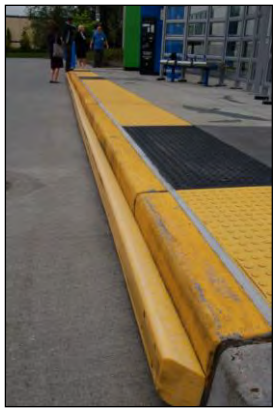
Station Design Concept

Both LPA projects would feature unique stations that provide a pleasant and informative passenger waiting environment, as well as a visible, substantial improvement in the surrounding streetscape. Conceptual designs for the BRT stations are composed of three categories of elements: features that help reduce vehicle dwell time, basic features, and station enhancements. Elements can be added or subtracted to the final station design but must have enough features to support "rail-like" service in order to qualify for federal funding. This conceptual design is for a typical, on-street station for both alternatives; it does not include the highway-based park-and-ride stations for the I-64 corridor. The following elements were selected by the TCIG based on unit costs and how well each element would support project goals.

Elements to reduce dwell time

Reducing dwell time (the amount of time a vehicle is stopped at a station to pick up or drop off passengers) was generally viewed as a critical aspect of providing a premium service. The target dwell time for the LPA projects is 20 seconds at each station, similar to MetroLink. An off-board fare payment system like MetroLink's is viewed as the most effective method for reducing boarding times; however, it will require an overall policy-level change within Metro. Using low-floor vehicles and raised station platforms to provide near-level boarding for pedestrians and wheelchairs is another effective option.

- Off-board fare payment
- Platform height (level or near-level boarding)
- Platform length and curb extensions
- "Rub rail" for enhanced docking



Basic features

Basic features provide passengers with shelter, seating, safety, and route information. The list of basic station features prioritized by TCIG includes:

- Static route and schedule kiosk
- Benches
- Architectural canopy
- General and accent lighting
- Trash receptacle
- Wind screen
- Safety railing

Station enhancements

Station enhancements are elements that are not necessary to the basic function of a BRT system. However, enhancements can help communicate the system's brand identity, greatly improve the customer experience, create a sense of satisfaction, and generate a feeling of return on the community's investment. Several enhancement elements found at stations around the world were discussed, reviewed, and prioritized at the TCIG workshop. Enhancements ranging from landscaping to bike lockers to solar lighting and fans were evaluated against costs, benefits, and local expectations. The following list summarizes the enhancements recommended to move forward, in priority order:

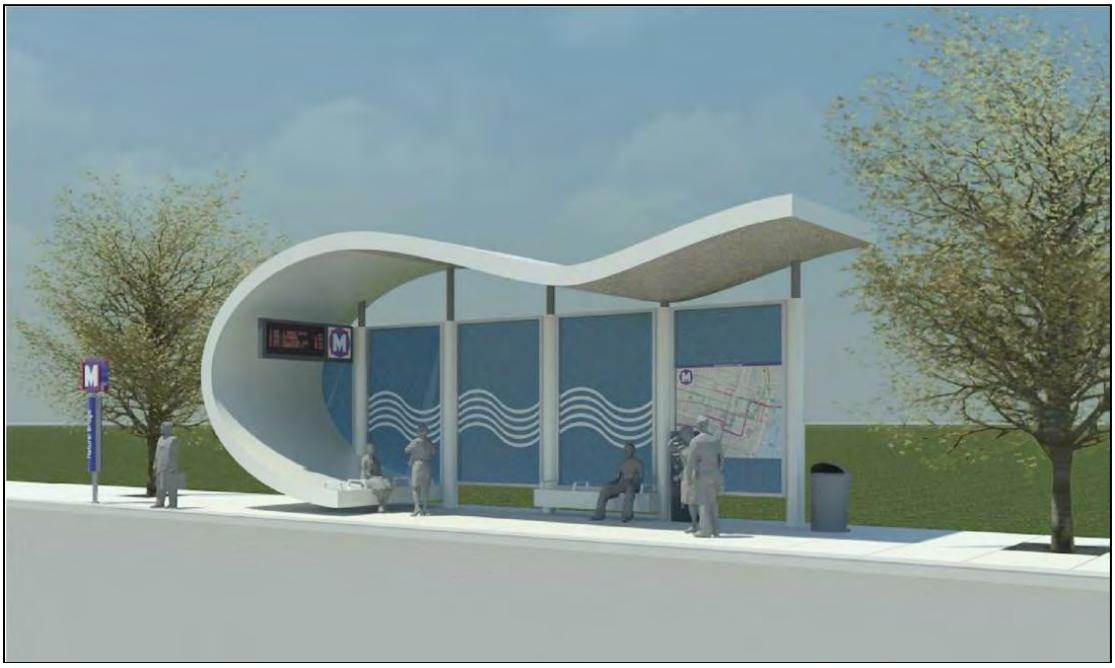
- Real time information
- Marker/pylon
- Wi-Fi *
- Concrete bus pad
- Bike rack
- Stainless steel and/or glass materials
- Public art
- Colored concrete
- Landscaping *
- Emergency call box *
- CCTV *
- Water service *

