

AGENDA
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
WEDNESDAY, MAY 30, 2018 – 10:00 AM

1. CALL TO ORDER

2. APPROVAL OF MINUTES OF APRIL 25, 2018

3. ACTION ITEMS

- A. 2018 Regional Performance Targets – Annual Hours of Peak Hour Excessive Delay and Non-Single Occupancy Vehicle Travel - - Peter Koepfel
- B. Consultant Selection for Collinsville Great Streets Study - - Paul Hubberman
- C. Modification to the FY 2018-2021 Transportation Improvement Program, *Connected2045*, and the Related Air Quality Conformity Determination – Section 5310 Program - - Melissa Theiss
- D. Amendments to the FY 2018-2021 Transportation Improvement Program (TIP), *Connected2045*, and the Related Air Quality Conformity Determination – Requested by Illinois and Missouri Sponsors - - Josh Schwenk
- E. Regional Security Expenditures - - Nick Gragnani

5. OTHER BUSINESS

6. ADJOURNMENT

**** Immediately following the business meeting the East-West Gateway Board of Directors will hold a Summit to discuss issues affecting the St. Louis region. The Board meeting and Summit will take place on May 30, 2018 from 10:00 a.m. – 4:00 p.m. at the Forest Park Visitor Center, 5595 Grand Drive in Forest Park, St. Louis, MO 63112.**

NEXT MEETING DATE: TUESDAY, JUNE 27, 2018



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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and Economic Opportunity

Patrick McKenna
Missouri Department of
Transportation

John Nations
Bi-State Development

Executive Director

James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Project Notifications

Date: May 15, 2018

Attached is the Project Notification list for April 2018. 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 Carol Lawrence in the Community Planning department.

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**Project Notifications for East-West Gateway Council of Governments
April 2018**

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE, LOCAL/OTHER	TOTAL
St. Charles, MO	St. Charles County #1810007	DNA Backlog Reduction Program DNA Capacity Enhancement & Backlog Reduction Program – St. Charles County	DOJ	\$70,000		\$70,000
St. Louis, MO	Evangelical Children Home dba Every Child's Home #1810022	Head Start Transitional Living Program and Maternity Group Homes	HHS	\$0		\$0
St. Louis, MO City of St. Louis, MO	St. Louis Economic Development Partnership #1810024	Community Economic Adjustment Assistance for Advance Planning and Economic Diversification Cybersecurity Compliance St. Louis Region NIST 800-171	DOD	\$249,503	Applicant: \$27,723	\$277,226

MINUTES
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
APRIL 25, 2018

The regular meeting of the Board of Directors was held in the Council offices on Wednesday, April 25, 2018 at 10:00 a.m.

Members in Attendance

Steve Stenger, *Chair*; County Executive, St. Louis County, MO
Mark Kern, *Vice-Chair* Chairman, St. Clair County Board, IL Board
Robert Elmore, *2nd Vice-Chair* Chairman, Monroe County, IL Board
Tom Blair, MoDOT
Jordan Duecker, MO State Governors Office, Jefferson City, MO
Steve Ehlmann, County Executive, St. Charles County, MO
Barbara Geisman, Regional Citizen, City of St. Louis, MO
John Griesheimer, Presiding Commissioner, Franklin County, MO
Bill Grogan, Regional Citizen, St. Clair County, IL
Curtis Jones, IDOT
Reggie Jones, Mayor, City of Dellwood, St. Louis County, MO
Richard Kellett, Regional Citizen, St. Louis County, MO
John A. Laker, Regional Citizen, St. Clair County, IL
Roy Mosley, Board Member, St. Clair County, IL
John Nations, President, Bi-State Development
Kurt Prenzler, Chairman, Madison County, IL Board
Lewis Reed, President Board of Aldermen, City of St. Louis
Herb Simmons, President, SW IL Metropolitan and Regional Planning Commission
Ken Waller, County Executive, Jefferson County, MO
Michael Walters, Regional Citizen, Madison County, IL

Members Absent

Chuck Caverly, President, St. Louis County Municipal League
Emeka Jackson-Hicks, Mayor, City of East St. Louis, IL
Erika Kennett, State of Illinois Department of Commerce and Opportunity
Lyda Krewson, Mayor, City of St. Louis, MO
Mark Kupsky, Mayor, City of Fairview Heights, IL; Vice-President, SW IL Council of Mayors
Tom Smith, Mayor, City of Waterloo, IL; President, SW IL Council of Mayors
John White, Councilman, St. Charles County, MO

Others in Attendance

Tom Curran, St. Louis County, MO
Maurice Falls, City of St. Louis
Kevin Jemison, IDOT
Luke Sapa, City of St. Louis
Bill Schnell, MoDOT
Kevin Ward, FHWA

EWGCOG Staff:

Jim Wild, Staci Alvarez, Royce Bauer, Jerry Blair, Tamar Brown, Joyce Collins-Catling, Nick Gragnani, Larry Grither, Ajdin Hamzagic, Bonnie Harper, Ryan Hatch, Frank Johnson, Jason Lange, Carol Lawrence, Mary Grace Lewandowski, Maureen McCarthy, Marcie Meystrik, Christopher Michael, Anna Musial, Rachael Pawlak, Sonya Pointer, John Posey, Roz Rodgers, Josh Schwenk, Lubna Shoaib, Himmer Soberanis, Melissa Theiss, Michael Wohlstadter, Aaron Young

CALL TO ORDER

The Board of Directors meeting was called to order by Mr. Stenger, Chair.

APPROVAL OF MINUTES OF MARCH 28, 2018

Motion approving the March 28, 2018 Minutes was made by Mr. Waller, seconded by Mr. Mosley. Motion carried, all voting aye.

INTRODUCTION

Jim Wild introduced the new Missouri Highway Commissioner, Robert Brinkmann, to the Board noting that he will be representing the St. Louis region. Mr. Brinkmann thanked the Board for allowing him to be in attendance and that he is happy to be of assistance.

DISCUSSION ITEMS

OneDOT Listening Session

Kevin Ward, FHWA, thanked the Board for allowing himself and others to come for a OneDOT presentation and listening session. The public session will take place immediately following the Board meeting for all who are interested in attending. Questions/concerns as well as any input will be welcomed after the presentation

Where We Stand 7th Edition, Update 6: Population Trends

John Posey, EWGCOG, briefly presented the new Where We Stand Update, covering recent population trends. According to the latest Census population estimates, the St. Louis Metropolitan Statistical Area (MSA) dropped from the 20th largest to the 21st, having been surpassed by Baltimore. Although the region did experience a slight increase in population from 2016 to 2017, its growth rate over the last several years has slowed. Part of the trend toward lower growth is attributable to the aging of the region; we now have fewer births and more deaths. St. Charles County had the largest growth and four counties in the region experienced population declines.

ACTION ITEMS

Approval of the FY 2019 Unified Planning Work Program and authorization to enter into agreements with funding agencies for the work identified in the UPWP

Draft Fiscal Year 2019 Unified Planning Work Program

Royce Bauer, EWCOG, summarized the draft FY 2019 Unified Planning Work Program (UPWP) that had been provided at the March meeting. As a result of comments received, a few changes were made to the document and are reflected in the meeting materials. Some of the activities are currently underway and will carry over to the next period and others will start at various times during the year depending on funding availability. The overall budget contained in the document is \$21,788,423. The new funding is anticipated to be \$9,700,073. Approximately \$2,721,000 of the new funding is projected to be expended either by, or on behalf of, other agencies in our region.

