

Project Development Workbook

Surface Transportation Block Grant Program

2025 Call for Projects

For the St. Louis Region

Guidance Document for STP-S Project Development

The STP-S Project Development Workbook, STP-S Scoring Criteria Guide, STP-S application forms, and supplemental materials are available for download on the EWG Call for Projects web page:
<https://www.ewgateway.org/transportation-planning/transportation-improvement-program/competitive-transportation-programs/tip-call-for-projects-2025/>



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

November 2024

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SURFACE TRANSPORTATION BLOCK GRANT PROGRAM – PROJECT DEVELOPMENT WORKBOOK

I. INTRODUCTION

This Workbook is intended to provide information and reference material to project sponsors in completing applications for Surface Transportation Block Grant Program (STP-S) funding available through the East-West Gateway Council of Governments (EWG). STP-S provides flexible funding that may be used to reimburse eligible project sponsors for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. This program is funded through the Federal Highway Administration (FHWA).

II. PROGRAM INFORMATION

BACKGROUND

STP-S was authorized by the most recent federal transportation funding act, the Infrastructure Investment and Jobs Act (IIJA), which was signed into law on November 15, 2021. The IIJA continues the reforms begun by the 2012 federal transportation funding act, the Moving Ahead for Progress in the 21st Century (MAP-21) Act. This includes transitioning to a performance-driven, outcome-based approach, and establishing performance measures rather than simply focusing on implementation of projects as a measure of success. This approach helps to ensure that regional transportation investment decisions make progress towards meeting the region's transportation goals.

POLICY FRAMEWORK

A Metropolitan Planning Organization (MPO) is required to develop fiscally constrained long-range transportation plans and a Transportation Improvement Program (TIP). EWG, as the designated MPO for the St. Louis region, selects projects in accordance with the principles and performance management framework identified in the long-range transportation plan, *Connected 2050* (adopted June 2023). The TIP contains the financial and implementation schedule for all projects receiving federal transportation funding, including STP-S funds.

III. ELIGIBILITY INFORMATION

MPO BOUNDARY

Eligible project sponsors located within EWG's MPO boundary may submit projects for consideration. This includes the entirety of Madison, Monroe, and St. Clair counties in Illinois, and Franklin, Jefferson, St. Charles, and St. Louis counties and the city of St. Louis in Missouri.

ELIGIBLE PROJECT SPONSORS

Eligible project sponsors to receive STP-S funds are limited to city, county, or transportation-related government agencies, such as Bi-State Development, Madison County Transit District, Great Rivers Greenway (GRG), townships, and special road districts located within EWG's MPO boundary. School districts and not-for-profit agencies are not eligible project sponsors but may partner as secondary sponsors with any eligible project sponsor.

Note: if a project has received Missouri Department of Transportation (MoDOT) Cost Share funds or intends to submit a Cost Share application in the future, the project sponsor for the STP-S application must be the same as the MoDOT Cost Share application.

PROJECT ELIGIBILITY

Projects must be consistent with the guiding principles outlined in *Connected 2050* and have a direct relationship to surface transportation as well as meet federal STP-S requirements. [Appendix A](#) contains eligible STP-S activities.

Note: eligible bridge projects in Missouri may be funded through the Off-System Bridge/Bridge Formula Program (BRO/BFP). More information is provided in [Appendix B](#).

AVAILABLE FUNDING

Since the current federal transportation legislation expires at the end of FY 2026, some uncertainty remains about the level of funding available for programming by EWG for FYs 2027-2029. Considering this, EWG looks to recent historical levels of funding to provide a reasonable estimate of the resources available for programming purposes. For this project solicitation, EWG anticipates the following funding targets; however, these estimates are subject to change:

Illinois:	Approximately \$10 million (adjusted construction funds available is \$12.5 million)
Missouri:	Approximately \$45 million

MATCH REQUIREMENTS

For Illinois projects, a local match is required to pay for at least 20% of the total eligible project cost for the construction phase (including construction engineering). For Missouri projects, a local match is required to pay for at least 20% of the total eligible project cost for each phase of work (i.e., preliminary engineering, right-of-way acquisition, and construction, including construction engineering).

Project sponsors must have sufficient funds available to pay for the non-federal share of project expenditures. If the sponsor is receiving funding from any other agency to provide part of the local match, the sponsor must include a letter from the other agency committing to financially participate and approving the scope of work. If a sponsor intends to request funding from a third party in the future, a letter from the third party is required to show their support for the project scope in the application. Potential third-party match sources cannot alter the approved scope of work. Federal funds identified in the IJA or prior authorizations may not be used as match. Other federal funds such as Community Development Block Grant may be permitted, however, please check with EWG staff prior to including as match.