*Items marked with an asterisk indicate optional items that may be included in major and selected stations, based on anticipated boardings, location, and available space.

Overall, stations with these components are anticipated to cost between $200,000 and $230,000 depending on the optional items. This cost does not include property acquisition or easements, parking, or additional enhancements that might be included at terminus stations, such as restrooms or multi-bay stations.

The draft conceptual drawing below shows what a typical, on-street BRT station may look like. Station components, branding, and design will be fully detailed and finalized during the project development phase.

Conceptual BRT Station



Branding

Both projects would receive a cohesive, systemwide BRT "brand footprint" that would effectively communicate both the service's functional attributes, such as high frequencies and lower travel times, as well as emotional attributes Metro wants customers to associate with the service, such as convenience, safety, and being a smart choice. An initial framework for the "brand footprint" was outlined during a workshop for TCIG and Metro staff, and informed by input from public meetings in September 2013. During the project development phase, the brand footprint will be evolved into a mature brand strategy including a BRT system name, color scheme, graphics, logos, maps, and training.

A list of potential system names was generated at the TCIG workshop and public meetings, and votes were taken on the favorite names. Some of the most popular selections included:

- Arc (or ARC if an acronym)
- The Current
- The Flow
- MetroRunner
- St. Louis Slide
- St. Louis Spirit

Ridership Estimates

The RTCS included ridership estimates for all four BRT alternatives using EWGCOG's travel demand forecasting model. Forecasts were include a “base year" of 2010 (the most recently available census year) and a "horizon year" of 2040. The table below provides these projections for both LPA projects, including information on the customer markets each project is likely to serve.

Estimated Average Weekday Ridership

CATEGORY	I-64 BRT		W. FLORISSANT-NATURAL BRIDGE BRT	
Year	**2010**	**2040**	**2010**	**2040**
BRT Line Ridership	5,100	6,800	3,200	3,200
New Transit Trips	2,100	2,900	600	500
Low Income Share	23%	23%	56%	56%
Zero-Car Household Share	12%	13%	26%	27%
Reverse Commute Share	27%	27%	26%	26%
Drive Access Share	74%	+18% from 2010	20%	+1% from 2010

The I-64 BRT line would attract 5,100 riders per weekday in the base year, then grow by 33% to 6,800 weekday riders by 2040. This projected growth in demand is likely due to the growth projections built into the model, which extends forward recent trends of population and employment growth in West St. Louis County and the Central Corridor. This project would serve a significantly lower portion of low-income and zero-car households than would the WFNB alternative. The regional model shows that an I-64 BRT would serve multiple trip purposes, including work commutes, shopping, and special event trips. 74% of weekday trips would come from park-and-ride customers, and just over a quarter of weekday trips would be reverse commutes starting in the urban core and traveling westward.

The West Florissant-Natural Bridge BRT line is projected to generate approximately the same level of ridership in the horizon year as it would in the base year: 3,200 riders per weekday. This projected lack of growth in ridership reflects the model's relatively stagnant growth assumptions for near-North St. Louis County and North St. Louis City, in both population and jobs. A majority of riders on this route would come from low-income households, and over a quarter would come from households without a car. Work commutes would be the dominant trip purpose, and low-income riders comprise a high portion of the work-commute share.

Capital and Operating Costs

The capital cost estimates were created using established FTA methodologies and include stations, vehicles, running way treatments, and traffic signal upgrades, but do not include the possible costs of acquiring land for park-ride stations. Both projects would have a total capital cost of just under $40 million each; the small difference in capital costs between the two options is primarily due to different vehicle types. Based on operational and passenger comfort concerns, the initial recommendation is for the use of 60-foot articulated vehicles on the WFNB BRT line, and upgraded 40-foot coaches on the I-64 corridor. The 60-foot articulated buses cost approximately $825,000 per vehicle, while the 40-foot coaches are estimated to cost around $495,000 each.

