AGENDA
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
EXECUTIVE ADVISORY COMMITTEE
TUESDAY, OCTOBER 23, 2018 – 2:00 PM

1. CALL TO ORDER

2. APPROVAL OF MINUTES OF SEPTEMBER 18, 2018

3. DISCUSSION ITEMS

A. Complex Coordinated Terrorist Attack Project - - Dale Chambers and Sgt. Bill Roche

4. ACTION ITEMS

A. Calendar Year 2019 East-West Gateway Budget Council - - Jim Wild

B. Procurement Policy and Code of Conduct Policy - - Jim Wild

C. Regional Performance Targets - - Peter Koeppel

D. Approval of the Metropolitan Transportation Planning Process Certification, the Final Air Quality Conformity Determination and Documentation for the FY 2019-2022 Transportation Improvement Program and related amendments to the Metropolitan Transportation Plan, *Connected2045*, and the Final FY 2019-2022 Transportation Improvement Program - - Jason Lange

E. Regional Security Expenditures - - Nick Gragnani

5. OTHER BUSINESS

6. ADJOURNMENT

ANNUAL MEETING: THURSDAY, NOVEMBER 15, 2018
NEXT MEETING DATE: TUESDAY, JANUARY 22, 2019

MINUTES

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
EXECUTIVE ADVISORY COMMITTEE
SEPTEMBER 18, 2018

Members Present
Tom Curran, St. Louis County, MO, *Chair*
David Courtway, Jefferson County, MO
Gary Elmestad, St. Charles County, MO
Norman Etling, St. Clair County, IL
Maurice Falls, City of St. Louis, MO
Edie Koch, Monroe County, IL
Noe Gonzalez, City of St. Louis, MO
John Greifzu, St. Charles County, MO
Douglas Hulme, Madison County, IL
Kevin Jemison, IDOT
Curtis Jones, IDOT
Bill Schnell, MoDOT
Stephanie Leon-Streeter, St. Louis County, MO
Jonathan Zimmerman, Franklin County, MO

EWGCOG Staff:
Jim Wild, Staci Alvarez, Royce Bauer, Jerry Blair, Dale Chambers, Joyce Collins-Catling, Ross Friedman, Nick Gragnani, Larry Grither, Bonnie Harper, Paul Hubbman, Dan Hutti, Frank Johnson, Peter Koeppel, Jason Lange, Carol Lawrence, Maureen McCarthy, Anna Musial, Rachael Pawlak, Sonya Pointer, John Posey, Mary Rocchio, Roz Rodgers, Josh Schwenk, Himmer Soberanis,

CALL TO ORDER

The Executive Advisory Committee was called to order by Tom Curran, Chair.

APPROVAL OF MINUTES OF AUGUST 21, 2018 MEETING

Motion was made by Mr. Etling, seconded by Mr. Schnell, to approve the minutes of the August 21, 2018 meeting. Motion carried, all voting aye.

DISCUSSION ITEMS

Where We Stand 7th Edition, Update 9: Traffic Safety
Ross Friedman, EWGCOG, gave a brief overview of the presentation pointing out that the inspiration for this topic came from Mr. Waller's question regarding fatal crash trends in regards to electronic devices. He highlighted fatality rates for both Missouri and Illinois counties in comparison to the national averages for peer Metropolitan Statistical Areas. Mr. Friedman noted the fatalities associated with electronic devices may be under-reported and that there is no clear trend regarding fatalities associated with electronic devices. He also pointed out that fatality rates vary by county and that there can be much year to year variability for fatality rates. Some

discussion was held regarding high speed trends, enforcement analysis, buckle/unbuckle data, and strategic safety studies, and the importance of this topic.

2018 Bicycle and Pedestrian Crash Analyses
Anna Musial, EWGCOG, noted that staff developed the analysis because of the rise in bicycle and pedestrian crashes and fatalities in the region. She highlighted that St. Louis is a Safety Focus City and both Missouri and Illinois are Focus States. Ms. Musial also noted that as a result of the FAST Act requirement of establishing performance measures and targets (including non-motorized serious injuries and fatalities), staff created an informational tool for regional partners and local public agencies to inform their decision-making and transportation planning processes. Ms. Musial then pointed out data, key findings, crash locations, strategies, as well other highlighted factors (age, gender, day/time, etc.) used to develop the analysis. She also noted that staff developed a Bicycle Planning Guide providing background on level of stress, types of bicyclists, connectivity, bicycle facilities, and planning and design resources.

Mr. Wild congratulated Ms. Musial in her efforts in spearheading the St. Louis Youth Drive For Tomorrow Program noting that she was awarded the "Arrive Alive" Award at last week's Missouri Coalition for Roadway Safety Conference.

ACTION ITEMS

Consultant Selection for Bevo Great Streets Planning
Paul Hubbman, EWGCOG, provided information regarding the process for the Great Streets Initiative which identified the Bevo community in the City of St. Louis, as the location for this cycle. He pointed out the proposal solicitation process as well as the selection committee's review, and recommendation process. Staff recommended the Executive Director be authorized to negotiate and enter into a contract with Farr Associates and in the event that a contract cannot be successfully negotiated, staff recommends identical authorized to negotiate and enter into with RDG Planning and Design; the contract amount will not exceed **$500,000**.

Motion approving the recommendation was made by Mr. Falls, seconded by Mr. Courtway. 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 Missouri Department of Transportation
Josh Schwenk, EWGCOG, summarized the staff's recommendation to revise the FY 2018-2021 TIP, *Connected2045*, and the related Air Quality Conformity Determination request from MoDOT adding one new project.

The project is summarized below:

TIP #	Sponsor	Action	Description
6887G-19	MoDOT	Add	Multi-County; I-70 – At various ramp locations throughout St. Louis District; Adding signing and striping for wrong way counter-measures

Motion approving the recommendation was made by Mr. Schnell, seconded by Ms. Leon-Streeter. Motion carried, all voting aye.

Regional Security Expenditures
Nick Gragnani, EWGCOG, presented the request for the Board to approve the expenditure of funds to purchase two Thermal Imaging Digital Map Overlay Systems from Churchill Navigation, purchase and installation of four night vision compatible helicopter engine gauges from Ideal Aviation, and the purchase and installation of three night vision compatible Garmin radios with antenna and Helicopter Terrain Awareness Warning Systems from Ideal Aviation for a total amount not to exceed **$316,782** from the CCTA and the UASI grant programs.

Motion approving the recommendation was made by Mr. Falls, seconded by Mr. Etling. Motion carried, all voting aye.

OTHER BUSINESS

Curtis Jones, IDOT, announced the Illinois Safe Routes to School Program online application process will open September 24th and run through November 19th and the selected projects will be announced sometime in March, 2019. He also announced the Fall Illinois MPO Conference will be held October 11-12, 2018 in Peoria, IL. The link for the online application as well as hotel and conference registration information are available through IDOT.

ADJOURNMENT

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

Respectfully submitted,

James M. Wild
Secretary, Board of Directors

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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Bi-State Development
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Missouri Office of Administration
Executive Director
James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Calendar Year 2019 East-West Gateway Budget

Date: October 16, 2018

The agency budget will be considered at the upcoming annual meeting by the membership of East-West Gateway, following a recommendation by the Board of Directors. Attached is the Council's proposed budget for the year beginning January 1, 2019. We are proposing a budget of $11,861,435. Approximately 30 percent of this budget will pay for public safety planning, equipment, software and training that will be provided to our member local governments and area first responder entities. An additional 12 percent, for transportation, economic development, and environmental work, will be used to fund consulting services or passed through to other public agencies. The Council's staff and operating costs is projected to be approximately $5.7 million.

East-West Gateway's budget includes expenditures for work activities included in the FY 2019 Unified Planning Work Program, as well as those activities anticipated to be in the FY 2020 UPWP. We've estimated funding for the major recurring transportation, environmental, hospital preparedness, and homeland security programs along with the non-recurring projects that are anticipated during the year. Matching funds for the federal transportation planning and environmental programs, in the amount of $574,770, will be provided in the form of cash or in-kind contributions from the states of Illinois and Missouri.

In addition to the state funds, the funds received from the transportation project assessment fee, and the per capita contribution by member counties will also be utilized as match for the federal transportation funds. The voluntary contribution by member counties will remain at 12.5 cents per capita. The contribution represents less than 3.0 percent of the budgeted agency resources for 2019.

Salaries and benefits totaling approximately $4,919,700 include funding for 56 full time employees (FTE). The proposed budget also includes a 2.5% pay plan adjustment, a 1.5% raise based on merit, with a projected increase in health insurance of 8.5%. The wage adjustment and merit raise, along with the associated incremental benefit costs are projected at $159,700. We estimate the cost impact of $26,300 to our net position for 2019 and the remaining balance of $133,400 will come from our federal and state grant funds.

