# AGENDA
# EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
# EXECUTIVE ADVISORY COMMITTEE MEETING
# TUESDAY, OCTOBER 22, 2019 – 2:00 P.M.

**1. CALL TO ORDER**

**2. APPROVAL OF MINUTES OF SEPTEMBER 17, 2019**

**3. DISCUSSION ITEMS**

A. Regional Crime - - Richard Rosenfeld, UMSL

B. MetroLink System-Wide Security Assessment - - Lurae Stuart, WSP

**4. ACTION ITEMS**

A. 2020 Regional Safety Performance Targets - - Jerry Blair

B. Functional Classification Update - - Brenden Giblin

C. St. Louis Regional Freightway – 2020 Multimodal Project List - - Jim Wild

D. Procurement Policy Update - - Jim Wild

E. Calendar Year 2020 East-West Gateway Budget - - Jim Wild

F. Modifications of the FY 2020-2023 Transportation Improvement Program (TIP), Connected2045, and the Related Air Quality Conformity Determination – Requested by MoDOT - - Josh Schwenk

G. Regional Security Expenditures - - Nick Gragnani

**5. OTHER BUSINESS**

**6. ADJOURNMENT**

**ANNUAL MEETING: WEDNESDAY, NOVEMBER 13, 2019**
**NEXT MEETING DATE: TUESDAY, JANUARY 21, 2020**

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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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: Project Reviews

Date: October 14, 2019

For the period September 7, 2019 – October 11, 2019, there were no St. Louis area projects listed in the weekly Missouri State Federal Assistance Clearinghouse Tables. The Missouri State Clearinghouse Table contains information about grant applications for federal assistance, announcements, and public notices. If you have any questions, please contact Carol Lawrence in the Community Planning department.

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MINUTES

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
EXECUTIVE ADVISORY COMMITTEE
SEPTEMBER 17, 2019

Members Present
Norm Etling, St. Clair County, IL, *Chair*
Gary Elmestad, St. Charles County, MO
Tom Caldwell, IDOT
David Courtway, Jefferson County, MO
Tom Evers, MoDOT
Jessica Gershman, Metro Transit
Paul Hampel, St. Louis County, MO
John Hicks, St. Louis County, MO
Kevin Jemison, IDOT
Jason Jonas, Jefferson County, MO
Pat Kelly, Municipal League Metro St. Louis
Edie Koch, Monroe County, IL
Darren Lamb, Franklin County, MO
Scott Ogilvie, City of St. Louis, MO
Kevin Terveer, SIMAPC, IL

*EWGCOG Staff:*
Jim Wild, Staci Alvarez, Royce Bauer, Joyce Collins-Catling, Bailey DeJonge, Nick Gragnani, Larry Grither, Paul Hubbman, Gena Jain, Peter Koeppel, Jason Lange, Carol Lawrence, Mary Grace Lewandowski, Marcie Meystrik, Maureen McCarthy, Christopher Michael, Anna Musial, Sonya Pointer, John Posey, Mary Rocchio, Roz Rodgers, Josh Schwenk, Himmer Soberanis, Jennifer Vuitel, Michael Wohlstadter,

CALL TO ORDER

The Executive Advisory Committee was called to order by Norm Etling, Chair.

APPROVAL OF MINUTES OF AUGUST 20, 2019 MEETING

Motion was made by Mr. Elmestad seconded by Mr. Kelly to approve the minutes of the August 20, 2019 meeting. Motion carried, all voting aye.

DISCUSSION ITEMS

**STL.works**
Jim Wild, EWGCOG, introduced Brian Hall (Explore St. Louis) and Cathy VerBerkmoes (Regional Business Council (RBC)) to discuss the STL.works initiative. Ms. VerBerkmoes highlighed the partnership/collaboration research put forth in the RBC effort and workforce development goals. She pointed out that the goals of this collaboration is to ensure all students in the region understand the full spectrum of educational and career pathways available to them,

as well as increase the pipeline of candidates into high-demand, skilled positions in healthcare, technology, manufacturing and construction in order to elevate St. Louis as one of the nation's foremost cities for a diverse, skilled workforce spurring business growth and economic development. She also briefly pointed out the three targeted workforce development priorities, partners and sponsors, and noted that STL.works launched in August 2019. Mr. Hall pointed out the marketing goals of Explore St. Louis partnering with RBC to re-brand and create career pathways in the region through STL.works. He invited everyone to engage in the website and explore the process/programs/resources that make different career paths attainable and pursued in the community. Ms. VerBerkmoes closed the discussion with "next steps" goals that include: marketing campaigns, expansion of workforce collaboration, developing recruiter network, training recruiters, as well as future presentations and investments. She also welcomed feedback and support from the committee to assist them in this endeavor, and thanked the committee for allowing time to present this initiative.

**All Hazard Mitigation Plan**

Jennifer Vuitel, EWGCOG, gave a brief recap of the draft plan presented to the committee previously in January. She reminded the committee that the Plan is in response to an agreement between EWGCOG and the Missouri State Emergency Management Agency (SEMA) (signed October 2018) to update the St. Louis Regional Hazard Mitigation Plan for the Missouri portion of the region. The Plan primarily provides information regarding natural disasters, levels of risk, and strategies for local governments and school districts to reduce the adverse effects of natural hazards. She also pointed out that grant funding eligibility is available to counties, cities, and school districts that adopt the Plan. Ms. Vuitel noted that the draft plan has been completed and is now available for public review and comment through September 30, 2019 on the EWGCOG website; the final draft will be submitted to SEMA no later than January 1, 2020. She stressed that staff is requested that all interested and involved jurisdictions adopt the Plan by resolution, and reiterated that only jurisdictions that have adopted the Plan are eligible for funding through FEMA's Hazard Mitigation grant programs.

**Where We Stand 8th Edition Update #2: Homicide Rates**

Jim Wild, EWGCOG, gave a brief explanation for this update pointing out that at the last board meeting, there was a significant amount of discussion surrounding crime and gun violence. He noted that EWGCOG's Research staff had been coincidently putting together a *Where We Stand* update on homicide, and he thought it would be appropriate to continue the conversation presenting the update providing homicide data/statistics. John Posey, EWGCOG, then began discussing the presentation highlighting data comparing St. Louis to its peer metro regions. He noted that the two data sources used were from the FBI Crime Reporting program mentioning not all 50 states provide data to this source therefore data is provided for only 46 states; the other data source used is from the Centers for Disease Control (CDC) for all 50 states. He pointed out the tables showing homicide rates for St. Louis, and how it ranks nationally in murders by race, age, firearms, non-firearms as well as homicide comparisons by county levels citing the FBI data source used for the Missouri counties and the CDC data source used for the Illinois counties. He also noted that the data points to a strong connection between homicide and poverty, reflecting higher rates of murder being committed in higher poverty areas. Lastly, Mr. Posey highlighted graphs comparing similar homicide increases in Central Cities pointing out that the rising murder rates in Midwestern industrial cities is not inevitable. He mentioned that the reports cites successes in the region, barriers and challenges, as well as recommendations and suggestions from the Department of Justice in response for technical assistance from the City of St. Louis.

Some of the successes highlighted include the Violence Prevention Commission (VPC) collaboration of more than 130 agencies working towards a coordinated approach at violence prevention, as well as the City of St. Louis Police Department for building/fostering collaborations and relationships, and a new hospital based collaboration developed by the United Way. Among the barriers/challenges highlighted include concentrated poverty, strong racial/economic segregation, as well as low levels of trust in police in high crime neighborhoods. Recommendations from the Department of Justice offered several models including the Cure Violence Program embraced by the City of St. Louis recently, and recommended continued support for the VPC.

ACTION ITEMS

**Amendment to the FY2020 Unified Planning Work Program – Element 2.37: Sustainable Funding Options for the Urban Waters Ambassador Program**

MaryGrace Lewandowski, EWGCOG, provided information describing the Urban Waters Federal partnership (UWFP) program formed in 2010 that reconnects urban communities to their waterway by improving coordination among federal agencies and collaborating with local revitalization effects. She pointed out that 14 federal agencies and 19 urban areas nation-wide currently participate in the program and the Meramec/Big River watershed is one of the 19 designated urban waters. She noted that the work is anticipated to begin in October and completed in May 2021 with funding of $36,355.00 available through a grant from the U.S. Environmental Protection Agency through Wichita State University. Staff recommends that the FY2020 Unified Planning Work Program be amended to add work element 2.37: Sustainable Funding Options for the Urban Waters Ambassador Program, and further recommends that the Executive Director be authorized to enter into a subaward agreement with Wichita State University to conduct the necessary work.

Motion approving the recommendation was made by Mr. Courtway, seconded by Mr. Jonas. Motion carried, all voting aye.

**Modifications of the FY 2020-2023 Transportation Improvement Program (TIP) Connected2045, and the Related Air Quality Conformity Determination – Requested by MoDOT**

Josh Schwenk, EWGCOG, summarized the request from the Missouri Department of Transportation (MoDOT) to amend the FY 2020-2023 TIP, *Connected2045*, and related Air Quality Conformity Determination adding one new project and modifying one existing project splitting the work into two projects.

The projects are summarized below:

| TIP # | Sponsor | Action | Description |
|---|---|---|---|
| 6991X-20 | MoDOT | Add | Franklin; I-44-West of MO OO; Repair westbound slope Failure and eastbound rock bluff stabilization |
| 6811Q-18/ 6811QQ-20 | MoDOT | Modify | Franklin; I-44/BL 44 – I-44, St. Louis County-MO 30; BL 44; Neosho St-MO 100; Pavement resurfacing, guardrail upgrades, Upgrade sidewalk. I-44 – MO 47 eastbound off ramp and Westbound on and off ramps; pavement resurfacing |

Motion approving these recommendation was made by Mr. Jemison, seconded by Mr. Lamb. Motion carried, all voting aye.

ADJOURNMENT

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

Respectfully submitted,

James M. Wild
Secretary, Board of Directors

# METRO SECURITY SCORECARD

In February 2019, the MetroLink Security Assessment was completed. This project was led by East-West Gateway Council of Governments in close partnership with Metro Transit (a division of Bi-State Development) and Bi-State Development leadership and staff in response to a steady rise in crime and perception of crime on the MetroLink system. The final report yielded 99 recommendations spanning the six categories shown below.

A second phase of the project, The Metro Security Strategy, began in May 2019. Phase 2 outlines a program for implementing the non-infrastructure recommendations through the development of a comprehensive security strategy for the Metro Transit system. The project team has also been working closely with law enforcement partners from St. Louis County Police Department, St. Louis Metropolitan Police Department and the St. Clair County Sheriff's Department to determine security issues and to develop the resulting strategy.

This scorecard provides a mechanism to track Metro's progress toward implementing the comprehensive security strategy. Progress in each of the six categories is shown below. The pages that follow detail all 99 recommendations including information on progress, objective evidence used to measure progress, and the responsible entity or entities.

