

# Project Development Workshop:

November 2023

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2024 APPLICATION ROUND

# Workshop Agenda

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## Overview

- Transportation Authorization
- Transportation Improvement Program

## Program Eligibility, Funding Availability, Project Scheduling, Application, Scoring Criteria

- Surface Transportation Block Grant Program (STP-S)
  - Includes Off-System Bridge/Bridge Formula Program (BRO/BFP) - - Missouri only
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
  - Includes Carbon Reduction Program (CRP)

## EWG Program Schedule

## Questions and Answers

# 2024 Application Round

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Where to find STP-S and CMAQ/CRP application materials:



STP-S



CMAQ/CRP

or [www.ewgateway.org](http://www.ewgateway.org)

- **Final application due – Thursday, February 8, 2024 by 4 PM**

# Infrastructure Investment and Jobs Act (IIJA)

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Signed into law November 15, 2021

Also referred to as Bipartisan Infrastructure Law (BIL)

Covers Federal Fiscal Years 2022-2026

Created more than a dozen new highway programs, including the Carbon Reduction Program (CRP)

Opportunities for funding through EWG or USDOT

More info at: <https://www.ewgateway.org/transportation-planning/iija/>

# Transportation Improvement Program (TIP)

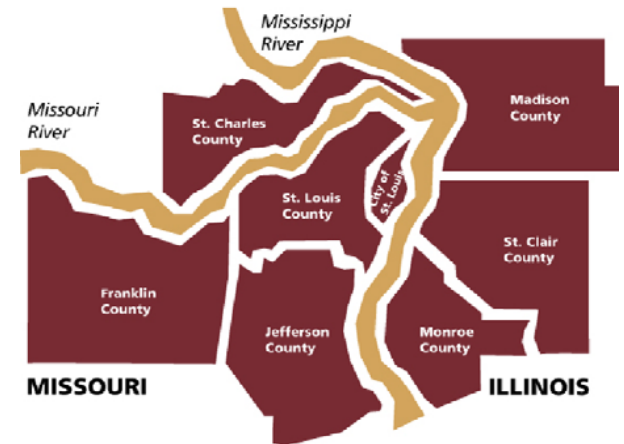
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Short-range document that lists transportation projects federally funded throughout the EWG area for the next 4 years

As required by federal regulations, projects included in the TIP must be consistent with the region's long-range transportation plan

Updated annually – includes Missouri and Illinois counties in region

Current FY 2024-2027 TIP has nearly \$5.4 billion in projects



# 2024 Application Round

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This call for projects includes the following funding programs:

- **Surface Transportation Block Grant Program (STP-S)**
  - Eligible project types include: road resurfacing, reconstruction, bicycle and pedestrian facilities, bridge rehabilitation and replacement, new roads, intersection improvements, transit capital, traffic flow improvements.
- **Off-System Bridge Program/Bridge Formula Program (BRO/BFP)**
  - Provides funding for replacement of poor condition bridges or replacement of low water crossing with a bridge on roads classified as local or minor collector.
  - **BRO/BFP is available to Missouri sponsors only.**
  - **Applicants fill out STP-S Bridge application form!**
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**
  - Eligible project types include: traffic flow improvements, demand management, shared ride services, bicycle/pedestrian facilities, transit improvements, diesel engine retrofits. **Road expansions not eligible.**
- **Carbon Reduction Program (CRP)**
  - Eligible project types include: traffic flow improvements, bicycle/pedestrian facilities, transit vehicles/facilities, alternate fuel/charging infrastructure, diesel engine retrofits. **Road expansions not eligible.**
  - **Applicants fill out CMAQ application form!**

# Project Administration

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## Oversight

- **East-West Gateway Council of Governments (EWG)**
  - Administers application solicitation, evaluation, and programming
  - Monitors selected projects to ensure they remain on schedule
  - Approves changes of scope for project
- **Illinois Department of Transportation (IDOT), Missouri Department of Transportation (MoDOT)**
  - Enters into agreements with sponsors of selected projects
  - Reviews project plans to ensure they match scope in project application
  - Obligates (set-aside) federal funds for a phase of work when project meets state and federal requirements
  - Coordinates with sponsor regarding project
- **Project Sponsor**
  - Delivers project according to scope and schedule in application
  - Does not begin work on federally funded portion of project until the DOT grants approval
  - Does not begin locally funded right-of-way acquisition until the DOT grants approval

# East-West Gateway's Role

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Serve as regional clearinghouse for federal funds

Competitively score project applications and present projects to Transportation Planning Committees for their recommendations

Add Board-approved projects to TIP – send award letters to sponsors with selected projects

Return application fees for projects not selected

Approve any change of scope

Approve any changes in programmed funding amounts for a phase of work

Enforce Policy on Reasonable Progress

Report to Board on status of projects



# State DOT's Role

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Administer funding per state and federal requirements:

Ensure project sponsors are following the intent of the funding program and project application

Review projects in a timely manner

Obligate (set-aside) federal funding

Serve as liaison between sponsor and FHWA

# Project Sponsor's Role

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Work with DOT to move project to completion

Implement project as initially proposed and follow the schedule in the project application

Follow all federal and state program requirements for project design, right-of-way acquisition, and construction

Coordinate utilities, railroad, and other external agencies throughout the design process

Comply with the ADA and Title VI of the Civil Rights Act of 1964

Comply with Policy on Reasonable Progress deadlines

Project sponsors must have a Person of Responsible Charge

Notify EWG regarding potential delays or scope changes as early as possible

Commit to regular ongoing maintenance

# 2024 Application Round

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Date (2024)	Activity
January (each Friday)	Virtual Project Review Meetings
<b>February 8</b>	<b>Applications due at 4 PM</b>
Early May	Transportation Planning Committee (TPC) funding recommendations
May 29	TPC recommended projects presented to EWG Board of Directors (Board)
June 26	Draft FY 2025-2028 Transportation Improvement Program (TIP) presented to Board. TIP includes recommended projects
June 28-August 1	TIP public comment period
August 28	TIP presented to Board for approval

# Available Funding

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Funding Program	Illinois	Missouri
STP-S	\$7.5M	\$65M
BRO/BFP	n/a	\$6M
CMAQ	\$6M	\$33M
CRP	\$1.8M	\$10M

# Project Development – Phases of Work

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Preliminary engineering (PE) including:

- Surveys
- Public hearings
- Environmental and historical documentation
- Right-of-way plans
- Utility coordination
- Bid specs, construction estimate
- Federally funded design limited to construction limits

Right-of-way (ROW) acquisition including:

- Appraisals

Construction (Const.)/construction engineering (CE) including:

- Utility relocation costs for which the agency is responsible

# Illinois Program Details



# Eligible Applicants – Illinois

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Project must be in county within EWG boundary

- Madison
- Monroe
- St. Clair

Local public agency

- County
- Municipality
- Road District/township

Transit agency

IDOT (excluding STP-S)

Other potential sponsors contact EWG for more information (i.e. public-private partnership)

# Project Scheduling – Illinois

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## SURFACE TRANSPORTATION BLOCK GRANT PROGRAM – SUBALLOCATED (STP-S)

Eligible phases of work:

- Construction (Const.)
- Construction engineering (CE)

Project development schedule:

- FY 2028 – Const./CE only

Example: Federal FY 2028 =  
October 1, 2027 to  
September 30, 2028

## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ) AND CARBON REDUCTION PROGRAM (CRP)

Eligible phases of work:

- Preliminary engineering (PE)
- Right-of-way acquisition (ROW)
- Construction (Const.)
- Construction engineering (CE)

Project development schedule:

- FY 2025 – PE/ROW
- FY 2026 – ROW/Const./CE
- FY 2027 – Const./CE



# Federal Milestones – IDOT Approvals

## Preliminary engineering:

- Approval of PE occurs with approval of Preliminary Engineering Services Agreement

## Right-of-way acquisition:

- Approval of Project Development Report or acquisition approval (federally funded)

## Construction/construction engineering :

- Const. and CE approved with approval of Plans, Specifications, and Estimate (PSE), land acquisition is complete and project placed on letting

PROJECT DEVELOPMENT SCHEDULE			
<i>Note: many stages can occur concurrently.</i>			
Activity Description	Start Date (MM/YYYY)	Finish Date (MM/YYYY)	Time Frame (Months)
Receive notification letter	10/2024	10/2024	1
Execute agreement (project sponsor and DOT)			
<b>Engineering services contract submitted and approved*</b>			
Obtain environmental clearances (106, CE2, T&E, etc.)			
Public meeting/hearing			
Develop and submit preliminary plans			
Preliminary plans approved			
Develop and submit right-of-way plans			
Review and approval of right-of-way plans			
<b>Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)*</b>			
Right-of-way acquisition			
Utility coordination			
Develop and submit PS&E			
<b>District approval of PS&amp;E/advertise for bids*</b>			
Submit and receive bids for review and approval			
Project implementation/construction			

\* Finish date must match fiscal year for each milestone shown in **bold text**.