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Personnel Plan Revisions

According to East-West Gateway's Personnel Plan, at least every two years the Executive Director is to re-evaluate the Personnel Plan. The Position Classification Schedule, which is a component of the Plan, was compared to other Metropolitan Planning Organizations' and area local government compensation schedules. As a result we are recommending increases in the some of the lower tier classifications (levels I and II) to keep our Position Classification Schedule competitive.

The proposed revisions to the Position Classification Schedules includes the 2.5% cost of living adjustment and increases to selected level I and II classifications. The proposed revision is shown on the attached Position Classification Schedule.

Staff Recommendation: The adoption of the proposed revisions to the agency's personnel plan; the adoption of the proposed CY2019 budget; and recommendation of the proposed Calendar Year 2019 budget for adoption at the Annual Meeting on November 15, 2018.

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Budget Summary

Resources and Expenditures

Calendar Years 2017 - 2019

	2017 Audited	2018 Estimated	2019 Proposed
RESOURCES:			
Federal Grants	$6,570,806	$ 6,670,241	$10,190,783
State Grants/Appropriations	300,030	276,546	326,485
Local and Private Resources			
Cash-Per Capita	321,407	321,407	321,407
Transportation Project Assessment Fee	212,029	240,367	235,000
Cash-Other	1,798,588	898,020	573,289
In-Kind Services	237,545	291,221	299,286
Miscellaneous Income	58,546	65,542	60,700
Total Resources	9,498,951	8,763,344	12,006,950
EXPENDITURES:			
Operating Expenses	9,614,557	8,587,015	11,861,435
Total Expenditures	9,614,557	8,587,015	11,861,435
Surplus/(Deficit)	(115,606)	176,329	145,515
Net Assets - Beginning of Year	3,336,273	3,220,667	3,396,996
Net Assets - End of Year	$3,220,667	$ 3,396,996	$ 3,542,511

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS

Detail of Budgeted Resources
Calendar Year 2019

FEDERAL GRANTS (Federal portion only):		
U.S. Department of Transportation		
Federal Transit Administration		
Pass Thru: Bi-State Development Agency	$ 868,804	
Federal Highway Administration		
Pass Thru: Missouri Department of Transportation	3,420,570	
Illinois Department of Transportation	1,381,645	
U.S. Department of Homeland Security		
Federal Emergency Management Agency	554,104	
Pass Thru: Missouri Office of Homeland Security	3,651,319	
U.S. Department of Health & Human Services		
Pass Thru: Missouri Dept of Health & Senior Services	189,037	
U.S. Environmental Protection Agency		
Pass Thru: Missouri Department of Natural Resources	65,143	
Illinois Environmental Protection Agency	40,121	
U.S. Department of Agriculture		
Pass Thru: Mid-America Regional Council	20,040	
		$ 10,190,783
STATE APPROPRIATIONS/GRANTS		
Illinois	280,750	
Missouri	45,735	
		326,485
LOCAL RESOURCES:		
Per Capita (12.5 cents per capita)		
City of St. Louis	39,912	
Franklin County	12,686	
Jefferson County	27,342	
Madison County	33,660	
Monroe County	4,120	
St. Charles County	45,061	
St. Clair County	33,757	
St. Louis County	124,869	
		321,407
Transportation Project Assessment Fee		235,000
Other		573,289
In-kind Services		299,286
Miscellaneous Income [1]		60,700
TOTAL RESOURCES		$ 12,006,950

[1] (interest, meeting receipts, etc.)

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS

Detail of Budgeted Expenditures
Calendar Years 2017-2019

	2017	2018		2019
	Audited	Budget	Estimated	Budget
Salaries, Benefits	$ 4,502,719	$ 4,822,190	$ 4,544,070	$ 4,919,700
Public Agencies, Planning Consultants	2,811,422	3,309,510	2,358,370	3,030,250
Grant Funded Equipment and Software	1,363,956	1,528,060	524,255	2,338,915
Supplies	42,601	54,285	137,295	345,335
In-Kind Services (Match)	237,545	282,910	291,220	299,285
Office Lease, Utilities, Maintenance	250,919	250,920	250,925	259,075
Public Agency Training	37,834	300,000	68,110	166,200
Meetings, Conferences	70,074	52,380	58,100	80,970
Travel	27,484	73,965	33,040	63,005
Professional Services	14,229	48,910	62,695	75,610
Auditing	50,000	55,000	50,000	55,000
Depreciation, Amortization	30,906	35,785	32,495	37,685
Reproduction	8,180	19,870	34,740	26,790
Data Access Services	42,325	21,445	28,470	31,410
Public Notices	17,538	26,490	16,105	24,155
Dues, Memberships	18,734	23,535	20,650	23,855
Pension Administration Fee	15,800	15,800	15,800	15,800
Communications and Cellular Service	26,744	17,050	22,170	15,780
Business Insurance	9,305	13,125	12,665	13,125
Postage	4,629	10,820	8,715	10,375
Employee Training, Recruitment, & Relocation	1,560	10,650	3,525	10,300
Equipment Maintenance & Rental	19,832	24,985	3,515	9,245
Interest & Miscellaneous Expenses	7,002	3,600	8,130	5,550
Technical Publications	3,219	6,575	1,955	4,020
Office relocation expense	-	40,000	-	-
	$ 9,614,557	$ 11,047,860	$ 8,587,015	$ 11,861,435

TABLE A
POSITION CLASSIFICATION SCHEDULE
Effective 01/01/2019

	Proposed			Current		
Position	Grade	Minimum Annual	Maximum Annual	Grade	Minimum Annual	Maximum Annual
Transportation Analyst V	30	87,900	130,500	30	84,480	125,436
Transportation Analyst IV	26	72,144	107,124	26	69,336	102,960
Transportation Analyst III	24	65,400	97,020	24	62,856	93,252
Transportation Analyst II	20	53,808	79,632	19	49,248	72,840
Transportation Analyst I	17	46,476	68,688	16	42,552	62,856
Information Systems Analyst V	28	79,632	118,212	28	76,536	113,628
Information Systems Analyst IV	25	68,688	101,940	25	66,012	97,992
Information Systems Analyst III	22	59,316	87,900	22	57,012	84,480
Information Systems Analyst II	18	48,804	72,144	17	44,676	66,012
Information Systems Analyst I	15	42,156	62,280	14	38,592	57,012
Planner V	28	79,632	118,212	28	76,536	113,628
Planner IV	24	65,400	97,020	24	62,856	93,252
Planner III	22	59,316	87,900	22	57,012	84,480
Planner II	17	46,476	68,688	16	42,552	62,856
Planner I	14	40,152	59,316	13	36,756	54,300
Research Assistant II	8	29,952	44,268	8	28,788	42,552
Research Assistant I	3	23,484	34,668	3	22,572	33,324
Public Administrator VI	30	87,900	130,500	30	84,480	125,436
Public Administrator V	27	75,780	112,536	27	72,840	108,168
Public Administrator IV	22	59,316	87,900	22	57,012	84,480
Public Administrator III	20	53,808	79,632	20	51,720	76,536
Public Administrator II	16	44,268	65,400	15	40,512	59,856
Public Administrator I	13	38,244	56,496	12	35,004	51,720
Program Aide II	8	29,952	44,268	8	28,788	42,552
Program Aide I	3	23,484	34,668	3	22,572	33,324
Community Relations Coordinator V	26	72,144	107,124	26	69,336	102,960
Community Relations Coordinator IV	21	56,496	83,652	21	54,300	80,400
Community Relations Coordinator III	19	51,240	75,780	19	49,248	72,840
Community Relations Coordinator II	15	42,156	62,280	14	38,592	57,012
Community Relations Coordinator I	13	38,244	56,496	12	35,004	51,720
Public Safety Administrator V	29	83,652	124,200	29	80,400	119,388
Public Safety Administrator IV	24	65,400	97,020	24	62,856	93,252
Public Safety Administrator III	22	59,316	87,900	22	57,012	84,480
Public Safety Administrator II	17	46,476	68,688	17	44,676	66,012
Public Safety Administrator I	14	40,152	59,316	14	38,592	57,012
Accountant III	19	51,240	75,780	19	49,248	72,840
Accountant I	14	40,152	59,316	14	38,592	57,012
Accounting Specialist III	11	34,668	51,240	11	33,324	49,248
Accounting Specialist II	8	29,952	44,268	8	28,788	42,552
Accounting Specialist I	5	25,896	38,244	5	24,888	36,756
Accounting Clerk	2	22,356	33,048	2	21,492	31,764