Use of in-kind donations from third parties in lieu of local funds for match will be considered on a case-by-case basis. Third-party donations could include materials, land, or services that will be incorporated into the project. Federal requirements may restrict the situations in which in-kind donations for match can be used. Project sponsors must notify EWG staff prior to the submission of the application and identify on the application form if use of in-kind donations for match is requested. The respective state department of transportation, on behalf of FHWA, must approve use of in-kind donations in lieu of local funds for match prior to performing reimbursable work. The respective state department of transportation will work with project sponsors to establish the eligibility and value of in-kind donations.

FUNDING TYPE

STP-S is a federal reimbursement program. Project sponsors must have the capacity to cover project costs from the beginning of the project to implementation. Project sponsors will enter into funding agreements with their respective state department of transportation. These agreements will detail how and when eligible expenses will be reimbursed to the project sponsor. Keep in mind that the federal funds allocated to a project are fixed. The project sponsor must pay all costs incurred in excess of the federal funding allocated to the project. Therefore, it is important to develop a good estimate for the project application, including accounting

for contingencies such as inflation and fluctuations in fuel/asphalt prices. Any work begun prior to state department of transportation approval will not be federally reimbursed.

ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM

Functional classification is the process by which the nation’s network of streets and highways are ranked according to the type of service they provide. It determines how travel is channelized within the road network by defining the part that any road or street should play in serving the flow of trips through a highway network. Roadways are classified according to their urban or rural setting and the type of service they provide based on considerations such as: connectivity, mobility, accessibility, vehicle miles traveled, average annual daily traffic (AADT), and abutting land use.

In general, STP-S projects may not be used on local roads or rural minor collectors. Exceptions include: bridge (including replacing low-water crossing with bridge) and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian and bicycle projects, and safe routes to school projects; boulevard projects largely in the right-of-way of divided highways; inspection/evaluation of bridges, tunnels, and other highway assets; port terminal access modifications; and projects within the Title 23 definition of “transportation alternatives.”

EWG is responsible, in cooperation with the Illinois Department of Transportation (IDOT) and MoDOT, for maintaining and updating the St. Louis region’s roadway functional classification system. EWG accepts applications for changes to functional classification of roads in May and November of each year.

OTHER ELIGIBILITY REQUIREMENTS

To sponsor an STP-S project, an agency must follow the state and federal rules for using federal funds:

- The project must meet at least one of the eligible STP-S/BRO activities.
- The funded activities must be accessible to the general public or targeted to a broad segment of the population.
- The project sponsor must maintain all records and receipts as required by procedures established by FHWA, Federal Transit Administration (FTA), and IDOT or MoDOT.
- All project sponsors must certify that matching funds are available to implement the project.
- All applications must indicate the Person of Responsible Charge for each phase of work.
 - Missouri project sponsors and consultants are required to complete Local Public Agency (LPA) Basic Training to be certified as a Person of Responsible Charge. This training must be completed online prior to federal funds being obligated for the project. Certification is valid for two years.
 - MoDOT Local Public Agency Basic Training Program: <https://www.modot.org/training-opportunities>
- All project sponsors are required by law to comply with the Americans with Disabilities Act (ADA) of 1990 and Title VI of the Civil Rights Act of 1964.
- All project sponsors are required by law to comply with Buy America.
- All project sponsors must certify that the project will adhere to the Uniform Relocation and Real Property Acquisition Policies Act of 1970.
- Missouri project sponsors must certify that the project will comply with the Policy on Reasonable Progress.
- Projects that contain Intelligent Transportation Systems (ITS) components or impact ITS must include the ITS Architecture Project Consistency Statement.
- The funded activity must provide public access for at least 25 years. The property must be either owned by the project sponsor or involve a permanent lease.
- The project sponsor must demonstrate adequate plans for and commit to ongoing maintenance costs for the expected life of the project, which should be at least 25 years.