# Financial Plan – Illinois

Federal funds are obligated at one time

Make sure the date in the schedule is within the fiscal year in financial plan

- FY 2028 construction obligation means PSE approval should be listed between 10/2027 and 6/2028 (state FY end)

Do not begin work on federally funded phase of project until authorized by IDOT

Do not acquire right of way without IDOT authorization

Include construction engineering (CE) costs. If City staff performs CE then estimate staff cost

Include committed funding in sponsor share

Example:

FINANCIAL PLAN						
<i>Note: federal participation for a phase of work must not exceed 80% in Missouri for all phases of work and 80% in Illinois for construction/construction engineering phase only. In Illinois, PE and right-of-way must be paid with local funds.</i>						
Activity <sup>6</sup>	Starting Federal Fiscal Year <sup>7</sup>	Total Phase Cost	STP-S Funds Requested	Sponsor Share	Sponsor Share Percentage	
PE / Planning / Environmental Studies	FY 2025	\$ 100,000	\$ 0	\$ 100,000	100.00%	
Right-of-Way (ROW)	FY 2026	\$ 50,000	\$ 0	\$ 50,000	100.00%	
Construction Engineering	FY 2028	\$ 100,000	\$ 80,000	\$ 20,000	20.00%	
Construction / Implementation	FY 2028	\$ 1,000,000	\$ 800,000	\$ 200,000	20.00%	
<b>TOTAL PROJECT COST</b>		<b>\$ 1,250,000</b>	<b>\$ 880,000</b>	<b>\$ 370,000</b>	<b>29.60%</b>	
Identify the source(s) of local matching funds (e.g., state DOT, city, county, county road board, county motor fuel tax, private entity), and the amount for each source:			city funds - \$300,000 MFT funds - \$70,000			

# Missouri Program Details

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# Eligible Applicants – Missouri

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## Project must be within EWG boundary

- City of St. Louis
- Franklin
- Jefferson
- St. Charles
- St. Louis

## Local public agency

- County
- Municipality
- Special road district
- Other transportation related agency with taxing authority

## Public transit agency

## Great Rivers Greenway

## MoDOT (CMAQ/CRP only)

Other potential sponsors contact EWG for more information (i.e. public-private partnership)

# Project Scheduling – Missouri

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SURFACE TRANSPORTATION BLOCK GRANT PROGRAM – SUBALLOCATED (STP-S) AND  
OFF-SYSTEM BRIDGE PROGRAM/BRIDGE FORMULA PROGRAM (BRO/BFP)

Eligible phase of work:

- Preliminary engineering (PE)
- Right-of-way acquisition (ROW)
- Construction (Const.)
- Construction engineering (CE)

Project development schedule:

- FY 2025 – PE or ROW (if PE locally funded)
- FY 2026 – ROW
- FY 2027 – Const./CE (if ROW scheduled in FY 25)
- FY 2028 – Const./CE

Example: Federal FY 2028 =  
October 1, 2027 to  
September 30, 2028

# Project Scheduling – Missouri

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## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ) AND CARBON REDUCTION PROGRAM

Eligible phase of work:

- Preliminary engineering (PE)
- Right-of-way acquisition (ROW)
- Construction (Const.)
- Construction engineering (CE)

Project development schedule:

- FY 2025 – PE or ROW
- FY 2026 – ROW or Const./CE
  - Construction less than \$1 million federal
- FY 2027 – Const./CE

Example: Federal FY 2027 =  
October 1, 2026 to  
September 30, 2027

# Federal Milestones – MoDOT Approvals

## Preliminary engineering:

- Approval of PE occurs with approval of engineering services contract

## Right-of-way acquisition:

- Approval of ROW occurs with approval of acquisition authority (A-Date)

## Construction/construction engineering:

- Const. and CE approved with approval of plans, specifications, and estimate (PSE) and issuance of authority to advertise for bids

PROJECT DEVELOPMENT SCHEDULE			
Note: many stages can occur concurrently.			
Activity Description	Start Date (MM/YYYY)	Finish Date (MM/YYYY)	Time Frame (Months)
Receive notification letter	10/2024	10/2024	1
Execute agreement (project sponsor and DOT)			
<b>Engineering services contract submitted and approved*</b>			
Obtain environmental clearances (106, CE2, T&E, etc.)			
Public meeting/hearing			
Develop and submit preliminary plans			
Preliminary plans approved			
Develop and submit right-of-way plans			
Review and approval of right-of-way plans			
<b>Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)*</b>			
Right-of-way acquisition			
Utility coordination			
Develop and submit PS&E			
<b>District approval of PS&amp;E/advertise for bids*</b>			
Submit and receive bids for review and approval			
Project implementation/construction			

\* Finish date must match fiscal year for each milestone shown in **bold** text.

# Financial Plan – Missouri

Federal funds are obligated one time for each phase

Do not program multiple phases in same year

Make sure the date in the schedule is within the federal fiscal year in financial plan

- o FY 2025 PE obligation means ESC approval should be listed between 10/2024 and 9/2025

Do not begin work on federally funded phase of project until authorized by MoDOT

Do not acquire locally funded right of way until authorized by MoDOT

Include committed funding in sponsor share (i.e. show MoDOT Cost Share or County Road Board funding only if committed)

## Example:

FINANCIAL PLAN						
<i>Note: federal participation for a phase of work must not exceed 80% in Missouri for all phases of work and 80% in Illinois for construction/construction engineering phase only. In Illinois, PE and right-of-way must be paid with local funds.</i>						
Activity <sup>6</sup>	Starting Federal Fiscal Year <sup>7</sup>	Total Phase Cost	STP-S Funds Requested	Sponsor Share	Sponsor Share Percentage	
PE / Planning / Environmental Studies	FY 2025	\$ 100,000	\$ 80,000	\$ 20,000	20.00%	
Right-of-Way (ROW)	FY 2026	\$ 50,000	\$ 40,000	\$ 10,000	20.00%	
Construction Engineering	FY 2028	\$ 200,000	\$ 160,000	\$ 40,000	20.00%	
Construction / Implementation	FY 2028	\$ 2,000,000	\$ 1,600,000	\$ 400,000	20.00%	
<b>TOTAL PROJECT COST</b>		<b>\$ 2,350,000</b>	<b>\$ 1,880,000</b>	<b>\$ 470,000</b>	<b>20.00%</b>	
Identify the source(s) of local matching funds (e.g., state DOT, city, county, county road board, county motor fuel tax, private entity), and the amount for each source:			city funds - \$420,000 county funds - \$50,000			



# Sponsor Requirements

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# Sponsor Requirements

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## Application fee

- Equals ½ of 1% of *federal* funds being requested
- Example: \$800,000 request in federal funds = \$4,000 application fee
- Counties pay annual contribution to EWG – contribution used as credit against fee
  - Counties invoiced for fee if federal funds programmed exceeds credit
- Fee refunded after August 28, 2024 Board of Directors meeting *if* project not selected

## Matching funds

- At least 20% local match is required for each phase of work (requesting federal funds)
- Must certify that matching funds are available on signature pages at end of application
- In-kind match (i.e. donated right-of-way, services) allowed, but contact EWG for assistance
- Reimbursement program – federal funding must be obligated (authorized) prior to incurring costs
- Any work begun prior to approval will not be federally reimbursed

# Sponsor Requirements

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## Title VI & Nondiscrimination

- Federal requirements listed on signature pages at end of each application
- Must certify that it has reviewed federal requirements regarding non-discrimination in federally assisted programs

## Person of responsible charge

- Full-time employee of sponsor in charge of project
  - May not be a consultant
- Must certify person of responsible charge for each phase of work – same person may be responsible for all three phases
- Missouri sponsors must take Local Public Agency Basic Training Course through MoDOT's website
  - More information at: <https://www.modot.org/training-opportunities>
  - Training valid for two years – most recent roster (as of Sep. 30, 2023)  
[https://www.modot.org/sites/default/files/documents/Official%20LPA%20Basic%20Training%20Roster%20Master\\_158.pdf](https://www.modot.org/sites/default/files/documents/Official%20LPA%20Basic%20Training%20Roster%20Master_158.pdf)

# Sponsor Requirements

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## Right-of-way acquisition certification:

- Right-of-way acquisition must adhere to The Uniform Relocation Assistance Act and Real Property Acquisition Policies Act of 1970 (Uniform Act)
- Applies to:
  - Right-of-way acquisition for project
  - Permanent/temporary easement
  - Temporary slope construction licenses

# Sponsor Requirements

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## Coordination between agencies (Letter must be submitted to EWG by **March 8, 2024**)