Motion approving staff's recommendation to approve the proposed fiscal year 2019 UPWP and to authorize the Executive Director to negotiate and execute funding agreements and sub recipient awards as outlined in the document was made by Mr. Grogan, seconded by Mr. Greisheimer. Motion carried, all voting aye

Modification of the FY 2018-2021 Transportation Improvement Program (TIP) *Connected2045*, and the Related Air Quality Conformity Determination – Requested by IDOT

Josh Schwenk, EWGCOG, summarized the Illinois Department of Transportation (IDOT) request to modify the FY 2018-2021 TIP, *Connected2045*, and related Air Quality Conformity Determination to add one new project to the TIP.

This project is summarized below:

New Project - Illinois					
Sponsor / TIP #	Title – Limits	Description of Work	County	Federal Cost	Total Cost
IDOT / 6804X-18	IL 111/IL 267 – Madison County line to 0.5 miles north of Madison County line	Resurfacing	Jersey	\$201,440	\$251,800
TOTAL:				\$201,440	\$251,800

Motion approving staff's recommendation to add one project was made by Mr. Kern, seconded by Mr. Grogan. Motion carried, all voting aye

Regional Security Expenditures

Nick Gragnani, EWGCOG, presented staff's recommendation for the expenditure of funds to send six regional law enforcement bomb technicians to the International Association of Bomb Technicians and Investigators (IABTI) training; purchase five Portable Gateway Repeater

devices for the region's Urban Search and Rescue (USAR) teams; purchase six Percussion Actuated Non-electric (PAN) Disrupter devices; and purchase three Crisis Response Throw Phone Systems for the Franklin County and Jefferson County Sherriff's Departments and the St. Louis County Police Department totaling \$169,975.

Motion approving the recommendation was made by Mr. Simmons, seconded by Mr. Kellett.
Motion carried, all voting aye

OTHER BUSINESS

May 30th Summit

Jim Wild announced that plans are currently underway for the upcoming Summit. We have narrowed down to three locations as a possible site, and are hoping to have this wrapped up towards the end of the week. The Summit will run from 10:00 a.m. until 4:00 p.m. starting with a brief meeting.

USDOT

Jim Wild informed the board the USDOT has released the Better Utilizing Investments to Leverage Development (BUILD) transportation discretionary grants program which replaces the TIGER program. The program identifies \$1.5 billion being available, with no more than \$150 million awarded to any one State, no project can exceed \$25 million, and cities/counties are all eligible to apply for this program with 30% funding to be spent in rural areas. The matches are 80% federal and 20% local in urban areas and up to 100% federal in rural areas.

ADJOURNMENT

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

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "J. M. Wild". The signature is fluid and cursive, with the first name "James" and last name "Wild" clearly legible.

James M. Wild
Secretary, Board of Directors



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James M. Wild

Memo to: Board of Directors

From: Staff

Subject: 2018 Regional Performance Targets – Annual Hours of Peak Hour
Excessive Delay; Non-Single Occupancy Vehicle Travel

Date: May 15, 2018

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015 and guides how project planning and programming is conducted by state departments of transportation (DOTs) and metropolitan planning organizations (MPOs). The FAST Act continues the National Highway Performance Program (NHPP) established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) which establishes a performance-driven, outcome-based planning and programming process. A crucial element of the NHPP process is the establishment of performance targets and measures to achieve desired outcomes across the transportation system. These performance targets are intended to ensure state DOTs and MPOs invest resources in transportation projects that make progress toward the achievement of national goals including: safety, infrastructure condition/state of good repair, congestion reduction, transportation system reliability, freight movement/economic vitality, environmental sustainability, and reduced project delivery delays.

State DOTs and MPOs are given separate responsibilities for establishing performance targets and using a set of performance measures to track progress toward meeting those targets for safety, bridge and pavement condition, air quality, freight movement, and system reliability. The System Reliability performance measure (Reliability PM) requires state DOTs and MPOs to collectively establish quantitative targets for:

- Annual Hours of Peak Hour Excessive Delay (PHED)
- Percent of Non-Single Occupancy Vehicle (SOV) Travel

For the PHED measure, traffic congestion is measured by the annual hours of peak hour excessive delay per capita on the National Highway System (NHS). The threshold for excessive delay will be based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and will be measured in 15-minute intervals. Peak travel hours are defined as 6-10 a.m. local time on weekday mornings and 3-7 p.m. on weekday afternoons. The total excessive delay metric will be weighted

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by vehicle volumes and occupancy. PHED data is derived from the National Performance Measures Research Data Set (NMPRDS).

The Non-SOV measure takes into account travel via carpool, van, public transportation, commuter rail, walking, or bicycling as well as telecommuting. This data is derived from the American Community Survey, produced by the Census Bureau.

As part of a phased implementation approach of the federal performance management program, East-West Gateway will only be required to report 4-year targets for these measures. However, with the first mid performance period progress report, due October 1, 2020, 4-year targets may be adjusted, and 2-year condition/performance will be reported as baselines.

East-West Gateway will also need to integrate the Reliability performance measure into its planning processes by including it in the metropolitan transportation plan, *Connected2045*. In addition, East-West Gateway is required to show how investments in the transportation improvement program (TIP) help achieve the Reliability performance measure targets.

Development of regional reliability targets, per federal law, was conducted collectively between staff, IDOT, and MoDOT. PHED data was only available for the previous year, making it impossible to discern a trend with regards to PHED. However, other East-West Gateway congestion analysis suggests potentially slight increases in congestion in certain areas of the region. Therefore staff recommends a target of maintaining current levels of PHED (9.5 hours per year) at least through the first mid performance period progress report in 2020, at which point there should be better available data to reset targets if necessary.

Non-SOV target setting was also, as required, conducted collectively between staff, IDOT, and MoDOT. Over the past 8 years, non-SOV mode share has remained relatively constant, with slight increases and decreases which may be explained by the sample data utilized by the ACS. Given recent investments in bicycle/pedestrian facilities, as well as Metro's reorganization of its system, staff recommends a 2022 target of 17% non-SOV mode share, which is up from 16.4% in 2016, the last year for which there is available data.

In summary, taking a conservative approach to setting the targets given current trends and data availability, staff is recommending the Board establish quantitative reliability targets for the East-West Gateway planning area as follows:

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2018 Regional Reliability Targets for the St. Louis Metropolitan Area	
Annual Hours of Peak Hour Excessive Delay	9.5 hours
Percent of Non-Single Occupancy Travel	17%

A summary of the PHED and Non-SOV travel requirements as set out in the FHWA final rule is attached. Also, with the requirement to establish performance targets and to track progress toward meeting goals for bridge and pavement condition, air quality, freight movement, and congestion staff will be coming back to the Board later this year with recommendations on how to proceed.

Staff Recommendation: Staff recommends approval of 2018 regional reliability performance targets.