TABLE A
POSITION CLASSIFICATION SCHEDULE
Effective 01/01/2019

	Proposed			Current		
Position	Grade	Minimum Annual	Maximum Annual	Grade	Minimum Annual	Maximum Annual
Executive Assistant	12	36,420	53,808	12	35,004	51,720
Administrative Assistant II	8	29,952	44,268	8	28,788	42,552
Adminstrative Assistant I	5	25,896	38,244	5	24,888	36,756
Office Clerk	2	22,356	33,048	2	21,492	31,764
Graphic Designer III	17	46,476	68,688	17	44,676	66,012
Graphic Designer II	14	40,152	59,316	14	38,592	57,012
Graphic Designer I	7	28,536	42,156	7	27,432	40,512
Graphic Aide	2	22,356	33,048	2	21,492	31,764
Printer II	9	31,464	46,476	9	30,240	44,676
Printer I	3	23,484	34,668	3	22,572	33,324
Printing Aide	1	21,300	31,464	1	20,472	30,240

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Barbara Geisman
C. William Grogan
Richard Kellett
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Erika Kennett
Illinois Department of Commerce
and Economic Opportunity
Patrick McKenna
Missouri Department of
Transportation
John Nations
Bi-State Development
Aaron Willard
Missouri Office of Administration
Executive Director
James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Procurement Policy and Code of Conduct Policy

Date: October 16, 2018

As a federal-aid recipient, EWG is required to have a procurement policy and code of conduct that are consistent with the guidelines, rules, and regulations issued by EWG's funding agencies. These requirements are described in the Code of Federal Regulations (CFR) at 2 CFR Part 200 (commonly referred to as the Omni Circular), as supplemented by recent changes implement by the National Defense Authorization Acts (NDAA), and are passed-through to EWG in its grant agreements with Missouri and Illinois entities like the Missouri Department of Transportation, the Missouri Office of Homeland Security, and the Illinois Department of Transportation. Additionally, the Federal Transit Administration (FTA) has its own guidelines and rules that are passed on to EWG through the FTA Master Agreement and FTA circulars.

EWG's procurement policy was last updated in October 1998 and is in need of an update to bring it in line with current standards and practices. Staff updated the procurement policy to reflect current federal / state guidelines and to provide staff more flexibility with respect to procurement and contracting. Specifically, the updated procurement policy increases the dollar threshold associated with both Board authorization for contracting and conducting formal procurements and it increases the threshold for open market (or micro) purchases. The updated dollar threshold for formal procurement actions ($20,000) and open market purchases ($3,000) are lower than the thresholds permitted in the Omni Circular, but are consistent with the threshold requirements of EWG's state funding agencies. The Omni Circular, as supplemented by the NDAA, uses thresholds of $250,000 for formal procurement actions and $10,000 for open market purchases. In comparison, the State of Missouri has thresholds of $25,000 and $3,000, respectively. The State of Illinois has a threshold of $20,000 for certain formal procurement actions and $10,000 for certain open market purchases. Since the States of Missouri and Illinois have the lowest thresholds for certain formal

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procurement actions and open market purchases, EWG's updated policy uses $20,000 and $3,000, respectively, for these types of procurements.

Federal and state requirements also dictate that EWG have a code of conduct that addresses ethics, conflicts of interest, and gifts, gratuities, and favors. In 2011, EWG adopted a code of ethics for its employees; however, this policy did not apply to EWG's officers, agents, directors, committee members, or board members. The current Omni Circular and, by extension, EWG's grant funding agencies, require that EWG have a code of conduct that applies to employees, officers, agents, directors, committee members, and board members. Staff developed a Code of Conduct that reflects the federal and state requirements and incorporates EWG's prior employee code of ethics.

Staff Recommendation: Staff recommends that the Board of Directors approve and adopt the Procurement Policy and the Code of Conduct.

1. Policy Objectives. The objectives of East-West Gateway Council of Government's (the Council) Procurement Policy are to ensure the efficient acquisition of goods and services at the best available price in a fair, open, and competitive process that is in compliance with any grant requirements and applicable local, state, and federal rules, regulations, and statutes.

2. Procurement & Contracting Authority.

   a) ***Procurement Authority.*** The Executive Director shall have the authority to procure the goods and services necessary for the operation of the Council. The Executive Director shall be responsible for and have the authority to develop and implement written procurement procedures that will govern the procurement activities of the Council. The written procurement procedures must comply with this Procurement Policy and must be developed in accordance with Section 3, Part (b). The Executive Director may delegate this procurement authority to the appropriate staff person(s) (e.g. the Director of Administration, procurement staff).

   b) ***Contracting Authority***. The Executive Director shall have the authority to contract on behalf of the Council; however, the Executive Director is not permitted to use the "cost plus a percentage of cost" or the "percentage of construction cost" methods of contracting. The Executive Director's contracting authority includes executing third-party agreements[1] conducted in accordance with Section 2, Parts (b)(i) – (iii).

      i) Board Authorization Not Required. The Executive Director may execute a third-party agreement without first obtaining the authorization of the Council's Board of Directors (the Board) if the dollar value of the third-party agreement is less than $20,000.

      ii) Board Authorization Required. The Executive Director must obtain the authorization of the Board before they can execute a third-party agreement if the dollar value is equal to or greater than $20,000.

      iii) Amendments. The Executive Director may execute an amendment to a third-party agreement, as follows:

         1. For those third-party agreements that were not initially authorized by the Board, the Executive Director has the authority to execute an amendment without first obtaining Board authorization unless the amendment would increase the dollar value of the third-party agreement so that it is equal to or greater than $20,000.

         2. For those third-party agreements that were initially authorized by the Board, the Executive Director must obtain the Board's authorization before they can execute an amendment that would increase the dollar value of the third-party agreement by any amount.

[1] As used in this Procurement Policy, a third-party agreement means: (a) contracts with vendors, consultants, contractors, and any of these entities' subcontractors, (b) grant or sub-grant awards from local, state, or federal entities that provide funding to the Council, or (c) financial assistance sub-awards through which the Council sub-grants local, state, or federal funding to non-profit, educational, or governmental entities.

3. For those amendments that do not increase the contract, grant, or sub-grant amount (e.g. contract extensions), the Executive Director has the authority to execute the amendments without first seeking Board authorization.

3. Procurement Methods & Procedures. It shall be the duty of the Executive Director or their designee to review the needs of the Council for supplies, equipment, reproduction, and services for the purpose of standardization and specification, avoidance of duplicate purchases, and the maintenance of orderly purchasing programs. All procurement actions undertaken by the Council must be conducted so as to ensure full and open competition and must meet the minimum standards specified in this Procurement Policy or, if more restrictive, the minimum standards described in the applicable local, state, and federal requirements.

a) ***Procurement Methods***. In general, the Council may use the procurement methods described in this Section 3, Part (a), when the methods are authorized by applicable local, state, and federal requirements and if the methods are conducted in accordance with the Council's written procurement procedures.

i) Informal procurement methods – An informal procurement method refers to purchases made on the open market or through the solicitation of competitive quotes. An informal procurement method can be used for those purchases that are expected to cost less than $20,000, as described in Section 3, Parts (a)(i)(1) and 2 below; however, the Executive Director may, in their discretion, set a lower dollar threshold for when informal procurement methods can be used.

1. ***Open market methods*** – for those purchases that are expected to cost less than $3,000, the Council may make the purchase on the open market without soliciting competitive quotes; however, the Council must ensure that, to the extent practicable, the purchases are equitably distributed among qualified suppliers, vendors, etc.

2. ***Competitive quotes*** – for those purchases that are expected to cost between $3,000 and $19,999, the Council must solicit competitive quotations from an adequate number of qualified sources. An "adequate number of qualified sources" is generally accepted to mean at least three qualified sources.

ii) Formal competitive procurement methods – A formal procurement method refers to purchases made through the solicitation of competitive bids, statements of qualifications, or proposals and includes two-step procurements. Formal procurement methods must be used for those purchases that are expected to cost $20,000 or more; however, the Executive Director may, in their discretion, set a lower dollar threshold for when formal procurement methods must be used.

iii) Noncompetitive procurement methods – A noncompetitive procurement method refers to a purchase that is expected to cost $3,000 or more and is made through the solicitation of only one bid, statement of qualifications, or proposal.

iv) Other procurement methods – The Council may also utilize other procurement methods that the Executive Director deems to be in the best interest of the Council, such as utilizing government prices and contracts (i.e. the U.S. General Services

Administration (GSA) or State supply schedules; cooperative purchasing; joint procurements, etc.).

b) ***Procurement Procedures.*** The Executive Director, or their designee, shall be responsible for developing written procurement procedures that will govern all Council procurement actions.

i) Minimum requirements. The written procurement procedures must, at a minimum, include:

1. The components required by applicable local, state, and federal policies, rules, regulations, and statutes. These requirements include, but are not limited to: Missouri Office of Homeland Security (MoOHS) guidelines and information bulletins, the Federal Transit Administration (FTA) Master Agreement; FTA Circular 4220.1F; the Omni Circular found in the Code of Federal Regulations (CFR) at 2 CFR Part 200, as each may be updated from time-to-time.