*Not Evidenced* *Started* *In Process (Action Needed to Complete)*
*Present but Not Fully Realized* *Present and Fully Realized*

# SECURITY STRATEGY

| | RECOMMENDATION | STATUS | OVERALL | OBJECTIVE EVIDENCE | RESPONSIBLE PARTY |
|---|---|---|---|---|---|
| ROLES & RESPONSIBILITIES | Establish and communicate roles and responsibilities that support productive relationships among the entities responsible for system security. | ◐ | ◐ | LE Contracts<br>Security Strategy | GM Metro/LE |
| | Clarify legal authority and establish appropriate accountability, transparency, and oversight of security personnel (staff and contracted). | ◐ | | Contracts | Bi-State |
| | Establish accountability, requirements for transparency and oversight within law enforcement contracts. | ◐ | | Contracts | Metro/LE |
| STRATEGIC SECURITY PLAN | Develop a strategic plan outlining a security program and establishing a security risk assessment methodology. | ◐ | ◐ | Written Security Strategy | Metro |
| | Work with security partners to build support for strategic elements and how policing impacts the security strategy. | ◐ | | LE Signoff on Security Strategy | Metro/LE |
| | Define security and policing performance metrics and include as criteria in Metro job descriptions and security and policing contracts. | ◐ | | Job Description w/ Metrics<br>Contracts w/ Metrics | Metro/LE |
| ALL HAZARDS APPROACH | Coordinate security strategy with safety and emergency management programs. | ◔ | ◔ | Linking three (3) programs under leadership, objectives and strategy | Metro |
| | Facilitate ongoing connectivity across security, safety, and emergency management programs including strategic coordination, cross-program participation in hazard and risk activities, and data and information sharing. | ◔ | | Coordination meeting minutes/ strategy showing connected | Metro |
| SECURITY DATA | Define, collect and analyze crime and incident data at a minimum, with a future goal of adding other types of data, such as customer input, to support system security | ◔ | ◔ | Data with support | Metro/LE |
| | Establish and implement collaborative data ownership and sharing protocols. | ◔ | | Security strategy & demonstrated data sharing | Metro/LE |
| | Develop a centralized crime reporting database and define access. | ◔ | | Comprehensive data base | LE Task Force |
| | Use data for trending to inform system security and staff/LE deployment. | ◔ | | Database deployment model | Metro/LE |
| COMMUNICATION | Finalize the efforts for a shared radio channel for Public Safety Officers and police departments that meets the needs of the program. | ◔ | ◔ | Defined dispatch center and radio for the LE/Sec | LE/Metro |
| | Establish clear protocols for radio use, including immediately addressing issues arising from contracted security. | ◔ | | Protocols aligned with LE | Metro |
| | Improve media relations and present a unified message to stakeholders regarding system security. | ◔ | | Communication strategy agreed by all | Metro/LE |
| EMERGENCY MANAGEMENT | Integrate an effective Emergency Management program with Security that includes response procedures, an Emergency Management Plan, training, drills, exercises, and coordination with local emergency response entities. | ◔ | ◔ | Emergency management program | Metro |
| POLITICS | De-politicize the conversation about Metro Security. | ○ | ○ | Collaborative conversation | Public Leadership |
| | OVERALL SCORE | | ◔ | | |

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# POLICE & SECURITY STAFFING

| | RECOMMENDATION | STATUS | OVERALL | OBJECTIVE EVIDENCE | RESPONSIBLE PARTY |
|---|---|---|---|---|---|
| CURRENT METRO SECURITY STAFF | Ensure Public Safety Department leadership is aligned with refined security strategy. | ◐ | ◑ | Strategic plan | Metro |
| | Ensure the Department Chief is focused on law enforcement partners relationships, understands transit security, and focuses on customer service. | ◐ | | Job description, positive relationships | Metro |
| | Evaluate members of the Public Safety Department, including leadership, for alignment with new direction and focus on securing the system over policing the system. | ◔ | | New job descriptions, interviews of alignments | Metro |
| | Mediate and negotiate contractual relationships with law enforcement partners, to ensure system coverage and strategic deployment. | ◐ | | Memorandum of Understanding (MOU), contracts | Metro/LE |
| METRO POLICING AND SECURITY | Continue to publicly and privately renounce the pursuit of an in-house transit police force, or achieve appropriate legal authority for having one. | ◐ | ◔ | Rebranding Public Service Officer, job descriptions, security strategy, uniforms/equipment | Metro |
| | Immediately remove the privately-owned weapons of the Public Safety Officers and maintain an unarmed status. | ○ | | Bi-State Compact | Metro |
| | Provide appropriate training for job responsibilities. | ◔ | | Training curriculum for job duties | Metro |
| STAFF PLANNING, BUDGETING & DEPLOYMENT | Use industry practices to identify the appropriate staff per shift or assignment and determine staffing needs. | ◔ | ◔ | Deployment strategy | Metro |
| | Use high-visibility uniforms for Public Safety Officers as a cost-effective method of increasing the perception of security presence. | ○ | | Visual inspection | Metro |
| | Base deployment strategies on security data and an understanding of the real and perceived security needs of the customers and coordinate with law enforcement and contracted security. | ◔ | | Deployment strategy, Security strategy | Metro/LE |
| | Allocate Public Service Officer staff to complement law enforcement, not compete with law enforcement. | ○ | | Deployment Strategy | Metro |
| | Implement active and effective security staff and contracted security staff oversight. | ○ | | Effective contracted security contract | Metro |
| | Eliminate or phase out Metro K-9 teams. | ● | | No dogs | Metro |
| LAW ENFORCEMENT TASK FORCE | Revise contracts with law enforcement partners that have clear oversight capabilities, performance requirements, deployment coordination, metrics, and data sharing that can be measured for success. | ◕ | ◔ | Contracts | Metro/LE |
| | Emphasize community policing in the contracts. | ◕ | | Contracts | Metro/LE |
| | Define requirements of personnel, including command staff, to ensure effective coordination with partners and a focus on community policing. | ◕ | | Contracts | Metro/LE |
| | Train law enforcement in transit / rail operation and needs to allow better coordination. | ◐ | | Training program | Metro/LE |
| | Utilize contract requirements to challenge any law enforcement that is not aligned with Metro strategies. | ◕ | | Contract management | Metro |
| CONTRACTED SECURITY | Enhance use of contracted security with emphasis on customer service, active security presence and defined purpose to support security goals. | ◐ | ◑ | Oversight manager, contract requirements | Metro |
| | Increase internal contracted security supervision requirements. | ◐ | | Contracted security oversight plan and audit plan | Metro |
| | Train contracted security for the active support role to complement other security activities. | ◐ | | Contract training Curriculum | Security Contractors |
| RELATIONSHIPS | Continue work to establish positive working relationships among Metro, its internal and contracted security, and the law enforcement partners. Emphasize being a good partner through efforts that respect and support policing and security efforts. | ◐ | ◔ | Collaborative work environment, ongoing meetings | Metro/LE |
| | Remove ALL conflict from the public realm and deal with differences in closed meetings. | ◕ | | Meeting to air issues, NO press | Metro/LE |
| | Establish roles and responsibilities, appropriate staffing, and collaborative meetings in security plans that facilitate the formation of positive relationships around a common goal. | ◐ | | Security strategy | Metro |
| | | | OVERALL SCORE ◑ | | |

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# PROCEDURES & TRAINING

| | RECOMMENDATION | STATUS | OVERALL | OBJECTIVE EVIDENCE | RESPONSIBLE PARTY |
|---|---|---|---|---|---|
| STANDARD OPERATING PROCEDURES (SOPS) | Revise and implement Standard Operating Procedures to carry out security operations correctly and consistently. | ◑ | ◑ | Standard Operating Procedures | Metro |
| | Ensure Standard Operating Procedures address security issues that may arise and cover both internal and external emergencies. | ◕ | | Comprehensive Standard Operating Procedures | Metro |
| | Train and enforce the Standard Operating Procedures. | ◑ | | Training plan, oversight plan | Metro |
| PASSENGER CODE OF CONDUCT | Refresh MetroLink code of conduct that controls the safety, security, and quality of life of people utilizing the system. | ◑ | ◑ | Code of Conduct | Metro |
| | Consistently post the updated code of conduct on system vehicles, trains, stops, platforms, and public buildings. | ◑ | | Visual inspection | Metro |
| | Back the code of conduct by a civil penalty or arrest and enforce by transit security, transit police, and/or specific security staff who know the code. | ◔ | | Bi-State Board adoption | Metro/LE/ Jurisdictions |
| TRAINING | Develop discrete transit-specific procedures and training for police to support community policing. | ○ | ◑ | Procedures and training program | Metro |
| | Include a training program in the Security Plan that includes requirements for qualification, requalification, familiarization, and refresher training programs to ensure demonstrate an understanding and proficiency in the application of rules, procedures, and equipment. | ◑ | | Define and adopt training program | Metro |
| | Develop training that covers all aspects of Metro's security strategy and security awareness. | ◑ | | Training program | Metro |
| | Establish security awareness training objectives for all transit employees that include behavioral awareness, surveillance, response procedures and self-protection. | ◑ | | Training program | Metro |
| | Develop training that covers different situations that may arise on systems such as mental illness and disorderly conduct, emphasizing de-escalation training. | ◑ | | Training program | Metro |
| | Provide specific training to contracted security staff and law enforcement partners that reflects the transit environment. | ◑ | | Training program | Metro |
| | OVERALL SCORE | | ◑ | | |

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# FARE & FARE ENFORCEMENT

| | RECOMMENDATION | STATUS | OVERALL | OBJECTIVE EVIDENCE | RESPONSIBLE PARTY |
|---|---|---|---|---|---|
| AUTHORIZATION | Establish clear legal authorization to create the foundation for fare enforcement that accounts for MetroLink's proof-of-payment fare collection environment and determine a consistent basis for prosecution (criminal or civil). | Present but Not Fully Realized | Present but Not Fully Realized | Approved citation in all jurisdictions | Metro |
| POLICY | Establish and enforce clear, consistent, and transparent policies to create the foundation for fare enforcement and support a safe and orderly environment. | Present but Not Fully Realized | Present but Not Fully Realized | Fare policy | Metro |
| | Design policies to affirm the legal requirement to pay a fare and to assure fare-paying customers that they and other riders are being treated fairly. | Present but Not Fully Realized | | Fare policy equity | Metro |
| | Clearly state and consistently enforce policies. | Present but Not Fully Realized | | Standard Operation Procedure for fare enforcement and oversight | Metro |
| | Develop fare enforcement policies that reflect MetroLink's planned introduction of the Gateway Card and mobile ticketing application, including a fare enforcement application. | Present but Not Fully Realized | | Fare policy | Metro |
| CUSTOMER EXPERIENCE | Use fare enforcement operations to help improve the perception of law and order on MetroLink, increase engagement with customers and use all personnel on the system to assist unfamiliar customers on how to use system and its ticketing mechanisms.. | Started | In Process (Action Needed to Complete) | Field interviews, reports | Metro |
| | Post signs at every entrance indicating that fares are required within fare zones and on transit vehicles. Note that fares are enforced. | Present but Not Fully Realized | | Visual inspection | Metro |
| | Provide training for fare enforcement that leaves room for passenger education and fare purchasing. | In Process (Action Needed to Complete) | | Documented process (Standard Operation Procedure) | Metro |
| OPERATIONAL APPROACH | Use either agency personnel or a mix of agency personnel and contract security officers for fare enforcement. | Started | In Process (Action Needed to Complete) | Visual report | Metro |
| | Develop strategy of fare sweeps and de-emphasize targeted enforcement of fare evasion. | In Process (Action Needed to Complete) | | Standard Operation Procedure | Metro |
| | Evaluate applicability of targeted fare enforcement for MetroLink in areas where transit lines intersect for operational efficiency and/or where data identifies potential target areas for fare enforcement. Consider working with local police in its various jurisdictions to conduct joint sweeps. | In Process (Action Needed to Complete) | | Standard Operating Procedures | Metro/LE |
| | Establish a desired inspection rate and use it to calculate the number of dedicated fare enforcement agents required to support MetroLink operations. | In Process (Action Needed to Complete) | | Manpower model or other | Metro |
| | Implement initial and refresher fare enforcement training programs that cover conducting fare inspections, providing customer service, and providing security for the system. | In Process (Action Needed to Complete) | | Training program | Metro |
| | Evaluate the type and number of hand-held validators needed for fare inspections, including local law enforcement personnel needs. | Present but Not Fully Realized | | Available equipment | Metro |
| MANAGEMENT & MEASUREMENT | Consider deploying handheld devices used to validate fares. | In Process (Action Needed to Complete) | In Process (Action Needed to Complete) | Fare enforcement procedures that address required technology | Metro |
| | Measure fare evasion through their enforcement activities. | In Process (Action Needed to Complete) | | Measurements | Metro |
| | OVERALL SCORE | | In Process (Action Needed to Complete) | | |