2018 Regional Reliability Performance Targets

Executive Advisory Committee

May 22, 2018













EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Background

- MAP-21 (and subsequently the FAST Act) required establishment of national goals, performance measures, and accountability in planning and funding transportation investments (FAST Act §§ 1116, 1406; 23 U.S.C. 119, 148, 150, 167)
 - Safety
 - Infrastructure condition
 - Congestion reduction
 - System reliability
 - Freight movement and economic vitality
 - Environmental sustainability
 - Reduced project delivery delays

MAP-21 Goals	MoDOT Goals	IDOT Goals	EWG's 10 Guiding Principles	
Infrastructure Condition	Taking care of the system	Preserve and Manage the Existing System		Preserve and Maintain the Existing System Ensure the transportation system remains in a state of good repair.
	Connections & Choices	Promote Funding for the Public Component of the System		Support Public Transportation Invest in public transportation to spur economic development, protect the environment and improve quality of life.
	Connections & Choices			Support Neighborhoods & Communities Connect communities to opportunities and resources across the region.
	Connections & Choices			Foster a Vibrant Downtown & Central Core Improve access to and mobility within the central core by all modes to increase the attractiveness of St. Louis and strengthen the regional economy.
	Connections & Choices	Provide a System that Offers a High Degree of Multi-Modal Connectivity, Mobility and Accessibility		Provide More Transportation Choices Create viable alternatives to automobile travel by providing bicycle and pedestrian facilities.
Safety	Safety	Improve Transportation Safety		Promote Safety and Security Provide a safe and secure transportation system for all users.
Congestion Reduction & System Reliability	Economic Development	Address Congestion and Maximize Efficiency and Effectiveness through Operations		Support a Diverse Economy with a Reliable System Reduce congestion and improve travel time reliability to support the diverse economic sectors of the region.
	Economic Development	Target Investments to Support Business and Employment Growth		Support Quality Job Development Support the growth of wealth producing jobs that allow residents to save and return money to the economy.
Freight Movement & Economic Vitality	Economic Development	Provide for Efficient Freight Movement		Strengthen Intermodal Connections Support freight movement and connections that are critical to the efficient flow of both people and goods.
Environmental Sustainability		Ensure a Compatible Interface of the System with Environmental, Social, Energy and Land Use Considerations		Protect Air Quality and Environmental Assets Encourage investments that recognize the linkages between the social, economic, and natural fabric of the region.

FAST Act: Performance-Driven, Outcome-Based Planning and Programming

- Federal → State/Metropolitan
 - FAST Act identifies national goal areas
 - USDOT establishes performance measures
 - For these two reliability performance measures, MPOs and state DOTs **collectively** establish quantifiable performance targets
 - As the Metropolitan Planning Organization for the St. Louis region, East-West Gateway is charged with developing a performance-based long-range transportation plan, as well as a corresponding project evaluation structure for developing the Transportation Improvement Program (TIP) (23 USC 134 G).

Performance Goals and Measures

System Reliability - To improve the efficiency of the surface transportation system

- Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
- Percent of non single-occupancy vehicle travel

Peak Hours of Excessive Delay on the National Highway System

- The cumulative hours of excessive delay (travel time less than 20 miles per hour or 60% of the posted speed limit) experienced per person on the NHS during peak periods for the year.
- Baseline: 9.5 hours (2017)
- Proposed Target: **9.5 hours (2022)**
- Data only available for 2017
- Targets may be adjusted after two years (2020)

Non Single-Occupancy Vehicle Travel

- Measures travel via carpool, van, public transportation, commuter rail, walking, bicycling, and telecommuting
- Data from American Community Survey (Census Bureau)
- Baseline: 16.4% (2016)
- Proposed Targets: **16.7% (2020)**
17.0% (2022)

Reporting

- MPOs must report baseline roadway transportation system condition and performance data and **progress toward the achievement of targets** to their respective state Departments of Transportation (DOT).
- States and MPOs' LRTPs must describe the performance measures and targets used to assess system performance, evaluate the performance of the transportation system with respect to the federally required performance targets, and **report on progress made**.
- State Transportation Improvement Programs (STIPs) and MPOs' TIPs must link investment priorities to the targets in their respective LRTPs and describe, to the maximum extent practicable, the **anticipated effect of the program toward achieving established targets**.

Other Targets

Pavement, Bridge, Congestion, CMAQ

Summer/Fall 2018

GHG Emissions*

Spring 2019

Questions?

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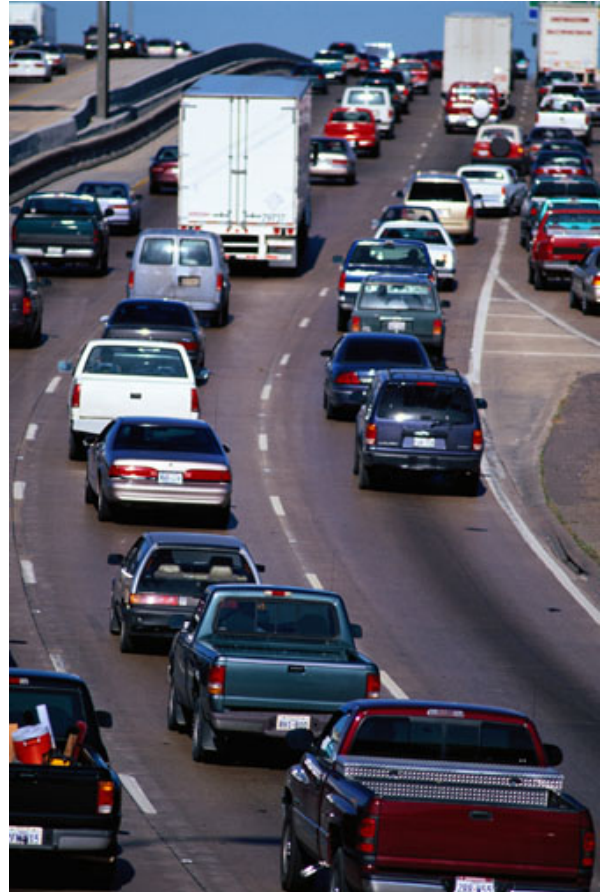
TRANSPORTATION PERFORMANCE MANAGEMENT

The Federal Highway Administration (FHWA) has finalized six interrelated performance rulemakings to implement the TPM framework established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act.

Collectively, the rules address challenges facing the U.S. transportation system, including:

- improving safety
- maintaining infrastructure condition
- reducing traffic congestion
- improving efficiency of the system and freight movement
- protecting the environment and
- reducing delays in project delivery.

The rules establish national performance measures; State Departments of Transportation (DOTs)



and metropolitan planning organizations (MPOs) will establish targets for applicable measures. New and existing plans will document the strategies and investments used to achieve the targets; progress toward the targets will be reported through new and existing mechanisms.

Learn more at the FHWA TPM web site:
[\(http://www.fhwa.dot.gov/tpm/\)](http://www.fhwa.dot.gov/tpm/)



WHAT: Measurement of annual hours of peak hour excessive delay per capita. Read the final rule in the [Federal Register](#) [82 FR 5970 (January 18, 2017)].

WHO: Initially, the rule applies to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. In the second performance period (which begins on **January 1, 2022**), the population threshold changes to more than 200,000. States and MPOs with NHS mileage within an applicable urbanized area must coordinate on a single, unified target.

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including CMAQ traffic congestion. [23 CFR 490.707(a)]

WHEN: Applicable State DOTs and MPOs collectively establish a single target for each applicable urbanized area for the first performance period by **May 20, 2018**. As part of a phased implementation approach, only 4-year targets will be reported in the State's baseline performance period report due by **October 1, 2018**. There is no requirement for States to report 2-year targets or baseline condition for this specific measure in that report for the first performance period. With the first mid performance period progress report, due **October 1, 2020**, 4-year targets may be adjusted, and 2-year condition/performance will be reported as baselines.