2. A clear description of each procurement method that is consistent with this Procurement Policy and how each procurement method is to be conducted.

ii) More Restrictive Procedures Authorized. The Executive Director may, in their discretion, implement procedures that are more restrictive than local, state, or federal requirements (i.e. specifying a lower dollar threshold for when formal procurement actions are required).

iii) Limitations. The written procedures developed and implemented by the Executive Director are subject to the limitations and exceptions expressed in Section 4.

iv) Updates. The written procurement procedures may be updated by the Executive Director from time-to-time, as they determine is necessary to meet the needs of the Council or to comply with changes in local, state, or federal requirements.

4. Limitations & Exceptions. Any procurement procedures developed by the Executive Director are subject to the following limitations and exceptions:

a) Procurement actions cannot be subdivided in order to avoid the requirements for a particular procurement method (e.g. splitting a $3,000 purchase into two purchases of $1,500 each or splitting a $20,000 purchase into two purchases of $10,000 each).

b) The procurement standards, methods, and procedures described in Section 3 will not apply to:

i) Grant agreements, sub-grant agreements, or contracts with non-profit, educational, or governmental entities.

ii) Procurement actions where the estimated purchase price of supplies, publications, repairs, gasoline, etc. is less than $3,000 and the Executive Director determines that it is not cost effective to follow the procurement procedures described in Section 3; however, the Executive Director shall establish written guidelines to maximize efficiency for these types of purchases and to ensure that the competitive nature of the transaction is maintained.

iii) Emergency procurement actions that are undertaken when the Executive Director has determined that there exists a threat to life, property, public health, or public safety or when immediate expenditure is necessary for repairs to Council property in order to protect against further loss of, or damage to, Council property, to prevent or minimize serious disruption to Council services or operations or to ensure the integrity of Council records. Emergency procurements must be undertaken with as much competition as is practicable in the circumstances. Purchases made as emergency procurements must only be for those supplies, equipment, or services that are necessary to alleviate the emergency.

iv) Procurements, contracts, or other agreements otherwise authorized by a grant funding agency, regulation, law, or by the Board.

c) The Council's written procedures must avoid the acquisition of unnecessary or duplicative items.

d) The Council should consider consolidating or breaking out procurement actions in order to obtain a more economical purchase; however, this type of action cannot be undertaken to avoid following a particular procurement method (see Section 4, Part (a)).

e) When appropriate, the Council must conduct an analysis of lease versus purchase alternatives, and any other appropriate analysis to determine the most economical approach.

5. Code of Conduct. The Council's employees, officers, agents, directors, members of the Executive Advisory Committee, and members of the Board of Directors who are engaged in the selection, award, and administration of third-party agreements are required to adhere to the standards of conduct described in the Council's Code of Conduct.

6. Effective Date. This Procurement Policy shall take effect upon the date it is approved / adopted by the Council's Board of Directors. This Procurement Policy rescinds and supersedes any prior procurement policy or procedures.

CERTIFICATION OF PROCUREMENT POLICY ADOPTION

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 the Procurement Policy adopted at a legally convened meeting of the Board of Directors held on October 31, 2018.

_____ _____

James M. Wild
Executive Director

Date

1. Purpose. East-West Gateway Council of Governments (the Council) has adopted this Code of Conduct in order to ensure public trust in the integrity of the Council's operation and to ensure that the Council is operated ethically and in accordance with the policies, rules, regulations, and statutes that govern the Council.

2. Scope. This Code of Conduct governs the Council's employees, officers, agents, directors, members of the Executive Advisory Committee (EAC members), and members of the Board of Directors (Board members).

3. Duties & Prohibition. The Council's employees, officers, agents, directors, EAC members, and Board members are required to adhere to the standards described in this Code of Conduct and are prohibited from using their position for a purpose that constitutes or presents the appearance of a personal or organizational conflict of interest or personal gain.

4. Conflicts of Interest. No Council employee, officer, agent, director, EAC member, or Board member may participate in the selection, award, or administration of third-party agreements[1] if they have a real or apparent conflict of interest.

   a) ***Definition***. A conflict of interest may arise if:

      i) One or more of the persons/entities described in Section 4, Parts (a)(1)-(4) has a present or potential financial or other significant interest[2] in a firm or entity that is selected or recommended for a third-party agreement.

         1. The employee, officer, agent, director, EAC member, or Board member.

         2. An immediate family member[3] of an employee, officer, agent, director, EAC member, or Board member.

         3. A partner of an employee, officer, agent, director, EAC member, or Board member.

         4. An organization which employs or is about to employ any of the persons described in Section 4, Part (a)(i)(1)-(3).

      ii) A Council employee, officer, agent, director, EAC member, or Board member uses or discloses any non-public or other confidential information that they may have obtained in the course of their official duties for the Council when the

[1] As used in this Code of Conduct, a third-party agreement means: (a) contracts with vendors, consultants, contractors, and any of these entities' subcontractors, (b) grant or sub-grant awards from local, state, or federal entities that provide funding to the Council, or (c) financial assistance sub-awards through which the Council sub-grants local, state, or federal funding to non-profit, educational, or governmental entities.
[2] As used in this Code of Conduct, a financial or other significant interest does not include the salary or compensation that an EAC member or a Board member may earn as an employee or elected representative of one of the Council's member governments or other governmental entities, an employee of a non-profit entity that the Council partners with on Council initiatives, or an employee of an entity that receives grants or sub-grants from the Council.
[3] As used in this Code of Conduct, an immediate family member means: a spouse, co-habitating partner, child (including adopted or step-children), sibling (including adopted or step-siblings), parent, grandparent, and in-laws (e.g. brother-in-law, mother-in-law).

disclosure or use is intended to result in financial gain for themselves or their immediate family member.

b) ***Disclosure***. Each employee, officer, agent, director, EAC member, Board member has a duty to disclose any conflict of interest (both real and apparent). The disclosure must be made as described in this Section 4, Part (b).

i) A conflict of interest must be disclosed in writing, as follows:

1. An employee (except the Executive Director), officer, agent, or director must disclose a conflict of interest to the Executive Director.

2. The Executive Director must disclose a conflict of interest to the Chairman of the Board of Directors.

3. An EAC member or a Board member must disclose a conflict of interest to the Chairman of the Board of Directors, with a copy to the Executive Director.

4. The written disclosure must clearly describe the conflict of interest. The Executive Director or Board Chairman, as applicable, may, in his/her discretion, request additional information.

ii) If the conflict of interest does not become apparent until an EAC or Board meeting, then the EAC member or Board member must immediately disclose his/her conflict of interest to those present at the meeting.

c) ***Resolution***. A conflict of interest must be resolved in accordance with what is in the best interest of the Council and in compliance with applicable local, state, or federal requirements including, but not limited to, Missouri Revised Statutes, Section 355.416. For employees (except the Executive Director), officers, directors, and agents the conflict of interest will be resolved by the Executive Director. For EAC members the conflict of interest will be resolved by the EAC or, if the Board of Directors deems appropriate or necessary, by the Board of Directors. For the Executive Director and Board members, the conflict of interest will be resolved by the Board of Directors. The Executive Director, EAC, or Board may consult with the Council's attorney, as each deems appropriate, prior to resolving the conflict.

5. Gifts, Gratuities & Favors.

a) Except as noted in Section 5, Part (c), no Council employee, officer, agent, director, EAC member, or Board member may solicit or accept gifts, gratuities[4], favors, or anything

[4] As used in this Code of Conduct, a gift, gratuity, favor, or anything of monetary value does not include either: (a) the salary or compensation that an EAC member or a Board member may earn as an employee or elected representative of one of the Council's member governments or other governmental entities, an employee of a non-profit entity that the Council partners with on Council initiatives, or an employee of an entity that receives grants or sub-grants from the Council or (b) the promise or provision of funds to support a Council project or to provide match funds for a grant award or a sub-award.

with a monetary value from any current or potential[5] recipient of a third-party agreement.

b) The requirements regarding gifts, gratuities, favors, or other items applies equally to gifts, gratuities, favors, or other items solicited or received by the immediate family member of an employee, officer, agent, director, EAC member, or Board member.

c) ***Exception.*** The prohibition described in Section 5, Parts (a) and (b) do not apply to gifts, gratuities, favors, or other items that are unsolicited and that have an insubstantial financial or nominal intrinsic value.