Estimated Capital Costs (2013 $)

COST CATEGORY	I-64 BRT	WFNB BRT
Guideway	$1,771,000	$1,431,000
Stations, Stops, Terminals	$6,347,000	$7,030,000
Support Facilities	$0	$0
Sitework and Special Conditions	$4,741,000	$3,504,000
Systems	$2,551,000	$3,239,000
Right of Way, Land, Relocation	$3,098,000	$847,000
Vehicles	$10,890,000	$14,025,000
Professional Services	$6,734,000	$7,169,000
Subtotal	**$36,131,000**	**$37,245,000**
Unallocated Contingency	$1,807,000	$1,862,000
Total	**$37,938,000**	**$39,107,000**

Operating and maintenance (O&M) costs were also estimated, again using standard FTA methodologies. The annual cost was calculated by annualizing per-unit costs, based either on Metro's experience with a similar operational element or on peer system information for elements that would be new to the Metro System. The tables below show the estimated annual costs for BRT service; additional O&M costs for supporting shuttle circulators at the outbound terminal stations; and the cost *savings* that could be realized when redundant local bus service in the same corridor is eliminated or reduced. Those cost savings are initial assumptions; they may be somewhat lower if a skeletal, underlying local service is retained, but may also increase due to additional efficiencies in connecting bus routes. The end O&M cost estimate for each project is the net additional cost to Metro's annual operating budget.

Estimated Annual Operating and Maintenance Costs (2013 $)

SERVICE	COST CATEGORY	I-64 BRT	WFNB BRT
BRT service only	Operations	$2,184,115	$1,708,105
	Vehicle maintenance	$2,200,594	$1,737,026
	Station cleaning & maintenance	$175,000	$210,000
	Park & ride pavement maintenance	$40,500	$4,800*
	TVM servicing	$375,000	$450,000
	Fare collection	$359,025	$280,779
	TSP maintenance	$126,000	$164,000
	Total BRT O&M	**$5,460,234**	**$ 4,554,710**
New Circulators	Operations	$346,970	$0
	Vehicle maintenance	$522,113	$0
	Total Circulator O&M	**$869,083**	**$0**
Changes to existing local/express service	Operations	($1,143,519)	($1,208,957
	Vehicle maintenance	($1,160,244)	($772,199
	Total Local/Express O&M	**($2,303,763)**	**($1,981,156)**
Net O&M cost		**$4,025,554**	**$ 2,573,554**

Return on Investment for the Region and the Metro System

Reduced travel time and transfers

Both LPA projects would substantially decrease travel time and the number of transfers experienced by Metro customers. They would operate at an average speed similar to MetroLink, around 25 mph. The I-64 BRT would provide the Metro System's first single-seat ride between Chesterfield and Downtown St. Louis, and would lower end-to-end transit travel time by 30%, from 76 minutes to 53 minutes. The West Florissant-Natural Bridge BRT would greatly improve service in a highly transit-dependent market, providing a single-seat ride from the new North County Transit Center to Downtown St. Louis and reducing travel time between the two by 40%, from approximately 70 minutes to 42 minutes.

North-west connections and job access

Implementing and linking both LPA projects would make it far easier for residents of North County and North City to access job opportunities in fast-growing West County, and vice versa. The transit trip between those two areas currently requires transfers between three routes and around two hours of travel in one direction. Implementing both LPAs would reduce transfers by half and overall travel time by one half-hour. This type of improvement is sorely needed by Metro customers in economically-disadvantaged communities, especially if West County continues to attract new retail and job centers.

Attraction of new riders

One of Metro's primary goals under the *Moving Transit Forward* long-range plan is to expand its customer base by reaching into new markets and engaging people who may be willing to use transit under the right circumstances. Attracting new riders is critical not only to the continued stability of the Metro System, but also for the St. Louis region's long-term sustainability and economic vitality.