- If facility (i.e. road, sidewalk, signals) is not owned by the applicant, a letter of support from the facility owner is required
  - Requests for letter of support from IDOT, MoDOT, County, etc. must be made no later than **January 8, 2024**
- If project in multiple jurisdictions
  - One jurisdiction may be the lead sponsor on the application
  - Letter of financial commitment and support for scope of work required from other jurisdiction(s)
- If third-party is providing financial support
  - Letter from third-party is required to show its support of project scope and funding commitment
  - Agency receiving MoDOT Cost Share funding must be the lead sponsor for application
- If third-party may be requested in the future
  - Letter from third-party is required to show its support of project scope
- If project is on a transit route and improvements to transit system (i.e. bus stop) proposed
  - Letter from transit agency is required with its review and comments
  - Contact info is in Frequently Asked Questions listed on the STP-S and CMAQ Call for Projects webpages
  - Requests for letter of support must be made no later than **January 8, 2024**

# Sponsor Requirements

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## Americans with Disabilities Act (ADA)

- Road alteration (i.e. resurfacing, reconstruction) requires ADA compliant curb ramp construction
  - If no curb ramps exist, include them in the project scope
  - If curb ramps currently exist, verify if they are ADA compliant. If not then replace non-compliant ramps
- Sidewalk
  - New sidewalk must be ADA compliant
  - If scope of work includes sidewalk repair, all sidewalk must be made ADA compliant
  - Repair of broken/deficient sidewalk slabs must be completed with local funds separate from federal project
  - Upgrade of entire sidewalk along project limits to ADA standards is federally reimbursable
- ADA Transition Plan
  - Must be completed for local public agencies with more than 50 employees per ADA
  - Deadline for completion of transition plans was 1992---**31 years ago!**
  - **ADA Transition Plan is not a requirement to apply for federal funds**
  - [https://www.fhwa.dot.gov/civilrights/programs/ada/ada\\_sect504qa.cfm](https://www.fhwa.dot.gov/civilrights/programs/ada/ada_sect504qa.cfm)

# Sponsor Requirements

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## Bicycle and pedestrian facilities

- Per FHWA guidance: make streets and other transportation facilities accessible to all users and compliant with the Americans with Disabilities Act
- FHWA, AASHTO, and NACTO guidance available

## Detailed cost estimate

- Estimate of Project Costs excel file available on STP-S and CMAQ Call for Projects webpages
- This form is required to be included in application

## ITS Architecture Consistency

- ITS Architecture Project Consistency Form available on STP-S and CMAQ Call for Projects webpages
- Required only if project includes new ITS elements or modifies existing ITS

# Sponsor Requirements

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Consultants must be paid for project application to qualify to complete federally reimbursed PE or CE for the project

If project is selected for funding, the project sponsor must initiate coordination with:

- Utilities
- Railroad
- ROW acquisition
- Environmental

Important to build time into schedule to deal with above



# Sponsor Requirements

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## Environmental Coordination

- Threatened and endangered species
- Section 106 (Cultural Resources)
- 404
  - Wetlands/streams
- 4(f) or 6(f)
  - Parks/public lands
  - Historic sites

## Request for Environmental Review -- **Missouri**

- Responsibility of sponsor to initiate this shortly after design begins
- Typically programmatic CE – 4-6 month review time
- CE2 requires longer reviews – 1-2 years – longer time due to FHWA concurrence
  - Typical for projects adding lanes, environmental impacts, historic registry, parks
- EA/EIS extremely rare for local projects – need to be identified prior to application
- MoDOT EPG: <http://epg.modot.org/index.php/LPA:136.6> Environmental and Cultural Requirements

# Sponsor Requirements

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## Project Delivery

- Project Delivery is responsibility of sponsor
- Do not submit applications if you do not have wherewithal to proceed with all the projects
- Begin design/environmental process as soon as possible
- Don't wait to start appraisals for right-of-way once given the go ahead for acquisition
- Failure to deliver projects (or other federal-aid projects) in programmed year may jeopardize federal funding unless other projects can be advanced
- One-time extensions (Missouri sponsors) should be used as last resort – don't build into schedule
- Contact EWG early with any questions or concerns related to scheduling

# Sponsor Requirements – Missouri

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## Policy on Reasonable Progress

- Ensures that federal funds be utilized by sponsor to complete project
- Based on project schedule provided by the sponsor in the application
- Applies to phases of work that received federal funds
  - Preliminary engineering
  - Right-of-way
  - Construction/construction engineering
- Funds must be obligated in federal fiscal year as indicated in project schedule
- Sponsor must complete EWG project tracking
- One-time extension available for construction phase only. Requests accepted in May – Due June 1
  - Three-month extension approved by EWG staff
  - Nine-month extension approved by Board of Directors
- Sponsor must read Policy on Reasonable Progress in application and certify they understand it

# Application Resources

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## SURFACE TRANSPORTATION BLOCK GRANT PROGRAM – SUBALLOCATED (STP-S)

### STP-S Project Development Workbook

- Appendix B, info on BRO/BFP

### STP-S Scoring Criteria Guide

### STP-S application forms

- Road Preservation, Bridge Preservation, Traffic Flow, Safety, Active Transportation, Transit, Freight/Economic Development

### Supplemental materials

### Additional resources

## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

### CMAQ Project Development Workbook

- Appendix B, info on CRP

### CMAQ application form

- CRP applications fill out CMAQ application form

### Supplemental materials

# Surface Transportation Block Grant Program – Suballocated



# Eligible Activities – STP-S

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- Highways (including resurfacing/reconstruction), bridges (including rehab/replacement of poor condition bridges or replacement of low water crossing with a bridge) and tunnels
- Transit capital projects
- Intelligent transportation systems capital improvements
- Carpool and corridor parking facilities
- Bicycle and pedestrian facilities
- Planning, design, or construction of boulevards largely in right-of-way of former interstates or other divided highways
- Protection for bridges
- Transportation infrastructure modifications to facilitate access into and out of a port terminal
- More eligible activities listed in Appendix A of STP-S Project Development Workbook

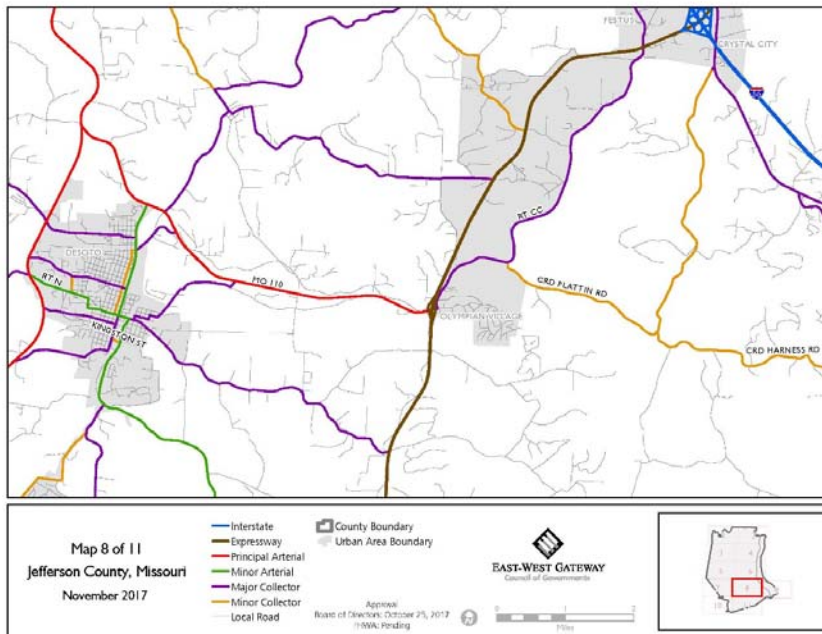
# Eligible Activities – BRO/BFP

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- Bridges (including replacement of poor condition bridges or replacement of low water crossing with a bridge)
- Must be on MoDOT's BRO eligibility list



# Functional Classification



## What is functional classification?

- Grouping of roads based on the type of service provided:
  - Interstate/expressway
  - Principal arterial/minor arterial
  - Major collector (rural or urban)
  - Minor collector (rural or urban)
  - Local road
- Road projects generally not eligible for STP-S funding located on:
  - Rural minor collector
  - Local road