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# CPTED CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

| | RECOMMENDATION | STATUS | OVERALL | OBJECTIVE EVIDENCE | RESPONSIBLE PARTY |
|---|---|---|---|---|---|
| SECURITY DESIGN | Develop and implement a security design criteria resource to assist in consistent security design principles and application. American Public Transportation Association (APTA) standards contain criteria that can be utilized. | ○ | ○ | Design criteria | Metro |
| SIGNAGE | Update signage, including content and placement, to clarify how to use the system and the expectations of customers. | ◑ | ◔ | Signage updated | Metro |
| | Make signage messaging, branding, and placement consistent along the entire system. | ◔ | | Signage standards | Metro |
| | Remove unnecessary, redundant, and confusing signage. | ◔ | | Visual inspection | Metro |
| | Include signage requirements in the security design criteria resource. | ○ | | Design criteria | Metro |
| WAYFINDING | Enhance wayfinding with clarified directions at stations and clearer station names. | ◑ | ◑ | Visual inspection | Metro |
| | Provide customer service training that covers passenger wayfinding to internal and external MetroLink security personnel. | ◔ | | Training criteria and program | Metro |
| LIGHTING | Replace all remaining non-LED lights to enhance efficiency and color rendering. | ◑ | ◔ | Visual inspection | Metro |
| | Implement maintenance program that identifies and replaces lighting without delay. | ◑ | | Maintenance Standard Operation Procedure | Metro |
| | Include lighting requirements for system elements in a security design criteria resource. | ○ | | Design criteria | Metro |
| SIGHT LINES | Further evaluate site lines and implement design fixes where feasible (e.g., replace or relocate bulky station furnishings). | ◑ | ◔ | Visual inspection | Metro |
| | Work with marketing department to develop guidelines for advertisement placement strategies to prevent blockage of sight lines. | ○ | | Design criteria | Metro |
| | Use supplement lighting to minimize shadows that obscure sightlines and station elements. | ○ | | Design criteria, Visual inspection | Metro |
| MAINTENANCE | Continue good maintenance practice, including active vegetation maintenance and graffiti removal, while enhancing focus on equipment maintenance and removing out-of-date messaging. | ◑ | ◑ | Design Criteria/Standard Operating Procedures | Metro |
| | Communicate maintenance efforts with concrete timelines, as possible. | ◑ | | Maintenance schedule | Metro |
| OWNERSHIP | Develop and enforce clear and consistent "paid fare zones" by relocating Ticket Vending Machines and validators prior to the fare zone. | ◑ | ◑ | Visual inspection, design criteria | Metro |
| | Minimize dead space around the station platform entrances where loitering might impact customers. | ◑ | | Design criteria, responsible infrastructure person | Metro |
| | OVERALL SCORE | | ◔ | | |

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# TECHNOLOGY

| | RECOMMENDATION | STATUS | OVERALL | OBJECTIVE EVIDENCE | RESPONSIBLE PARTY |
|---|---|---|---|---|---|
| CLOSED CIRCUIT TELEVISION (CCTV) | Clearly define how Metro wants to use CCTV and then identify which best practices apply. | ◔ | ◔ | Standard Operating Procedures, supporting personnel | Metro/LE |
| | Update the CCTV on MetroLink CCTV network to security standards. Pair CCTV with other technologies such as radio communications and silent alarms to create an effective security system. | ◔ | | Design Criteria | Metro |
| | Replace outdated, low-resolution cameras with high-resolution, variable view cameras. | ○ | | Design Criteria | Metro |
| | Develop effective CCTV policies and training to address both safety/security and liability risk of the system, including a privacy policy for managing the use of images and sounds recorded by the system and a policy for video viewing, hard copy sharing, and retention. | ◔ | | Standard Operating Procedures | Metro |
| | Be proactive with proper education, reference material, ethical vendors, and technology staff. | ◑ | | Security strategy that defined technology requirements for CCTV | Metro |
| | Continue to advance efforts to share CCTV access with the appropriate law enforcement agencies that works in conjunction with the transit agency security office. | ◑ | | Visual inspection | Metro/LE |
| PASSENGER ASSISTANCE & EMERGENCY PHONES | Further evaluate the design, placement, and functionality of existing passenger-assist telephones and emergency telphones and how that is influencing their level of effectiveness. Upgrade and add new telephones as needed. | ○ | ○ | Design Criteria | Metro |
| TICKET VENDING MACHINES & VALIDATORS | Support data collection and analysis and audits by tracking revenue and ticket sales by type. | ◑ | ◑ | Data/data analysis | Metro |
| | Update the design, user interface, and placement of Ticket Vending Machines and ticket validators to facilitate fare enforcement. | ◑ | | Visual inspection, design criteria | Metro |
| RADIO | Implement redundant communication system technology, clearly establishing and practicing day-to-day and emergency radio procedures internally and with external partners. | ◔ | ◔ | Radio, equipment, Standard Operating Procedures, training | Metro/LE |
| | Finalize and implement the singular shared radio frequency that all safety and security personnel can use. Provide for the unified dispatch for security response. | ◔ | | Standard Operating Procedures | Metro/LE |
| | Develop communication protocol and standards that are strictly followed and enforced to create an effective and professional communication environment. | ◔ | | Standard Operating Procedures | Metro |
| | All personnel—internal and external—must be trained to the same standards of use and operation of radio technology. | ◑ | | Training program | Metro/LE |
| HIGH-VISIBILITY UNIFORMS | Update or supplement uniforms with high-visibility components to increase the perception of presence on the system. | ○ | ○ | Visual inspection | Metro/LE |
| | | OVERALL SCORE | ◔ | | |

LE= Law Enforcement

○ *Not Evidenced* ◔ *Started* ◑ *In Process (Action Needed to Complete)* ◕ *Present but Not Fully Realized* ● *Present and Fully Realized*

September 2019 • Issue 1

# METRO SECURITY AT-A-GLANCE PROGRESS

## SECURITY STRATEGY

- Roles & Responsibilities
- Strategic Security Plan
- All Hazards Approach
- Security Data
- Communication
- Emergency Management

**OVERALL**

## POLICE & SECURITY STAFFING

- Current Metro Security Staff
- Metro Policing
- Staff Plan, Budget & Deployment
- Law Enforcement Task Force
- Contracted Security
- Relationships

**OVERALL**

## PROCEDURES & TRAINING

- Standard Operating Procedures
- Passenger Code of Conduct
- Training

**OVERALL**

## FARE & FARE ENFORCEMENT

- Authorization
- Policy
- Customer Experience
- Operational Approach
- Management & Measurement

**OVERALL**

## CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

- Security Design
- Signage
- Wayfinding
- Lighting
- Sight Lines
- Maintenance
- Ownership

**OVERALL**

## TECHNOLOGY

- Closed circuit television
- Passenger Assistance
- Ticket Vending Machines & Validators
- Radio
- High-visibility Uniforms

**OVERALL**

*Not Evidenced* · *Started* · *In Process (Action Needed to Complete)* · *Present but Not Fully Realized* · *Present and Fully Realized*

*This summary was prepared as part of the East-West Gateway Council of Governments Phase II Comprehensive Security Program contract. Updates will be provided quarterly.*

If you have questions about the scorecard or would like more information about the Metro Security Assessment or Strategy, please contact Marcie Meystrik at East-West Gateway Council of Governments (314) 421-4220 or go to www.ewgateway.org/metrolink-security

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Memo to: Board of Directors

From: Staff

Subject: 2020 Regional Safety Performance Targets

Date: October 16, 2019

As established under MAP-21 and continued in the FAST Act, state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibility for establishing performance targets and using a set of performance measures to track progress toward meeting those targets for a variety of transportation areas including, safety.

**Safety Performance Measures**

The safety performance measure (Safety PM) requirements are set out in the Federal Highway Administration's (FHWA) *National Performance Management Measures: Highway Safety Improvement Program* (HSIP) final rule.

To fulfill the requirements of the Safety PM, the East-West Gateway Board of Directors (the Board) must set 2020 safety targets by January 2020, no more than 180 days after IDOT and MoDOT set their targets (July 2019). The MPO has the option to set quantitative regional targets or support the statewide targets.

Staff recommends that the Board establish quantitative safety targets for the East-West Gateway (EWG) planning area as follows:

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| 2020 Regional Safety Performance Targets | | | |
|---|---|---|---|
| Performance Measure | 5-Year Rolling Average – Baseline (2013-2017*) | 2020 Target Annual Reduction Values | 5-Year Rolling Average Regional 2020 Targets* |
| Number of Fatalities | 268.4 | -2% | 279.4 |
| Fatality Rate (per 100 million VMT) | 1.001 | -2% | 1.064 |
| Number of Serious Injuries | 1840.3 | -2% | 1747.1 |
| Rate of Serious Injuries (per 100 million VMT) | 7.711 | -2% | 6.965 |
| Number of Non-Motorized Fatalities and Serious Injuries Combined | 217.9 | -2% | 207.0 |
| *The most recent available crash data for both Missouri and Illinois is 2017 data. Targets based on 5-year rolling average from CY 2016-2020 and a projected 1% VMT increase per year. | | | |

The following section provides background and analysis on the safety PM rule.

**Background**

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015. It continues the National Highway Performance Program (NHPP) established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) intended to establish a performance-driven, outcome-based planning and programming process. A crucial element of this process is the establishment of performance targets and measures to achieve desired outcomes throughout the transportation system.

These performance targets ensure states 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.

The Safety PM requires state DOTs and MPOs to establish safety targets as five-year rolling averages on all public roads for:

(1) the number of fatalities;
(2) the rate of fatalities per 100 million vehicle miles traveled (VMT);
(3) the number of serious injuries;
(4) the rate of serious injuries per 100 million VMT; and
(5) the number of non-motorized fatalities and non-motorized serious injuries.

The 2020 target is the 2016-2020 average for each of the measures, assuming a 2% annual reduction for each measure. Injuries and fatalities from traffic crashes vary considerably from year to year due to numerous factors, and the five-year average is intended to smooth larger fluctuations.

State DOTs and MPOs must adopt annual targets for each safety measure, with state DOTs required to establish quantitative targets. The actual target should be set to what the state believes it can achieve; the rule does not specify or provide guidance for how ambitious the targets should be. Each year FHWA is to evaluate whether states have met or made significant progress toward meeting their safety targets. FHWA will consider states to be in compliance if they have met or improved from the baseline at least four of the five required performance targets. In each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year HSIP apportionment only for safety projects.

MPOs can either choose to set quantitative regional targets or commit to the state's target by planning for and programming safety projects. MPOs are required to update its safety targets each year in a report to the state DOTs. EWG has until the end of January 2020 to establish its targets. In addition, EWG is required to show how investments in the transportation improvement program (TIP) help achieve the Safety PM targets.

During the development of regional safety targets, staff analyzed state targets set by both IDOT and MoDOT and compared those to statewide and regional trends in both traffic safety and transportation funding for safety projects. Given the current trends and levels of proposed funding, MoDOT's assumptions (13% fatality reduction, 8% serious injury reduction, and a 5% non-motorized reduction) were considered unrealistic to achieve in the period of one year. Therefore staff recommends utilizing IDOT's assumptions (2% reductions in fatalities, serious injuries, and non-motorized fatalities and serious injuries) for setting targets for the region as a whole. As noted above, this

target can be reset by EWG every year to reflect the most current trends in the data as well as funding availability.

Following discussion and approval by the Board, staff will inform IDOT and MoDOT that the EWG has established 2020 regional safety targets. Under the FAST ACT, EWG is required to set safety targets on an annual basis and staff will return next year with another recommendation.

**Staff Recommendation**: Staff recommends approval of the 2020 regional safety performance targets.

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Memo to: Board of Directors

From: Staff

Subject: Functional Classification Update

Date: October 16, 2019

Functional classification is the process by which all roadways are grouped into classes according to the type of service they provide. The Federal Highway Administration (FHWA) requires the use of functional classification to determine eligibility for federal funding. There are three principal roadway classifications: arterial, collector, and local roads. To be eligible for Surface Transportation Block Grant – Suballocated (STP-S) funds, a roadway must be classified as a minor collector or higher in an urban area or a major collector or higher in a rural area.

