

**St. Louis City Transportation Priorities for Proposed Transportation Sales Tax “90 percent” funding
May 30, 2014**

Category/(Agency)	Project	Cost	Pres & Maint.	Transit	N’hood/Community	Downtown	Safety/Security	Congestion Reduction/Diverse economy	Job Development	Freight/Intermodal	Enviro/Sustainability
Aviation/Freight (Airport)	Northern Tract Cargo Ramp/reconstruct ramp for two (2) B747.	\$5M							X	X	
Aviation/Access (Airport)	Lindbergh Tunnel/Upgrade IT systems.	\$600K	X				X		X		
Aviation/Access (MoDOT)	Signals Natural Bridge (ITE)/synchronize Airport-MoDOT.	\$25K	X				X		X		
Bike/Ped (GRG)	City of St. Louis Contribution to North Riverfront Loop, including Trestle Build Out, Trestle to Downtown via 14 th Street, Trestle Connections to North Side Regeneration and North Riverfront Phase II.	\$17.225M (out of \$40M)		X	X	X	X	X	X		X
Bike/Ped (GRG)	City of St. Louis Contribution to Midtown Loop, connects portions of St. Vincent Greenway, Forest Park, BJC Campus, Cortex District, SLU, Grand Center, Old Hodiament streetcar line (westernmost portion of Chouteau Greenway).	\$8.025M (out of \$16.9M project)		X	X	X	X	X	X		X
Bike/Ped (GRG/Streets)	Gateway Bike Plan/Addition/Preservation of bike facilities and improvements, including but not limited to bike lanes, striping.	\$2M		X	X	X	X	X	X		X
Highway (MoDOT)	Design and construct new 22 nd Street Interchange, including adjacent street work.	\$25M	X			X	X	X	X		X

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Bridge Reconstruction/ Structurally deficient (BPS)	Local match for Southwest/ Columbia Bridge Replacement.	\$2M	x				x				
Bridge Reconstruction/ Structurally deficient (BPS)	Local match for Compton Bridge Deck Replacement over Mill Creek.	\$1.2M	x				x				
Bridge Reconstruction/ Structurally deficient (Metro/BPS)	Local match for Forest Park Parkway Bridge over Metro.	\$900K	x				x				
Bridge Reconstruction/ Structurally deficient (Metro/BPS)	Local match for Grand Drive (Forest Park) over Metro and Forest Park Parkway.	\$1.6M	x				x				
Highway Arterial (Streets/MoDOT)	Repave Grand Blvd. from Steins to Hall Streets connecting I-70/64/44/55, including for emergency vehicles and sidewalk/ADA upgrade.	\$6.8M	x		x		x	x			
Highway Arterial (Streets/MoDOT)	Repave Hampton/Germania from Eugene to Oakland connecting I-64/44/55, including for emergency vehicles and sidewalk/ADA upgrade.	\$5.8M	x		x		x	x			
Highway/Freight (MoDOT/SLDC)	I-70 WB exit 246A @ North Broadway, extend exit ramp and include right turn lane to improve traffic flow & safety and provide better, safer access to development sites south of Carrie Avenue.	\$1.3M	x				x		x	x	

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Highway/Freight/ (+Ped/Bike) (MoDOT/SLDC/GRG)	Reconstruct Branch Street from I-70 exit to Mississippi River levee, including sidewalks, bike lanes; one of two critical access roads to City-owned Municipal River Terminal and the only option when levee wall is closed. Connects Riverfront Bike Trail to Old North St. Louis, per <i>North Riverfront Commerce Corridor Land Use Plan, done by HNTB (2012), and Vision for Branch Street, a Trailnet-funded study (2011).</i>	\$4M	X		X		X	X	X	X	X
Highway/Freight (MoDOT/SLDC)	Reconstruct Route H (Hall Street), East Grand to Riverview Drive, which floods during heavy rain. Major freight corridor serving Procter & Gamble & other development sites.	\$17.5	X				X	X	X	X	X
Rail/Freight (SLDC)	Construction of rail spur off the terminal railroad at 400-420 Carrie Avenue to support economic development opportunities.	\$1.1M							X	X	
Pedestrian (Streets)	Sidewalk improvements along city arterials, including ADA compliance.	\$10M	X		X	X	X	X	X		X
Pedestrian (Streets)	Corner/Crosswalk improvements for ADA compliance.	\$2M	X		X	X					X