6. Employee Ethics. In addition to the other requirements described in this Code of Conduct, Council employees must adhere to the standards described in Section 6, Parts (a) – (f).

a) ***Ethical Conduct***. Each person employed by the Council must demonstrate the highest standards of personal integrity, honesty, and responsibility in the conduct of their tasks and responsibilities. To this end, each employee:

i) Must be guided and bound by the code of ethics or standards of professional conduct that govern the profession to which the employee belong or job functions relate.

ii) Must not undertake or recommend any action or expenditure that the employee knows or believes to be a violation of local, state, or federal guidance, directives, orders, rules, regulations, or statutes.

iii) Must conduct themselves, both on and off the job, in a manner that precludes both the existence of and the appearance of real or apparent of conflicts of interest between their official responsibilities and their outside activities.

iv) Must avoid any action that might result in or might reasonably create the appearance of: using their position with the Council for personal gain; using their position to induce, coerce, or influence in any manner any person or entity to provide any benefit, financial or otherwise, to themselves or their immediate family; giving preferential treatment to any individual or entity; losing complete impartiality; or making a procurement decision outside of official Council channels.

b) ***Public Records & Confidential Information***. Each Council employee must adhere to the Council's Sunshine Act Procedures which govern open records. In compliance with state and federal law and the Council's Sunshine Act Procedures, employees must protect privileged or confidential information that they may have access to as part of their official duties and must not disclose or otherwise use the privileged or confidential information in a way that might result in or reasonably give the appearance of personal gain.

[5] As used in this Code of Conduct, potential means: an entity that is competing for or being considered for a third-party agreement for one of the Council's projects.

c) ***Promotions & Endorsements.*** Council employees are prohibited from using their titles or positions in connections with the promotion or endorsement of any commercial enterprise or product.

d) ***Outside Employment.*** Council employees are prohibited from having conflicting employment while filling a full-time position at the Council. Conflicting employment means that an employee is paid by another employer during the same 40-hour work period that the employee is being paid by the Council. If an employee performs outside consultant-type services, the employee must obtain the Executive Director's prior approval and must fully report this work to the Executive Director so that the Executive Director can ensure that no conflict of interest exists.

e) ***Political Activities.*** Council employees may exercise the rights and privileges of any free U.S. citizen in matters of a political nature, with the following restrictions:

i) A Council employee must not, during the hours for which the employee is paid by the Council, use any time to advocate for the election or defeat of any candidate for public office or advocate for the passage or defeat of any ballot measure.

ii) A Council employee must not use any Council facility for the purpose of the advocating for the election or defeat of any candidate for public office or advocating for the passage or defeat of any ballot measure.

iii) A Council employee must not use any Council supplies, equipment, materials, or other resources for the purpose of the advocating for the election or defeat of any candidate for public office or advocating for the passage or defeat of any ballot measure.

iv) A Council employee must not take part in the management of the campaign for election or defeat of any candidate for public office who has decision making authority within the Council.

v) Exception. Section 6, Parts (e)(i)-(iv) do not apply to an employee that is working with other persons or entities to provide information to the Council's member governments, committee members, or Board members regarding initiatives or measures that may impact the Council's member governments, constituents, or stakeholders.

f) ***Other Council Policies.*** The Executive Director may, in their discretion, issue additional policies or guidelines that govern employee conduct, provided that the additional policies or guidelines are consistent with this Code of Conduct. Council employees must adhere to any additional policies or guidelines issued by the Executive Director.

7. Disciplinary Action. Failure to adhere to this Code of Conduct may result in penalties, sanctions, or other disciplinary action enforced against the employee, officer, agent, director, EAC member, or Board member. The disciplinary action may include, but is not limited to (as applicable): exclusion from participation in a meeting or series of meetings, removal from position, or dismissal from employment. Violations of this Code of Conduct must be handled as follows:

   a) A violation that involves a Council employee (except the Executive Director), officer, agent, or director will be referred to the Executive Director. The Executive Director will determine the appropriate disciplinary action given the facts and circumstances, any applicable local, state, or federal requirements, and the best interests of the Council.

   b) A violation that involves the Executive Director, an EAC member, or a Board member will be referred to the Board of Directors. The Board of Directors will determine the appropriate disciplinary action given the facts and circumstances, any applicable local, state, or federal requirements, and the best interests of the Council.

8. Effect on Employee Code of Ethics. This Code of Conduct rescinds and supersedes, the East-West Gateway Council of Governments Code of Ethics that was established for the Council's employees in 2011.

9. Effective Date. This Code of Conduct shall take effect upon the date it is approved / adopted by the Council's Board of Directors.

CERTIFICATION OF CODE OF CONDUCT ADOPTION

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 the Code of Conduct adopted at a legally convened meeting of the Board of Directors held on October 31, 2018.

_____ _____

James M. Wild
Executive Director

Date

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Missouri Department of
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Bi-State Development
Aaron Willard
Missouri Office of Administration
Executive Director
James M. Wild

Memo to: Board of Directors

From: Staff

Subject: 2018 Regional Performance Targets – Pavement & Bridge, Reliability, and On-Road Mobile Source Emissions

Date: October 16, 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. Previously, the Board of Directors set regional performance targets for safety, non-SOV travel, and peak-hour excessive delay. The final targets to be set in the first round of target setting are **pavement and bridge condition**, **system reliability**, and **on road mobile source emissions**.

Pavement and Bridge Condition

The pavement and bridge performance measure requires state DOTs and MPOs to establish quantitative targets for:

Pavement Condition

- Percentage of pavements on the Interstate System in Good condition
- Percentage of pavements on the Interstate System in Poor condition

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- Percentage of pavements on the non-Interstate National Highway System (NHS) in Good condition
- Percentage of pavements on the non-Interstate NHS in Poor condition

Bridge Condition

- Percentage of NHS bridges classified as in Good condition
- Percentage of NHS bridges classified as in Poor condition

For the pavement measures, five pavement metrics, derived from the Highway Performance Monitoring System (HPMS), are used to assess condition: International Roughness Index (IRI); Cracking Percent; Rutting; Faulting; and a Present Serviceability Rating (PSR) for lower speed roads.

The bridge measure assesses the condition of a bridge's deck, superstructure, substructure, and culverts. Bridge data come from the Federal Highway Administration's (FHWA) annual National Bridge Inventory (NBI). NBI data is available for all bridges that carry NHS routes and that are over twenty feet in length.

After consulting with IDOT and MoDOT on upcoming levels of investment and priorities in preservation, staff recommends gradually improving targets for pavements in Missouri while holding levels of good and poor bridge deck area steady at baseline levels.

For EWG's Illinois counties, staff recommends targets of slightly increased good interstate pavement condition, a decrease in non-interstate NHS good condition pavements, increases in poor pavements on both interstate and non-interstate NHS, an increase in good bridge deck area percentage, and a decline in poor bridge area percentage.

Pavement and Bridge Condition Targets						
	EWG Illinois Counties			EWG Missouri Counties		
Good Condition - Pavement	**Baseline**	**2 Year Target**	**4 Year Target**	**Baseline**	**2 Year Target**	**4 Year Target**
Interstate	54.94%	n/a	56.00%	70.7%	n/a	77.5%
Non-Interstate	49.31%	48.00%	46.00%	39.2%	41.0%	43.0%
Poor Condition - Pavement	**Baseline**	**2 Year Target**	**4 Year Target**	**Baseline**	**2 Year Target**	**4 Year Target**
Interstate	0.40%	n/a	1.00%	0.0%	n/a	0.0%
Non-Insterstate	0.56%	1.00%	2.00%	3.5%	2.0%	1.0%
Bridges	**Baseline**	**2 Year Target**	**4 Year Target**	**Baseline**	**2 Year Target**	**4 Year Target**
% Bridges Good Condition	39.62%	40.00%	40.00%	31.4%	31.4%	31.4%
% Bridges Poor Condition	10.87%	9.00%	8.00%	9.2%	9.2%	9.2%

System Reliability

The system reliability performance measure requires state DOTs and MPOs to establish quantitative targets for:

- Percent of person miles traveled on the Interstate System that are reliable
- Percent of person miles traveled on the non-Interstate NHS that are reliable
- Truck travel time reliability index

The Level of Travel Time Reliability (LOTTR) is defined as the ratio of longer travel times (80th percentile) to a "normal" travel time (50th percentile) for a given roadway segment. The measure is the percentage of person-miles (vehicle miles multiplied by occupancy) traveled on the NHS where this ratio is less than 1.5, which is considered reliable. Using person miles rather than vehicle-miles gives equal weight to all individuals using the roads.