HOW: Traffic congestion will be measured by the annual hours of peak hour excessive delay (PHED) per capita on the NHS. The threshold for excessive delay will be based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and will be measured in 15-minute intervals. Peak travel hours are defined as 6-10 a.m. local time on weekday mornings; the weekday afternoon period is 3-7 p.m. or 4-8 p.m. local time, providing flexibility to State DOTs and MPOs. The total excessive delay metric will be weighted by vehicle volumes and occupancy.

Note: The FHWA is preparing guidance on how all rules should be implemented.



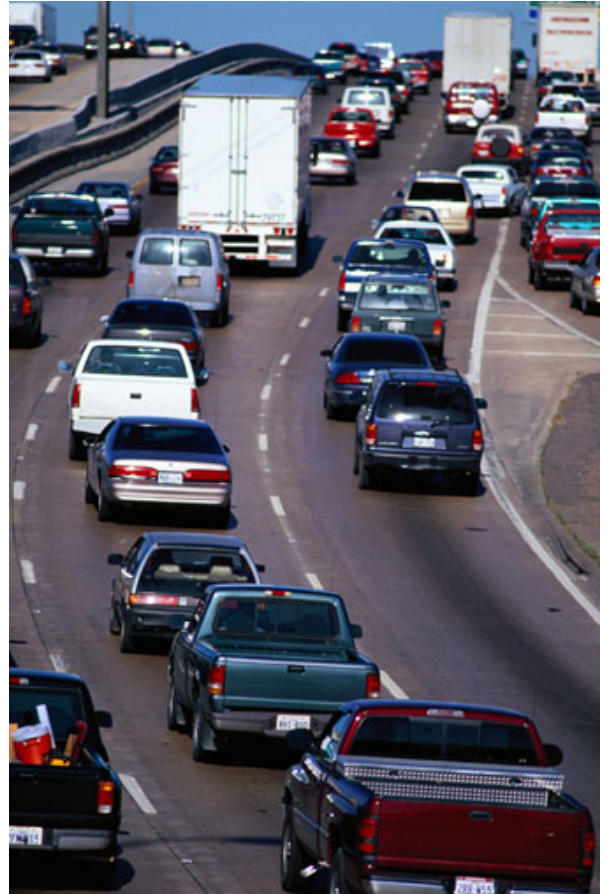
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Learn more at the FHWA TPM web site:
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Non-Single Occupancy Vehicle (SOV) Travel Measure

WHAT: Measurement of non-SOV travel in specific urbanized areas. This may include travel via carpool, van, public transportation, commuter rail, walking, or bicycling as well as telecommuting. Read the final rule in the [Federal Register](#) [82 FR 5970 (January 18, 2017)].

WHO: Initially, the rule applies to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. In the second performance period (which begins on **January 1, 2022**), the population threshold changes to areas of more than 200,000. All States and MPOs with NHS mileage that overlaps within an applicable urbanized area must coordinate on a single, unified target and report on the measures for that area.

WHY: This measure will help carry out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The program recognizes investments that increase multimodal solutions and vehicle occupancy levels as strategies to reduce both criteria pollutant emissions and congestion. [23 CFR 490.707(b)]

WHEN: Applicable State DOTs and MPOs must collectively establish a single, unified 2-year and 4-year targets for each applicable urbanized area for the first performance period by **May 20, 2018**. A baseline report for the first performance period is due **October 1, 2018**, and must include 2- and 4-year targets and a description of the data collection method to be used.

HOW: There are three options to calculate modal share. A minimum option for measurement will be use of the American Community Survey (ACS) Commuting (Journey to Work) data from the U.S. Census Bureau. State DOTs and MPOs also may use localized surveys. Finally, State DOTs and MPOs may use volume/usage counts for each mode to determine the percent non-SOV travel, and will be encouraged to report any data not available in national sources today (such as bike counts) to FHWA.

Note: The FHWA is preparing guidance on how all rules should be implemented.





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Memo to: Board of Directors

From: Staff

Subject: Consultant Selection for Collinsville Great Streets Planning

Date: May 15, 2018

In 2006, the Council launched the Great Streets Initiative, encouraging communities to address a wide range of issues and goals for their significant streets through planning assistance. Council staff identified the City of Collinsville, Illinois as the location for Great Streets Initiative planning, consistent with the Council's Unified Planning Work Program. Plan funding includes Council planning funds and local match provided by the City of Collinsville.

To solicit consulting services for the study, the Council released four Requests for Proposals (RFP), with proposals due April 9, 2018. Twelve consultants submitted proposals, summarized in the table below:

2018 Great Streets Illinois – Submittals Received by Discipline

Disciplines			
Economic Assessment	Environmental Infrastructure	Transportation	Urban Design
Development Strategies	The i5Group	TranSystems	Christner, Inc.
	DTLS	CBB Transportation Engineers & Planners	RDG Planning & Design
			DTLS
			Planning Design Studio
			Farr Associates
			H3 Studio
			Houseal-Lavigne

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Board of Directors
May 15, 2018
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The selection committee included representatives from the City of Collinsville and Council staff. The selection committee reviewed, scored, and ranked the proposals and recommended that contracts be awarded to Development Strategies, the i5 Group, CBB, and Farr Associates.

2018 Great Streets Illinois – Selected Consultants and Alternates

	Disciplines			
	Economic Assessment	Environmental Infrastructure	Transportation	Urban Design
Selected Firms	Development Strategies	The i5Group	CBB Transportation Engineers & Planners	Farr Associates
<i>Alternate Firm</i>		<i>DTLS</i>	<i>TranSystems</i>	<i>Christner, Inc.</i>

The Council will be the responsible contracting party.

Staff Recommendation: Staff recommends that the Executive Director be authorized to negotiate and enter into a contracts with Development Strategies, the i5 Group, CBB, and Farr Associates for a collective amount not to exceed \$85,000. In the event that a contract cannot be successfully negotiated with the i5 Group, CBB, and / or Farr Associates, staff recommends identical authorization to negotiate and enter into contracts with the alternate firm listed in the table above.

Furthermore, staff recommends that the Executive Director be authorized to enter into a funding agreement with the city of Collinsville for project match funding for an amount not to exceed \$10,000.



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Executive Director

James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Modification of the FY 2018-2021 Transportation Improvement Program (TIP), the Metropolitan Transportation Plan, *Connected2045*, and the Related Air Quality Conformity Determination – Section 5310

Date: May 15, 2018

East-West Gateway Council of Governments (EWG) released a solicitation in January 2018 for projects seeking Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program funding. The Section 5310 Program provides funding to help improve the mobility of seniors and individuals with disabilities by removing barriers to transportation services and expanding the available transportation options. Section 5310 funds are apportioned to the St. Louis, MO-IL Urbanized Area. Approximately \$2.2 million is available for this solicitation. Federal law requires that not less than 55% of the Section 5310 funds be available for the Traditional projects and the remaining 45% may be used for New Freedom Type projects.