# Functional Classification – BRO/BFP

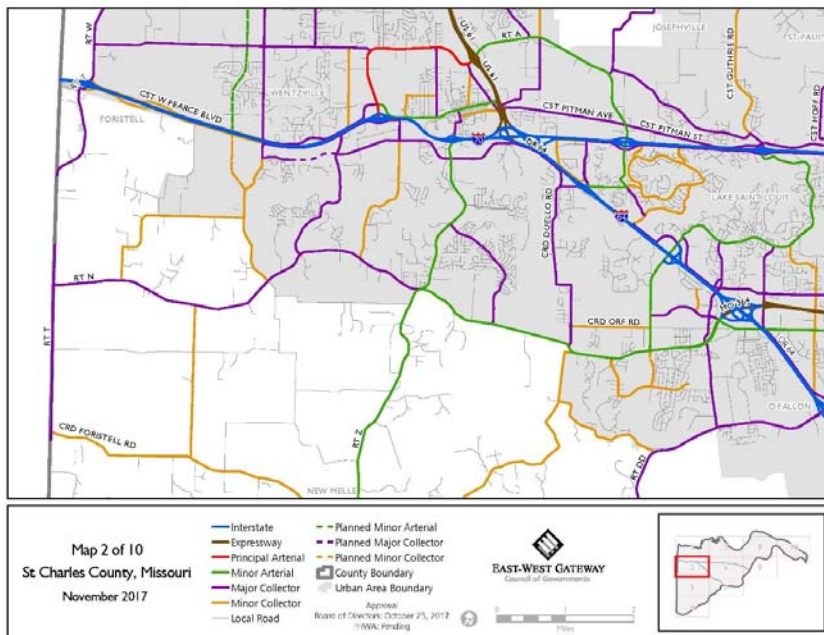
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Roadway Functional Classification eligibility for BRO/BFP funding:

- Local road (urban and rural)
- Rural minor collector



# Functional Classification



## Functional classification maps

- Functional classification maps available for each county
  - Link to maps on p. 13 of STP-S Project Development Workbook under EWG Resources
  - Found on EWG website under Transportation Planning
- Functional classification revisions
  - EWG accepts applications for revisions twice a year
    - May
    - November
  - STP-S applications accepted for functional classification applications in-process from November 2023
  - Approval of STP-S application contingent on approval of requested functional class change of road

# Project Extents

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Multiple roads may be included in one application if:

- Same functional classification OR Roads have AADT within 15%
- Same type of work being done (i.e. resurfacing)

Contact EWG staff by January 8, 2024 if planning to submit multiple roads in one application



# Project Checklist



- Located at beginning of each application
- Application and supplemental information must be submitted in order listed
- Required form
  - Estimate of Project Costs
- Use current forms provided by EWG as required including:
  - Road Condition Evaluation Form
  - Safety Supplement (2017-2021 crashes)
  - Traffic Flow Supplement
  - ITS Architecture Consistency Statement

- Location map: detail showing project's overall location; 8 ½ x 11 include as required – examples include:
  - Locations of proposed safety countermeasures
  - Transit routes along project limits
  - Community resources or cultural destinations within ¼ mile
  - Schools within ½ mile of project limits
  - Freight facilities along project limits
- Other requirements
  - Typical section (before/after)
  - State issued inspection report if bridge part of project
  - Congestion Management Study – Traffic Flow only
  - Planning studies – Active Transportation only



# Pavement Documentation – Road Condition Evaluation Form

Used for Road, Traffic Flow, Safety, and Freight/Economic Development applications

Sponsor must include Road Condition Evaluation Form along with application

- PASER rating must be taken at uniform distance:
  - < 3/8 mile – 3 ratings
  - 3/8 to 1 mile - rating every 1/8 mile
  - > 1 mile – 8 ratings
- Provide photos from each rating location

Provide a map that shows:

- Each location of pavement rating
- Must be able to cross reference map with evaluation form rating and photo at location

**Road Condition Evaluation Form**

East West Gateway Council of Governments (EWG) uses the Pavement Surface Evaluation and Rating (PASER) Manual to evaluate pavement condition. This visual rating system developed by the University of Wisconsin Transportation Information Center uses ratings ranging from 1 (failed) to 10 (excellent). If sponsors are unfamiliar with PASER, they are encouraged to review the PASER manuals online:

Asphalt Manual: [https://tpst.wisc.edu/tpst/wp-content/uploads/2018/12/Asphalt-PASER\\_02\\_rev13.pdf](https://tpst.wisc.edu/tpst/wp-content/uploads/2018/12/Asphalt-PASER_02_rev13.pdf)  
Concrete Manual: [https://tpst.wisc.edu/tpst/wp-content/uploads/2018/12/Concrete-PASER\\_01\\_rev15.pdf](https://tpst.wisc.edu/tpst/wp-content/uploads/2018/12/Concrete-PASER_01_rev15.pdf)

**INSTRUCTIONS:**  
The first evaluation should be performed at the beginning of the project limits, with subsequent evaluations occurring at a uniform distance each 1/8 mile (660 feet) along the roadway until reaching the other end of the limits. If the project is less than 3/8 mile (1,980 feet), conduct three evaluations at a uniform distance (e.g., a 1/4 mile project would include three evaluations, spaced 660' apart). If the project is greater than one mile in length, conduct at least eight evaluations at a uniform distance (e.g., a 1 1/4 mile project would include eight evaluations, spaced 990' apart).

Record the PASER rating for each location in the table below. Individual location ratings must be whole numbers. If multiple roadways are within the project limits, simply list the new roadway name in the column on the left. You may attach another sheet with additional locations if needed. Attach an evaluation sheet for each location (see next page), a picture of each location, and a map showing all evaluation locations. Select the evaluation sheet that matches the surface type (asphalt or concrete).

Roadway Name	Location #	Distance from start point	PASER Rating
	1	START	
	2		
	3		
	4		
	5		
	6		
	7		
	8		
	9		
	10		
	11		
	12		
	13		
	14		
	15		
	16		
		AVERAGE PASER	

ROAD CONDITION EVALUATION FORM  
2024 CALL FOR PROPOSALS



# Safety Documentation – Crash Reports

If safety countermeasure is proposed:

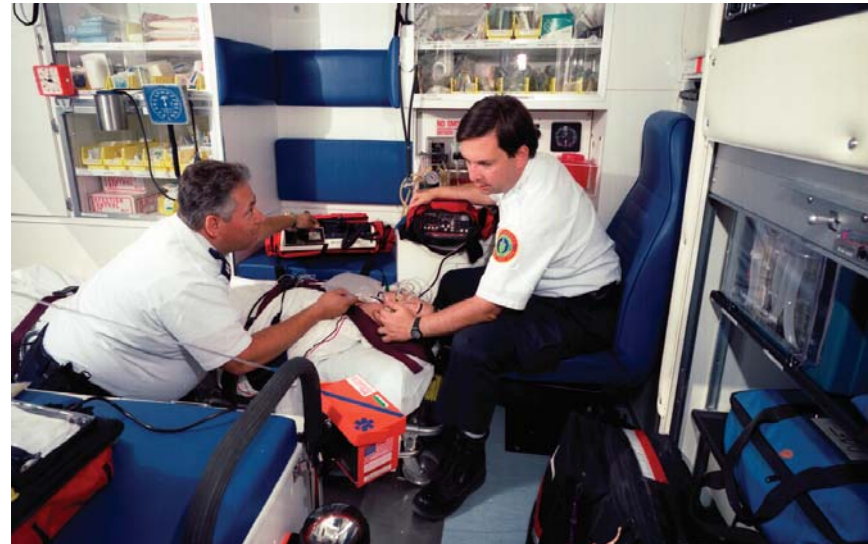
- Provide crash reports (2017-2021) for ALL fatal and serious injury crashes
- Provide crash reports (2017-2021) for **up to 10** minor injury and property damage only crashes that coincide with countermeasure in project
  - No more than 10 crashes required, we just need sample

If project has zero crashes:

- A project can still potentially receive partial points if it does not have crashes, but includes a preventive safety countermeasure

In general, resurfacing/signage not a safety countermeasure

Provide crashes only along project limits - Redact personal info, but not crash info narrative



# Safety Documentation – Safety Calculator sheet

Located in Safety Supplement excel file

Used for Safety application only; provides crash rates and benefit/cost ratio

Crash data required from 2017-2021

Enter the number of crashes for fatal, serious injury, minor injury, and property damage only

Only input the CMF of one safety countermeasure that best describes the project purpose (**do not average CMFs**)

Need to provide information on lifespan and maintenance of countermeasure, years to construction phase, duration of construction phase, and total project cost

**11.03.23 Safety Calculator**

Sponsoring Agency: \_\_\_\_\_

Project Title: \_\_\_\_\_

\*When entering the data below, be sure to use the number of crashes and NOT the number of injuries/people involved. For example, if there was a crash that had one fatality and two minor injuries, sponsors would enter this as one fatal crash. The crash should be documented as the "highest" severity listed in the crash report.  
\*Sponsors should ONLY use crashes that happen WITHIN the project limits.