Extending the region's first single-seat, high-performance ride between Chesterfield, the Central West End and Downtown St. Louis is estimated to attract 2,100 new "choice" riders per weekday, or 41% of that route's projected weekday ridership in the opening year. The West Florissant-Natural Bridge BRT line would serve a much more transit-dependent market, but would still attract 600 new weekday riders, or 19% of the line's projected weekday trips.

Total ridership levels in these corridors would also increase. Compared to current transit services and reported bus boardings, weekday ridership in the I-64 corridor is projected to increase 357% from 1,115 to 5,100 weekday riders in its opening year. A direct comparison for the West Florissant-Natural Bridge BRT is more difficult because the corridor includes segments of several bus routes, but a conservative estimate is that BRT service in this highly transit-oriented community would increase overall ridership by 23%, from 2,610 weekday riders to 3,200. According to these projections, the I-64 BRT would carry more weekday riders than any transit service other than MetroLink and the #70 Grand, and the West Florissant-Natural Bridge line would be competitive with the highest-demand MetroBus routes.

MetroBus system efficiencies

Both LPA projects would play a critical role in supporting and evolving Metro's hub-and-spoke system by providing additional high-performance spokes and multimodal connection hubs, just like the MetroLink System. The presence of BRT stations in North County and West County would allow Metro to reconfigure the MetroBus route network and service strategy in those areas, moving from long and circuitous routes to shorter, more targeted circulators and collector routes that will move people to the BRT service in a more timely, efficient, and cost-effective manner. These two BRT options would also begin to build a framework for a regional BRT system that could eventually support further expansion of high-performance routes.

Cost-effective extension of high-performance service

During Metro's long-range planning process, the community clearly voiced a desire for additional high-performance transit services such as MetroLink. Unfortunately, the region does not and will not have the resources to build additional MetroLink lines to all of the neighborhoods that may benefit from them. At a capital cost of around $70 million per mile, regional leaders must limit such investments to corridors that have the population densities, job centers, and development opportunities to justify them. BRT can be used either to build the ridership and development markets in a corridor prior to being converted to rail, or to provide high-performance service in areas that just do not have the densities to support rail. At just $2 million per mile to build, the region could deploy a considerable number of these high-performance BRT spokes over the next 30 years.

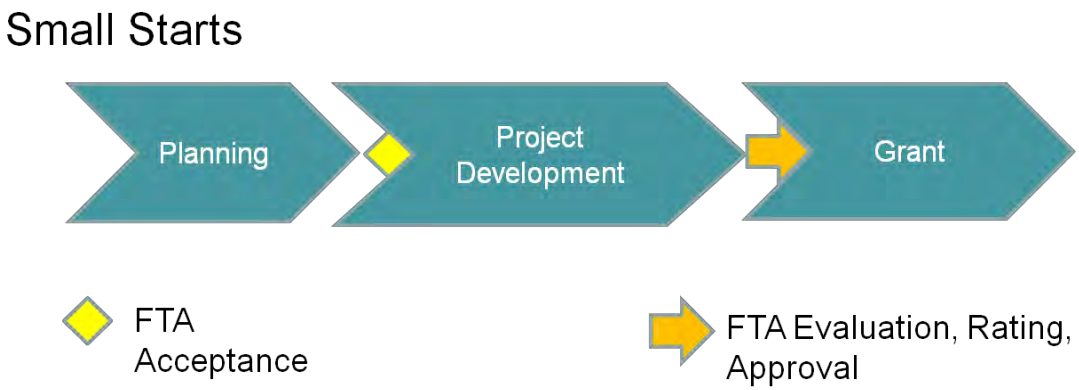
The two LPA projects are aimed at providing a MetroLink level of service at a fraction of the cost. However, the opportunity cost of choosing BRT over light rail is its unproven track record of catalyzing and supporting development. The St. Louis region has struggled to generate new development around most of its MetroLink stations for myriad reasons, but the development community largely concurs that under the right circumstances rail can drive development; no such agreement exists for BRT. For the purposes of this study, it is assumed that BRT lines may help stabilize and revitalize economically-disadvantaged neighborhoods, but probably will not spur new construction.

The table below provides some generalized comparisons between the MetroBus System, MetroLink, and a BRT system as comprised by the LPA projects. In order to allow comparisons at a system level, the BRT figures assume both projects in operation and calculate the averages between the two. The exception is annual O&M costs, for which the total annual O&M costs for both BRT routes were added together.