Traditional projects include the acquisition of accessible vehicles and related equipment used to transport seniors and individuals with disabilities. New Freedom Type projects include 1) public transportation projects that exceed the requirements of the Americans with Disabilities Act of 1990 (ADA), 2) public transportation projects that improve access to fixed-route service, and 3) alternatives to public transportation that assist seniors and individuals with disabilities. The Section 5310 Program requires a 20% local match for capital and mobility management projects and a 50% local match for operating projects. Eligible sponsors include non-profit organizations, local public entities, and operators of public transportation services.

Section 5310 projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan. EWG's Coordinated Human Services Transportation Plan (CHSTP) identifies the transportation needs of seniors and individuals with disabilities and provides strategies for meeting those needs. The CHSTP was updated and approved by the Board of Directors in June 2016 in accordance with the federal requirements.

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Section 5310 applications were due on March 5, 2018. At the conclusion of the solicitation period, EWG staff received 24 Section 5310 applications requesting \$3.5 million in federal funds. Projects proposed for funding were reviewed by EWG staff and evaluated based on the criteria established in the CHSTP. Eighteen projects are recommended, totaling \$2,265,620 in federal funds. The Section 5310 projects are included in Attachment A.

Staff Recommendation: Staff recommends that the FY 2018-2021 TIP, *Connected2045*, and the related Air Quality Conformity Determination be revised to add 18 new Section 5310 projects as detailed in Attachment A. These projects are exempt with respect air quality in accordance with federal regulations (40 CFR 93.126).

FISCAL YEARS 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM Attachment A

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2018-2021 TOTAL	2018	2019	2020	2021
6889B-18	DISABILITY RESOURCE ASSOC. OPERATING ASSISTANCE 1.5 YEARS OPERATING ASSISTANCE	S5310	Transit Operating Asst.	PE ROW IMPL	\$0 \$0 \$496,084	\$0 \$0 \$496,084	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0
	LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity		Federal: \$248,042 State: \$0 Local: \$248,042	TOTAL	\$496,084	\$496,084	\$0	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$496,084					
6888A-18	NEXTSTEP FOR LIFE VEHICLE ACQUISITION FOUR (4) LOWERED FLOOR ACCESSIBLE MINI-VANS REPLACEMENT	S5310	Transit Capital Imps.	PE ROW IMPL	\$0 \$0 \$151,168	\$0 \$0 \$151,168	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0
	LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity		Federal: \$120,932 State: \$0 Local: \$30,236	TOTAL	\$151,168	\$151,168	\$0	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$151,168					

FISCAL YEARS 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM Attachment A

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2018-2021 TOTAL	2018	2019	2020	2021
6888D-18	AMANDA LUCKETT MURPHY HOPEWELL CENTER VEHICLE ACQUISITION TWO (2) WIDE BODY CUTAWAYS REPLACEMENT LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity	S5310	Transit Capital Imps.	PE ROW IMPL FEDERAL: \$104,313 STATE: \$0 LOCAL: \$26,080	\$0 \$0 \$130,393 TOTAL \$130,393	\$0 \$0 \$130,393 \$130,393	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$130,393				
6889A-18	BI-STATE DEVELOPMENT/METRO METRO SYSTEM WAYFINDING, PHASE 3 LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity	S5310	Signing Transit Capital Imps.	PE ROW IMPL FEDERAL: \$464,333 STATE: \$0 LOCAL: \$116,084	\$0 \$0 \$580,417 TOTAL \$580,417	\$0 \$0 \$580,417 \$580,417	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$580,417				
6888E-18	CARDINAL RITTER SENIOR SERVICES VEHICLE ACQUISITION ONE (1) WIDE BODY CUTAWAY REPLACEMENT LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity	S5310	Transit Capital Imps.	PE ROW IMPL FEDERAL: \$47,002 STATE: \$0 LOCAL: \$11,751	\$0 \$0 \$58,753 TOTAL \$58,753	\$0 \$0 \$58,753 \$58,753	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$58,753				
6888C-18	CITY SENIORS VEHICLE ACQUISITION ONE (1) LOWERED FLOOR ACCESSIBLE MINI-VAN REPLACEMENT LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity	S5310	Transit Capital Imps.	PE ROW IMPL FEDERAL: \$47,002 STATE: \$0 LOCAL: \$11,751	\$0 \$0 \$58,753 TOTAL \$58,753	\$0 \$0 \$58,753 \$58,753	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$58,753				
6888I-18	EMMAUS HOMES VEHICLE ACQUISITION THREE (3) LOWERED FLOOR ACCESSIBLE MINI-VANS REPLACEMENT LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity	S5310	Transit Capital Imps.	PE ROW IMPL FEDERAL: \$87,450 STATE: \$0 LOCAL: \$21,864	\$0 \$0 \$109,314 TOTAL \$109,314	\$0 \$0 \$109,314 \$109,314	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$109,314				

FISCAL YEARS 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM Attachment A

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2018-2021 TOTAL	2018	2019	2020	2021
6888J-18	JEWISH COMMUNITY CENTER VEHICLE ACQUISITION ONE (1) WIDE BODY CUTAWAY REPLACEMENT LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity	S5310	Transit Capital Imps.	PE ROW IMPL Federal: \$51,594 State: \$0 Local: \$12,899	\$0 \$0 \$64,493 \$64,493 \$64,493 ESTIMATED TOTAL PROJECT COST: \$64,493	\$0 \$0 \$64,493 \$64,493	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
6888B-18	OATS VEHICLE ACQUISITION EIGHT (8) WIDE BODY CUTAWAYS REPLACEMENT LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity	S5310	Transit Capital Imps.	PE ROW IMPL Federal: \$384,719 State: \$0 Local: \$96,182	\$0 \$0 \$480,901 \$480,901 \$480,901 ESTIMATED TOTAL PROJECT COST: \$480,901	\$0 \$0 \$480,901 \$480,901	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
6889E-18	PARAQUAD OPERATING ASSISTANCE THREE YEARS OPERATING ASSISTANCE LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity	S5310	Transit Operating Asst.	PE ROW IMPL Federal: \$201,087 State: \$0 Local: \$201,087	\$0 \$0 \$402,174 \$402,174 \$402,174 ESTIMATED TOTAL PROJECT COST: \$402,174	\$0 \$0 \$402,174 \$402,174	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
6888L-18	PLACES FOR PEOPLE VEHICLE ACQUISITION ONE (1) LOWERED FLOOR ACCESSIBLE MINI-VAN REPLACEMENT OF VEHICLE NOT FUNDED W S 5310 LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity	S5310	Transit Capital Imps.	PE ROW IMPL Federal: \$30,233 State: \$0 Local: \$7,559	\$0 \$0 \$37,792 \$37,792 \$37,792 ESTIMATED TOTAL PROJECT COST: \$37,792	\$0 \$0 \$37,792 \$37,792	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
6888F-18	SOUTHSIDE SENIOR SERVICES CENTER VEHICLE ACQUISITION TWO (2) WIDE BODY CUTAWAYS REPLACEMENT OF VEHICLE NOT FUNDED W S 5310 LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity	S5310	Transit Capital Imps.	PE ROW IMPL Federal: \$91,578 State: \$0 Local: \$22,895	\$0 \$0 \$114,473 \$114,473 \$114,473 ESTIMATED TOTAL PROJECT COST: \$114,473	\$0 \$0 \$114,473 \$114,473	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0