IV. PROJECT DEVELOPMENT PROCESS

PROJECT TYPES

Seven project types have been identified to collect funding proposals from eligible project sponsors. These project types are regarded as the “primary purpose,” however projects are encouraged to be multi-purpose (i.e., road preservation including multimodal/safety elements). Each project type has a separate application form, which contains a project checklist and information about supporting materials. The project types are shown below, followed by example activities:

- **Road Preservation** – road resurfacing, slab replacement, diamond grind, or reconstruction. Routine maintenance is not eligible.
- **Bridge Preservation** – rehabilitation, replacement, or construction of bridge at low-water crossing. **Note:** eligible bridge projects in Missouri may be funded through the Off-System Bridge/Bridge Formula Program. More information is provided in [Appendix B](#).
- **Traffic Flow** – addition of travel lanes, two-way turn lanes, new roads, new or modified interchanges, intersection improvements (e.g., roundabout, channelization, turn lanes), ITS improvements, or traffic signal optimization.
- **Safety** – systemic safety improvements (e.g., guardrail or rumble strip installation), sight distance improvements (e.g., vertical or horizontal alignment), signage upgrades, two-way turn lanes, intersection/crossing safety improvements (e.g., turn lanes, roundabouts, channelization, crossing), through lane reduction, railway-highway grade separation, or shoulders. FHWA has compiled a list of proven safety countermeasures: <https://safety.fhwa.dot.gov/provencountermeasures/>. Project sponsors may also utilize the FHWA Crash Modification Factors Clearinghouse website to identify possible safety countermeasures for roadway projects: <http://www.cmfclearinghouse.org/>. **Note:** safety infrastructure improvements are permitted on local roads, however federal funds cannot be used for road preservation (i.e., curve modifications would be eligible on a local road, but resurfacing approaches would not be eligible).
- **Active Transportation** – shared-use paths, on-street bicycle facilities, sidewalks, bicycle and pedestrian bridges and underpasses, or pedestrian/bicyclist safety countermeasures (i.e., STEP safety countermeasures: https://safety.fhwa.dot.gov/ped_bike/step/resources/).
- **Transit** –
 - a. **Transit Asset Management & System Upgrades** – revenue vehicle replacement, transit facility/station or bus stop upgrades, or maintenance facility for revenue vehicles. Routine facility maintenance is not eligible.
 - b. **Transit Expansion** – vehicle fleet expansion, new transit shelters/stations, or new transfer centers for geographic service 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, or truck parking facilities.

SCHEDULE AND FINANCIAL PLAN

Sponsors are required to completely fill out a project development schedule and financial plan in the application. If a realistic schedule and financial plan is not incorporated at the time of application, it could lead to cost overruns and project delays. Cost overruns due to inflation and commodity increases are the responsibility of the sponsor. The goal of the federal-aid program is for sponsors to deliver their projects.

In Illinois, federal funds can only be programmed on construction/construction engineering. In Missouri, federal funds can be programmed on preliminary engineering, right-of-way acquisition, and construction/construction engineering. Keep in mind that no more than one federally reimbursable phase of work can be scheduled in the same fiscal year.

The time frames shown below represent maximum times and deadlines for project delivery; schedules will vary for each project, and this will depend on if preliminary engineering and/or right-of-way acquisition is locally funded, or the project does not require right-of-way acquisition. Progress towards implementation will be measured against the schedule submitted by the sponsor.

Activity	Maximum Time Frame	Projected Schedule (finish date)	Funds Obligated?
Award Notification from EWG	1 Month	October 2025	No
Execute Program Agreement	6 Months	March 2026	No
Engineering Services Contract (ESC) Submittal and Approval	7 Months	April 2026 <i>(FY 2026)</i>	Yes
Environmental Review Process – NEPA Classification	15 Months	December 2026	No
Preliminary Plan Development and Approval	9 Months	January 2027	No
Public Meeting/Hearing	1 Month	Variable	No
Right-of-Way Plans Development, Submittal, and Acquisition Authority (A-Date)	6 Months	June 2027 <i>(FY 2027)</i>	Yes
Railroad/Utility Coordination	28 Months	September 2028	No
Environmental Review Process – NEPA Clearance	21 Months	September 2028	No
Right-of-Way Acquisition	15 Months	September 2028	No
Plans, Specifications, and Estimate (PS&E) Development and Submittal	21 Months	June 1, 2029	No
PS&E Review and Approval	3 Months	September 2029 <i>(FY 2029)</i>	Yes
Advertising for Bids, Bid Letting, and Bid Concurrence	6 Months	March 2030	Obligation May Be Modified
Project Construction	Variable	Variable	No

Below details the funding availability by fiscal year and phase of work:

Illinois:	FY 2029 -	Construction (including construction engineering)/implementation
Missouri:	FY 2026 -	Preliminary engineering (PE) <u>or</u> right-of-way (ROW) acquisition <i>if</i> PE is locally funded
	FY 2027 -	Right-of-way (ROW) acquisition
	FY 2029 -	Construction (including construction engineering)/implementation

Note:

- **The sponsor may request construction/implementation funding for an earlier year (e.g., PE is locally funded and/or right-of-way acquisition is not required or minimal).**
- Plan accordingly for utility and/or railroad coordination. Utility relocation and railroad coordination can become one of the greatest risk factors to the schedule and cost of the project.
- The evaluation of environmental and cultural impacts must be submitted as early as possible in the design process to ensure sufficient time for reviews and clearances. It is suggested to start the process no more than 180 days after the sponsor is awarded the project.
- No more than one federally reimbursable phase of work (i.e., preliminary engineering, right-of-way acquisition, and construction) can be scheduled in the same fiscal year.
- Many stages can occur concurrently.
- A more detailed sample schedule is provided on the EWG web page.