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Ped/Bike/Streets (SLDC)	Goodfellow Corridor, I-70 to Natural Bridge. Complete Streets treatment to reduce traffic lanes, improve sidewalks, reduce pedestrian crossing distances, add bike lanes (designated Bike St. Louis Route). Adjacent to 18-acre development site.	\$3M		X	X		X	X	X		X
Ped/Bike/Streets (SLDC)	Dr. Martin Luther King, Grand to Kingshighway. Complete Streets treatment to improve sidewalks, enhance lighting, reduce pedestrian crossing distances, add bike facilities (designated Bike St. Louis Route).	\$5M		X	X		X	X	X		X
Ped/Bike/Streets (Grand Center)	Grand Center, Washington Avenue from Theresa to Sheldon Concert Hall. Complete Streets treatment including “road diet”, improved sidewalks and pedestrian refuge, enhanced lighting, improved pedestrian crossing and other pedestrian amenities.	\$2.8M		X	X		X	X	X		X
Ped/Bike/Streets (SLDC)	Tucker Blvd. improvements, Complete Streets treatment to include road diet from Washington to Spruce, protected bike lanes, widened sidewalks, new signals, reduce pedestrian crossing distances. Includes median enhancements, per Downtown Multimodal Access Study done by Bernardin Lochmueller & Associates (2013)..	\$7M	X	X	X	X	X	X	X		X

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Ped/Bike/Streets (SLDC)	Laclede’s Landing improvements, including pedestrian connections under MLK Bridge, 1 st St., 2 nd St., Morgan and Laclede’s Landing Blvd., including traversable streets and ADA compliant sidewalks, per recommendations from TOD Plan done by H3 Studio with Bernardin Lochmueller & Associates and M3 Engineering (2013).	\$8M	X		X	X	X	X	X		X
Ped/Bike/Streets (SLDC)	Central Business District enhancements on 7 th St. (Washington to Walnut) and 8 th St. (Washington to Cerre). Pedestrian improvements, tree plantings, new sidewalks, improved crossings at signals, per Design completed 2010 which was done according to the Downtown Streetscape Design Manual, as adopted.	\$5.8M	X		X	X	X	X	X		X
Ped/Bike/Streets (SLDC)	Clark & Spruce Streets, 8 th Street to Tucker. Reduce Clark from 5 to 3 lanes. Widen sidewalks and improve lighting to enhance heavy pedestrian use, per recommendations from TOD Plan done by H3 Studio with Bernardin Lochmueller & Associates and M3 Engineering (2013).	\$5.7M	X		X	X	X	X	X		X

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Ped/Bike/Streets (SLDC)	N. Grand, I-70 to Natural Bridge. Complete Streets treatment to improve sidewalks, add lighting, reduce pedestrian crossing distances at signals, add bike facilities.	\$5M	X		X	X	X	X	X		X
Ped/Bike/Streets (MoDOT/SLDC)	Natural Bridge, Kingshighway to Grand. Complete Streets treatment to improve sidewalks, add lighting, add bump outs, reduce pedestrian crossing distances, add bike facilities (dedicated Bike St. Louis route).	\$5M	X		X		X	X	X		X
Ped/Bike/Streets (SLDC)	Vandeventer, Forest Park Parkway to I-44. Widen to accommodate turn lanes at intersections, improving pedestrian safety, adding new signals, replace sidewalks, improve lighting.	\$14M	X		X		X	X	X		X
<i>Ped/Bike/Streets (SLDC)</i>	Chouteau Greenway Connections; Cerre Street tunnel under EB I-64 ramps, bike/ped bridge through I-64/70/44 interchanges from Cerre to Arch grounds, Citygarden connection along 10th from Chouteau Greenway to Market.	\$2.3M	X		X	X	X	X	X		X
<i>Ped/Bike/Streets (BPS)</i>	Morganford from Arsenal to Chippewa, Complete Streets, including improved sidewalks, lighting, pedestrian safety.	\$2.4M	X		X		X	X	X		X