System Component	MetroBus	BRT System	MetroLink
General Service Span	4:30am – 1:30am	6:00am – 11:00pm	5:00am – 1:00am
Service Frequency	Varies	10 peak / 20 off-peak	12 peak / 20 off-peak
Average Stop Spacing in MO	Varies; approx ¼ - ½ mi	1 mile	0.86 miles
Average Speed	16.02 mph	25.88 mph	25.63 mph
Average Dwell Time	Varies	20 seconds	20 seconds
Fare Payment	On-board farebox	Off-board (TBD)	Off-board
Average Capital Cost per Line	$450,000 per bus	$38.5 million	$700+ million
Capital Cost per Mile	N/A	$2.1 million	$70 million
Capital Cost per Boarding Over 20 years	N/A	$1.64	$4.60
Annual O&M Cost	$151.5 million	$6.6 million	$66.7 million
O&M Cost per Hour	$111.84	$113.50	$504.64
TOD Potential	None; limited potential around transit centers	Unknown; neighborhood stabilization more likely than new development	Most likely to spur new development

Moving Forward

Moving Transit Forward promised the community that federal funding would be sought for any major capital projects, so the *Rapid Transit Connector Study* process was designed according to federal requirements for the New Starts and Small Starts grant programs. Based on the comparatively small capital costs of these projects, the FTA's Small Starts funding program appears to be the most likely vehicle for federal funding. The figure below provides a summary of the Small Starts planning process:



The RTCS alternatives analysis constitutes the required first step towards implementation of a major new transit investment, identification of a Locally Preferred Alternative for each corridor. Once this combined LPA has been approved by Metro's Board of Commissioners and adopted by the East-West

Gateway Council of Governments into the regional long-range transportation plan, Metro and TCIG will ask FTA for a preliminary assessment of how well the LPA projects may compete for federal funding. Metro and TCIG will take that feedback into the project development phase, spending 12-18 months working with stakeholder communities to finalize decisions such as station locations and design, running ways, TSP treatments, operating strategy, vehicle types and design, and a branding strategy. During project development, the system components described in this report can be scaled up or down, but each project will need to maintain "rail-like" characteristics in order to qualify for federal funding.

At the same time, Metro and TCIG will have to work with funding partners to craft a financial strategy, including steps to secure a local match for federal funding. The table below provides the local match anticipated to be required for a Small Starts grant; the most likely source of that local match is Proposition A funds that have been collected but not yet allocated to Metro.

Minimum Local Match Requirements for High Capacity Alternatives
(all costs in 2016 $)

	Capital Cost	Small Starts	Metro
I-64 BRT	$ 41.2 M	$ 33.0 M	$ 8.2 M
W. Florissant-Natural Bridge BRT	$ 42.7 M	$34.2 M	$ 8.5 M
Total	$ 85.9 M	$ 67.2 M	$ 16.7 M

As a possible alternative to the Small Starts program, Metro should also work with EWGCOG to explore the possible use of CMAQ or STP funding. Historically, Metro has received an average of $13 million in such funding per year; allocating one-half of that amount each year over five years could cover the capital cost of one BRT project.

Implementation of both projects is anticipated to add approximately 3% to Metro's annual O&M costs. Approximately 1.2% of that increase would come from the West Florissant-Natural Bridge BRT project, and the other 1.8% from the I-64 BRT project. After FY 2020, Metro could look to additional Proposition A revenues to fund operations, or pursue additional new sources of funding.

In order to realize the full potential of the entire *Moving Transit Forward* long-range plan, Metro, its partners, and other stakeholders must continue to promote a new dedicated funding source for public transportation from the State of Missouri. Missouri ranks 40th among all the states and the District of Columbia in transit funding per capita. *Moving Transit Forward* makes a compelling case for the benefits the Metro Transit System brings to the St. Louis region, as well as the need to expand and improve the system if St. Louis is to thrive over the coming decades. That plan, and these BRT options that stem from it, should be at the core of ongoing dialogue with regional, state, and federal leaders.

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Assistant Executive Director
James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Regional Security Expenditures

Date: April 16, 2014

Staff is requesting authorization to expend funds in support of regional security that will improve the region's preparedness and response capabilities. Funding will come from the U.S. Department of Homeland Security's Urban Areas Security Initiative (UASI) grant program. Attachment A summarizes these purchases totaling **$820,135**. Also attached is a summary description of all budgeted expenditures from the UASI grants (Attachment B).