USING FEDERAL FUNDS FOR TRANSPORTATION PROJECTS

If you cannot afford to build a project solely with local resources, federal funds may be an option. However, it is essential to consider the regulatory and administrative challenges associated with these funds. Projects funded through federal monies require specific standards, business practices, construction management, and local matching funds. These requirements can add time, cost, and complexity to your project (e.g., right-of-way, utilities, and environmental impacts can add months or years to a project). Please familiarize yourself with what a federal-aid project entails:

IDOT Bureau of Local Roads and Streets Manual

<https://public.powerdms.com/IDOT/documents/2096656/Local%20Roads%20and%20Streets%20Manual>

MoDOT Local Public Agency Policy

http://epg.modot.org/index.php?title=Category:136_Local_Public_Agency_%28LPA%29_Policy

POLICY ON REASONABLE PROGRESS – MISSOURI

EWG has a Policy on Reasonable Progress for Missouri sponsors. Sponsors must certify in the application that failure to meet all of the reasonable progress requirements will result in the federal funds being revoked. Reasonable progress will have been made if the project has advanced to the point of obligating all federal funds programmed for that project by September 30 in the fiscal year identified in the project development schedule, for each federally funded phase of work. If a project is delayed due to circumstances beyond their control, the sponsor can request a project extension for the construction phase, however, this should not be typical practice. Sponsors are required to report on the project each month, and lack of responsiveness resulting in missed milestones or deadlines can impact funding or schedule extension requests.

Note: a sponsor may request to advance a project; there is no penalty with advancing projects.

COORDINATION BETWEEN AGENCIES

Project sponsors need to coordinate with other affected agencies in the project limits. Letters of support must be submitted to EWG no later than **March 7, 2025**.

- The project sponsor must include a letter from the agency with jurisdiction over the facility stating its approval of and cooperation on the project.
- If the project is impacting signals owned by a different jurisdiction, a letter of coordination is required.
- Requests for letters of support for projects that impact MoDOT facilities should be submitted to the Area Engineer by **January 7, 2025**. A checklist outlining the minimum project information to be submitted with the support letter request is available from MoDOT's Area Engineer. MoDOT may withhold letters of support if the project sponsor fails to adequately address impacts to MoDOT's facilities. Visit MoDOT's website at www.modot.org/areaengineers for an interactive map to determine the appropriate Area Engineer contact.
- Request for letters of support that impact IDOT facilities should be submitted to the Local Roads Field Engineer by **January 7, 2025**. IDOT may withhold letters of support if the project sponsor fails to adequately address impacts to IDOT's facilities.
- If the project is on a transit route and the project impacts transit stops (i.e., adding an ADA bus pad, relocating bus stop) along the corridor, provide a letter from the transit agency (i.e., Bi-State Development, Madison County Transit District, St. Clair County Transit District) with their review and comments on the project. Requests for letters of support should be submitted to the transit agency by **January 7, 2025**. Please contact EWG staff for contacts at these agencies.
- For traffic flow project type applications only, traffic volumes must be based on present conditions/land use. If a sponsor anticipates a large development to open prior to the year of construction, it must provide its methodology to EWG staff no later than **January 7, 2025**, for approval to use proposed traffic volumes based on the anticipated development. Exceptions will not be granted to sponsors who miss this deadline and the project application will be rejected.

- If the sponsor is submitting a joint application with an adjoining jurisdiction, one agency may submit the application as the primary sponsor. A letter of support (both project and financial) to document participation is required from the adjoining jurisdiction.
- Project sponsors must have sufficient funds available to pay for the non-federal share of project expenditures. If the sponsor has funding from a third-party, a letter is required from the third-party which shows their support for the project scope in the application and that they are providing funding.
- If a sponsor intends to request funding from a third-party in the future, a letter from the third-party is required to show their support for the project scope in the application. Potential third-party match sources cannot alter the approved scope of work.

PROJECT EXTENTS

Multiple roads may be included in one application only if the roads have similar AADT (within 15%) or road has same functional classification and the same type of work is being done (i.e., road resurfacing only). The AADT and length for each segment must be shown within the application project description. Contact EWG staff by **January 7, 2025** if your agency is considering packaging multiple roads within an application.