Benefit/Cost Ratio		Value	Comment
Number of Crashes from 2017-2021:			
Fatal (K)			Input
Serious Injury (A)			Input
Minor Injury (B/C)			Input
Property Damage Only (D)			Input
Total			
Project Type:			
Segment or Intersection			Select from drop-down list
Project Length			Number of service lanes/segment in miles
Countermeasure Detail, Implementation, and Cost			
Lifespan of Countermeasure			Years
Maintenance Cost of Countermeasure			Dollar/ft/yr
CMF			Use value only/don't average multiple CMFs
Years to Construction Phase			Years
Duration of Construction Phase			Years, in 1/2 years of one year*
Total Project Cost			Dollar, i.e. use all dollars of the project

Key:  Inputs  Results

\*When project will last less than one year of construction, use one year.

**Outputs** (5 Year Crash Data per 100 million miles)

Crash Rate:

Fatality & Serious Injury Crash Rate:

Benefit/Cost Ratio:

**CHECKS**

Annual Benefit:

PVB:

PVC:

PVC Construction:

PVC Maintenance:

SCR:

Bringing it all to TIP approval year dollar

Legend: █ Maintenance and Annual Benefits █ Construction

Note: █ High Loss = Dollars Annually █ High Loss = Compound Interest



# Traffic Flow Documentation

Located in Traffic Flow Supplement excel file

Used only for Traffic Flow application

Two sheets in form used for calculation

- Road Segment – Before/after average speed
  - For each segment:
    - Enter ADT or peak hour volume (use worst peak hour)
    - Enter section length
    - Enter average speed during peak hour
- Intersection – Before/after delay
  - Enter average vehicle delay (worst peak hour)
  - Enter daily intersection volume or peak hour intersection volume (use worst peak hour)
- Before is Current Year – After is Yr. of Construction

Traffic Flow projects must include a traffic engineering analysis to support data included in Traffic Flow Supplement excel file

Traffic volumes based on future development must be approved by EWG staff. Submit no later than **January 8, 2024**

## TRAFFIC FLOW - ROAD SEGMENT

Each segment should be one roadway affected by project. Most projects will have only one segment. However, projects with larger influence may include multiple segments. Contact EWG staff to clarify.

For traffic flow projects, vehicle mix assumed to be constant.

Describe Bike/Fed Elements	
Sponsoring Agency	
Project Title	

For each road in the project limits, please list the name and entering peak hour volume for each road.

Road	Peak Hour Entering Volume

Input Data - Year lived	
Before (i.e., 2022)	After (Year of project opening)

--

Segment 1	Route	Limit 1	Limit 2	
Required Input Data / Assumptions				
ADT (veh/day), or	Before	After		Remarks
Peak Hour Volume (veh/hr)				
Section length (mi)				
Average speed (mph)				not speed limit
Vehicle mix assumed to be 55% passenger car, 34% passenger truck, and 11% light commercial truck				
Use Peak Hour Volume for worst peak hour of day (weekday AM or PM)				

Segment 2	Route	Limit 1	Limit 2	
Required Input Data / Assumptions				
ADT (veh/day), or	Before	After		Remarks
Peak Hour Volume (veh/hr)				
Section length (mi)				
Average speed (mph)				not speed limit
Vehicle mix assumed to be 55% passenger car, 34% passenger truck, and 11% light commercial truck				

Segment 3	Route	Limit 1	Limit 2	
Required Input Data / Assumptions				
ADT (veh/day), or	Before	After		Remarks
Peak Hour Volume (veh/hr)				
Section length (mi)				
Average speed (mph)				not speed limit
Vehicle mix assumed to be 55% passenger car, 34% passenger truck, and 11% light commercial truck				

Copy and paste additional segments below (if necessary)

## TRAFFIC FLOW - INTERSECTION

Road	
Intersecting Road	

PROJECT TYPE	Mark (X) next to improvement
(1) ADT TRUCK LABELS	
(2) ADT TRUCK LABELS	
(3) ADT TRUCK LABELS	

Describe Bike/Fed Elements	
Sponsoring Agency	
Project Title	

Input Data - Year lived	
Before (i.e., 2022)	After (Year of project opening)

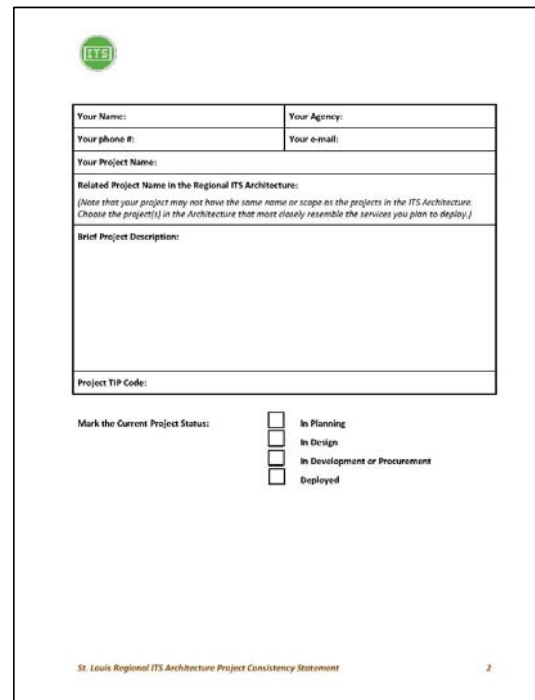
Required Input Data / Assumptions	Before	After	Remarks
Average vehicle delay (sec)			
Daily intersection volume (veh/day), or			
Peak Hour Volume (veh/hr)			
Use Peak Hour Volume for worst time of day			

Vehicle mix assumed to be 55% passenger car, 34% passenger truck, and 11% light commercial truck

# ITS Architecture Consistency

Include only if project includes new/modified ITS components such as:

- Fiberoptic cable installation/modification
- Signal cabinet work
- Signal optimization
- Traffic signals (coordinated)
- CCTV camera
- Traffic flow detection
- Traffic operation centers
- Other traffic management items in project



The form is titled "ITS Architecture Consistency Statement" and features a green ITS logo in the top left corner. It contains several input fields and checkboxes. The fields are: "Your Name:", "Your Agency:", "Your phone #:", "Your e-mail:", "Your Project Name:", "Related Project Name in the Regional ITS Architecture:" (with a note below it: "(Note that your project may not have the same name or scope as the projects in the ITS Architecture. Choose the project(s) in the Architecture that most closely resemble the services you plan to deploy.)"), "Brief Project Description:", and "Project TIP Code:". Below the fields is a section for "Mark the Current Project Status:" with four checkboxes: "In Planning", "In Design", "In Development or Procurement", and "Deployed". At the bottom left, it says "St. Louis Regional ITS Architecture Project Consistency Statement" and at the bottom right, it says "2".

Your Name:	Your Agency:
Your phone #:	Your e-mail:
Your Project Name:	
Related Project Name in the Regional ITS Architecture: <small>(Note that your project may not have the same name or scope as the projects in the ITS Architecture. Choose the project(s) in the Architecture that most closely resemble the services you plan to deploy.)</small>	
Brief Project Description:	
Project TIP Code:	

Mark the Current Project Status:

In Planning  
 In Design  
 In Development or Procurement  
 Deployed

St. Louis Regional ITS Architecture Project Consistency Statement 2

# Congestion Management Study

Congestion Management Study (CMS) provides analysis of alternatives for projects that add single occupant vehicle capacity such as:

- New road
- Additional through lanes to existing road

CMS includes strategies such as:

- Travel demand management
- Traffic operational improvements
- Bicycle and pedestrian improvements
- Access management
- Appendix C of Project Development Workbook identifies potential strategies

CMS not required if project entails

- Adding turn lanes to intersection
- Adding two-way turn lane

Strategy Class	Representative Strategies/Measures
Transportation Demand Management (TDM) Measures	Ridesharing (carpool/vanpool) Alternative Work Arrangements (telecommuting, flex-time, compressed work week) Transit and/or Shared Ride Subsidies Parking Management Guaranteed Ride Home Programs
Traffic Operational Improvements	Traffic Signal Improvements (timing improvements, demand-responsive signals, coordinated systems, computerized systems) Roadway geometric improvements (turn lanes, acceleration/deceleration lanes, channelization) Time-of-day Restrictions (turn restrictions, truck restrictions) Ramp Metering Commercial Vehicle Improvements Construction Management
High Occupancy Vehicle (HOV) Measures	HOV Lane Priority HOV Signal Priority HOV Access Priority (ramp by-pass) Support Facilities and Services (park-and-ride facilities)
Public Transit Capital Improvements	Exclusive Right-of-Way (rail, busways, bus lanes) Bus By-Pass Ramps Fleet Expansion Vehicle Replacement/Upgrades Transit Vehicle Management Systems Park-and-Ride Facilities Mode Change facilities (transit centers, transit rail stations)
Public Transit Operational Improvements	Transit Service Improvements (frequency, stop frequency, vehicle type, operating hours) Transit Routing Changes (modifications, expansion) Transit Coordination/Marketing Transit Information Systems Fare Reductions or Packages Traffic Operations (signal preemption, turnouts, rail crossing coordination)
Bicycle and Pedestrian Improvements	Infrastructure improvements (bike lanes, paths, sidewalks) Support Services (bike racks and lockers, bike route maps)
Congestion Pricing	Road User Fees Parking Fees
Growth Management Strategies	Land Use Policies/Regulation Design Standards
Access Management	Driveway Control Median Control Frontage Roads
Incident Management	Detections Response Clearance Information/Routing
Intelligent Transportation Systems (ITS)	Advanced Traffic Management Systems (ATMS) Advanced Traveler Information Systems (ATIS) Advanced Public Transportation Systems (APTS) Commercial Vehicle Operations (CVO)