1. Critical Response Teams – Law Enforcement

Explosive Detection Canine - We are requesting approval to purchase an Explosive Detection Canine for the St. Louis Regional Bomb Squad. The canine will be able to detect numerous chemical odors associated with explosive materials to include Water-Gel or Slurries and Emulsion. Total cost will not exceed **$10,500.**

Facial Recognition Program Integration and Management – We are currently in the process of requesting proposals for regional facial recognition software. The software functionality will have to be integrated into the existing regional crime and image databases, to include CrimeMatrix, and IRIS. Mr. Chris Hornsey is the software script writer for these databases. The Board approved entering into a contract with Mr. Hornsey several years ago to modify and upgrade various components of these regional databases. The Facial Recognition integration work will be extensive in order to guarantee facial recognition data searches are accurate. Therefore, we are requesting approval to contract with Chris Hornsey to provide integration consulting work on the region's proprietary systems and databases. The cost for this work to be completed by August 2015 will not exceed **$138,800**.

Firearms & Tool Marks Comparison Microscope – A comparison microscope is a required instrument for the Firearms and Tool Marks disciplines of Forensic Science. It is used to simultaneously view two specimens under a range of magnification to include bullets, cartridge cases, tools and tool marks.

The Integrated Ballistic Identification System (IBIS) equipment is provided to participating Laboratories by the Bureau of Alcohol, Tobacco, Firearms and

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Explosives (ATF&E). It is used to capture and correlate images of firing pin and breech face impressions on fired cartridge cases. After an IBIS correlation is made, the Firearm Examiner must use the comparison microscope to compare any specimens that IBIS has listed in its results as High Confidence Correlations. No link between cases can be verified without it. The St. Louis County Police Crime Laboratory has had many such links confirmed between cases, including the St. Louis Metropolitan Police Department, East St. Louis Police Department, Illinois State Police and numerous other municipal police departments across the region. When called upon, the combination of IBIS and a comparison microscope will be vital instruments in any expeditious processing of a mass casualty event where a firearm was used.

Apart from bullets and cartridge cases, tool marks are also viewed and compared on the comparison microscope. The instrument can be utilized to determine that a particular tool was used in the manufacture, manipulation or destruction of an item. The instrument can identify die stamps to serial numbers stamped on stolen motorcycle frames, bolt cutters to cut padlocks, and wire snips to cut fencing.

Therefore, we are requesting approval to purchase a Firearms & Tool Marks Comparison Microscope for the St. Louis County Crime Lab. Total cost will not exceed **$65,900**.

Night Vision Monoculars – We are requesting approval to purchase 26 Night Vision Monoculars for the Franklin, Jefferson, and St. Charles County Tactical Operations Units. The Monoculars can be handheld for simple observation or head- or helmet-mounted for hands free operations. The units can also be attached to various cameras for night time surveillance operations. Total costs will not exceed **$71,058.**

Metro Air Support Helicopter Cockpit Modifications – The use of night vision goggles greatly enhance the Metro Air Support's flight crews' ability to perform search and rescue operations and avoid obstacles while flying at night. However, the Federal Aviation Administration (FAA) requires that helicopter cockpits be modified before the aircraft pilots can wear night vision goggles during flight. Therefore, the four Metro Air Support's helicopters must be modified to allow for the aircrew to safely perform night missions while utilizing night vision in flight. The modifications would be performed on sight, and include all interior post lights and internally lit gauges, which will vary from aircraft to aircraft as well as all radios, downlink displays and FLIR controllers

With these modifications, the aircrew will be able to better monitor the critical infrastructure within the St. Louis Region at night. The region will benefit as the aircrew will become more efficient and able to identify threats in a more time-sensitive, efficient manner. Total cost will not exceed **$247,400**.

Rapid Deployment Vehicle – We are requesting approval to purchase a Law Enforcement Rapid Deployment Vehicle for the St. Charles County Sheriff's Department. The vehicle will strengthen the Sheriff's Department's regional response capabilities by enabling the Tactical Operations team to transport and readily access critical law enforcement tactical equipment in the event of an incident in St. Charles County or anywhere in the St. Louis region. Total cost will not exceed **$144,820**.

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

Equipment Trailers – We are requesting approval to purchase five 16 foot enclosed equipment trailers for the five regional USAR teams. The trailers will be used to store and transport various types of rescue equipment used in confined space, high angle or trench or rescues. Total cost will not exceed **$29,765**.

