AGENDA
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS MEETING
WEDNESDAY, OCTOBER 30, 2019 – 10:00 A.M.

1. CALL TO ORDER

2. APPROVAL OF MINUTES OF SEPTEMBER 25, 2019

3. DISCUSSION ITEMS

A. Regional Crime - - John Posey and Richard Rosenfeld, UMSL

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

4. ACTION ITEMS

A. 2020 Regional Safety Performance Targets - - Sonya Pointer

B. Functional Classification Update - - Brenden Giblin

C. St. Louis Regional Freightway Freight Development Project List - - Chris Michael and Mary Lamie, Regional Freightway

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 Missouri and Illinois Sponsors - - Josh Schwenk

G. Regional Security Expenditures - - Nick Gragnani

5. OTHER BUSINESS

6. ADJOURNMENT

ANNUAL MEETING: WEDNESDAY, NOVEMBER 13, 2019
NEXT MEETING DATE: WEDNESDAY, JANUARY 29, 2020

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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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: 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
BOARD OF DIRECTORS
SEPTEMBER 25, 2019

The regular meeting of the Board of Directors was held in the Council offices on Wednesday, September 25, 2019 at 10:00 a.m.

Members in Attendance
Mark Kern, *Chair*, Chairman, St. Clair County Board, IL Board
Steve Ehlmann, *Vice-Chair*, County Executive, St. Charles County, MO
Robert Elmore, *2nd Vice-Chair*, Chairman, Monroe County, IL Board
Tim Brinker, Presiding Commissioner, Franklin County, MO
Dennis Gannon, County Executive, Jefferson County, MO
Dr. Sam Page, County Executive, St. Louis County, MO
Ron Counts, Jefferson County, MO
Robert Eastern III, Mayor, City of East St. Louis, IL
Barbara Geisman, Regional Citizen, City of St. Louis, MO
Bill Grogan, Regional Citizen, St. Clair County, IL
Reggie Jones, Mayor, City of Dellwood, St. Louis County, MO
Richard Kellett, Regjonal Citizen, St. Louis County
James Knowles III, Mayor, City of Ferguson, MO
John A. Laker, Regional Citizen, St. Clair County, IL
Herb Simmons, President, SW IL Metropolitan and Regional Planning Commission
John White, Councilman, St. Charles County, MO
Tom Blair, MoDOT
Taulby Roach, President, Bi-State Development

Members Absent
Lyda Krewson, Mayor, City of St. Louis, MO
Kurt Prenzler, Chairman, Madison County, IL Board
Cheryl Maguire, Mayor, City of Wood River; Vice President, SW IL Council of Mayors
Roy Mosley, Board Member, St. Clair County, IL
Mark Kupsky, Mayor, City of Fairview Heights, IL; President, SW IL Council of Mayors
Erika Kennett, State of Illinois Department of Commerce and Opportunity
Holly Ostdick, IDOT
Lewis Reed, President Board of Aldermen, City of St. Louis
Michael Walters, Regional Citizen, Madison County, IL

Others in Attendance
Gary Elmestad, St. Charles County, MO
Paul Hampel, St. Louis County, MO
Scott Ogilvie, City of St. Louis, MO

EWGCOG Staff:

Jim Wild, Staci Alvarez, Royce Bauer, Dale Chambers, Joyce Collins-Catling, Ben Fleschert, Ross Friedman, Brenden Giblin, Paul Hubbman, Gena Jain, Frank Johnson, Peter Koeppel, Jason Lange, Carol Lawrence, Mary Grace Lewandowski, Maureen McCarthy, Marcie Meystrik, Christopher Michael, Anna Musial, Rachael Pawlak, Sonya Pointer, John Posey, Jennifer Reiman, Mary Rocchio, Roz Rodgers, Josh Schwenk, Lubna Shoaib, Himmer Soberanis, Christine Thomas, Michael Wohlstadter, Aaron Young

CALL TO ORDER

The Board of Directors meeting was called to order by Mr. Kern, Chairman.

APPROVAL OF MINUTES OF AUGUST 28, 2019

Motion approving the August 28, 2019 Meeting Minutes made by Mr. Laker, seconded by Mr. Eastern. Motion carried, all voting aye.

DISCUSSION ITEMS

STL.works
Kathy Osborn, Regional Business Council (RBC), provided background on the RBC's activities in workforce development. She noted that during the last two years RBC has been involved in an initiative called STL.works. The initiative is a partnership/collaboration research effort focusing on creating a broad consortium, rebranding skilled careers, connecting talent to training, and investing in programs connecting smart jobs and bright futures for builders/doers/problem solvers in our communities. Ms. Osborn pointed out the following challenges the region is facing: urgent need for skilled workers, no centralized source of information, and a lack of marketing strategy. She highlighted four industry areas of concern in the community that STL.work will work towards filling job gaps: Healthcare, Manufacturing, Trades, and Technology. She commended Jim Wild and his collaborative efforts in this initiative. She noted the goal of RBC is to ensure that all High School students have a broad understanding of all available career paths and training before they graduate High School.