# STP-S Scoring Criteria

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Federal transportation requires performance-driven, outcome based program

STP-S scoring criteria aligns with federal performance-based planning goals and guiding principles in the EWG long-range transportation plan, *Connected 2050*

Staff in conjunction with Transportation Planning Committee developed criteria

STP-S scoring criteria approved by East-West Gateway Board of Directors – January 2018








Seven project types/applications:

- Road Preservation
- Bridge Preservation (note: BRO/BFP projects evaluated using Bridge Preservation scoring criteria)
- Traffic Flow
- Safety
- Active Transportation
- Transit
- Freight/Economic Development

STP-S Scoring Criteria Guide provides greater detail into scoring by project type

# Project Type Examples

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-  **Road Preservation:** road resurfacing, slab replacement, diamond grind, or reconstruction
-  **Bridge Preservation:** bridge rehabilitation or replacement –  
  
Note: Deficient bridges found under additional resources on STP-S Call for Projects webpage
-  **Traffic Flow:** addition of travel lanes, two-way turn lanes, new roads, intersection improvements, Intelligent Transportation Systems (ITS) improvements, signal optimization
-  **Safety:** systemic safety improvements (e.g., guardrail or rumble strip installation), sight distance improvements, signage upgrades, shoulders, two-way turn lane, intersection/ crossing safety improvements
-  **Active Transportation:** shared-use paths, on-street bicycle facilities, sidewalks, bicycle and pedestrian bridges and underpasses
-  **Transit:**
  - a. Transit Asset Management & System Upgrades: revenue replacement vehicles, improvements to transit facilities, maintenance facility for revenue vehicles
  - b. Expansion: vehicle fleet expansion, geographic expansion
-  **Freight/Economic Development:** road or bridge projects that improve the flow of freight or promote economic development, railway-highway grade separation, traffic signal optimization, truck parking facilities

# Project Scoring

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## Performance

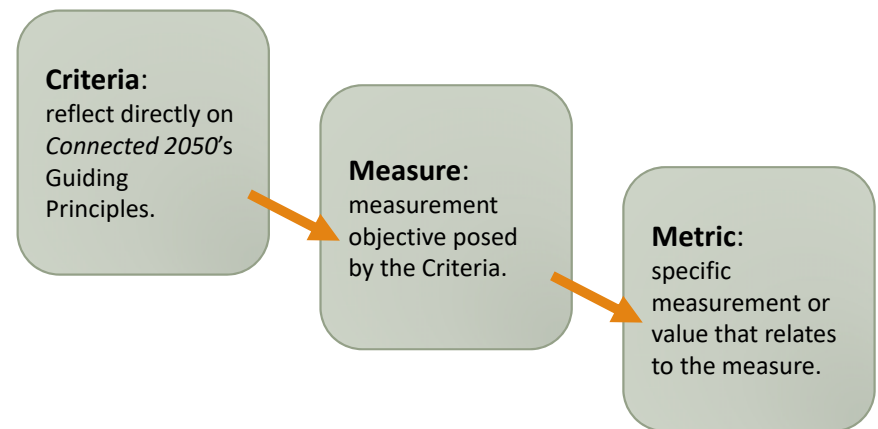
- Each project type has criteria and metrics that are used to assign performance points
- Certain criteria do not apply to all project types
- Up to 100 points assigned

## Usage

- Person Miles Traveled
- Up to 5 points assigned

## Cost

- Sliding scale, points are based on the amount of funds requested
- Up to 20 points assigned



Guiding Principles	STP-S Project Type											
	Road Preservation		Bridge Preservation		Traffic Flow	Safety	Active Trans	Transit			Freight / Economic Development	
	Within Community	Outside Community	Within Community	Outside Community				Asset Management & System Upgrades	Expansion - Adding Capacity	Expansion - Geographic Expansion	Freight	Economic Development
Well-maintained & Resilient	65	72	75	79	5	5	-	45	-	-	5	5
Choices & Access for All	12	5	9	5	10	10	30	24	64	69	10	10
Thriving Neighborhoods & Communities / Equitable	4	4	4	4	4	4	22	8	8	8	4	4
Vibrant Downtown & Central Core	-	-	-	-	-	-	10	1	1	1	-	-
Safe & Secure	8	8	2	2	8	73	35	7	7	7	8	8
Seamless, Efficient, & Reliable	1	1	-	-	50	-	-	5	5	5	12	12
Economic Vitality	9	9	10	10	13	8	-	-	5	-	60	60
A Healthy & Sustainable Environment	1	1	-	-	10	-	3	10	10	10	1	1
<b>Total Performance Points</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
Cost	20	20	20	20	20	20	20	20	20	20	20	20
Usage	5	5	5	5	5	5	5	5	5	5	5	5
<b>Total Points Available</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>

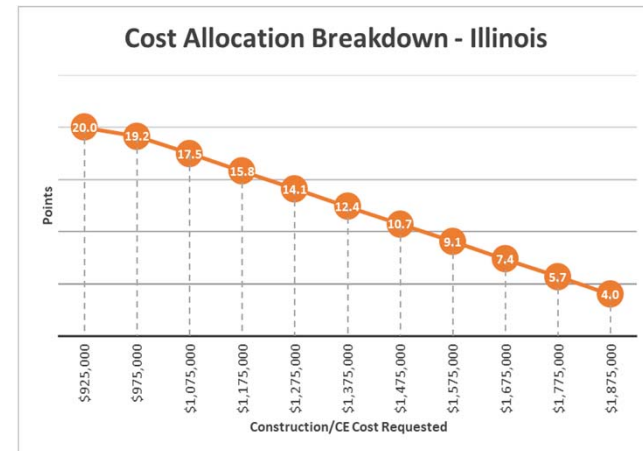
**Note:** the Collaborative, Innovative, and Performance Based guiding principles do not have specific points assigned, but are addressed through the overall planning process.

# Project Scoring – Illinois

## Cost

- Up to 20 points assigned based on adjusted construction/CE cost
  - Adjusted construction/CE cost = IDOT funding mark divided by 0.8
    - 80% is maximum federal participation
  - Adjusted construction cost for this cycle = \$9,375,000
- Points assigned based on percentage requested
  - A sponsor with a project construction/CE cost of \$925,000 (\$740,000 federal) would receive 20 points for cost
  - A sponsor with a project construction/CE cost of \$1,075,000 (\$860,000 federal) would receive 17.5 points for cost
  - A sponsor with a project construction/CE cost of \$1,275,000 (\$1,020,000 federal) would receive 14.1 points for cost

Adjusted Construction Cost Ranges (Illinois)	Point Range
Project requests \$925,000 or less – 20% of the adjusted construction/CE cost available	20 – 4
Project requests more than 20% of the adjusted construction/CE cost available	0



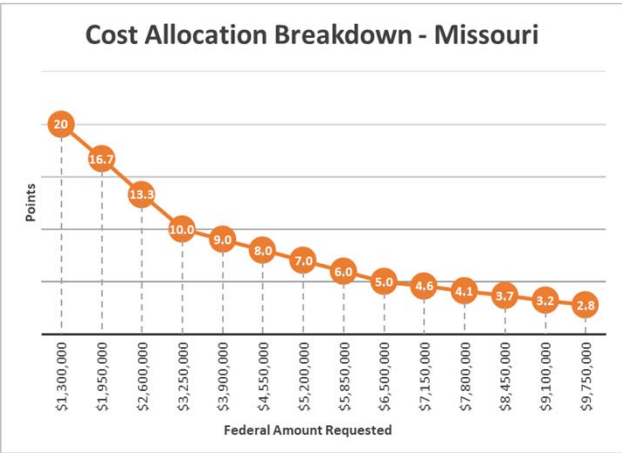


# Project Scoring – Missouri

## Cost

- Up to 20 points assigned based on federal funds requested compared to estimated federal funds available (\$65.0 million)
- Points assigned based on percentage requested
  - A sponsor requesting \$1,300,000 in federal funds would receive 20 points for cost
  - A sponsor requesting \$1,500,000 in federal funds would receive 19.0 points for cost
  - A sponsor requesting \$2,000,000 in federal funds would receive 16.4 points for cost
  - A sponsor requesting \$2,500,000 in federal funds would receive 13.8 points for cost