This measure is calculated using data from the FHWA's National Performance Management Research Data Set (NPMRDS). The NPMRDS provides travel time by road segment for the NHS in 15-minute intervals. The data for NPMRDS was collected by HERE Technologies from 2014 to 2016. In 2017, the vendor for this data was changed to INRIX. This resulted in data that may not be comparable.

The Truck Travel Time Reliability (TTTR) is defined as the ratio of the longer travel times (95th percentile) to a "normal" travel time (50th percentile) for a given segment on the interstate system. Higher values for this measure indicate that interstate travel is more unpredictable for local and national freight companies.

This measure is calculated using data from the FHWA's National Performance Management Research Data Set (NPMRDS). The NPMRDS provides travel time by road segment for the NHS in 15-minute intervals. The data for NPMRDS was collected by HERE Technologies from 2014 to 2016. In 2017, the vendor for this data was changed to INRIX. This resulted in data that may not be comparable.

Due to the incompatibility of the data and the resulting inability to discern a trend, staff recommends a target of maintaining current levels of travel time reliability, 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.

Reliability Targets			
	Baseline	2 Year Target	4 Year Target
Percent of Reliable Person-Miles Traveled on the Interstate	86.9%	86.9%	86.9%
Percent of Reliable Person-Miles Traveled on the Non-Interstate NH	86.3%	n/a	86.3%
Truck Travel Time Reliability Index	1.54	1.54	1.54

On-Road Mobile Source Emissions

The on-road mobile source emissions performance measure requires state DOTs and MPOs to establish quantitative targets for:

Total emissions reduction (on-road mobile sources)

Volatile Organic Compounds (VOC)
Nitrogen Oxides (NOx)
Particulate Matter (PM 2.5)
Carbon Monoxide (CO2)

The on-road mobile source emissions performance measure tracks the emissions reduced by transportation projects funded through the CMAQ program and is referred to as Total Emissions Reduction. The Total Emissions Reduction will need to be shown for the entire St. Louis, MO-IL Urbanized Area. Development of regional emissions targets, per federal law, was conducted collectively between staff, IDOT, and MoDOT and the three agencies recommend setting expected emissions reductions from CMAQ projects in the Transportation Improvement Program (TIP) as regional emissions targets. While programmed projects may be delayed, advanced, added, or removed, accounting for what is in the TIP was considered the most reasonable approach for setting emissions targets.

On-Road Mobile Source Emissions Targets			
	Baseline: FFY 2014-2017 Criteria Pollutants and Applicable Precursors from CMAQ Public Access System	2-year Target (kg/day)	4-year Target (kg/day)
Nitrogen Oxides (NO_x)	1,202.29	151.9	152.9
Volatile Organic Compounds (VOC)	224.846	21.5	21.6
Particulate Matter ($PM_{2.5}$)	32.121	6.9	6.9
Carbon Monoxide (CO)	0	15.7	201.9

Next Steps

There will be a mid-performance period progress report due October 1, 2020, through which 4-year targets may be adjusted, and 2-year condition/performance will be reported as baselines.

East-West Gateway will also need to integrate these performance targets 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 TIP help achieve all adopted performance targets.

FHWA fact sheets on the pavement and bridge, reliability, and on-road mobile source emissions are attached.

Staff Recommendation: Staff recommends approval of 2018 performance targets for pavement & bridge condition, reliability, and on-road mobile source emissions.

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Illinois Department of Commerce
and Economic Opportunity
Patrick McKenna
Missouri Department of
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John Nations
Bi-State Development
Aaron Willard
Missouri Office of Administration
Executive Director
James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Approval of the Metropolitan Transportation Planning Process Certification, the Final Air Quality Conformity Determination and Documentation for the FY 2019-2022 Transportation Improvement Program and related amendments to the Metropolitan Transportation Plan, *Connected2045*, and the Final FY 2019-2022 Transportation Improvement Program

Date: October 16, 2018

Metropolitan Transportation Planning Process Certification
Appendix A of the Transportation Improvement Program (TIP) document contains the Metropolitan Transportation Planning Process certification. This certifies that East-West Gateway of Governments (the Council) meets the requirements of 23 CFR § 450.336 and must be signed by the Council, Missouri Department of Transportation (MoDOT), and Illinois Department of Transportation (IDOT). It must also be approved by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The certification is part of the TIP document. The certification language may be found in **Attachment A** of this memo.

Air Quality Conformity Analysis
Since the St. Louis region is designated as a non-attainment area for air quality, the TIP must be analyzed to determine its conformity with air quality plans and objectives. Staff completed this analysis prior to the draft TIP being presented to the EAC and Board of Directors in August. Subsequent TIP modifications were determined to have no impact on the conformity finding. The projects in the proposed transportation program meet the applicable air quality conformity requirements.

Final FY 2019-2022 Transportation Improvement Program
Each year the Board of Directors adopts a TIP that allocates federal funds to transportation projects. The program comprises the first four years of projects and strategies in the regional long-range transportation plan. Before a project is eligible to receive federal funds it must be included in the TIP.

The FY 2019-2022 TIP has been developed using priorities, procedures, and policies approved by the Board of Directors through the adoption of the long-range

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transportation plan. Staff has worked with project sponsors, funding agencies, and advisory committees to develop the recommended program of projects.

Total Program Summary
The final TIP contains 786 new and previously programmed projects totaling nearly $2.37 billion. The majority of these projects (592) are currently programmed in the FY 2018-2021 TIP and presented for reprogramming with some adjustments. All of the projects proposed by sponsors to retain their program status are recommended for reprogramming.

The final TIP differs slightly from the draft TIP that was submitted for public comment. Nine projects have been added and one project has been removed, which yields a net increase of eight projects. Fourteen (14) projects have been modified. These changes are reflected in the table below by program, and detailed in **Attachment B**.

Summary of Changes to the Draft FY 2019-2022 TIP
($ in millions)

Program	Draft TIP		Final TIP		Net Effect	
	#	*Cost (M)*	#	*Cost (M)*	#	*Cost (M)*
IDOT	63	$289.5	65	$293.0	+2	+3.5
MoDOT	183	$962.2	185	$970.4	+2	+8.2
Transit	180	$627.7	180	$627.7	0	0.0
Local	352	$485.2	356	$483.3	+4	-1.9
Total	**778**	**$2,364.6**	**786**	**$2,374.4**	**+8**	**+9.8**

Of the nine projects being added, five projects are reprogrammed from the FY 2018-2021 TIP, one project is adding STP small-urban funds for engineering to an existing STP-S project, and the remaining three additions include projects that were funded through the MoDOT Cost Share program. Cost Share is a standalone program through MoDOT and funding is dedicated to this program each year by the Missouri Highway Transportation Commission. Local public agencies submit applications for Cost Share funding for up to 50 percent reimbursement for projects along state routes. Cost Share projects are selected following a statewide submission and review.

One MoDOT project was removed from the project listing in the final TIP because the year of construction (2023) is beyond the program years of the FY 2019-2022 TIP. This project is included in the MoDOT scoping list in Appendix C of the TIP.

IDOT Program Summary
IDOT's program contains 65 projects at a total cost of $293 million. This includes 47 reprogrammed or rescheduled projects and 18 new projects.

Eighty percent of IDOT's total program is designated for preserving the existing infrastructure and three percent of the funding is designated for adding capacity to the system. Almost 11 percent of IDOT's total program funding will address operational and safety needs. The remaining six percent includes payments and other work such as surveys and district-wide preliminary engineering.

MoDOT Program Summary
MoDOT's program contains 185 projects at a total cost of $970.4 million. This includes 131 reprogrammed or rescheduled projects and 54 new projects.

Seventy-four (74) percent of MoDOT's program is for preserving the existing infrastructure and 14 percent is for operational and safety needs. Another 11 percent of MoDOT's total program is allocated for projects such as studies or payback projects, including GARVEE bonds for the Mississippi River Bridge, Safe and Sound, and the I-64 reconstruction. The remainder (less than two percent) includes work such as standalone drainage or pedestrian improvement projects. MoDOT's program does not include capacity-adding projects.

Transit Program Summary
In Missouri and Illinois, 180 transit projects (160 reprogrammed and 20 new) were submitted for programming. The total cost of the transit projects is $627.7 million.

Bi-State Development/Metro's program consists of 105 projects at a total cost of $569.8 million, while the program submitted by the Madison County Transit District contains 24 projects at a total cost of $50.4 million. Most of the funding in Metro's and Madison County Transit District's programs comes from FTA Section 5307 funds.