In order to accurately reflect changes in land use and travel patterns, staff, along with the Missouri Department of Transportation (MoDOT) and the Illinois Department of Transportation (IDOT) solicits revision applications from member agencies semi-annually and conducts a full system review every three to five years. County and municipal officials submitted applications requesting functional class changes to East-West Gateway in May of 2019. Staff worked with MoDOT and local officials to prepare this update.

The applications were reviewed in the context of FHWA guidelines including mobility, accessibility, and connectivity. Requested changes are recommended where it is deemed that a road's current classification is no longer consistent with its function. Sometimes, current conditions do not support a change in classification as requested.

At this time, a total of 14 changes in Missouri are recommended to the system. A list showing the recommended changes is included in this memo as well as location maps. Once approved by the Board of Directors, the update will be sent to MoDOT headquarters for final review and subsequent submittal to FHWA for final approval.

**Staff Recommendation:**
Staff recommends adoption of the functional classification update as shown on the following pages.

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## East-West Gateway 2019 Functional Classification Application Period

### Recommended Functional Classification Modifications - Missouri

| Map # - ID | Name | Segment Limits | Mileage | County | Requesting Agency | Federal-Aid Urbanized Area Boundary | Current Classification | Recommended Classification |
|---|---|---|---|---|---|---|---|---|
| 1-1 | US 61 Outer Roads | Wentzville Parkway to Highway W | 6.94 | St. Charles | Wentzville | Urban | Local | Minor Collector |
| 1-1 | US 61 Outer Roads | Highway W to Dietrich Road | 1.68 | St. Charles | Wentzville | Rural | Local | Minor Collector |
| 1-2 | Proposed David Hoekel Parkway | Route P to Peine Road | 0.35 | St. Charles | MODOT | Urban | Major Collector/Planned Minor Arterial | Major Collector |
| 1-3 | Bear Creek Drive | West Pearce Boulevard to North Point Prairie Road | 2.31 | St. Charles | Wentzville | Urban | Local | Minor Collector |
| 2-1 | Dauphine Drive | OR 64 to Freymuth Road | 0.29 | St. Charles | MODOT | Urban | Minor Collector | Major Collector |
| 2-2 | Lake St. Louis Boulevard | Route N to Paul Renaud Drive | 0.70 | St. Charles | MODOT | Urban | Planned Minor Collector | Minor Collector |
| 2-3 | Paul Renaud Boulevard | Wyndgate Ridge to Sommers Road | 0.85 | St. Charles | MODOT | Urban | Planned Minor Collector | Minor Collector |
| 3-1 | Old W Terra Lane | School Street to dead end | 0.19 | St. Charles | MODOT | Urban | Major Collector | Local |
| 3-2 | Outer Road 70 Terra Lane | I-70 Westbound Ramp to OR 70-E Terra Lane | 0.20 | St. Charles | MODOT | Urban | Non-Existent | Major Collector |
| 3-3 | OR 70 | Route K to T R Hughes Boulevard | 1.52 | St. Charles | MODOT | Urban | Planned Major Collector | Major Collector |
| 3-4 | Old Outer Road 70-E Terra Lane | T R Hughes Boulevard to dead end | 0.23 | St. Charles | MODOT | Urban | Major Collector | Local |
| 4-1 | North 9th Street | Mill Street to dead end | 0.45 | Jefferson | MODOT | Urban | Minor Collector | Local |
| 4-2 | 12th Street | US 61 to dead end | 0.08 | Jefferson | MODOT | Urban | Minor Collector | Local |
| 4-3 | Plattin Road | US 61 to Pre 2010 Census Boundary | 0.07 | Jefferson | MODOT | Urban | Major Collector | Minor Collector |

# Map 1 - St Charles County, Missouri



EAST-WEST GATEWAY Council of Governments

LEGEND

- Local Roads
- Interstate
- Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Planned Minor Arterial
- 2010 Urban Boundary

Proposed changes to Functional Classification are indicated by yellow highlighting on road segments.

0 0.5 1
Miles

September 2019

Location

# Map 2 - St Charles County, Missouri



EAST-WEST GATEWAY
Council of Governments

LEGEND

- Local Roads
- Interstate
- Expressway
- Minor Arterial
- Major Collector
- Minor Collector
- 2010 Urban Boundary

Proposed changes to Functional Classification are indicated by yellow highlighting on road segments.

0 0.25 0.5
Miles

September 2019

# Map 3 - St Charles County, Missouri



EAST-WEST GATEWAY
Council of Governments

ST JOSEPH AVE
MAIN ST
ST MATTHEW AVE
N COOL SPRINGS RD
COOL SPRINGS INDUSTRAIL DR
EMGE RD
CIVIC PARK DR
EGGERING DR
WABASH ST
ELM ST
T R HUGHES BLVD
PITMAN ST
1
2
3
4
70
VETERANS MEMORIAL PKWY
VETERANS MEMORIAL PKWY
SONDEREN ST
BELLEAU CREEK RD
BRAMBLETT RD
K
WOODLAWN AVE
MEXICO RD

LEGEND

- Local Roads
- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Planned Major Collector
- 2010 Urban Boundary

Proposed changes to Functional Classification are indicated by yellow highlighting on road segments. This map is entirely within the 2010 urban area boundary.

0 0.25 0.5
Miles

September 2019

Location

# Map 4 - Jefferson County, Missouri



EAST-WEST GATEWAY
Council of Governments

LEGEND

- Local Roads
- Interstate
- Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- County Boundary
- 2010 Urban Boundary

Proposed changes to Functional Classification are indicated by yellow highlighting on road segments.

0 0.25 0.5
Miles

September 2019

Location

Jefferson County, Missouri

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Memo to: Board of Directors

From: Staff

Subject: St. Louis Regional Freightway - 2020 Multimodal Project List

Date: October 16, 2019

The St. Louis Regional Freightway Development Committee has developed a Freight Development Project List for the St. Louis region. The Committee members consist of a broad cross-section of industry leaders representing manufacturing, logistics, industrial real estate, workforce development, economic development organizations, academia, all modes of transportation both the IL and MO Departments of Transportation and the East-West Gateway Council of Governments. Through their collaborative efforts, the committee members prepared a priority list of multimodal transportation projects that align economic development with the region's supply chain.

The projects included with the attached 2020 Freightway Multimodal Transportation Project list were developed through a request for projects throughout the St. Louis region from state and local agencies and the Freightway Development Committee members. Criteria used for the project selection included economic impact, multimodal impact, efficiency impact, and safety and security in travel. The draft list was finalized on April 3, 2019 by the Freight Development Committee; approved by the Freightway Council on August 19, 2019; and finally, the 2020 Multimodal Transportation list was approved by the Bi-State Development Board of Commissioner on September 27, 2019.

Projects included on the list are intended to help drive economic growth through freight infrastructure improvements and will help raise awareness and support for multimodal infrastructure funding. Additionally, the final list will be incorporated into a Needs Analysis Plan and Freight Development Plan being developed by the Freightway.

**Staff Recommendation:** Staff recommends that the Board of Directors endorse the St. Louis Regional Freightway's Freight Development Project List.

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ST LOUIS REGIONAL FREIGHTWAY
Your Gateway to the World

# ST. LOUIS REIGONAL FREIGHTWAY

# 2020 PRIORITY PROJECTS

## AttaAdvanced to Construction (Funded)

- Merchants Bridge (TRRA) Replacement over the Mississippi River (MO-IL). ($175M) Funded by TRRA in summer 2018. Replacement of Terminal Railroad Association of St. Louis' 130-year old rail bridge.
- I-270 Improvements from I-70 (MO) to Illinois Route 157 (MO-IL). Funded spring 2018.
    - Improvements form US-67 to MO 367 ($250M)
    - Chain of Rocks Bridge Replacement ($223M)
    - I-270/Illinois Route 111 Interchange Reconstruction (IL) ($19M)
- I-255/Davis Street Ferry Road Interchange (IL) ($53M) Funded 2019.
    - New interchange and connecting roadways to serve emerging industrial area near Union Pacific Dupo Intermodal Yard, including future grade separation over five rail tracks.
- I-64 Improvements from Green Mount Rd to IL 158/Air Mobility Dr (IL) ($32M) Funded in summer of 2019. Expansion of I-64 to six lanes as well as other safety and capacity improvements.
- J.S. McDonnell Connector Ave. Improvements (MO) ($20.7M) Construction funding approved in 2019. Roadway improvements to enhance truck traffic movements and replace deteriorated rail crossing.
- Union Pacific Railroad Lenox Tower Replacement (IL) ($9M) Funded in spring 2018 and spring 2019.
    - Remove Lenox Rail Tower in Mitchell, Illinois in order to centralize dispatching in Omaha, Nebraska.
- North Park Access Improvements (MO) ($3M) Funded in 2018.
    - Safety and capacity improvements along Hanley Road from I-70 to Madison Avenue.
- Earth City Access Improvements (MO) $4M – Construction work is nearing completion on two projects:
    - St. Charles Rock Road preservation of 1.3-mile corridor and arterial roadway pavement repairs in Earth City.

## Partially Programmed for Construction

- I-270 Widening from I-70 (MO) to Illinois Route 157 (MO-IL) ($1.2B)
  In addition to the improvements that have been advanced to construction (described above), improvemetns and some widening from I-70 to US-67 and from MO-367 to the Mississippi River (MO) have yet to be funded as well as widening from Mississippi River to ILI-157 (IL).

- North Riverfront Commerce Corridor Improvements (MO) ($33.9M)
  Continuing project will build on work completed to relocate the I-70 westbound off-ramp to North Broadway by making additional improvements to Hall Street and Riverview Drive, as well as Branch Street.
- Illinois Route 3 Access Improvements (IL) (Estimated $147-$192M; Unfunded $135 - $180M)
  (A) Illinois Route 3 relocation from River Park Drive to Monsanto Avenue

  B) Falling Springs Road/Illinois Route 3 railroad bypass (Partially Funded)

- America's Central Port Improvements (IL) (Estimated cost $22.5M; Unfunded $12.5M)
  (A) Granite City Harbor track revitalization

  (B) Granite City Harbor general cargo dock revitalization (Funded)

ST LOUIS REGIONAL FREIGHTWAY
Your Gateway to the World

# ST. LOUIS REIGONAL FREIGHTWAY

# 2020 PRIORITY PROJECTS

(C) Union Pacific/Kansas City Southern connection through A&K yard

(D) New port entrance at IL-3 (Funded)

- St. Louis Lambert International Airport North Cargo Improvements (MO) ($20.7M)
  Although Taxiway V Connector was completed, North Cargo improvements include reconstructing both Banshee Road and the McDonnell Boulevard/Airport Road intersection

## Concept Development or Planning

- I-70 Improvements from Warrenton to Stan Musial Veterans Memorial Bridge (MO) ($650M)
  (A) Improvements from Wentzville to Stan Musial Memorial Bridge (40 miles)

  (B) Expansion to six lanes from Wentzville to Warrenton (20 miles)

- MidAmerica St. Louis Airport Distribution Improvements (IL) ($45M)
  New two-mile rail spur from Norfolk Southern mainline to enable freight rail access for industry on the eastern side of airport
- St. Louis Lambert International Airport Access Improvements (MO) ($30.25M)
  (A) Cargo City access analysis

  (B) Fee Fee Road bridge improvement

  (C) Gist Road upgrade

- Illinois Route 158 (Air Mobility Drive) Expansion from Route 161 to Route 177 (IL) ($10M)
  One-mile extension of two lanes along a growth corridor near I-64 and MidAmerica St. Louis Airport
- Kaskaskia Regional Port District Improvements (IL) ($8.2M)
  (A) Terminal #1 second rail loop track and lead track rail upgrades

  (B) Terminal #2 second entrance and third dock

  (C) Port Development at Fayetteville

- I-255/Fish Lake (Ramsey Road) Interchange (IL) ($27M)
  New interchange to provide additional access to the Union Pacific Dupo Intermodal Yard