Federal Project Cost Ranges (Missouri)	Point Range
Project requests \$1,300,000 or less – 5% of the funds available	20 – 10
Project requests 5%-10% of the funds available	10 – 5
Project requests 10-15% of the funds available	5 – 2.8
Project requests more than 15% or funds available	0



# Geographic Scale

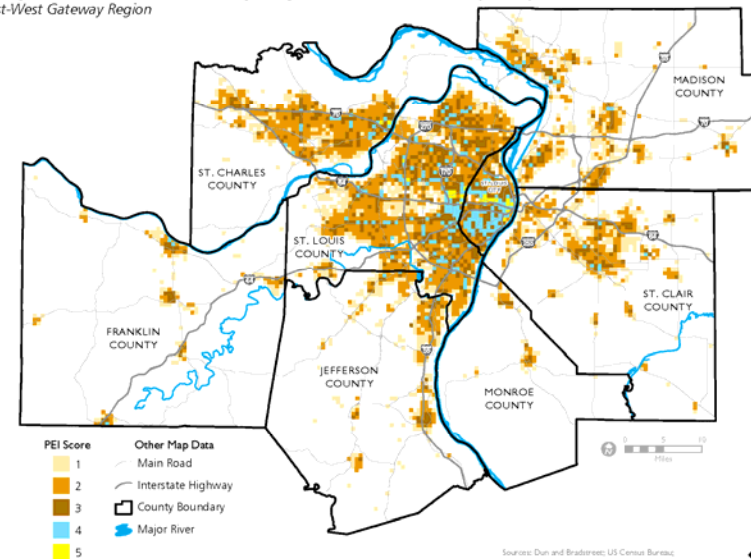


## Road and Bridge Preservation projects

- Evaluated using two geographic scales
  - Within community: emphasizes safe, multimodal connections and access to community resources
  - Outside community: emphasizes mobility to ensure the region is well connected
- Population and employment index (PEI)
  - Measures population and employment densities
  - Used to estimate potential multimodal demand
  - Within community PEI 1.45+
  - Outside community PEI <1.45

## Population and Employment Index (PEI)

East-West Gateway Region



Sources: Dun and Bradstreet; US Census Bureau; the Travel Demand Model; HERE; Local County Governments; East-West Gateway Council of Governments



# Geographic Scale



## PEI Designation

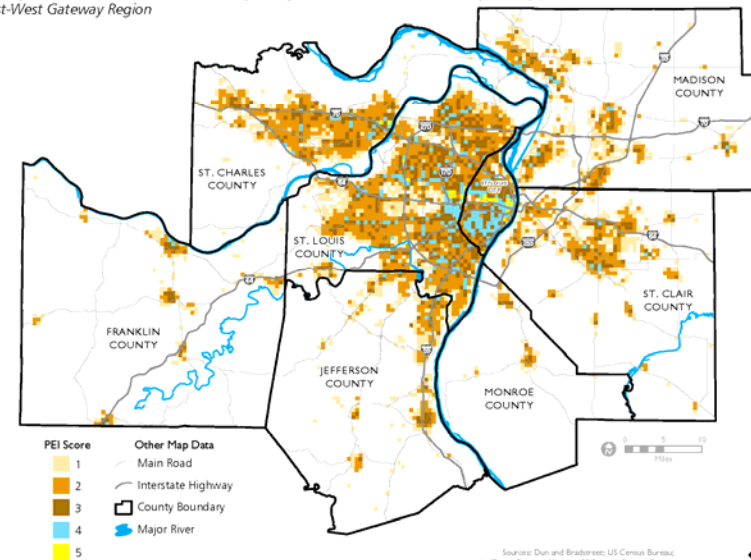
- Sponsor may request PEI designation by submitting PEI Determination Request Form
- Form must be submitted by January 18
- EWG will respond within one week

## PEI Change

- Sponsor may submit PEI Change Request Form
- Justification must be provided
- Form must be submitted by January 25
- EWG will respond within one week
- If receive approval for PEI change for same project in prior year, include documentation in application

## Population and Employment Index (PEI)

East-West Gateway Region



Sources: Dun and Bradstreet; US Census Bureau; the Travel Demand Model; HERE; Local County Governments; East-West Gateway Council of Governments



# STP-S Programming Policy

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Each county (as a geographic area), including the city of St. Louis, should have at least one project.

In Illinois, a municipality can only receive one project per funding round.

In Missouri, a project may not exceed 15% of the amount of federal funds available. In Illinois, a project may not exceed 20% of the adjusted construction funds available. Projects documented to serve a regional priority may exceed the funding cap if the project is performance-driven and the Transportation Planning Committee for the respective state reaches consensus on its program of local projects.

# Congestion Mitigation and Air Quality Improvement Program and Carbon Reduction Program

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# Program Goals

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## CMAQ:

- Fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards for:
  - Ozone
  - Carbon monoxide
  - Particulate matter
- St. Louis Region in maintenance or non-attainment for:
  - Ozone

## CRP:

- Fund transportation projects or programs that will contribute to the reduction of carbon dioxide emissions.

# Eligible Activities – CMAQ

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- Congestion reduction and traffic flow improvements
- Freight/intermodal
- Transit improvements
- Carpooling and vanpooling
- Public education and outreach activities
  - Must encourage drivers to change transportation choices
- Travel demand management
- Diesel engine retrofits
- Idle reduction
- Micromobility
- Bicycle and pedestrian facilities and programs
  - Bikeshare
- Alternative fuels and vehicles
  - CMAQ funds cannot be used for acquisition of police and fire vehicles
  - Public fleet alternative fuel vehicles with dominant transportation function receive full CMAQ participation (i.e. transit buses, incident management patrol)
  - For others, CMAQ funds eligible to pay for difference between acquisition of conventionally fueled vehicle and alternative fueled vehicle
- More eligible activities listed in Appendix A of CMAQ Project Development Workbook

# Project Type Examples – CMAQ

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Examples of CMAQ projects include:

- Intersection improvements
- Two-way turn lane
- Roundabout
- Traffic signal
- Traffic signal synchronization/optimization
- Transit capital
- Bicycle and pedestrian facilities
- Diesel engine retrofit
- Alternative fuel vehicles
- Ride Share promotion
- Projects or programs that shift travel demand to nonpeak hours or other transportation modes



# Ineligible Activities – CMAQ

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Projects not eligible for CMAQ include:

- Added single occupant vehicle capacity
  - New road
  - Added through lanes to existing road
  - Expansion of road capacity by adding additional traffic lane
- Routine maintenance and rehabilitation projects



# Public-Private Partnership – CMAQ

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Private funds supplements state and local funds

An eligible agency must be the lead sponsor;  
private agency must be co-sponsor

- Local match of at least 50% required

Project must have benefit for the general public – emission reductions

Private sector involvement examples include:

- Freight
- Diesel retrofits



# Eligible Activities – CRP

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- Traffic flow improvements eligible under CMAQ
- Freight/intermodal
- Transit improvements
- Port facility electrification
- Diesel engine retrofits
- Replace street lights/traffic control devices with energy efficient alternatives
- Bicycle and pedestrian facilities and programs
- Alternative fuels and charging infrastructure
- More eligible activities listed in Appendix B of CMAQ Project Development Workbook

# Project Checklist

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- Located at beginning of CMAQ application
- Application and supplemental information must be submitted in order listed
- Required forms
  - Estimate of Project Costs
  - CMAQdata spreadsheet
- Use forms provided by EWG as required including:
  - ITS Architecture Consistency Statement
- Location map: detail showing project's overall location; 8 ½ x 11
- Other requirements
  - Typical section (before/after) – road projects
  - Traffic engineering analysis – road projects
  - Letter of permission from facility owner (if applicable)
  - Photographs

# Evaluation

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Emission reductions – precursors of ground-level ozone formation

- Volatile organic compounds
- Oxides of nitrogen

CMAQ data spreadsheet

Traffic engineering analysis required for road projects to support data in spreadsheet

EWG uses CMAQ data to estimate emission reductions for project

Cost-effectiveness analysis – emission reductions vs. federal funds requested

EWG will use the CMAQ application to select CRP projects.