The other 51 projects in the transit program ($7.5 million) consist of Section 5310 (Enhanced Mobility of Seniors and People with Disabilities), Section 5316 (Job Access and Reverse Commute), and Section 5317 (New Freedom) projects.

Summary of Local Programs
The local Illinois program contains 115 projects (79 reprogrammed and 36 new) at a total cost of $139.7 million. The 36 new projects have a total cost of $39.2 million ($25.7 million in federal funds).

The local Missouri program contains 241 projects at a total cost of $343.6 million. Included are 175 reprogrammed projects and 66 new projects. The 66 new projects have a total cost of $149.1 million ($83.7 million in federal funds).

Financial Capacity
The TIP is required to be fiscally constrained, with reasonable assurance that funds will be available to implement the proposed projects in a given year. Staff has evaluated the federal funds programmed in the TIP with regard to amounts authorized in federal legislation and anticipated federal spending limitations. The proposed federal funding levels for the entire program do not exceed the funds anticipated to be available in the various program years.

The state DOTs, transit agencies, and local sponsors have incorporated inflation factors into the cost estimates for their projects that are expected to be implemented beyond the first year of this TIP. Further, each of the local implementing agencies has submitted written certification indicating that non-federal matching funds are available for their respective projects. In this way, there is some assurance that proposed projects represent true commitments on the part of local agencies rather than project "wish lists."

Public Participation
The draft FY 2019-2022 TIP and Air Quality Conformity Determination were circulated for public comment from August 31 through October 5 and were presented at five open house meetings in September. In addition, a live online chat occurred with the assistance from the St. Louis Post-Dispatch. The locations and dates for the open house meetings were posted on the Council's website, in the Council's *Local Government Briefings* newsletter, on the Council's Facebook and Twitter page, and advertised in local newspapers. Copies of the FY 2019-2022 TIP and the Air Quality Conformity Determination, as well as supplemental materials such as maps and charts, were provided at the open house meetings for review and discussion. Council staff and representatives of the state DOTs, transit service providers, and local project sponsors were available to provide information and answer questions from citizens, members of organizations, and elected officials.

A summary of the public comments received is included in **Attachment C.** Also, staff has assembled a separate *Compilation of Open Houses and Public Comments* document that contains all of the comments received during the public comment period and details attendance at each of the five open house meetings and the online chat.

Comments received to date mainly support projects in the TIP and Air Quality Conformity Determination. Staff does not recommend any changes to these documents based on these comments.
The FY 2019-2022 TIP, Air Quality Conformity Determination, and *Compilation of Open Houses and Public Comments* are available on the on the East-West Gateway website: http://www2.ewgateway.org/download/FY2019-2022-TIPandAQCD-CommentsSum/

Staff Recommendation: Staff recommends approval of the Metropolitan Transportation Planning Process Certification, Air Quality Conformity Determination and Documentation for the FY 2019-2022 Transportation Improvement Program and related amendments to the Metropolitan Transportation Plan, *Connected2045*, and the FY 2019-2022 Transportation Improvement Program.

Attachment A

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION
In accordance with 23 CFR § 450.336, the Illinois Department of Transportation, the Missouri Department of Transportation, and the East-West Gateway Council of Governments (EWGCOG), the Metropolitan Planning Organization for the St. Louis urbanized area, "certifies" that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. § 134, 49 U.S.C. § 5303, and 23 CFR Part 450 Subpart C;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. §§ 7504, 7506(c) and (d)) and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. § 2000d *et seq.*) and 49 CFR Part 21;
4. 49 U.S.C. § 5332 prohibiting discrimination on the basis of race, color, religion, national origin, sex, disability, or age in employment or business opportunity;
5. Section 1101(b) of the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. § 6101 *et seq.*) prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
9. Section 324 of the Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 *et seq.*) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

EWGCOG is exempt from the requirements of 23 U.S.C § 134(d)(2) and 49 U.S.C. § 5303(d)(2), as amended by the FAST Act §§ 1201 and 3003 because: (1) EWGCOG operates pursuant to the Missouri State and Regional Planning and Community Development Act (Mo. Rev. Stat. Chapter 251) and the Missouri Nonprofit Corporation Act (Mo. Rev. Stat. Chapter 355), which were both in effect on or before December 18, 1991; (2) these Missouri laws have not been amended after December 18, 1991, as regards EWGCOG's structure or organization; and (3) EWGCOG has not been designated or re-designated after December 18, 1991.

Attachment B - Changes from Draft to Final FY 2019-2022 TIP

Page in TIP	County	TIP#	Sponsor-Title-Description	Type of Change	Reason for Change
B-7	Franklin	6852F-18	MoDOT - MO E - MO 100 TO MO Y - Pavement preservation treatment, and guardrail upgrades	Project modification	Funding source change from AC to STBG. No change in total cost.
B-8	Franklin	6852G-18	MoDOT - MO K - MO 30 TO MO 185 - Pavement preservation, guardrail upgrades, cross pipe replacement, and sign replacement	Project modification	Funding source change from AC to STBG. No change in total cost.
n/a	Franklin	6806P-18	MoDOT - MO HH - Over Calvey Creek - Bridge replacement (Bridge R0238)	Project deletion	Draft TIP listed construction in 2022. Construction should be in 2023. Project moved to scoping since construction is not in FY 2019-2022 TIP horizon years.
B-24	Jefferson	6852H-18	MoDOT - MO P - MO A TO MO 110 - Pavement preservation treatment & guardrail upgrades	Project modification	Funding source change from AC to STBG. No change in total cost.
B-33	Madison	6886I-21	IDOT - I-270 - AT IL 111 - Reconstruct Interchange	Project modification	Cost correction. Increase by $2,000,000.
B-34	Madison	6647-19	IDOT - IL 157 - Over Tributary of Silver Creek south of Hamel - Replace bridge - Land acq. - Utilties	Project addition	Carryover from FY 2018-2021 TIP. Project was not let prior to end of FY 2018 and needs to be included in FY 2019-2022 TIP to proceed.
B-35	Madison	6650E-18	IDOT - IL 157/159 - IL 159: Park St to Glen Crossing Rd; IL 157: St. Louis St to Meridan Rd - ADA improvements	Project addition	Carryover from FY 2018-2021 TIP. Project was not let prior to end of FY 2018 and needs to be included in FY 2019-2022 TIP to proceed.
B-50	Multi-County-I	6782-17	Illinois EPA - Marine terminal cargo crane repower - Repower four cranes	Project addition	Project included in FY 2018-2021 TIP and inadvertantly omitted from draft FY 2019-2022 TIP.
B-65	Multi-County-M	6806T-18	MoDOT - Various - In St. Louis District - ITS improvements to dynamic message signs	Project modification	Funding source change from AC to STBG. No change in total cost.
B-67	Multi-County-M	6702D-19	MoDOT - Various - St. Louis District - ITS maintenance and operations	Project modification	Funding source change from AC to STBG. No change in total cost.
B-71	Multi-County-M	6807N-18	MoDOT - Various - Various routes - Job order contracting for bridge repair	Project modification	Funding source change from AC to STBG. No change in total cost.
B-71	Multi-County-M	6823-20	MoDOT/OATS - Vehicle replacement - Fourteen 23' wide cutaway bus with lift serving Franklin, Jefferson, St. Charles, and St. Louis counties	Project addition	Project included in FY 2018-2021 TIP and inadvertantly omitted from draft FY 2019-2022 TIP.
B-98	St. Charles	6822-19	Lake Saint Louis - Lake Saint Louis Blvd roundabout - At Veterans Memorial Pkwy and I-70 EB on/off ramps	Project modification	Lake Saint Louis received funding through MoDOT Cost Share Program.This project is related to TIP# 6892W-20 on page B-103. Project shown with two TIP#s since funding coming from STP-S and Cost Share programs.
B-102	St. Charles	6811H-18	MoDOT - MO DD - I-64 to MO 94 - Pavement resurfacing and guardrail upgrade	Project modification	Funding source change from AC to STBG. No change in total cost.
B-103	St. Charles	6892W-20	MoDOT - Outer Road 70 - Lake Saint Louis Blvd at Veterans Memorial Pkwy - Roundabout	Project addition	Lake Saint Louis received funding through MoDOT Cost Share Program. This project is related to TIP# 6822-19 on page B-98. Project shown with two TIP#s since funding coming from STP-S and Cost Share programs.
B-110	St. Charles	7025C-19	Wentzville - David Hoekel Pkwy, Phase 2B - I-70 to Goodfellow - New interchange at I-70	Project modification	Funding source change. Wentzville received $3.8 million in federal funds through MoDOT's Cost Share program. No overall change in total project cost.
B-114	St. Clair	4600-07	Cahokia - Cargill Rd - IL 3 to Mississippi River barge dock - SAFETEA-LU earmark	Project modification	Cost correction. Right of way not obigated in FY 2018 and $320,000 shifted to FY 2019 for right of way acquisition.
B-118	St. Clair	6886K-19	IDOT - IL 13 - Over Kaskaskia River west of New Athens - Bridge painting	Project modification	Cost correction. Increase by $165,000.