GEOGRAPHIC SCALE FOR ROAD AND BRIDGE PRESERVATION PROJECT TYPES

Road and bridge project types will be evaluated using two geographic scales: ‘within community’ or ‘outside community.’ Projects that are ‘within community’ emphasize safe, multimodal connections and access to community resources. Projects that are ‘outside community’ emphasize mobility to ensure the region is well connected. This enables project evaluation to vary across each scale, with multimodal improvements and regional transportation significance (i.e., functional classification) weighted by level of significance for each scale. The population and employment index (PEI) is a tool that is used to estimate potential multimodal demand. Research has found that walking and biking frequency is significantly correlated with population and employment density. Projects categorized as ‘within community’ have a higher population and employment density (PEI of 1.45 or greater). Projects with a PEI less than 1.45 are categorized as ‘outside community.’ A map of the PEI is located in the STP-S Scoring Criteria Guide.

A project sponsor can request the project’s PEI designation prior to final application submittal by submitting a PEI Determination Request Form. PEI designation requests must be submitted to EWG staff between **November 4, 2024** and **January 17, 2025**. EWG staff will respond within five business days of the request. Both forms (PEI Determination Request Form and PEI Change Request Form) are available on the EWG web page.

The PEI uses the most recent available data and does not capture potential future growth, particularly on the fringe of the urbanized area, nor does it capture connections to the multimodal network. If a project sponsor feels the PEI designation does not reflect the conditions of the area, they may submit a PEI Change Request Form. Changes to the PEI categorization would need to be justified: for example, the project is within ½ mile of a transit route, provides a connection to the multimodal network, constrained by geography, etc. The PEI Change Request Form must be submitted by **January 24, 2025**. EWG staff will review the PEI Change Request Form and will notify the sponsor of the status within five business days of the request.

Note: if the sponsor received approval for a change to the PEI categorization from a previous STP-S submittal and the project has the same limits and scope of work, then sponsors do not need to fill out a new PEI Change Request Form. However, the form (including EWG’s approval) must be included in the application.

CONGESTION MANAGEMENT STUDY

If a project sponsor is constructing a new road or adding through lanes to an existing road, a Congestion Management Study (CMS) is required. The CMS must incorporate use of travel demand reduction and operational management strategies. The CMS is required to provide an appropriate analysis of alternatives to the proposal for adding single-occupancy vehicle (SOV) capacity, including reasonable congestion

management strategies. If the analysis demonstrates that other alternatives and/or congestion management strategies cannot fully satisfy the need for additional capacity and that SOV capacity is warranted, then it must identify all reasonable strategies that will maintain the functional integrity of the additional lanes. All identified reasonable strategies must be incorporated into the project. **Appendix C** identifies potential congestion management strategies. Contact EWG staff for assistance with completion of a CMS.

V. SUBMITTAL PROCESS

DEADLINE, APPLICATION, AND SUBMISSION INSTRUCTIONS

The call for projects begins **November 4, 2024** and ends on **February 7, 2025** at 4:00 pm. Applications received after the deadline will not be accepted.

The application forms are provided in PDF format and allow project sponsors to fill-in the necessary information. Viewing and utilizing the applications will require the installation of Adobe Reader. A free download of the software can be obtained here: <http://get.adobe.com/reader/>. **Please save the application to your computer before filling out the necessary information.** Rename the PDF file using the following format: 2025STPS_[Sponsor]_[Project Name].pdf. Additional pages may be attached to the application if necessary to address questions in the application.

To apply, email the completed application and necessary attachments electronically to EWG at stps@ewgateway.org. The electronic submission must include scanned signatures and attachments. Please submit one application per email. You will receive an email confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application, contact EWG staff. Please submit electronic versions only; hard copies will not be accepted. The information provided in this application is public record.

APPLICATION FEE

An application fee is required for each project that is submitted for consideration. The application fee is ½ of 1% of the federal funds being requested. For example, a project sponsor requesting \$800,000 in federal funding would be required to pay a \$4,000 application fee. Counties make annual contributions to EWG and, as such, a credit equal to their annual contribution is applied against their application fee. Counties will be invoiced for any amount above the annual contribution credit. If the project is not recommended for funding, the application fee will be refunded. The refund process takes approximately two months after the EWG Board of Directors acts on final approval of the project list.

The TIP Application Fee Payment Information Form must be included with the TIP application fee. This form is available on the EWG web page. Application fees may be submitted by check via mail or through electronic funds transfer (EFT). Mailed application fees must be postmarked by **February 7, 2025**.