- Mississippi River Port Development Projects (MO) ($17.5M)
  (A) Crystal City Port development with access roadway

  (B) City of St. Louis south riverfront site

  (C) St. Louis County Port development north/south sites

# 2020 Multimodal Transportation Project List

## ST LOUIS REGIONAL FREIGHTWAY

### Advanced to Construction

**Merchants Bridge (TRRA) Replacement over the Mississippi River (MO-IL)**
Replacement of Terminal Railroad Association of St. Louis 130-year old rail bridge
*Freightway's #1 Priority*

*Funded: Summer 2018*
*Estimated Cost: $175 mil*

**I-270 Improvements from I-70 (MO) to Illinois Route 157 (MO-IL)**
(A) Improvements from US-67 to MO-367
(B) Chain of Rocks Bridge Replacement
(C) I-270/IL-111 Interchange Reconstruction
*Highest Priority Project*

*Funded: Spring 2018*
*(A) $250 mil (B) $211.6 mil (C) $19 mil*

**North Park Access Improvements (MO)**
Safety and capacity improvements along Hanley Road from I-70 to Madison Avenue

*Funded in 2018*
*Estimated Cost: $3 mil*

**Earth City Access Improvements (MO)**
(A) St. Charles Rock Road preservation of 1.3-mile corridor
(B) Arterial roadway pavement repairs in Earth City

*Construction Nearing Completion*
*Estimated Cost: $4 mil*

**J.S. McDonnell Connector Access Improvements (MO)**
Roadway improvements to enhance truck traffic movements and replace deteriorated rail crossing

*Construction Funding Approved 2019*
*Estimated Cost: $20.7 mil*

### Advanced to Construction

**I-255 / Davis Street Ferry Road Interchange (IL)**
New interchange and connecting roadways to serve emerging industrial area near Union Pacific Dupo Intermodal Yard including future grade separation over five rail tracks
*Highest Priority Project*

*Funded: Summer 2019*
*Estimated Cost: $53 mil*

**I-64 Improvements from Green Mount Road to Illinois Route 158 (Air Mobility Drive) (IL)**
Expansion of I-64 to six lanes as well as other safety and capacity improvements

*Funded: Summer 2019*
*Estimated Cost: $22 mil*

**Union Pacific Railroad Lenox Tower Replacement (IL)**
Remove Lenox Rail Tower in Mitchell, Illinois in order to centralize dispatching in Omaha, Nebraska

*Funded: Spring 2018 and 2019*
*Estimated Cost: $9 mil*

### Partially Programmed for Construction

**North Riverfront Commerce Corridor Improvements (MO)**
(A) Hall Street and Riverview Drive improvements *(Partially Funded)*
(B) Branch Street improvements
(C) I-70 westbound off-ramp to North Broadway relocation *(Complete)*
*Highest Priority Project*

*Estimated Cost: $33.9 mil*
*Unfunded: $28 mil*

**I-270 Improvements from I-70 (MO) to Illinois Route 157 (MO-IL)**
(A) Improvements and some widening from I-70 to Mississippi River *(US-67 to MO-367 Funded)*
(C) Widening from Mississippi River to Route 157 *(IL-111 Interchange Funded)*
*Highest Priority Project*

*Estimated Cost: $1.2 bil*
*Unfunded: (A) $450 mil (C) $268*

# 2020 Multimodal Transportation Project List

## ST LOUIS REGIONAL FREIGHTWAY

## Partially Programmed for Construction

### Illinois Route 3 Access Improvements (IL)

(A) Illinois Route 3 relocation from River Park Drive to Monsanto Avenue

(B) Falling Springs Road / Illinois Route 3 railroad bypass *(Partially Funded)*

*Highest Priority Project*

*Estimated Cost: $147 - $192 mil*
*Unfunded: $135 - $180 mil*

### America's Central Port Improvements (IL)

(A) Granite City Harbor track revitalization

(B) Granite City Harbor general cargo dock revitalization *(Funded)*

(C) Union Pacific / Kansas City Southern connection through A&K yard

(D) New port entrance at IL-3 *(Funded)*

*Estimated Cost: $22.5 mil*
*Unfunded: $12.5 mil*

### St. Louis Lambert International Airport North Cargo Improvements (MO)

(A) Banshee Road reconstruction

(B) McDonnell Boulevard / Airport Road intersection reconstruction

(C) Taxiway V connector *(Complete)*

*Estimated Cost: $20.7 mil*
*Unfunded: $14.6 mil*

## Concept Development or Planning

### I-70 Improvements from Warrenton to Stan Musial Veterans Memorial Bridge (MO)

(A) Improvements from Wentzville to Stan Musial Memorial Bridge (40 miles)

(B) Expansion to six lanes from Wentzville to Warrenton (20 miles)

*Highest Priority Project*

*Estimated Cost: $650 mil*

### Mississippi River Port Development Projects (MO)

(A) Crystal City Port development with access roadway

(B) City of St. Louis south riverfront site

(C) St. Louis County Port development north/south sites

*Estimated Cost: $17.5 mil*

## Concept Development or Planning

### Kaskaskia Regional Port District Improvements (IL)

(A) Terminal #1 second rail loop track and lead track rail upgrades

(B) Terminal #2 2nd entrance & 3rd dock

(C) Port Development at Fayetteville

*Estimated Cost: $8.2 mil*

### I-255 / Fish Lake (Ramsey Road) Interchange (IL)

New interchange to provide additional access to the Union Pacific Dupo Intermodal Yard

*Estimated Cost: $27 mil*

### St. Louis Lambert International Airport Access Improvements (MO)

(A) Cargo City access analysis

(B) Fee Fee Road bridge improvement

(C) Gist Road upgrade

*Estimated Cost: $30.25 mil*

### MidAmerica St. Louis Airport Distribution Improvements (IL)

New two-mile rail spur from Norfolk Southern mainline to enable freight rail access for industry on the eastern side of airport

*Estimated Cost: $45 mil*

### Illinois Route 158 (Air Mobility Drive) Expansion from Route 161 to Route 177 (IL)

One-mile extension of two lanes along a growth corridor near I-64 and MidAmerica St. Louis Airport

*Estimated Cost: $20 mil*

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: Procurement Policy Revisions

Date: October 16, 2019

In October 2018, the Board approved and adopted an updated procurement policy. Since that time, procedural changes have been implemented by the Missouri Office of Homeland Security (MoOHS) with respect to agreements for grant-funded equipment and supplies. Specifically, MoOHS provided new guidelines that dictate that EWG issue sub-award agreements before it provides grant-funded equipment and supplies to local jurisdictions. The 2018 policy did not explicitly address sub-award agreements; therefore, staff is recommending that Section 2, Part (b) of the policy be updated to address sub-awards and other agreements EWG may issue to transfer grant-funded equipment and supplies to local agencies. Additionally, the 2018 policy did not include specific guidance on the types of purchases that are exempted from the procurement standards, methods, and procedures; therefore, staff is recommending that Section 4, Part (b) of the policy be updated to more clearly define these types of purchases.

**Staff Recommendation:** Staff recommends that the Board of Directors approve and adopt the updated Procurement Policy.

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# EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
# PROCUREMENT POLICY

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 and may execute financial assistance sub-award of, or other agreements to transfer, grant-funded equipment or supplies to sub-recipients.[2]

      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.

[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. As used in (c), "funding" refers to sub-awards of dollars and specifically excludes financial assistance sub-awards of, or other agreements to transfer, grant-funded equipment or supplies.

[2] As used in this Procurement Policy, Section 2, Part (b)(i), sub-recipient refers to any entity that meets the eligibility requirements to receive grant-funded equipment and supplies, as those requirements are defined by the grantor and the Council's policies and procedures. These entities include, but are not limited to: (a) non-profit entities; (b) educational institutions; (c) hospitals and other health care providers; (d) emergency medical service providers and agencies; (e) emergency response agencies; and (f) governmental entities.

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 above the amount initially authorized by the Board.

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 quote, 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 of services, software products, or other materials that are required for the day-to-day operation of the Council; however, the Executive Director shall establish written guidelines to maximize efficiency and ensure the cost effectiveness

for these types of purchases where practicable. These types of purchases include, but are not limited to:

1. Utilities (e.g. electricity, natural gas, water, telephone/internet service).
2. Software licenses/subscriptions/maintenance and renewals (e.g. Office products, Adobe products).
3. Training/meeting/conference costs.
4. Speaker/lecturer fees for the Council's or Council-sponsored meetings, events, training sessions, etc.
5. Publications, manuals, guides, periodical subscriptions, etc.
6. Dues/memberships/affiliations in professional, trade, or similar organizations.
7. Notices and advertisements (e.g. job postings).
8. Loans/borrowing funds.
9. Service or maintenance agreements or renewals that are attendant to the purchase of supplies or equipment or that are necessary to ensure warranties are not voided.
10. Supplies, repairs, gasoline, and similar items that are estimated to cost less than $3,000 and the Executive Director determines that it is not cost-effective to follow the procurement methods and procedures described in Section 3.

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 was approved by the Board on October 31, 2018 and the revised 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.

*(Approved 10/31/2018; Revised and approved 10/30/2019)*

## 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 30, 2019.

_____ _____

James M. Wild
Executive Director

Date

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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Ron Counts
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Illinois Department of
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Erika Kennett
Illinois Department of Commerce
and Economic Opportunity
Patrick McKenna
Missouri Department of
Transportation
Taulby Roach
Bi-State Development
Aaron Willard
Missouri Office of Administration
Executive Director
James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Calendar Year 2020 East-West Gateway Budget

Date: October 16, 2019

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, 2020. We are proposing a budget of $11,855,145. Approximately 31 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. In addition, another 16 percent will provide consulting services for transportation, economic development, and environmental work. The Council's staff and operating costs is projected to be approximately $5.8 million.

East-West Gateway's budget includes expenditures for work activities included in the FY 2020 Unified Planning Work Program, as well as those activities anticipated to be in the FY 2021 UPWP. We've estimated funding for the transportation, environmental, hospital preparedness, and homeland security programs along with the non-recurring projects that are anticipated during the year.

Funding in the amount of $572,307, will be provided in the form of cash or in-kind contributions from the states of Illinois and Missouri. In addition to the state funding, 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 and environmental grant awards. 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 2020.

Salaries and benefits totaling approximately $5,070,695 includes funding for the full time equivalent (FTE) of 55 employees. The proposed budget also includes a 1.5% pay plan adjustment to be effective January 1, 2020, a 2.5% raise based on merit, and a projected increase in health insurance of 5.5%. The wage adjustment and merit raise, along with the associated incremental benefit costs are projected to be $178,060. We estimate that East-West Gateway will absorb $21,720 of the increase for 2020 and the remaining balance of $156,340 will be provided 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 reviewed. We are recommending increases in the grade structure for the accounting and administrative positions to keep our Classification Schedule competitive within our metropolitan area. We are also requesting the addition of an Accountant IV position to meet EWG's accounting needs in the future.

The proposed revisions are 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 CY2020 budget as proposed; and recommendation of the proposed Calendar Year 2020 budget for adoption at the Annual Meeting on November 13, 2019.

# EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS

## Budget Summary

Resources and Expenditures

Calendar Years 2018 - 2020

| | 2018 Audited | 2019 Estimated | 2020 Proposed |
|---|---|---|---|
| RESOURCES: | | | |
| Federal Grants | $ 6,909,291 | $ 8,276,685 | $ 10,228,180 |
| State Grants/Appropriations | 264,211 | 300,800 | 410,782 |
| Local and Private Resources | | | |
| Cash-Per Capita | 321,407 | 321,407 | 321,407 |
| Transportation Project Assessment Fee | 294,379 | 306,677 | 265,000 |
| Cash-Other | 826,276 | 476,997 | 397,522 |
| In-Kind Services | 264,421 | 292,984 | 308,174 |
| Miscellaneous Income | 81,051 | 82,795 | 61,150 |
| Total Resources | 8,961,036 | 10,058,345 | 11,992,215 |
| EXPENDITURES: | | | |
| Operating Expenses | 8,584,980 | 9,609,725 | 11,855,145 |
| Total Expenditures | 8,584,980 | 9,609,725 | 11,855,145 |
| Change in net position | 376,056 | 448,620 | 137,070 |
| Net Assets - Beginning of Year | 3,220,667 | 3,596,723 | 4,045,343 |
| Net Assets - End of Year | $ 3,596,723 | $ 4,045,343 | $ 4,182,413 |

# EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS

## Detail of Budgeted Resources

Calendar Year 2020

| | | |
|---|---|---|
| FEDERAL GRANTS (Federal portion only): | | |
| U.S. Department of Transportation | | |
| Federal Transit Administration | | |
| Pass Thru: Bi-State Development Agency | $ 131,056 | |
| Federal Highway Administration | | |
| Pass Thru: Missouri Department of Transportation | 3,873,560 | |
| Illinois Department of Transportation | 1,436,688 | |
| U.S. Department of Homeland Security | | |
| Federal Emergency Management Agency | 670,553 | |
| Pass Thru: Missouri Office of Homeland Security | 3,792,104 | |
| Pass Thru: Missouri State Emergency Management Agency | 13,928 | |
| U.S. Department of Health & Human Services | | |
| Pass Thru: Missouri Dept of Health & Senior Services | 203,631 | |
| U.S. Environmental Protection Agency | | |
| Pass Thru: Missouri Department of Natural Resources | 41,329 | |
| Illinois Environmental Protection Agency | 34,625 | |
| University of Wichita | 30,706 | |
| | | $ 10,228,180 |
| STATE APPROPRIATIONS/GRANTS | | |
| Illinois | 279,318 | |
| Missouri | 131,464 | |
| | | 410,782 |
| 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 | | 265,000 |
| Other | | 397,522 |
| In-kind Services | | 308,174 |
| Miscellaneous Income [1] | | 61,150 |
| TOTAL RESOURCES | | $ 11,992,215 |

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

# EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS

## Detail of Budgeted Expenditures

Calendar Years 2018-2020

| | 2018 | 2019 | | 2020 |
|---|---|---|---|---|
| | Audited | Budget | Estimated | Budget |
| Salaries, Wages, Benefits | $ 4,487,658 | $ 4,919,700 | $ 4,847,325 | $ 5,070,695 |
| Planning Consultants & Public Agencies | 2,147,292 | 3,030,250 | 2,575,860 | 2,853,065 |
| Grant Funded Equipment | 795,616 | 2,278,000 | 953,290 | 2,513,550 |
| Computer Software | 46,005 | 60,917 | 27,305 | 71,485 |
| Contributed Services | 264,421 | 299,285 | 292,985 | 308,175 |
| Rent - Building | 266,190 | 259,073 | 269,375 | 270,875 |
| Professional Services | 73,880 | 130,610 | 66,815 | 124,900 |
| Depreciation, Amortization | 35,978 | 37,686 | 34,270 | 35,875 |
| Maintenance & Rental - Equipment | 8,935 | 9,245 | 21,850 | 12,250 |
| Voice & Data Communications | 25,640 | 15,780 | 28,610 | 21,045 |
| Supplies and General Expense | 142,171 | 345,335 | 101,340 | 113,570 |
| Retirement Plan Administration | 15,800 | 15,800 | 15,800 | 15,800 |
| Printing & Reproduction | 31,813 | 26,790 | 27,085 | 22,625 |
| Insurance | 12,244 | 13,125 | 13,950 | 13,125 |
| Computer Services | 25,957 | 31,410 | 32,160 | 28,920 |
| Parking | 9,513 | 8,673 | 9,120 | 10,405 |
| Travel | 43,890 | 63,005 | 67,995 | 81,195 |
| Memberships & Dues | 19,658 | 23,857 | 22,610 | 20,915 |
| Postage & Delivery | 5,594 | 10,376 | 8,470 | 8,740 |
| Meetings & Conferences | 66,992 | 72,295 | 54,170 | 49,370 |
| Periodicals & Subscriptions | 1,716 | 4,018 | 1,510 | 3,095 |
| Public Notice | 13,419 | 24,155 | 16,950 | 15,155 |
| Public Agency Training | 41,832 | 166,200 | 36,150 | 172,415 |
| Employee Development & Recruiting | 574 | 8,300 | 2,440 | 8,300 |
| Other | 592 | 4,400 | 80,290 | 5,850 |
| Unemployment Reimbursement | 1,600 | 1,150 | 1,000 | 1,750 |
| Employment Relocation | 0 | 2,000 | 1,000 | 2,000 |
| | $ 8,584,980 | $ 11,861,435 | $ 9,609,725 | $ 11,855,145 |

TABLE A
POSITION CLASSIFICATION SCHEDULE
Effective 11/01/2019

| | | Proposed | | Current | |
|---|---|---|---|---|---|
| Position | Grade | Minimum Annual | Maximum Annual | Minimum Annual | Maximum Annual |
| Transportation Analyst V | 26 | 87,900 | 130,500 | 87,900 | 130,500 |
| Transportation Analyst IV | 22 | 72,144 | 107,124 | 72,144 | 107,124 |
| Transportation Analyst III | 20 | 65,400 | 97,020 | 65,400 | 97,020 |
| Transportation Analyst II | 15 | 51,240 | 75,780 | 51,240 | 75,780 |
| Transportation Analyst I | 12 | 44,268 | 65,400 | 44,268 | 65,400 |
| | | | | | |
| Information Systems Analyst V | 24 | 79,632 | 118,212 | 79,632 | 118,212 |
| Information Systems Analyst IV | 21 | 68,688 | 101,940 | 68,688 | 101,940 |
| Information Systems Analyst III | 18 | 59,316 | 87,900 | 59,316 | 87,900 |
| Information Systems Analyst II | 13 | 46,476 | 68,688 | 46,476 | 68,688 |
| Information Systems Analyst I | 10 | 40,152 | 59,316 | 40,152 | 59,316 |
| | | | | | |
| Planner V | 24 | 79,632 | 118,212 | 79,632 | 118,212 |
| Planner IV | 20 | 65,400 | 97,020 | 65,400 | 97,020 |
| Planner III | 18 | 59,316 | 87,900 | 59,316 | 87,900 |
| Planner II | 12 | 44,268 | 65,400 | 44,268 | 65,400 |
| Planner I | 9 | 38,244 | 56,496 | 38,244 | 56,496 |
| Research Assistant II | 5 | 31,464 | 46,476 | 29,952 | 44,268 |
| Research Assistant I | 1 | 25,896 | 38,244 | 23,484 | 34,668 |
| | | | | | |
| Public Administrator VI | 26 | 87,900 | 130,500 | 87,900 | 130,500 |
| Public Administrator V | 23 | 75,780 | 112,536 | 75,780 | 112,536 |
| Public Administrator IV | 18 | 59,316 | 87,900 | 59,316 | 87,900 |
| Public Administrator III | 16 | 53,808 | 79,632 | 53,808 | 79,632 |
| Public Administrator II | 11 | 42,156 | 62,280 | 42,156 | 62,280 |
| Public Administrator I | 8 | 36,420 | 53,808 | 36,420 | 53,808 |
| Program Aide II | 4 | 29,952 | 44,268 | 29,952 | 44,268 |
| | | | | | |
| Community Relations Coordinator V | 22 | 72,144 | 107,124 | 72,144 | 107,124 |
| Community Relations Coordinator IV | 17 | 56,496 | 83,652 | 56,496 | 83,652 |
| Community Relations Coordinator III | 15 | 51,240 | 75,780 | 51,240 | 75,780 |
| Community Relations Coordinator II | 10 | 40,152 | 59,316 | 40,152 | 59,316 |
| Community Relations Coordinator I | 8 | 36,420 | 53,808 | 36,420 | 53,808 |
| | | | | | |
| Public Safety Administrator V | 25 | 83,652 | 124,200 | 83,652 | 124,200 |
| Public Safety Administrator IV | 20 | 65,400 | 97,020 | 65,400 | 97,020 |
| Public Safety Administrator III | 18 | 59,316 | 87,900 | 59,316 | 87,900 |
| Public Safety Administrator II | 13 | 46,476 | 68,688 | 46,476 | 68,688 |
| Public Safety Administrator I | 10 | 40,152 | 59,316 | 40,152 | 59,316 |
| | | | | | |
| Accountant IV | 19 | 62,280 | 92,352 | | |
| Accountant III | 16 | 53,808 | 79,632 | 51,240 | 75,780 |
| Accountant I | 10 | 40,152 | 59,316 | 40,152 | 59,316 |
| Accounting Specialist III | 7 | 34,668 | 51,240 | 34,668 | 51,240 |
| Accounting Specialist II | 5 | 31,464 | 46,476 | 29,952 | 44,268 |
| Accounting Specialist I | 3 | 28,536 | 42,156 | 25,896 | 38,244 |
| Accounting Clerk | 1 | 25,896 | 38,244 | 22,356 | 33,048 |

TABLE A
POSITION CLASSIFICATION SCHEDULE
Effective 11/01/2019

| | Proposed | | | Current | |
|---|---|---|---|---|---|
| Position | Grade | Minimum Annual | Maximum Annual | Minimum Annual | Maximum Annual |
| Executive Assistant | 9 | 38,244 | 56,496 | 36,420 | 53,808 |
| Administrative Assistant II | 6 | 33,048 | 48,804 | 29,952 | 44,268 |
| Adminstrative Assistant I | 3 | 28,536 | 42,156 | 25,896 | 38,244 |
| Office Clerk | 1 | 25,896 | 38,244 | 22,356 | 33,048 |
| | | | | | |
| Graphic Designer III | 14 | 48,804 | 72,144 | 46,476 | 68,688 |
| Graphic Designer II | 11 | 42,156 | 62,280 | 40,152 | 59,316 |
| Graphic Designer I | 4 | 29,952 | 44,268 | 28,536 | 42,156 |
| | | | | | |
| Printer II | 6 | 33,048 | 48,804 | 31,464 | 46,476 |
| Printer I | 1 | 25,896 | 38,244 | 23,484 | 34,668 |

EAST-WEST GATEWAY
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Monroe County
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Tim Brinker
Presiding Commissioner
Franklin County
Dennis Gannon
County Executive
Jefferson County
Lyda Krewson
Mayor, City of St. Louis
Dr. Sam Page
County Executive
St. Louis County
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Council of Mayors
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St. Clair County
Lewis Reed
President, Board of Aldermen
City of St. Louis
Herbert Simmons
President, Southwestern Illinois
Metropolitan & Regional
Planning Commission
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Madison County
John White
St. Charles County
*Regional Citizens*
Barbara Geisman
C. William Grogan
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Non-voting Members
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Illinois Department of
Transportation
Erika Kennett
Illinois Department of Commerce
and Economic Opportunity
Patrick McKenna
Missouri Department of
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Taulby Roach
Bi-State Development
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Missouri Office of Administration
Executive Director
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Memo to: Board of Directors

From: Staff

Subject: Modifications to the FY 2020-2023 Transportation Improvement Program (TIP), *Connected2045*, and the Related Air Quality Conformity Determination – Requested by Missouri and Illinois Sponsors

Date: October 16, 2019

The Illinois Department of Transportation (IDOT) and the Missouri Department of Transportation (MoDOT) have requested to amend the FY 2020-2023 TIP, *Connected2045*, and related Air Quality Conformity Determination. In all, they are requesting to add 14 new projects, modify three existing projects, and add four scoping project. This memo outlines the requested changes.

## Illinois New Projects

IDOT has requested to add 13 new projects. Funding for these projects is coming from a combination of bid savings and funding available in IDOT's state FY 2020 program. Several of these projects were included in the FY 2019-2022 TIP and are being carried over to the FY 2020-2023 TIP so that IDOT has sufficient funds for engineering activities while East-West Gateway awaits the release of the IDOT funding program.