Structural Collapse Operations Course – We are requesting approval to contract with the University of Missouri Fire Rescue Training Institute for a Structural Collapse Operations Course. This 40-hour course will prepare 30 members of the five regional Urban Search and Rescue teams to initiate rescue operations in structural collapse emergencies, including the recognition of the hazards associated with structural collapse and how to mitigate them with the use of proper resources; scene safety and size-up; identification of collapse patterns, reasons for collapses and the potential for a secondary collapse; recognition and implementation of the FEMA search and rescue marking system; and victim management and removal. The cost of this course will not exceed **$20,000**.

3. **Medical Surge – Emergency Medical Service (EMS):**

Chemical Nerve Agent Anti-dote – We are requesting approval to purchase 136 cyanide antidote kits called "Cyanokit" which can be used as an antidote to cyanide poisoning or as an antidote for exposure to a chemical nerve agent. In addition, cyanide is present in the smoke of structure fires as a byproduct of plastic and adhesive combustion. When an incident occurs that involves poisoning from cyanide exposure, quick administration of a cyanide antidote can save lives. The Cyanokit is the only cyanide antidote kit approved for use by EMS agencies in the St. Louis region.
The Cyanokits will be stored with EMS agencies in St. Charles and St. Louis Counties in Missouri and in St. Clair County, Illinois and in the pharmacies of St. Anthony's Medical Center, St. Louis University Hospital, and SSM St. Mary's Health Center. Total cost will not exceed **$91,892**

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 an Explosive Detection Canine from Faus McHenry in an amount not to exceed **$10,500;**

- to allow the Executive Director to enter into a contract with Mr. Chris Hornsey to provide integration consulting work on the region's proprietary systems and databases in an amount not to exceed **$138,800;**

- for the purchase of a Firearms & Tool Marks Comparison Microscope from Leeds Precision Instruments in an amount not to exceed **$65,900;**

- for the purchase of to purchase 26 Night Vision Monoculars from American Technologies Network's in an amount not exceed **$71,058;**

- for the modification of four Metro Air Support Helicopters to allow the aircraft pilots to use night vision gogles from REB Technologies, Incorporated in an amount not to exceed **$247,400;**

- for the purchase of a Ford F-650 box truck from Craftsmen Industries, Incorporated in an amount not to exceed **$144,820;**

- for the purchase of five 16 foot enclosed equipment trailers from Trailerlogic in an amount not to exceed **$29,765;**

- to allow the Executive Director to enter into a contract with the University of Missouri Fire Rescue Training Institute for a Structural Collapse Operations Course in an amount not to exceed **$20,000;**

- for the purchase of to purchase 136 Cyanokits from Meridian Medical Technologies in an amount not to exceed **$91,892;**

for a total amount not to exceed **$820,135** from the UASI grant program.

ATTACHMENT A

Expenditures for Equipment and Services
April 16, 2014

Category	Vendor	Description	Jurisdiction/Agency	Quantity	Cost
	Emergency Response Equipment and Training (UASI)				
1	Faus McHenry (Elkhart, IN)	Explosive detection canine	St. Louis County	1	$10,500
	Chris Hornsey (St. Louis, MO)	Facial recognition integration and management	Regional	1	$138,800
	Leeds Precision Instruments (Minneapolis, MN)	Comparison microscope	St. Louis County	1	$65,900
	American Technologies Network (San Francisco, CA)	Night vision monoculars	St. Charles County, Jefferson County, Franklin County	26	$71,058
	REB Technologies (Bedford, TX)	Helicopter modifications - night vision	St. Louis County	4	$247,400
	Craftsmen Industries (St. Charles, MO)	Rapid deployment vehicle	St. Charles County	1	$144,820
2	TrailerLogic (Belton, SC)	Equipment trailers	Regional	5	$29,765
	University of Missouri Fire Rescue Training Institute (Columbia, MO)	Structural Collapse Operations Course	Regional	1	$20,000
3	Meridian Medical Technologies (St. Louis, MO)	Cyanokits	Regional	136	$91,892
				TOTAL EXPENDITURES	**$820,135**

Total UASI Expenditures: $820,135

Categories:

1 - Critical Response Teams - Law Enforcement
2 - Critical Response Teams - Urban Search and Rescue (USAR)
3 - Emergency Medical Services