Attachment B - Changes from Draft to Final FY 2019-2022 TIP

Page in TIP	County	TIP#	Sponsor-Title-Description	Type of Change	Reason for Change
B-128	St. Louis	6895-22	Brentwood - Manchester Rd and Rogers Pkwy - Bremerton Rd to Hanley Rd - Shared Use Path	Project modification	Brentwood received funding through MoDOT Cost Share Program. This project is related to TIP# 6892V-19 on page B-140. Project shown with two TIP#s since funding coming from STP-S and Cost Share programs. Project will be built in conjunction with planned MoDOT resurfacing on MO 100.
B-131	St. Louis	6898-22/ 6898A-19	Eureka - Allenton Bridge, Phase 1 - Over Union Pacific railroad - Replace bridge	Project addition	Sponsor using its remaining balance of STP-small urban to pay for design ($213,153) instead of local funds.
B-140	St. Louis	6892V-19	MO 100 - Bremerton Rd to Black Creek - Pedestrian and streetscape improvements - Bike/ped tunnel at St. Mary Ave	Project addition	Brentwood received funding through MoDOT Cost Share Program. This project is related to TIP# 6895-22 on page B-128. Project shown with two TIP#s since funding coming from STP-S and Cost Share programs. Project will be built in conjunction with planned MoDOT resurfacing on MO 100.
B-140	St. Louis	6892U-19	MO 100 - US 61/67 to west of Kenmore Dr - Pedestrian and streetscape enhancements	Project addition	Kirkwood received funding through MoDOT Cost Share Program. Project will be built in conjunction with planned MoDOT resurfacing on MO 100.
B-153	St. Louis	6745F-18	St. Louis County - McKelvey Rd, Phase 1 - Ameling Rd to Glenpark Dr - Resurfacing - Sidewalk - Shared use path	Project modification	Cost correction. Decrease by $118,200. Preliminary engineering obligated in FY 2018.
B-165	St. Louis City	6502A-16	St. Louis - Columbia/Southwest Bridge - Over Union Pacific railroad - preliminary engineering/right of way	Project addition	Carryover from FY 2018-2021 TIP. Archeological survey required before right of way acquisition can begin.

Attachment C

Summary of Comments - *FY 2019-2022 Transportation Improvement Program (TIP) & Air Quality Conformity Determination and Documentation*

Richmond Heights, MO – (24 attendees)

- No comments received on the draft FY 2019-2022 TIP or Air Quality Conformity Determination and Documentation

Fairview Heights, IL – (6 attendees/2 comments)

- Concern about IDOT's IL 3 at Hanover Rd project – TIP# 6886H-21 (1 comment)
- Support for FY 2019-2022 TIP (1 comment)

Pacific, MO – (5 attendees)

- No comments received on the draft FY 2019-2022 TIP or Air Quality Conformity Determination and Documentation

Hillsboro, MO – (5 attendees/1 comment)

- Support for MoDOT's MO 30 at Local Hillsboro Rd project – TIP# 6887B-19 (1 comment)

O'Fallon, MO – (21 attendees/3 comments)

- Support for St. Charles County's MO 364 at Heritage Crossing project – TIP# 6932-19 (3 comments)

Comments Received by Fax, Mail, or Email – (12 comments)

- Support for St. Charles County's MO 364 at Heritage Crossing project – TIP# 6932-19 (4 comments)
- Concern about MoDOT's MO 109 at MO W/FF project – TIP# 6930B-19 (3 comments)
- Opposition to St. Charles County's MO 364 at Heritage Crossing project – TIP# 6932-19 (2 comments)
- Support for St. Clair County's Old Collinsville Road project – TIP# 6934L-22 (2 comments)
- Support for additional funding for Jefferson County (1 comment)

Online Chat – (8 participants/15 questions and comments)

- Question about Metro East funding (1 question)
- Question about bridge construction coordination (1 question)
- Support for St. Louis's Compton Avenue Bridge project – TIP# 6828-19 (1 comment)
- Comment on infrastructure and land use (1 comment)
- Question about St. Louis's Jefferson/22nd St Interchange Improvements project – TIP# 6919-20/6919A-19 (1 question)
- Question about St. Louis County's Clayton Road project – TIP# 6505-16 (1 question)
- Support for additional bridges over the Meramec River between St. Louis and Jefferson counties (1 comment)
- Question about contacting City of St. Louis about roadway conditions (1 question)
- Support for eastbound I-64 ramp at Clayton Rd (1 comment)
- Question about traffic light coordination (1 question)
- Comment on land use and flooding (1 comment)
- Support for MetroLink expansion to Westport (1 comment)
- Support for MetroLink expansion to SIUE (1 comment)
- Opposition to additional bridges between St. Louis County and Jefferson County (1 comment)
- Question about MoDOT's I-70 project – TIP# 5905-13 (1 question)

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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Missouri Department of
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Bi-State Development
Aaron Willard
Missouri Office of Administration
Executive Director
James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Regional Security Expenditures

Date: October 16, 2018

Staff is requesting authorization to expend U.S. Department of Homeland Security grant funds in support of regional security that will improve the region's disaster preparedness and response capabilities. Attachment A summarizes this purchases totaling **$609,244**. Also attached is a summary description of all budgeted expenditures from the UASI grants (Attachment B).

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 the regional Public Health epidemiologists. This training will provide foundational knowledge about ArcGIS and how it can be applied in a public health perspective to solve a wide variety of health related issues. Additionally, users are introduced to creating, sharing, and using maps to communicate public health data. This training will be provided by the Geography Department at the University of Missouri – Columbia at a location in the St. Louis region still to be determined. Total costs will not exceed **$30,936**.

St. Louis Regional Digital Microwave System - In 2009 East-West Gateway entered into a contract with Alcatel-Lucent USA (which has since been purchased by Nokia Technologies) for the creation of a St. Louis regional microwave mesh communication network. This regional communications network has now become the foundation on which new and improved public safety radio systems support the region's first responders daily. The St. Louis Digital Microwave Network supports the Illinois StarCom21 radio network, which supports Madison, Monroe and St. Clair Counties in Illinois and the St. Louis Area Trunked Emergency Radio (SLATER) network, which supports Jefferson, St. Charles and St. Louis Counties. The network will soon connect all of these networks with the Missouri Statewide Interoperability Network (MOSWIN) thus creating a two state, multi county interoperable communications system.

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Over the last several years key components of the microwave network equipment have become out of date and are in need of upgrades in order to receive system maintenance and support from Nokia and maintain reliable regional functionality.

Therefore, we are requesting approval to procure microwave upgrade equipment consisting of computer router chassis, network cards, and fan modules along with equipment installation services. Total cost will not exceed **$578,308**

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

- allow the Executive Director to enter into a contract with the University of Missouri-Columbia, Geography Department to provide the ArcGIS Software training in an amount not to exceed **$30,936**; and,

- for the purchase of microwave upgrade kits consisting of computer chassis, network cards, and fan modules and installation services from Nokia Technologies in an amount not to exceed **$578,308**;

for a total amount not to exceed **$609,244** from the UASI grant program

ATTACHMENT A

Expenditures for Equipment and Services
August 2, 2018

Vendor	Description	Jurisdiction/Agency	Quantity	Cost
Emergency Response Equipment (UASI)				
Churchill Navigation (Boulder, CO)	Digital Mapping Overlay System	St. Louis County	2	$118,500
Ideal Aviation (Sauget, IL)	NVG Compatible Helicopter Gauges	St. Louis County	4	$83,333
Ideal Aviation (Sauget, IL)	NVG Compatible Helicopter Radios	St. Louis County	3	$114,949
			TOTAL EXPENDITURES	**$ 316,782.00**

Total UASI Expenditures: $316,782

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	$18,732,753	$18,445,240	$0	$287,513
	Mass Casualty	1,172,980	1,091,753	0	81,227
	Incident Management Teams	2,436,812	2,306,679	0	130,133
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:	9,534,894	9,080,544	316,782	137,568
	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	$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.	2,942,741	2,821,898	0	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.	$2,270,308	$2,270,308	$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
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.	4,270,008	4,158,289	0	111,719
Totals:	$83,289,473	[1] $80,919,299	$316,782	$2,053,392

[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.