FISCAL YEARS 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM Attachment A

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2018-2021 TOTAL	2018	2019	2020	2021
6888K-18	ST. ELIZABETH ADULT DAY CARE CENTER VEHICLE ACQUISITION ONE (1) LOWERED FLOOR ACCESSIBLE MINI-VAN REPLACEMENT LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity	S5310	Transit Capital Imps.	PE ROW IMPL FEDERAL: \$30,233 STATE: \$0 LOCAL: \$7,559	\$0 \$0 \$37,792 \$37,792 ESTIMATED TOTAL PROJECT COST: \$37,792	\$0 \$0 \$37,792 \$37,792	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0

FISCAL YEARS 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM Attachment A

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2018-2021 TOTAL	2018	2019	2020	2021
6888H-18	COMMUNITY LIVING VEHICLE ACQUISITION TWO (2) LOWERED FLOOR ACCESSIBLE MINI-VANS TWO (2) MEDIUM ROOF LONG CONVERSION VANS LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity	S5310	Transit Capital Imps.	PE ROW IMPL Federal: \$140,708 State: \$0 Local: \$35,180 TOTAL \$175,888 ESTIMATED TOTAL PROJECT COST: \$175,888	\$0 \$0 \$175,888 \$175,888 \$175,888 \$175,888	\$0 \$0 \$175,888 \$175,888 \$175,888 \$175,888	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0
6889C-18	ITN GATEWAY - ST. CHARLES OPERATING ASSISTANCE ONE YEAR OPERATING ASSISTANCE VOLUNTEER DRIVER PROGRAM LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity	S5310	Transit Operating Asst.	PE ROW IMPL Federal: \$41,526 State: \$0 Local: \$41,526 TOTAL \$83,052 ESTIMATED TOTAL PROJECT COST: \$83,052	\$0 \$0 \$83,052 \$83,052 \$83,052 \$83,052	\$0 \$0 \$83,052 \$83,052 \$83,052 \$83,052	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0
6888M-18	ST. CHARLES VEHICLE ACQUISITION ONE (1) WIDE BODY CUTAWAY REPLACEMENT LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity	S5310	Transit Capital Imps.	PE ROW IMPL Federal: \$55,398 State: \$0 Local: \$13,850 TOTAL \$69,248 ESTIMATED TOTAL PROJECT COST: \$69,248	\$0 \$0 \$69,248 \$69,248 \$69,248 \$69,248	\$0 \$0 \$69,248 \$69,248 \$69,248 \$69,248	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0

FISCAL YEARS 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM Attachment A

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2018-2021 TOTAL	2018	2019	2020	2021
6888G-18	HAZELWOOD VEHICLE ACQUISITION ONE (1) WIDE BODY CUTAWAY REPLACEMENT LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity	S5310	Transit Capital Imps.	PE ROW IMPL Federal: \$45,140 State: \$0 Local: \$11,285	\$0 \$0 \$56,425 TOTAL \$56,425	\$0 \$0 \$56,425 \$56,425	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$56,425				
6889D-18	ITN GATEWAY - ST. LOUIS CO. OPERATING ASSISTANCE TWO YEARS OPERATING ASSISTANCE VOLUNTEER DRIVER PROGRAM LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity	S5310	Transit Operating Asst.	PE ROW IMPL Federal: \$74,330 State: \$0 Local: \$74,330	\$0 \$0 \$148,660 TOTAL \$148,660	\$0 \$0 \$148,660 \$148,660	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$148,660				



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James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Amendments to the FY 2018-2021 Transportation Improvement Program (TIP), *Connected2045*, and the Related Air Quality Conformity Determination – Requested by Illinois and Missouri Sponsors

Date: May 15, 2018

The Illinois Department of Transportation (IDOT) and Missouri Department of Transportation (MoDOT) have requested to amend the FY 2018-2021 TIP, *Connected2045*, and related Air Quality Conformity Determination. In all, they are requesting to add four new projects, modify eight projects, and add one scoping project.

Illinois New Projects

IDOT has requested to add two new projects to the TIP. Funding for the IL 159/IL 157 project will be coming from IDOT's ADA set-aside. Funding for the IL 3 project will be coming from bid savings from other projects.

These projects are summarized below:

New Projects - Illinois					
Sponsor / TIP #	Title – Limits	Description of Work	County	Federal Cost	Total Cost
IDOT / 6650E-18	IL 159/IL 157 – IL 159: Park St to Glen Crossing Rd; IL 157: St. Louis St to Meridian Rd	ADA Improvements	Madison	\$280,000	\$350,000
IDOT / 6886A-18	IL 3 – At Pontoon Rd	Intersection reconstruction	Madison	\$1,920,000	\$2,400,000
TOTAL:				\$2,200,000	\$2,750,000

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Illinois Modified Projects

IDOT has requested to modify two projects in the current TIP. Both projects are being accelerated from FY 2019 to FY 2018 and the scope of the I-55/64 Collector-Distributor project is being reduced from full deck replacement to joints, superstructure, and substructure repairs. The advancement in fiscal year is intended to address differences between IDOT's fiscal year 2019 (begins July 1) and federal fiscal year 2019 (begins October 1). Funding for these projects is coming from funding available in IDOT's state FY 2019 program.

These projects are summarized below:

Modified Projects - Illinois				
Sponsor / TIP # / County	Project Title - Limits	Description of Work	Current Cost/ Revised Cost	Reason for Change
IDOT / 6647-19 / Madison	IL 157 – Over tributary of Silver Creek south of Hamel	Replace bridge; land acquisition; utilities	\$1,200,000 / \$1,110,000	Accelerate from FY 2019 to FY 2018
IDOT / 4384-08 / St Clair	I-55/64 Collector-Distributor – Poplar St Bridge complex	Joints, superstructure, & substructure repairs	\$30,100,000 / \$11,000,000	Accelerate from FY 2019 to FY 2018 and reduce scope from deck replacement to joints, superstructure, & substructure repairs

Missouri New Projects

MoDOT has requested to add two new projects. 6100D-18 is a payment to Wentzville to construct a new interchange on I-70 (at David Hoekel Pkwy). Wentzville was recently awarded \$5 million through MoDOT's Cost Share Program. Cost Share projects are selected after a statewide review and competition among project applications. This new interchange has already been included in the regional air quality model. 6887A-18 is a payment to relinquish maintenance of the I-55 Outer Road to Herculaneum.

These projects are summarized on the next page:

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New Projects - Missouri					
Sponsor / TIP #	Title – Limits	Description of Work	County	Federal Cost	Total Cost
MoDOT / 6100D-18	I-70 – West of Point Prairie Road	Payment to Wentzville for new interchange	St. Charles	\$4,501,800	\$5,002,000
MoDOT / 6887A-18	I-55 Outer Road – McNutt to approximately 1 mile south of McNutt	Payment to Herculaneum for to take over maintenance of roadway	Jefferson	\$0	\$101,000
TOTAL:				\$0	\$101,000

Missouri Modified Projects

MoDOT has requested to modify six projects in the current TIP. Five projects are being accelerated from FY 2019 to FY 2018. The advancement in fiscal year is intended to address differences between MoDOT's fiscal year 2019 (begins July 1) and federal fiscal year 2019 (begins October 1). Additionally, 6811P-18 has increased in cost due to an increase in scope to replace a box culvert. Funding for these projects is coming from funding available in MoDOT's state FY 2019 program

These projects are summarized below:

Modified Projects - Missouri				
Sponsor / TIP # / County	Project Title - Limits	Description of Work	Current Cost/ Revised Cost	Reason for Change
MoDOT / 6705F-17 / St. Louis City	I-64 – 18 th Street to Broadway	Bridges A1516, A1517, A1518, A1519, A1520, and A1521	\$5,279,000 / \$5292,000	Accelerate from FY 2019 to FY 2018
MoDOT / 6788P-17 / Jefferson	MO T/TT – MO TT: US 61 to I-55; MO T: MO TT to MO JJ	Pavement and guardrail improvements	\$3,506,000 / \$3,655,000	Accelerate from FY 2019 to FY 2018
MoDOT / 6811P-18 / Franklin	MO C – MO 100 at New Haven to US 50 west of Leslie	Pavement and guardrail improvements	\$5,841,000 / \$7,382,000	Cost increase over 15% due to additional work to replace box culvert
MoDOT / 6811X-18 / St. Louis	MO 364 – At Bennington Place in Maryland Heights	Drainage improvements	\$620,000 / \$620,000	Accelerate from FY 2019 to FY 2018

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Modified Projects - Missouri				
Sponsor / TIP # / County	Project Title - Limits	Description of Work	Current Cost/ Revised Cost	Reason for Change
MoDOT / 6852D-18 / Franklin	MO VV – MO 100 to MO E	Pavement repair & guardrail upgrades	\$2,090,000 / \$2,040,000	Accelerate from FY 2019 to FY 2018
MoDOT / 6852E-18 / Franklin	MO EE – US 50 end of maintenance	Pavement repair & guardrail upgrades	\$1,076,000 / \$1,051,000	Accelerate from FY 2019 to FY 2018

Missouri Scoping Project

MoDOT is requesting to add one new scoping project to the TIP. MoDOT's scoping policy is intended to ensure that projects have defined scopes and construction cost estimates before they are committed to the TIP. At this time, there is no construction funding committed to this project and the project entails preliminary engineering only (30 percent engineering).

This scoping project is summarized below:

Scoping Project - Missouri					
Sponsor / TIP #	Project Title - Limits	Description of Work	County	Fed / Total Cost for Design	Est. Cost Range for Construction
MODOT / 5905-18	I-70 – Wentzville Pkwy to MO Z	Relocate I-70	St. Charles	\$459,000/ \$510,000	\$15 million – \$25 million

Staff Recommendation: Staff recommends that the FY 2018-2021 TIP, *Connected2045*, and related Air Quality Conformity Determination be revised to add four new projects, modify eight projects, and add one scoping project as summarized above and detailed in the attachment. These projects are exempt with respect to air quality in accordance with federal regulations (40 CFR 93.126).

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Amendment # **0518-058**
TIP # **6650E-18**
Sponsor # **C-98-273-18**

PROJECT
SPONSOR: **IDOT**

ACTION
REQUESTED: Revise FY 2018 of the FY 2018-2021 TIP to add a project

TITLE: **IL 159/IL 157**

LIMITS: IL 159: Park St to Glen Crossing Rd;
IL 157: St. Louis St to Meridian Rd

DESCRIPTION: ADA Improvements

COUNTY: Madison

FUNDING
SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	\$280,000	\$70,000	\$350,000
ROW	\$0	\$0	\$0
Implementation	\$0	\$0	\$0
Total	\$280,000	\$70,000	\$350,000

AIR QUALITY
CONFORMITY: Exempt – Bicycle and pedestrian facilities. (§ 93.126)

STAFF
RECOMMENDATION: Approval

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Amendment # **0518-059**
TIP # **6886A-18**
Sponsor # **C-98-222-18**

PROJECT
SPONSOR: **IDOT**

ACTION
REQUESTED: Revise FY 2018 of the FY 2018-2021 TIP to add a project

TITLE: **IL 3**

LIMITS: At Pontoon Rd

DESCRIPTION: Intersection reconstruction

COUNTY: Madison

FUNDING
SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	\$1,920,000	\$480,000	\$2,400,000
ROW	\$0	\$0	\$0
Implementation	\$0	\$0	\$0
Total	\$1,920,000	\$480,000	\$2,400,000

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

STAFF
RECOMMENDATION: Approval

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TIP amendments for Interagency Consultation Group – May 2018

Amendment # **0518-060**
TIP # **6100D-18**
Sponsor # **6I3201**

PROJECT
SPONSOR: **MoDOT**

ACTION
REQUESTED: Revise FY 2018, FY 2019, & FY 2020 of the FY 2018-2021 TIP
to add a project

TITLE: **I-70**

LIMITS: 0.5 miles west of Point Prairie Road

DESCRIPTION: Payment to Wentzville for new interchange

COUNTY: St. Charles

FUNDING
SOURCE: National Highway Performance Program (NHPP)

	Federal	Match	Total
PE	\$4,501,800	\$500,200	\$5,002,000
ROW	\$0	\$0	\$0
Implementation	\$0	\$0	\$0
Total	\$4,501,800	\$500,200	\$5,002,000

AIR QUALITY
CONFORMITY: Exempt – Specific activities which do not involve or lead
directly to construction (§ 93.126)

STAFF
RECOMMENDATION: Approval

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Amendment # **0518-061**
TIP # **6887A-18**
Sponsor # **6S3376**

PROJECT
SPONSOR: **MoDOT**

ACTION
REQUESTED: Revise FY 2018 of the FY 2018-2021 TIP to add a project

TITLE: **I-55 Outer Road**

LIMITS: McNutt to approximately 1 mile south of McNutt

DESCRIPTION: Payment to Herculaneum to take over maintenance of roadway

COUNTY: Jefferson

FUNDING
SOURCE: State Funds

	Federal	Match	Total
PE	\$0	\$101,000	\$101,000
ROW	\$0	\$0	\$0
Implementation	\$0	\$0	\$0
Total	\$0	\$101,000	\$101,000

AIR QUALITY
CONFORMITY: Exempt – Specific activities which do not involve or lead directly to construction (§ 93.126)

STAFF
RECOMMENDATION: Approval



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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Memo to: Board of Directors

From: Staff

Subject: Regional Security Expenditures

Date: May 15, 2018

Staff is requesting authorization to expend funds in support of regional security that will improve the region's disaster preparedness and response capabilities. Funding will come from the U.S. Department of Homeland Security's Prepare Communities for Complex Coordinated Terrorist Attacks (CCTA) and the Urban Areas Security Initiative (UASI) grant programs. Attachment A summarizes this purchases totaling **\$323,701**. Also attached is a summary description of all budgeted expenditures from the UASI grants (Attachment B).

- 1. Aeronautical Reconnaissance Coverage Geographic Information System (ArcGIS) Software Training** - We are requesting approval to provide training in the use of the Aeronautical Reconnaissance Coverage Geographic Information System (ArcGIS) software for regional Public Health epidemiologists. This training will provide foundational knowledge about ArcGIS and how it can be applied to solve a wide variety of problems. Additionally, users are introduced to creating, sharing, and using maps to communicate public health data. Total cost will not exceed **\$33,910**.
- 2. Fusion Center Training Liaison** – In January 2018 the St. Louis region received a grant award from the U.S. Department of Homeland Security's, Prepare Communities for Complex Coordinated Terrorist Attacks (CCTA) grant program. Funds from the CCTA grant are authorized to develop and implement regional approaches for enhancing preparedness for complex coordinated terrorist attacks similar to those that have occurred in London, England; Boston, Massachusetts; Nairobi, Kenya; San Bernardino, California; Paris, France; and Brussels, Belgium.