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2013

		Total Budgeted	Prior amount approved by EWG Board	This request	Remaining to be approved
Critical Response Teams					
A key goal under the UASI Strategy is to strengthen our critical response teams. We have largely accomplished this goal with hazardous materials and heavy rescue equipment and training. These teams are capable of responding to terrorist attacks, industrial accidents or natural disasters like earthquakes and tornadoes. Another element of critical response includes medical supplies for mass casualty incidents. The MCI trailers represent the first stage of meeting this need for the EMS community. Also included is equipment for Incident Management Teams that will consist of emergency responders from all disciplines. These mobile teams are activated to support emergency responders managing an event where the event continues over many hours or days.	Hazmat / HR	$17,755,444	$17,670,923	$29,765	$54,756
	Mass Casualty	928,000	737,790	91,892	98,318
	Incident Management Teams	2,176,000	1,949,964	0	226,036
Law Enforcement Tactical Team Equipment					
There are 7 law enforcement tactical response units in the region which need communications, tactical lights and personal protective equipment. Three of the teams will receive tactical vehicles and Metro Air Support will receive a helicopter and other equipment to support response to a variety of terrorist incidents.	Misc equipment:	7,262,507	6,614,230	539,678	108,599
	Tactical vehicles:	4,614,668	4,514,819	0	99,849
Interoperable Communications					
A variety of projects come within the description of Interoperable Communications. Radio caches, satellite phones and video conferencing and the Land Mobile Radio Communications Plan are included, as well as a microwave tower backbone system.	Radios, phones, video conf. etc:	7,936,335	7,936,335	0	0
	Microwave system:	9,092,910	8,988,047	0	104,863
	Radio Plan:	674,300	674,300	0	$0
The Virtual EOC					
The virtual EOC strengthens regional collaboration on a day to day basis through a web based interactive network that links the region's eight EOC's and numerous other users for planning, preparing for and responding to an incident. In future years we hope to add a robust Geographic Information System capability.		5,322,438	5,278,534	0	43,904

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2013

	Total Budgeted	Prior amount approved by EWG Board	This request	Remaining to be approved
Emergency Patient Tracking	$2,422,320	$2,422,320	$0	$0
Patient Tracking allows emergency medical services and hospitals to rapidly enter data about a patient into a secure wireless web-based tracking system. The data includes identification, triage condition and transport information and allows the hospitals to balance patient loads and provide information to families.				
Universal ID Project This system provides a uniform identification card for fire, law enforcement and volunteers with credential information embedded in the card.	557,812	557,812	0	0
Expand Public Health Capabilities Local public health agencies are working to prepare the region and protect citizens and first responders in the event of bioterrorism and natural diseases. Work is underway to establish an automated syndromic surveillance system for the early detection of naturally occurring or man made disease outbreaks.	2,678,131	2,522,061	0	156,070
Mass Casualty Equipment, Medical Supplies and Software for Hospitals Hospitals are preparing the region for a response to a medical surge or mass casualty incident (MCI) by staging emergency response trailers that are equipped with medical supplies, cots and bedding at selected hospitals for deployment anywhere in the St. Louis region. In addition, the hospitals will dispense medicine to employees, their families and patients in the event of a large-scale bioterrorist or naturally occurring illness. The hospitals have software that will help with the dispensing of this medicine and the management of an MCI when it occurs.	2,249,599	2,107,999	0	141,600
Disaster Incident Management System for Hospitals and Tactical Response The disaster incident management software system provides a tactical incident management capability for hospitals and response teams that includes federally required forms and plans. For the hospital systems it also includes a regional bed tracking capability.	$1,959,308	$1,959,308	$0	$0

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2013

	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.	2,235,982	$1,713,833	$138,800	$383,349
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.	$2,430,000	2,430,000	0	0
Regional Coordination Planning Includes regional emergency coordination planning, mutual aid improvements, public information and enhancements to critical infrastructure protection.	1,024,051	1,024,051	0	0
Exercises 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.	371,500	371,500	0	0
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.	3,505,608	3,468,987	20,000	16,621
Totals:	$75,196,913	[1] $72,942,813	$820,135	$1,433,965

[1] This total represents the sum of UASI funds awarded for equipment and contractual obligations for fiscal years 2003 - 2013. 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.