For check payments, send the TIP Application Fee Payment Information Form and check to:

TIP Application
East-West Gateway Council of Governments
1 S. Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

For EFT payments, send the TIP Application Fee Payment Information Form via email to tipappfees@ewgateway.org. EFT payments are due by **February 14, 2025**.

VI. SELECTION PROCESS

EVALUATION CRITERIA

EWG staff will review and evaluate all completed applications received by the application deadline. The criteria that will be used to evaluate STP-S projects are available in the STP-S Scoring Criteria Guide. The evaluation and scoring of all submitted projects will be based on the answers provided in the application. A project's suitability for regional funding may be compromised if the application is found to have omissions or inaccuracies.

APPROVAL PROCESS

Once EWG staff has reviewed, evaluated, and ranked the STP-S projects, project scores are presented to the Illinois and Missouri Transportation Planning Committees (TPC) for funding recommendations. Following the TPC meetings, the recommended projects are incorporated in the TIP. After a public comment period, the TIP is presented to the EWG Board of Directors for approval. The TIP is reviewed by FHWA and FTA, in consultation with the Environmental Protection Agency (EPA), to determine project eligibility and compliance with air quality requirements. After the approval of the TIP by these federal agencies, projects included therein are eligible to receive federal funds. Project sponsors then work directly with their respective state department of transportation to begin project implementation. Any deviations from scope of work as proposed in the application require approval from EWG staff. STP-S scope of work cannot be altered due to stipulations of third-party match source.

PUBLIC COMMENT

It is the policy of EWG to encourage involvement by the public in the transportation decision-making process. Following the application deadline, EWG will release a list of submitted applications for public comment on the EWG website from March 12 to March 26, 2025. The comments will be summarized and submitted to the TPC prior to its May meeting to make recommendations for funding. The recommended projects will be included in the draft FY 2026-2029 TIP, which will be released for public comment from June 27 to August 1, 2025.

VII. PROGRAMMING PROCESS

PROGRAMMING POLICY

The following set of policies assist EWG staff and the TPCs in reaching consensus on the program of local projects:

- All projects must be consistent with clean air requirements and conform to the state's implementation plan for air quality.
- All projects must have a financial plan that demonstrates how the sponsor will pay for the project.
- Projects must have a reasonable, demonstrated degree of political and community support.
- Provisions are made to encourage reasonable program equity among the counties.
- Efforts are made to obtain the maximum advantage of flexibility in the use of financial resources and ensure full use of federal, state, and local funds available to the region.
- Each county, including the city of St. Louis, should have at least one project. (*EWG Board Policy*)
- 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 TPC for the respective state reaches consensus on its program of local projects. (*MO-IL TPC Policy*)
- In Illinois, a municipality can only receive one STP-S project per funding round. (*IL TPC Policy*)
- In Illinois, STP-S funding can only be used for construction/construction engineering. (*IL TPC Policy*)

CALL FOR PROJECTS SCHEDULE

The schedule for the EWG process to solicit, review applications, and select projects for funding is provided below. The submission deadline will not change, but the dates of other steps in the process may be subject to change. EWG staff is available to assist project sponsors as needed during the application period.

DATE	ACTIVITY
November 4, 2024	Call for projects – STP-S application forms posted online
November 12, 2024	Project Development Workshop – Virtual Missouri (<i>optional to attend</i>)
November 12, 2024	Project Development Workshop – Virtual Illinois (<i>optional to attend</i>)
November 13, 2024	Project Development Workshop – Missouri (<i>optional to attend</i>)
November 14, 2024	Project Development Workshop – Illinois (<i>optional to attend</i>)
January 9, 10, 16 & 17, 2025	Project Review Meetings (<i>optional to attend</i>)
January 7, 2025	Deadline to submit coordination requests to affected agencies
January 17, 2025	Deadline for PEI designation request (<i>optional</i>)
January 24, 2025	Deadline for PEI Change Request Form (<i>optional</i>)
February 7, 2025	Deadline for receipt of complete applications – application fee postmarked
February 14, 2025	EFT must be received (<i>if electronic payment of application fee utilized</i>)
Early May 2025	IL/MO TPC meetings – project recommendations for inclusion in TIP
May 28, 2025	Present TPC recommendations to EWG Board of Directors
June 25, 2025	Present draft TIP to EWG Board of Directors
June 27 – August 1, 2025	Public comment period
August 27, 2025	TIP presented to EWG Board of Directors for final approval