# CMAQ Data

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Download CMAQdata spreadsheet - Complete section that best applies:

- Traffic flow
- Intersection
- Transit bus replacement
- Rideshare
- Bike/Pedestrian
- Marine Engines

If a tab doesn't match project type, contact EWG staff by **January 8, 2024** for assistance

Enter data in tab best reflects project type (i.e. roundabout uses intersection tab)

Provide peak hour with worst congestion (morning or evening) – road projects

# CMAQ Data

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Data requirements: current (before) vs proposed (after)

- Before
  - Reflects current conditions/land use
- After
  - Reflects conditions in year of construction
  - Future data must reflect year of construction completion or project open to public
  - Traffic engineering analysis required for road projects to support data in spreadsheet
  - Seek assistance from EWG staff if large development will be opened prior to year of construction
  - Traffic volumes based on future development must be approved by EWG staff. Submit no later than **January 8, 2024**

# CMAQ Data Sheet

## TRAFFIC FLOW

Title:

Each segment should be one roadway affected by project. Most projects will have only one segment. However, projects with larger influence may include multiple segments. Contact EWG staff to clarify.

For traffic flow projects, vehicle mix assumed to be constant.

Describe Bike/Ped Elements:

Input Data - Year Used	
Before (i.e. 2022)	After (Year of project opening)
<input type="text"/>	<input type="text"/>

Traffic volumes must be based on present conditions/land use. If a large development is scheduled to open prior to the year of construction, the sponsor must provide its methodology to EWG staff no later than January 8, 2024 for approval to use proposed traffic volumes (for after) based on the anticipated development. Exceptions will not be granted to sponsors who miss this deadline and the project application will not be considered further.

Segment 1	Route	Limit 1	Limit 2
<b>Required Input Data / Assumptions</b>	<b>Before</b>	<b>After</b>	<b>Remarks</b>
ADT (veh/day), or Peak Hour Volume (veh/hr)	<input type="text"/>	<input type="text"/>	
Section length (mi)	<input type="text"/>	<input type="text"/>	
Average speed (mph)	<input type="text"/>	<input type="text"/>	not speed limit
Vehicle mix assumed to be 55% passenger car, 34% passenger truck, and 11% light commercial truck Use Peak Hour Volume for worst peak hour of day (weekday AM or PM)			

Segment 2	Route	Limit 1	Limit 2
<b>Required Input Data / Assumptions</b>	<b>Before</b>	<b>After</b>	<b>Remarks</b>
ADT (veh/day), or Peak Hour Volume (veh/hr)	<input type="text"/>	<input type="text"/>	
Section length (mi)	<input type="text"/>	<input type="text"/>	
Average speed (mph)	<input type="text"/>	<input type="text"/>	not speed limit
Vehicle mix assumed to be 55% passenger car, 34% passenger truck, and 11% light commercial truck			

Segment 3	Route	Limit 1	Limit 2
<b>Required Input Data / Assumptions</b>	<b>Before</b>	<b>After</b>	<b>Remarks</b>
ADT (veh/day), or Peak Hour Volume (veh/hr)	<input type="text"/>	<input type="text"/>	
Section length (mi)	<input type="text"/>	<input type="text"/>	
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Vehicle mix assumed to be 55% passenger car, 34% passenger truck, and 11% light commercial truck			

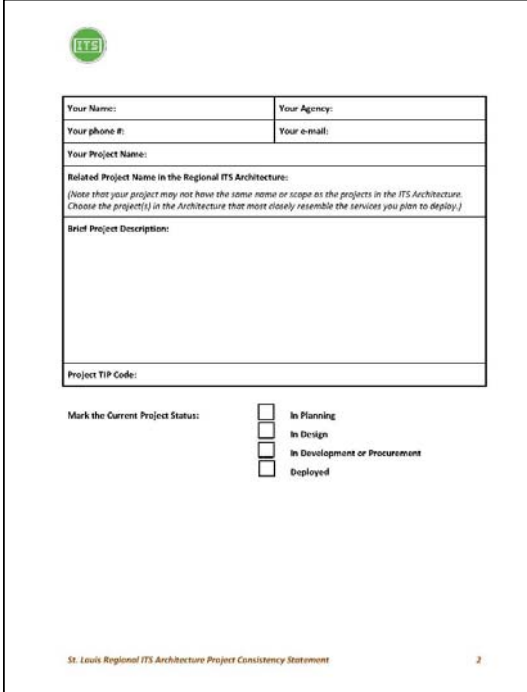
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Your Name:	Your Agency:
Your phone #:	Your e-mail:
Your Project Name:	
Related Project Name in the Regional ITS Architecture: <small>(Note that your project may not have the same name or scope as the projects in the ITS Architecture. Choose the project(s) in the Architecture that most closely resemble the services you plan to deploy.)</small>	
Brief Project Description:	
Project TIP Code:	

Mark the Current Project Status:

In Planning  
 In Design  
 In Development or Procurement  
 Deployed

St. Louis Regional ITS Architecture Project Consistency Statement 2

# Post-Construction Reporting

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Measure effectiveness of CMAQ project

- Goal of Congestion Management Process

Provide data no later than one year after project is open to public and prior to project closeout

- Use same data as from CMAQ data sheet
- Measure conditions after construction
  - Average speed at peak hour
  - Average delay at peak hour
  - # of bicyclists/pedestrians using facility

EWG staff will work with sponsors to make sure correct data provided

# 10% Funding Increase – Missouri

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Available to Missouri sponsor with project in the FY 2024-2027 TIP

- One-time increase in federal funds if cost increase is documented to be beyond sponsor's control
- Not a blanket increase due to other factors
- Project must have construction programmed in future year (i.e. 2025, 2026, 2027)
  - Sponsor may not request if construction programmed in FY 2024
- Letter requesting increase is due Thursday, February 8, 2024
  - Must justify reasons for increase request in letter. Examples include:
    - Flood mapping incorrect
    - Found unanticipated environmental issue during environmental review

# Project Application – General Tips

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Don't assume evaluators know project, but be concise in project description (i.e. no fluff)

Applications must be specific. Vague wording like “may consider” or “as needed” = no points

Letters of support must be for the current funding round and for specific project

Project scheduling needs to be realistic

- Contact EWG for assistance if needed

Request meeting with EWG staff to discuss project or sign up for Project Review Meeting

Project should be consistent with AASHTO, NACTO, FHWA

Each application form contains a checklist specific to the project type

- Submit application and supplemental materials in the order as indicated in the checklist

Frequently Asked Questions available on Call for Projects web pages (updated as needed)

Include contingencies and inflation in cost estimate – things will change by FY 2028

- Federal funds for project are fixed

# Application Submittal Requirements

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Final application deadline: **Thursday, February 8, 2024 by 4 PM**

- Submit one electronic copy – use 2024 application/supplemental materials
- Electronic copy – DO NOT MAIL APPLICATION
  - Must be adobe acrobat file (.pdf)
  - combine all attachments into the one adobe acrobat file
  - Signature pages may be scanned
  - Deliver by email – one application per email
    - Alternatives means (i.e. dropbox) allowed for delivery, but sponsor must coordinate before deadline
  - Email: [stps@ewgateway.org](mailto:stps@ewgateway.org) or [cmag@ewgateway.org](mailto:cmag@ewgateway.org)
- Application fee – YOU MAY MAIL THE APPLICATION FEE
  - Mail check
    - Must be postmarked by **February 8, 2024**
  - Electronic funds transfer
    - Must be received by **February 15, 2024**
    - Refer to Project Development Workbook for directions

# Project Review Meetings

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EWG staff will offer feedback on potential project application

- Virtual meetings are optional
- January 5, 12, 19, and 26
- Select 30 minute time slot between 9 AM-12:10 PM
- No more than 2 projects per time slot
- Submit Project Review Meeting form OR application before meeting
- Submit project location map
- EWG staff available to discuss applications throughout application period

Registration will be available in late November

# Upcoming Events

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MoDOT Design Workshop for LPAs

- November 29, 2023

MoDOT Right-of-Way Acquisition Workshop for LPAs

- December 7, 2023

Meetings at Maryland Heights Community Centre

Registration available on the EWG homepage

# Reminders

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If a project is on a facility not owned by the sponsor, a letter of support is required from the facility owner

All work must be approved by the DOT prior to starting a phase of work (except locally funded design)

Make sure to develop a realistic project schedule; project extensions are a last resort, and should not be used as typical practice

If a good schedule and financial plan is not incorporated at the time of application, it could lead to cost overruns due to project delays

Consultants must be paid for work on project applications if sponsor wishes to be federally reimbursed for design



# Questions?

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Alex Hartig, Transportation Planner – TIP

Jason Lange, TIP Coordinator

East-West Gateway Council of Governments

One Memorial Drive, Suite 1600

St. Louis, MO 63102-2451

E-mail: [stps@ewgateway.org](mailto:stps@ewgateway.org) or [cmaq@ewgateway.org](mailto:cmaq@ewgateway.org)