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<i>Ped/Bike/Streets (BPS)</i>	South Broadway from Upton to Holly Hills. Complete Streets treatment including improved sidewalks, lighting, pedestrian safety, improve pedestrian safety, and other pedestrian/cycling improvements.	\$3M	X		X		X	X	X		X
<i>Ped/Bike/Streets (BPS)</i>	South Grand, Utah to Gravois. Complete Streets treatment including improved sidewalks, lighting, pedestrian safety, improve pedestrian safety, and other pedestrian/cycling improvements.	\$3M	X		X		X	X	X		X
<i>Streets/Safety (Streets/SLMPD)</i>	Real time transportation center with CCTV installations and situated in Police Headquarters.	\$4M			X	X	X				
Transit (Downtown Partnership)	Full Phase 1 St. Louis Streetcar, with streetscape improvements, as outlined in 2013 feasibility study.	\$35M		X	X	X	X	X	X	X	X
Transit (Metro)	One-third of local share of Metro Bus Rapid Transit, downtown to I-270 via W. Florissant and Natural Bridge.	\$8.3M	X	X	X	X	X	X	X	X	X
Transit (Metro)	One-third of local share of Metro Bus Rapid Transit, downtown to Chesterfield via I-64.	\$8.3M	X	X	X	X	X	X	X	X	X
Transit (Metro)	One third of local share of Metro Bus Stop and ADA upgrades.	\$900K	X	X	X	X	X	X	X	X	X

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Transit (SLDC)	Delmar/ Forest Park-DeBaliviere MetroLink Station Area improvements. Bike, pedestrian, transit station, and vehicular improvements. Widen sidewalks, construct ADA ramps, & improve lighting along Hodiamont from Delmar to Skinker. Narrow Hodiamont & install multi-use path alongside. Road diet on Delmar from Hodiamont to Goodfellow with parking lanes (coincides with Loop Trolley design). Enhance DeGiverville & Des Peres as pedestrian gateways linking Stations Re-establish vehicular connections between Hodiamont and Enright, Clemens, Cates, and Maple. Pedestrian bridge over MetroLink tracks to connect west side of Pershing to existing Metro parking lot. Connect Ackert Walkway to Delmar Station. Connect Ruth Porter Trail to Forest Park Station and Forest Park, per TOD Plan done by H3 Studio with Bernardin Lochmueller & Associates and M3 Engineering (2013).	\$14M	X	X	X		X	X	X	X	X
Transit (SLDC)	Laclede’s Landing MetroLink Station Improvements.	\$300K	X	X	X	X	X	X	X	X	X

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Waterway (SLDC)	Municipal River Terminal, North Dock, reinforce structural tie back system which is failing. Without improvements, North Dock will ultimately collapse	\$5M	x				x	x	x	x	x
Waterway	Municipal River Terminal vehicular access at Madison Street, improve RR crossings, re-dedicate and reconstruct Madison to improve access to Terminal	\$5M	x				x	x	x	x	x
Waterway (SLDC)	Municipal River Terminal, rebuild flood wall gate to gain rail access to St. Louis Avenue; current rail layout inefficient	\$500K	x				x	x	x	x	x

By Category

Aviation/Access	\$.625
Aviation/Freight		5.
Bike/Ped (greenways/bike plan)		27.25
Bridge Replacement (structurally deficient)		5.7
Highway		25
Highway/Arterial		12.6
Highway/Freight		22.8
Pedestrian (sidewalks/ADA)		12
Pedestrian/Bike (complete streets)		71.9
Rail/Freight		1.1
Street Safety		4.0
Transit		66.8
<u>Waterways</u>		<u>10.5</u>
Grand total (millions)	\$	268.557

Adjustment priorities

The City of St. Louis respectfully requests that it be given a chance to comment and suggest revisions in the project list in the event total proposed expenditures *must to be reduced* to be reconciled with available funds. The priorities for cost reductions, provisionally, would be in the following order:

First, eliminate Rail/Freight rail spur project (SLDC) off terminal railroad for reduction of \$1.1M.

Second, eliminate Laclede’s Landing Metro Station (SLDC) improvement for reduction of \$300K.

Third, reduce scope of Reconstruction of Route H (Hall Street) (MoDOT/SLDC) to extend from East Grand to Carrie Avenue rather than from East Grand to Riverview Drive with cost change from \$17.5 M to \$8.3, for a reduction of \$9.2M.

Fourth, reduce city contribution to St. Louis Streetcar project (Partnership for Downtown St. Louis) from \$35M to not less than \$30M for reduction of up to \$5M.

Fifth, eliminate Chouteau Greenway Connections (SLDC), for cost reduction of \$2.3M.

The City of St. Louis respectfully requests that it be given a chance to comment and suggest revisions, in the event total proposed expenditures, after review of estimates and eligibility, *are less than* available funds. The priorities for project additions, provisionally, would be as follows:

First, include City of St. Louis Contribution to River des Peres Connector, from Forest Park to Francis Slay Park via Oakland Avenue and Macklind Avenue (GRG), for addition of \$6.525M (out of \$9M project).

Second, include City of St. Louis Contribution to support Mississippi Rail Freight Bridge refurbishment project (SLDC/Terminal Railroad) for addition of \$5M (out of \$175M project).