These projects are summarized below:

| New Projects - Illinois | | | | | |
|---|---|---|---|---|---|
| **Sponsor / TIP #** | **Title – Limits** | **Description of Work** | **County** | **Federal Cost** | **Total Cost** |
| IDOT / 4707A-17 | IL 3 Connector – Collinsville Road to IL 3/North First Street | Preliminary engineering (SAFETEA-LU Earmark Sec. 1702 # 2870) | St. Clair | $1,643,200 | $2,054,000 |
| IDOT / 5674-13 | McKinley Bridge – Salisbury Street – Over Mississippi River | Bridge deck sealing | Multi-State | $140,000 | $175,000 |
| IDOT / 6446-15 | I-270 – Over Mississippi River | Preliminary engineering | Multi-State | $800,000 | $1,000,000 |

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| New Projects - Illinois | | | | | |
|---|---|---|---|---|---|
| **Sponsor / TIP #** | **Title – Limits** | **Description of Work** | **County** | **Federal Cost** | **Total Cost** |
| IDOT / 6672-18 | I-270 – Mississippi River Bridge to east of IL 111 | Phase 1 preliminary engineering | Madison | $400,000 | $500,000 |
| IDOT / 6686-17 | Districtwide safety Improvements – Various locations in Madison, Monroe, and St. Clair Counties | Set-aside for safety improvements | Regional – Illinois | $6,673,000 | $7,414,000 |
| IDOT / 6804G-21 | US 67/Clark Bridge – Over Mississippi River | Bridge deck sealing | Multi-State | $240,000 | $300,000 |
| IDOT / 6998U-20 | IL 143 – 0.3 miles south of Discovery Parkway to 0.2 miles north of IL 3 | Resurfacing | Madison | $2,320,000 | $2,900,000 |
| IDOT / 6998V-20 | US 50 – Over Silver Creek 1.5 miles west of IL 4 | Bridge deck waterproofing, joint repair | St. Clair | $480,000 | $600,000 |
| IDOT / 6998W-20 | IL 15 – 0.3 miles west of Lakewood Place to Belleville West Parkway | Crack & joint sealing | St. Clair | $80,000 | $100,000 |
| IDOT / 6998X-20 | IL 143 – East Schwarz Street to 0.1 miles west of Governors Parkway | Resurfacing | Madison | $800,000 | $1,000,000 |
| IDOT / 6998Y-20 | IL 143 – 0.1 miles west of Oasis Drive to 0.1 miles east of Drda Lane | Resurfacing | Madison | $1,520,000 | $1,900,000 |
| IDOT / 6998Z-20 | IL 160 – IL 140 to Herman Street in Grantfork | Resurfacing | Madison | $3,360,000 | $4,200,000 |
| IDOT / 6988P-20 | I-64 – At IL 158 | Pavement patching | St. Clair | $0 | $2,900,000 |
| | | | **TOTAL:** | **$18,456,200** | **$25,043,000** |

## Missouri New Project

MoDOT has requested to add one new project for a payback to Missouri American Water for utility relocations related to the Page Avenue Extension.

This project is summarized on the next page:

| New Project - Missouri | | | | | |
|---|---|---|---|---|---|
| **Sponsor / TIP #** | **Title – Limits** | **Description of Work** | **County** | **Federal Cost** | **Total Cost** |
| MoDOT / 6991Y-20 | Utility Relocation Payback – MO 364 | Payback to Missouri American Water | St. Charles | $0 | $542,000 |
| | | | **TOTAL:** | **$0** | **$542,000** |

## Missouri Modified Projects

MoDOT has requested to modify three projects currently programmed in the TIP. Bridge work along the I-70 corridor from TIP# 6811G-18 & 6990H-20 is being consolidated into the I-70 corridor improvements project (TIP# 6806E-18).

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 / 6811G-18 / St. Charles | MO 94 – At three bridges | Bridge rehabilitation (A7189, A7871, and A7866) | $1,487,000 / $1,092,000 | Scope reduced from six to three bridges. Move three bridges to TIP# 6806E-18 |
| MoDOT/ 6990H-20/ St. Charles | I-70 – At Bryan Rd | Bridge rehabilitation | $5,811,000 / $2,334,000 | Scope reduced from three to one bridge. Move two bridges to TIP# 6806E-18 |
| MoDOT/ 6806E-18/ St. Charles | I-70/I-70 Outer Road – Cave Springs to Fairgrounds | Corridor improvements and bridge rehabilitation | $35,138,000 / $39,119,000 | Add five bridges to project scope |

**Missouri Scoping Projects**

MoDOT has requested to add four scoping projects. MoDOT intends to use advance construction[1] for TIP# 6992A-20, meaning that this project initially will be funded with 100 percent state funds from MoDOT's operations budget until federal funds become available. 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 these projects and the projects entail preliminary engineering only (30 percent engineering).

These scoping projects are summarized below:

| Scoping Projects - Missouri | | | | | |
|---|---|---|---|---|---|
| **Sponsor / TIP #** | **Project Title - Limits** | **Description of Work** | **County** | **Fed / Total Cost for Design** | **Est. Cost Range for Construction** |
| MoDOT / 6991Z-20 | ADA Transition Plan Improvements – Various routes in the St. Louis District | ADA Transition Plan improvements | Multi-County-Missouri | $0 / $1,700,000 | $20 million – $50 million |
| MoDOT / 6992A-20 | I-64 Outer Roads – South Outer Road east of Timberlake Manor Parkway and North Outer Road west of Conway Meadows Drive | Drainage improvements and pipe replacement | St. Louis | $0 / $26,000 | $100,000 – $500,000 |
| MoDOT / 6992B-20 | I-70 – East of Mid Rivers Mall Drive to Fifth Street | Crack filling | St. Charles | $23,400 / $26,000 | $100,000 – $500,000 |
| MoDOT / 6992C-20 | MO 61 – I-64 to Barracksview Road | Pavement marking | St. Louis | $20,800 / $26,000 | $250,000 – $1 million |

[1] Advance construction is a mechanism that enables a sponsor to start construction using non-federal funds, with the understanding that it may later convert the project to federal-aid funding and receive federal reimbursement. To be eligible for conversion, the project must qualify for federal funds.

**Staff Recommendation:** Staff recommends that the FY 2020-2023 TIP, *Connected2045*, and related Air Quality Conformity Determination be revised to add 14 new projects, modify three projects, and add four scoping projects 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) or are not regionally significant.

**Amendment #** **1019-002**
**TIP #** **4707A-17**
**Sponsor #** **P-98-006-07**

**PROJECT SPONSOR:** **IDOT**

**ACTION REQUESTED:** Revise FY 2020 of the FY 2020-2023 TIP to add a project

**TITLE:** **IL 3 Connector**

**LIMITS:** Collinsville Road to IL 3/North First Street

**DESCRIPTION:** Preliminary engineering (SAFETEA-LU Earmark Sec. 1702 # 2870)

**COUNTY:** St. Clair

**FUNDING SOURCE:** High Priority Project (HPP)

| | Federal | Match | Total |
|---|---|---|---|
| PE | $1,643,200 | $410,800 | $2,054,000 |
| ROW | $0 | $0 | $0 |
| Implementation | $0 | $0 | $0 |
| Total | $1,643,200 | $410,800 | $2,054,000 |

**AIR QUALITY CONFORMITY:** Exempt – Specific activities which do not involve or lead directly to construction, such as planning and technical studies. (§93.126)

**STAFF RECOMMENDATION:** Approval

**Amendment #** **1019-003**
**TIP #** **5674-17**
**Sponsor #** **C-98-999-99**

**PROJECT SPONSOR:** **IDOT**

**ACTION REQUESTED:** Revise FY 2020 of the FY 2020-2023 TIP to add a project

**TITLE:** **McKinley Bridge – Salisbury Street**

**LIMITS:** Over Mississippi River

**DESCRIPTION:** Bridge deck sealing

**COUNTY:** Multi-State

**FUNDING SOURCE:** National Highway Performance Program (NHPP)

| | Federal | Match | Total |
|---|---|---|---|
| PE | $0 | $0 | $0 |
| ROW | $0 | $0 | $0 |
| Implementation | $140,000 | $35,000 | $175,000 |
| Total | $140,000 | $35,000 | $175,000 |

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

**STAFF RECOMMENDATION:** Approval

**Amendment #** **1019-004**
**TIP #** **6446-15**
**Sponsor #** **P-98-001-15**

**PROJECT SPONSOR:** **IDOT**

**ACTION REQUESTED:** Revise FY 2020 of the FY 2020-2023 TIP to add a project

**TITLE:** **I-270**

**LIMITS:** Over Mississippi River

**DESCRIPTION:** Preliminary engineering

**COUNTY:** Multi-State

**FUNDING SOURCE:** National Highway Performance Program (NHPP)

| | Federal | Match | Total |
|---|---|---|---|
| PE | $800,000 | $200,000 | $1,000,000 |
| ROW | $0 | $0 | $0 |
| Implementation | $0 | $0 | $0 |
| Total | $800,000 | $200,000 | $1,000,000 |

**AIR QUALITY CONFORMITY:** Exempt – Specific activities which do not involve or lead directly to construction, such as planning and technical studies. (§93.126)

**STAFF RECOMMENDATION:** Approval

**Amendment #** **1019-005**
**TIP #** **6672-18**
**Sponsor #** **P-98-009-17**

**PROJECT SPONSOR:** **IDOT**

**ACTION REQUESTED:** Revise FY 2020 of the FY 2020-2023 TIP to add a project

**TITLE:** **I-270**

**LIMITS:** Mississippi River Bridge to east of IL 111

**DESCRIPTION:** Phase 1 preliminary engineering

**COUNTY:** Madison

**FUNDING SOURCE:** National Highway Performance Program (NHPP)

| | Federal | Match | Total |
|---|---|---|---|
| PE | $400,000 | $100,000 | $500,000 |
| ROW | $0 | $0 | $0 |
| Implementation | $0 | $0 | $0 |
| Total | $400,000 | $100,000 | $500,000 |

**AIR QUALITY CONFORMITY:** Exempt – Specific activities which do not involve or lead directly to construction, such as planning and technical studies. (§93.126)

**STAFF RECOMMENDATION:** Approval

**Amendment #** **1019-006**
**TIP #** **6686-17**
**Sponsor #** **N/A**

**PROJECT SPONSOR:** **IDOT**

**ACTION REQUESTED:** Revise FY 2020 of the FY 2020-2023 TIP to add a project

**TITLE:** **Districtwide Safety Improvements**

**LIMITS:** Various locations in Madison, Monroe, and St. Clair Counties

**DESCRIPTION:** Set-aside for safety improvements

**COUNTY:** Regional - Illinois

**FUNDING SOURCE:** Highway Safety Improvement Program (HSIP)

| | Federal | Match | Total |
|---|---|---|---|
| PE | $0 | $0 | $0 |
| ROW | $0 | $0 | $0 |
| Implementation | $6,673,000 | $741,000 | $7,414,000 |
| Total | $6,673,000 | $741,000 | $7,414,000 |

**AIR QUALITY CONFORMITY:** Exempt – Highway Safety Improvement Program implementation. (§93.126)

**STAFF RECOMMENDATION:** Approval

**Amendment #** **1019-007**
**TIP #** **6804G-21**
**Sponsor #** **C-98-077-19**

**PROJECT SPONSOR:** **IDOT**

**ACTION REQUESTED:** Revise FY 2020 of the FY 2020-2023 TIP to add a project

**TITLE:** **US 67/Clark Bridge**

**LIMITS:** Over Mississippi River

**DESCRIPTION:** Bridge deck sealing

**COUNTY:** Multi-State

**FUNDING SOURCE:** National Highway Performance Program (NHPP)

| | Federal | Match | Total |
|---|---|---|---|
| PE | $0 | $0 | $0 |
| ROW | $0 | $0 | $0 |
| Implementation | $240,000 | $60,000 | $300,000 |
| Total | $240,000 | $60,000 | $300,000 |