Enhancing preparedness initiatives includes improving intelligence gathering and sharing capabilities needed to prevent and respond to terrorism incidents. This includes developing training programs, implementing plans and procedures and conducting exercises to test and validate response capabilities within the region.

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A portion of the region's CCTA grant will fund a position within the St. Louis Regional Fusion Center – Terrorism Early Warning Group. The Fusion Center Training Liaison will be responsible for developing training programs that will enhance regional information sharing and design multi-agency, Fusion Center focused exercises that will expand the intelligence gathering capabilities of the whole community. The position will work as a liaison to the region's first responder agencies and healthcare facilities to reinforce their participation with the Fusion Center and to engage their planning initiatives that are needed to determine how to maintain active readiness and awareness towards a terrorist threat. The training audience will be directed towards regional first responders as well as civilian representatives from key infrastructure agencies, religious institutions and historical and cultural institutions; specifically, agencies that have been identified as having a terrorist threat.

Therefore, we are seeking approval to provide a sub-grant award to St. Louis County, Missouri to fund the Fusion Center Training Liaison position within the St. Louis Fusion Center – Terrorism Early Warning Group for the period of July 1, 2018 through July 31, 2020. The total cost will not exceed **\$201,000**.

3. **Statistical Package for the Social Sciences (SPSS) Software Training** -We are requesting approval to provide training in the use of the Statistical Package for the Social Sciences (SPSS) software program for regional Public Health epidemiologists. The training will provide not only technical skills on SPSS but also the knowledge of data analysis and statistical modeling. The goals for the project is understanding the basics of regression analysis, the usage of measures of central tendency and dispersion in data, the description of the model assumptions for statistical tests, and answering a research question with SPSS using descriptive and inferential methodologies. Total cost will not exceed **\$23,586**.
4. **St. Louis Regional Bomb Squad Tactical Helmets and Ballistic Vests** – Terrorist attacks that have occurred in Boston, Massachusetts, San Bernardino, California and Paris, France, as well intelligence bulletins from the U.S. Department of Homeland Security have highlighted the need for local bomb squads to be able to mobilize quickly during dynamic events with the local law enforcement Tactical Operation Units. Therefore, we are requesting approval to purchase 15 Tactical Helmets and 5 Ballistic Vests for the St. Louis Regional Bomb Squad. This protective equipment will provide protection for both bomb response and can function in a tactical environment should a combined law enforcement and bomb squad response be necessary. Total cost will not exceed **\$45,255**.

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5. **Urban Search and Rescue (US&R) Global Positioning Units** – We are requesting approval to purchase 50 portable Global Positioning Units for the five Urban Search and Rescue (US&R) teams staged in the region. The GPS units will be used to map disaster sites when normal navigation points and landmarks (i.e., street signs, numerical address markings on buildings, etc.) are damaged or lost after an earthquake or tornado incident. Total cost for all equipment will not exceed **\$19,950**.

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:

- allow the Executive Director to enter into a contract with Environmental Systems Research Institute, Incorporated (ESRI) to conduct training in the use of the Aeronautical Reconnaissance Coverage Geographic Information Systems (ArcGIS) software for regional Public Health epidemiologists in an amount not to exceed **\$33,910**;
- for a sub-award to St. Louis County, Missouri for the Fusion Center Training Liaison position in an amount not to exceed **\$201,000**;
- allow the Executive Director to enter into a contract with the University of Missouri, Department of Statistics to conduct training in the use of the Statistical Package for the Social Sciences (SPSS) software for regional Public Health epidemiologists in an amount not to exceed **\$23,586**;
- for the purchase of 15 Ballistic Helmets from First Spear, LLC in an amount not to exceed **\$29,062**;
- for the purchase of five Ballistic Vests from First Spear, LLC in an amount not to exceed **\$16,193**; and,
- for the purchase of 50 Garmin GPS units from Tiger Supplies, Inc. in an amount not to exceed **\$19,950**;

for a total amount not to exceed **\$323,701** from the CCTA and the UASI grant programs.

ATTACHMENT A

**Expenditures for Equipment and Services
May 15, 2018**

<u>Vendor</u>	<u>Description</u>	<u>Jurisdiction/Agency</u>	<u>Quantity</u>	<u>Cost</u>
Emergency Response Training (UASI)				
Environmental Systems Research Institute (ESRI) (Redlands, CA)	Aeronautical Reconnaissance Coverage Geographic Information Systems (ArcGIS) Training	Regional	1	\$33,910
University of Missouri (Columbia, MO)	Statistical Pacakge for Social Sciences (SPSS) Training	Regional	1	\$23,586
Emergency Response Training (CCTA)				
St. Louis County, Missouri	Fusion Center Training Liaison Position	St. Louis County	1	\$201,000
Emergency Response Equipment (UASI)				
First Spear, LLC (Fenton, MO)	Ballistic Helmets	St. Louis City, St. Louis County, St. Charles County	15	\$29,062
First Spear, LLC (Fenton, MO)	Ballistic Vest	St. Louis City, St. Louis County, St. Charles County	5	\$16,193
Tiger Supplies, Inc. (Irvington, NJ)	GPS Units	Regional	50	\$19,950
TOTAL EXPENDITURES				\$ 323,701.00

Total UASI Expenditures: \$122,701
Total CCTA Expenditures: \$201,000

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative
through Fiscal Year 2016

		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	\$18,792,753	\$18,425,290	\$19,950	\$347,513
	Mass Casualty Incident	1,172,980	1,091,753	0	81,227
	Management Teams	2,355,312	2,211,194	0	144,118
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:	9,402,894	9,002,804	45,255	354,835
	Tactical vehicles:	4,514,819	4,514,819	0	0
Interoperable Communications					
A variety of projects come within the description of Interoperable Communications. Radio caches, satellite phones and video conferencing and the Land Mobile Radio Communications Plan are included, as well as a microwave tower backbone system.	Radios, phones, video conf. etc:	8,758,026	8,579,774	0	178,252
	Microwave system:	9,338,047	9,188,047	0	150,000
	Radio Plan:	694,300	674,300	0	\$20,000
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.		5,278,534	5,278,534	0	0

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative
through Fiscal Year 2016

	Total Budgeted	Prior amount approved by EWG Board	This request	Remaining to be approved
Emergency Patient Tracking				
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.	\$2,422,320	\$2,422,320	\$0	\$0
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.	2,942,741	2,764,402	57,496	120,843
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.	2,296,305	2,177,244	0	119,061
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.	\$2,351,808	\$2,270,308	\$0	\$81,500

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative
through Fiscal Year 2016

	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.	\$ 3,834,597	\$3,288,721	\$0	\$545,876
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.	2,738,666	2,667,466	0	71,200
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 A regional Full Scale Exercise (FSE) will be held during the second quarter of 2016. The FSE scenario will be terrorist based involving a mass casualty incident and will involve regional hospitals, public health, fire and law enforcement agencies.	471,500	371,500	0	100,000
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.	4,342,008	4,129,689	0	212,319
Totals:	\$83,289,473	\$80,640,028	\$122,701	\$2,526,744

¹ This total represents the sum of UASI funds awarded for equipment and contractual obligations for fiscal years 2003 - 2017. 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.