PROJECT DEVELOPMENT WORKSHOPS

EWG will host four project development workshops to provide information on STP-S, including program eligibility and requirements, project applications, scoring criteria, and available funding. The workshop will be offered both in-person or virtually. Attendance is not required for project sponsors to participate in this funding opportunity but is strongly encouraged. The information presented at the meetings will be relevant by state. Registration is available on the EWG web page. Recordings of the virtual workshops will be posted on the EWG web page after the event. Meeting information is provided below:

Missouri:	November 12, 2024 9:00-11:30 AM	Virtual – Missouri GoTo Webinar
Illinois:	November 12, 2024 1:00-3:30 PM	Virtual – Illinois GoTo Webinar
Missouri:	November 13, 2024 9:00-11:30 AM	MoDOT Transportation Management Center, Conference Room 209 – 14301 S Outer Forty Rd., Chesterfield, MO 63017
Illinois:	November 14, 2024 9:00-11:30 AM	IDOT District 8 Office – Regional Conference Room 1102 Eastport Plaza Dr., Collinsville, IL 62234

PROJECT REVIEW MEETINGS

EWG will host project review meetings for project sponsors that plan to submit an STP-S application. The review meetings provide an opportunity for project sponsors to meet with EWG staff to discuss various components of the proposed project, including project concepts, eligibility, project schedule, etc. Sponsors will be able to sign up for a 30-minute time slot, from 9:00 a.m. – 12:10 p.m., on the following days:

- January 9
- January 10
- January 16
- January 17

This workshop is intended for project sponsors that have at the very least a specific project concept to present for review. Sponsors are required to submit a Project Review Meetings Information Form or draft application before the workshop so the panelists can gain some knowledge of the projects they will be reviewing. Each

sponsor may bring no more than two projects to discuss in a half-hour time slot. Attendance at this workshop is encouraged, but not required to submit a project application. Registration for the workshop and the Project Review Meetings Information Form will be available in late-November on the EWG web page.

VIII. QUESTIONS

If you have questions about the STP-S application process, scoring criteria, or anything else related to the STP-S call for projects, please check the Frequently Asked Questions (FAQ) to see if it has already been asked. The FAQ can be found on the EWG web page. If the FAQ document does not help, please reach out to EWG staff for any questions on project development. Please submit questions to stps@ewgateway.org.

IX. RESOURCES

EWG RESOURCES

Connected 2050 – Long-Range Transportation Plan

<https://www.ewgateway.org/transportation-planning/long-range-transportation-planning/>

Transportation Improvement Program

<http://www.ewgateway.org/transportation-planning/transportation-improvement-program/>

Surface Transportation Program – Suballocated

<http://www.ewgateway.org/transportation-planning/transportation-improvement-program/competitive-transportation-programs/stp-s/>

Roadway Functional Classification

<http://www.ewgateway.org/transportation-planning/roadway-functional-classification/>

Gateway to Safer Roadways

<https://www.ewgateway.org/gtsr/>

Great Streets Initiative

<http://www.ewgateway.org/transportation-planning/great-streets-initiative/>

Bicycle Planning Guide

https://www.ewgateway.org/wp-content/uploads/2018/07/BicyclePlanningGuide_June2018.pdf

Congestion Management Process

<http://www.ewgateway.org/transportation-planning/transportation-systems-management-operations/congestion-management-process/>

St. Louis Regional ITS Architecture

<http://www.ewgateway.org/transportation-planning/transportation-systems-management-operations/intelligent-transportation-system/>

St. Louis Regional Freight Study

<http://www.ewgateway.org/transportation-planning/freight/>

FEDERAL RESOURCES

Surface Transportation Block Grant Program Fact Sheet

<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm>

Surface Transportation Block Grant Program Guidance

<https://www.fhwa.dot.gov/specialfunding/stp/>

Federal-Aid Essentials for Local Public Agencies

<https://www.fhwa.dot.gov/federal-aidessentials/>

Proven Safety Countermeasures

<https://highways.dot.gov/safety/proven-safety-countermeasures>

STATE RESOURCES

IDOT Bureau of Local Roads and Streets Manual

<https://public.powerdms.com/IDOT/documents/2096656/Local%20Roads%20and%20Streets%20Manual>

MoDOT Local Public Agency Policy

http://epg.modot.org/index.php?title=Category:136_Local_Public_Agency_%28LPA%29_Policy

MoDOT Local Public Agency Basic Training Program

<https://www.modot.org/training-opportunities>

APPENDIX A: STP-S PROJECT ELIGIBILITY

Projects must be consistent with the guiding principles outlined in *Connected 2050* and have a direct relationship to surface transportation as well as meet federal STP-S requirements. Funds apportioned to a State under section 104(b)(2) for the surface transportation block grant program may be obligated for the following:

1. Construction of-
 - a. highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under section 14501 of title 40;
 - b. ferry boats and terminal facilities-
 - i. that are eligible for funding under section 129(c); or
 - ii. that are privately or majority-privately owned, but that the Secretary determines provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system described in section 101(b)(3)(D);
 - c. transit capital projects eligible for assistance under chapter 53 of title 49;
 - d. infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
 - e. truck parking facilities eligible for funding under section 1401 of MAP-21 (23 U.S.C. 137 note);
 - f. border infrastructure projects eligible for funding under section 1303 of SAFETEA-LU (23 U.S.C. 101 note); and
 - g. wildlife crossing structures.
2. Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.
3. Environmental measures eligible under sections 119(g), 148(a)(4)(B)(xvii), 328, and 329 and transportation control measures listed in section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
4. Highway and transit safety infrastructure improvements and programs, including projects eligible under section 130 and installation of safety barriers and nets on bridges.
5. Fringe and corridor parking facilities and programs in accordance with section 137 and carpool projects in accordance with section 146.
6. Recreational trails projects eligible for funding under section 206 including the maintenance and restoration of existing recreational trails, pedestrian and bicycle projects in accordance with section 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the safe routes to school program under section 208.
7. Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
8. Development and implementation of a State asset management plan for the National Highway System and a performance-based management program for other public roads.
9. Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.
10. Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of this title.
11. Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.
12. Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.
13. Projects and strategies designed to reduce the number of wildlife-vehicle collisions, including project-related planning, design, construction, monitoring, and preventative maintenance.
14. The installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure.

15. The installation and deployment of current and emerging intelligent transportation technologies, including the ability of vehicles to communicate with infrastructure, buildings, and other road users.
16. Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and Hyperloop.
17. Protective features, including natural infrastructure, to enhance the resilience of a transportation facility otherwise eligible for assistance under this section.
18. Measures to protect a transportation facility otherwise eligible for assistance under this section from cybersecurity threats.
19. At the request of a State, and upon Secretarial approval of credit assistance under chapter 6, subsidy and administrative costs necessary to provide an eligible entity Federal credit assistance under chapter 6 with respect to a project eligible for assistance under this section.
20. The creation and operation by a State of an office to assist in the design, implementation, and oversight, including conducting value for money analyses or similar comparative analyses, of public-private partnerships eligible to receive funding under this title and chapter 53 of title 49, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.
21. Any type of project eligible under this section as in effect on the day before the date of enactment of the FAST Act, including projects described under section 101(a)(29) as in effect on such day.
22. Rural barge landing, dock, and waterfront infrastructure projects in accordance with subsection (j).
23. Projects to enhance travel and tourism.

APPENDIX B: OFF-SYSTEM BRIDGE/BRIDGE FORMULA PROGRAM (BRO/BFP) – MISSOURI ONLY

Eligible bridge projects in Missouri may be funded through the BRO/BFP programs. Below is a listing of eligibility requirements:

- Eligible bridges: Poor condition only – those where the National Bridge Inventory (NBI) minimum condition rating has a numerical rating of 4 or below for the deck, superstructure, substructure, or culvert related items. Replacement of low water crossing with bridge is also eligible. A listing of eligible bridges is available on the EWG web page.
- Roadway Functional Classification eligibility: rural locals, urban locals, or rural minor collectors only.
- Eligible sponsors: county, town, township, city, special road district, municipality, or other local agency. The project sponsor must exercise jurisdiction over the geographic area in which that project is located.
- Available funding: Approximately \$3.8 million. Please note that these funds are an estimated allotment and are subject to change.
- Applicants will fill out the STP-S Bridge Preservation application.
- BRO/BFP projects will be evaluated using the STP-S Bridge Preservation evaluation criteria.
- BRO/BFP projects must adhere to the guidelines listed on page 5.
- Deadline: **February 7, 2025**.

APPENDIX C: POTENTIAL CONGESTION MANAGEMENT STRATEGIES

Strategy Class	Representative Strategies/Measures
Transportation Demand Management (TDM) Measures	Ridesharing (carpool/vanpool) Alternative Work Arrangements (telecommuting, flextime, 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

Strategy Class	Representative Strategies/Measures
Intelligent Transportation Systems (ITS)	Advanced Traffic Management Systems (ATMS) Advanced Traveler Information Systems (ATIS) Advanced Public Transportation Systems (APTS) Commercial Vehicle Operations (CVO)
General Purpose Lanes	Freeway Lanes Arterial Lanes