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

**STAFF RECOMMENDATION:** Approval

**Amendment #** **1019-008**
**TIP #** **6998U-20**
**Sponsor #** **C-98-049-20**

**PROJECT SPONSOR:** **IDOT**

**ACTION REQUESTED:** Revise FY 2020 of the FY 2020-2023 TIP to add a project

**TITLE:** **IL 143**

**LIMITS:** 0.3 miles south of Discovery Parkway to 0.2 miles north of IL 3

**DESCRIPTION:** Resurfacing

**COUNTY:** Madison

**FUNDING SOURCE:** National Highway Performance Program (NHPP)

| | Federal | Match | Total |
|---|---|---|---|
| PE | $0 | $0 | $0 |
| ROW | $0 | $0 | $0 |
| Implementation | $2,320,000 | $580,000 | $2,900,000 |
| Total | $2,320,000 | $580,000 | $2,900,000 |

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

**STAFF RECOMMENDATION:** Approval

**Amendment #** **1019-009**
**TIP #** **6998V-20**
**Sponsor #** **C-98-079-20**

**PROJECT SPONSOR:** **IDOT**

**ACTION REQUESTED:** Revise FY 2020 of the FY 2020-2023 TIP to add a project

**TITLE:** **US 50**

**LIMITS:** Over Silver Creek 1.5 miles west of IL 4

**DESCRIPTION:** Bridge deck waterproofing, joint repair

**COUNTY:** St. Clair

**FUNDING SOURCE:** National Highway Performance Program (NHPP)

| | Federal | Match | Total |
|---|---|---|---|
| PE | $0 | $0 | $0 |
| ROW | $0 | $0 | $0 |
| Implementation | $480,000 | $120,000 | $600,000 |
| Total | $480,000 | $120,000 | $600,000 |

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

**STAFF RECOMMENDATION:** Approval

**Amendment #** **1019-010**
**TIP #** **6998W-20**
**Sponsor #** **C-98-050-20**

**PROJECT SPONSOR:** **IDOT**

**ACTION REQUESTED:** Revise FY 2020 of the FY 2020-2023 TIP to add a project

**TITLE:** **IL 15**

**LIMITS:** 0.3 miles west of Lakewood Place to Belleville West Parkway

**DESCRIPTION:** Crack & joint sealing

**COUNTY:** St. Clair

**FUNDING SOURCE:** National Highway Performance Program (NHPP)

| | Federal | Match | Total |
|---|---|---|---|
| PE | $0 | $0 | $0 |
| ROW | $0 | $0 | $0 |
| Implementation | $80,000 | $20,000 | $100,000 |
| Total | $80,000 | $20,000 | $100,000 |

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

**STAFF RECOMMENDATION:** Approval

**Amendment #** **1019-011**
**TIP #** **6998X-20**
**Sponsor #** **C-98-051-20**

**PROJECT SPONSOR:** **IDOT**

**ACTION REQUESTED:** Revise FY 2020 of the FY 2020-2023 TIP to add a project

**TITLE:** **IL 143**

**LIMITS:** East Schwarz Street to 0.1 miles west of Governors Parkway

**DESCRIPTION:** Resurfacing

**COUNTY:** Madison

**FUNDING SOURCE:** Surface Transportation Block Grant Program (STBG)

| | Federal | Match | Total |
|---|---|---|---|
| PE | $0 | $0 | $0 |
| ROW | $0 | $0 | $0 |
| Implementation | $800,000 | $200,000 | $1,000,000 |
| Total | $800,000 | $200,000 | $1,000,000 |

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

**STAFF RECOMMENDATION:** Approval

**Amendment #** **1019-012**
**TIP #** **6998Y-20**
**Sponsor #** **C-98-047-20**

**PROJECT SPONSOR:** **IDOT**

**ACTION REQUESTED:** Revise FY 2020 of the FY 2020-2023 TIP to add a project

**TITLE:** **IL 143**

**LIMITS:** 0.1 miles west of Oasis Drive to 0.1 miles east of Drda Lane

**DESCRIPTION:** Resurfacing

**COUNTY:** Madison

**FUNDING SOURCE:** National Highway Performance Program (NHPP)

| | Federal | Match | Total |
|---|---|---|---|
| PE | $0 | $0 | $0 |
| ROW | $0 | $0 | $0 |
| Implementation | $1,520,000 | $380,000 | $1,900,000 |
| Total | $1,520,000 | $380,000 | $1,900,000 |

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

**STAFF RECOMMENDATION:** Approval

**Amendment #** **1019-013**
**TIP #** **6998Z-20**
**Sponsor #** **C-98-170-18**

**PROJECT SPONSOR:** **IDOT**

**ACTION REQUESTED:** Revise FY 2020 of the FY 2020-2023 TIP to add a project

**TITLE:** **IL 160**

**LIMITS:** IL 140 to Herman Street in Grantfork

**DESCRIPTION:** Resurfacing

**COUNTY:** Madison

**FUNDING SOURCE:** Surface Transportation Block Grant Program (STBG)

| | Federal | Match | Total |
|---|---|---|---|
| PE | $0 | $0 | $0 |
| ROW | $0 | $0 | $0 |
| Implementation | $3,360,000 | $840,000 | $4,200,000 |
| Total | $3,360,000 | $840,000 | $4,200,000 |

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

**STAFF RECOMMENDATION:** Approval

**Amendment #** **1019-014**
**TIP #** **6988P-20**
**Sponsor #** **C-98-029-20**

**PROJECT SPONSOR:** **IDOT**

**ACTION REQUESTED:** Revise FY 2020 of the FY 2020-2023 TIP to add a project

**TITLE:** **I-64**

**LIMITS:** At IL 158

**DESCRIPTION:** Pavement patching

**COUNTY:** St. Clair

**FUNDING SOURCE:** State Funds

| | Federal | Match | Total |
|---|---|---|---|
| PE | $0 | $0 | $0 |
| ROW | $0 | $0 | $0 |
| Implementation | $0 | $2,900,000 | $2,900,000 |
| Total | $0 | $2,900,000 | $2,900,000 |

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

**STAFF RECOMMENDATION:** Approval

**Amendment #** **1019-015**
**TIP #** **6991Y-20**
**Sponsor #** **6P3512**

**PROJECT SPONSOR:** **MoDOT**

**ACTION REQUESTED:** Revise FY 2020 of the FY 2020-2023 TIP to add a project

**TITLE:** **Utility Relocation Payback**

**LIMITS:** MO 364

**DESCRIPTION:** Payback to Missouri American Water

**COUNTY:** St. Charles

**FUNDING SOURCE:** State Funds

| | Federal | Match | Total |
|---|---|---|---|
| PE | $0 | $0 | $0 |
| ROW | $0 | $0 | $0 |
| Implementation | $0 | $542,000 | $542,000 |
| Total | $0 | $542,000 | $542,000 |

**AIR QUALITY CONFORMITY:** Not Regionally Significant

**STAFF RECOMMENDATION:** Approval

EAST-WEST GATEWAY
Council of Governments

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Madison County
John White
St. Charles County
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Barbara Geisman
C. William Grogan
Richard Kellett
John A. Laker
Non-voting Members
Vacant
Illinois Department of
Transportation
Erika Kennett
Illinois Department of Commerce
and Economic Opportunity
Patrick McKenna
Missouri Department of
Transportation
Taulby Roach
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, 2019

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 Urban Areas Security Initiative (UASI) grant program. Attachment A summarizes these expenditures totaling **$448,162**. Also attached is a summary description of all budgeted expenditures from the UASI grants (Attachment B).

1. **Community Emergency Response Team (CERT) Back Packs** – We are requesting approval to purchase 560 CERT Back Packs for the St. Louis regional CERT teams that contain various equipment used by the CERT team member consisting of a hard hat, eye protection, green CERT vest, leather gloves, flashlight, dust masks, ear plugs, light sticks, triage tape, and a first aid kit. Total costs will not exceed **$61,040.**

2. **Hazardous Materials (Hazmat) Emergency Response Equipment** – We are requesting approval to purchase 21 Chemical Protective Suits (three per team) for the following Hazmat Teams: Franklin, Jefferson and Madison County; City of St. Charles; City of St. Louis; Creve Coeur Fire Protection District and St. Clair County Special Emergency Services. Total cost will not exceed **$36,120.**

3. **Urban Search and Rescue (US&R) Emergency Response Equipment** - We are requesting approval to purchase various types of emergency response equipment for the five St. Louis regional US&R teams, which consist of firefighters from fire agencies across the region as follows: Team 1, St. Charles County, Missouri; Team 2, City of St. Louis, Missouri; Team 3, St. Louis County, Missouri; Team 4, St. Clair County, Illinois Special Emergency Services; and, Team 5, a combined team consisting of fire agencies within both Franklin and Jefferson Counties in Missouri. The equipment being purchased consists of hydraulic cutting, spreading and ram

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tools used for extrication rescues; high pressure heavy lifting cushions and air bags; and, water rescue dry suits. Total costs will not exceed **$351,002.**

All expenditures 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:

- the purchase of purchase 560 CERT Back Packs from More Prepared, LLC in an amount not to exceed **$61,040.00;**
- the purchase of 21 Chemical Protective Suits from Wise Safety and Environmental in an amount not to exceed **$36,120;**
- the purchase of assorted hydraulic extrication equipment consisting of cutters, spreaders and rams from Sentinel Emergency Solutions in an amount not to exceed **$60,097;**
- the purchase of five (5) heavy rescue lifting air bag sets and rescue air cushion systems from Banner Fire Equipment, Inc., in an amount not to exceed **$191,905;** and,
- the purchase of 75 water rescue dry suits from Banner Fire Equipment, Inc., in an amount not to exceed **$99,000**

for a total amount not to exceed **$ 448,162** from the UASI grant program.

**ATTACHMENT A**

**Expenditures for Equipment and Services**
**October 10, 2019**

| Vendor | Description | Jurisdiction/Agency | Quantity | Cost |
|---|---|---|---|---|
| **Emergency Response Planning & Organization (UASI)** | | | | |
| More Prepared, LLC | CERT Backpacks | Regional | 560 | $61,040 |
| Wise Safety & Environmental (St. Louis, MO) | Chemical Protective Suits | Regional | 21 | $36,120 |
| Sentinel Emergency Services (Arnold, MO) | Extrication Equipment | Regional | various | $60,097 |
| Banner Fire Equipment, Inc (Roxana, IL) | Air Bags Sets & Rescue Air Cushion Systems | Regional | 5 | $191,905 |
| Banner Fire Equipment, Inc (Roxana, IL) | Dry Suits | Regional | 75 | $99,000 |
| | | | **TOTAL EXPENDITURES** | **$ 448,162** |

Total UASI Expenditures: $448,162

**ATTACHMENT B**
**Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2018**

| | | 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 | $18,918,353 | $18,445,240 | $387,122 | $85,991 |
| | Mass Casualty | 1,197,008 | 1,115,781 | 0 | 81,227 |
| | Incident Management Teams | 2,545,312 | 2,402,164 | 0 | 143,148 |
| **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: | 10,297,089 | 9,417,001 | 0 | 880,088 |
| | 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 & downlink systems: | 9,529,911 | 9,212,047 | 0 | 317,864 |
| | 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 2018**

| | 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. | 2,980,365 | 2,822,834 | 0 | 157,531 |
| **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. | $2,301,886 | $2,270,308 | $0 | $31,578 |

**ATTACHMENT B**
**Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2018**

| | Total Budgeted | Prior amount approved by EWG Board | This request | Remaining to be approved |
|---|---|---|---|---|
| **Terrorism Early Warning Center**<br>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. | $ 4,379,139 | $3,655,335 | $0 | $723,804 |
| **Citizen Preparedness**<br>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 | 61,040 | 10,160 |
| **Regional Coordination Planning**<br>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**<br>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**<br>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. | 4,351,049 | 4,158,289 | 0 | 192,760 |
| **Totals:** | $85,256,445 | [1] $81,766,819 | $448,162 | $3,041,464 |

[1] This total represents the sum of UASI funds awarded for equipment and contractual obligations for fiscal years 2003 - 2018. 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.