Ms. Osborn introduced Alaina Macia, CEO of MTM, to brief the committee of how this initiative can provide training programs, and increase job prospects in the community to fill various industry job gaps. Ms. Osborn then introduced Brian Hall, Chief Marketing Officer with Explore St. Louis, to brief the committee on various marketing strategies of STL.works that will address many of the community workforce challenges. He pointed out that many of the strategies include social media campaigns, sponsors and stakeholders, as well as celebrity and employer contribution solicitations. Lastly, Ms. Osborn introduced Scott J. Wilson, CEO of S.M. Wilson & Co., to brief the committee on the next steps of the initiative including marketing campaigns, expanding workforce collaborations, developing recruiter networks, train recruiters, and presentations and investments.

Chairman Kern asked what East-West Gateway can do to support this initiative. Ms. Osborn asked that people spread the word. Mr. Ehlmann inquired about support from Governor Parson's office. Ms. Osborn answered that she has found the State of Missouri to be very receptive of this initiative, and she encourages workforce development boards to work together to make the industry work better in the community.

All Hazard Mitigation Plan
Jennifer Vuitel, EWGCOG, gave a brief recap of the draft plan presented to the board in January. She reminded the committee that the Plan is in response to an October 2018 agreement between EWGCOG and the Missouri State Emergency Management Agency (SEMA) 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 review on the EWGCOG website; the final draft will be submitted to SEMA no later than January 1, 2020. She stressed that staff requests 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 primarily through FEMA's Hazard Mitigation grant programs.

Where We Stand 8th Edition Update #2: Homicide Rates
Jim Wild, EWGCOG, noted that as a result of recent discussions surrounding crime and gun violence, he thought it would be appropriate to continue the conversation presenting the *Where We Stand* update on homicide data/statistics. John Posey, EWGCOG, then began his presentation by 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 then discussed in detail the graphs and tables presented that rank and compare homicide rates for St. Louis nationally as well as county level data on murders by race, age, firearms, and non-firearms. He also noted that the FBI data source was used for the Missouri counties, and the CDC data source was used for the Illinois counties. Mr. Posey 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 trends for 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 100 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.

After Mr. Posey's briefing, there was considerable discussion and questions regarding the data and various issues relating to the poverty correlation of higher rates of homicides in rural areas, regional problem versus metropolitan problem, conceal and carry, family unit/poverty impact, as well as the percentage of crimes made by convicted felons versus non-felons. Mr. Posey thanked the board for their questions and comments and will research further to provide answers to questions raised. The board thanked him for providing the information. Mr. Page noted that this is the number one problem in the area requiring everyone's support working together at addressing this problem. Mr. Wild noted this conversation, relating not only to homicide but crime as a whole, will continue and is proposing to have Mr. Posey work with experts gathering more data to bring back more information relating to how the region can better work together. He encouraged questions from the board relating to crime for our Research team to further research and share.

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. Kellett, seconded by Mr. Eastern. 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 the recommendation was made by Mr. Ehlmann, seconded by Mr. Laker. Motion carried, all voting aye.

OTHER BUSINESS

Jim Wild informed the board of the upcoming retirement of Royce Bauer, EWGCOG Director of Administration, after 43 years of service at the end of October. He further announced that Staci Alvarez, Grants/Contract Compliance Administrator, will be promoted to that position as the new EWGCOG Director of Administration. He noted that it will be a huge loss, but is very confident that the right replacement choice was made and expects a smooth transition.

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 Director

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

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		◔		

LE= Law Enforcement

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

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	◔		

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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
COOL SPRINGS INDUSTRAIL DR
N COOL SPRINGS RD
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

St. Charles County, Missouri

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

Location

September 2019

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Memo to: Board of Directors

From: Staff

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

Date: October 23, 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
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2020 PRIORITY PROJECTS

Advanced 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.
  - 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 fully funded as well as widening from Mississippi River to ILI-157 (IL).
  - Improvements and some widening from I-70 to Mississippi River ($250M)
  - Widening form Mississippi River to Rout 157 (IL 111 interchange funded)

- 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)

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2020 PRIORITY PROJECTS

- **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)
  (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)
(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: $59 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: $32 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 *(partially funded $250 mil)* (MO)
(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

(D) 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
Aaron Willard
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

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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

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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

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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 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 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 Includes regional emergency coordination planning, mutual aid improvements, public information and enhancements to critical infrastructure protection.	1,024,051	1,024,051	0	0
Exercises A regional Full Scale Exercise (FSE) will be held during the second quarter of 2016. The FSE scenario will be terrorist based involving a mass casualty incident and will involve regional hospitals, public health, fire and law enforcement agencies.	471,500	371,500	0	100,000
Training Most disciplines have received and will continue to attend training activities to enhance their skills. Included are heavy rescue, hazmat, incident management teams, law enforcement, public health and hospitals.	4,351,049	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.