



Project Development Workshop: November 2024

2025 APPLICATION ROUND

ILLINOIS

Workshop Agenda

Overview

- Transportation Authorization
- Transportation Improvement Program

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

- Surface Transportation Block Grant Program (STP-S)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - Includes Carbon Reduction Program (CRP)
- Transportation Alternatives Program (TAP)

EWG Program Schedule

Questions and Answers



Infrastructure Investment and Jobs Act (IIJA)

- 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/>

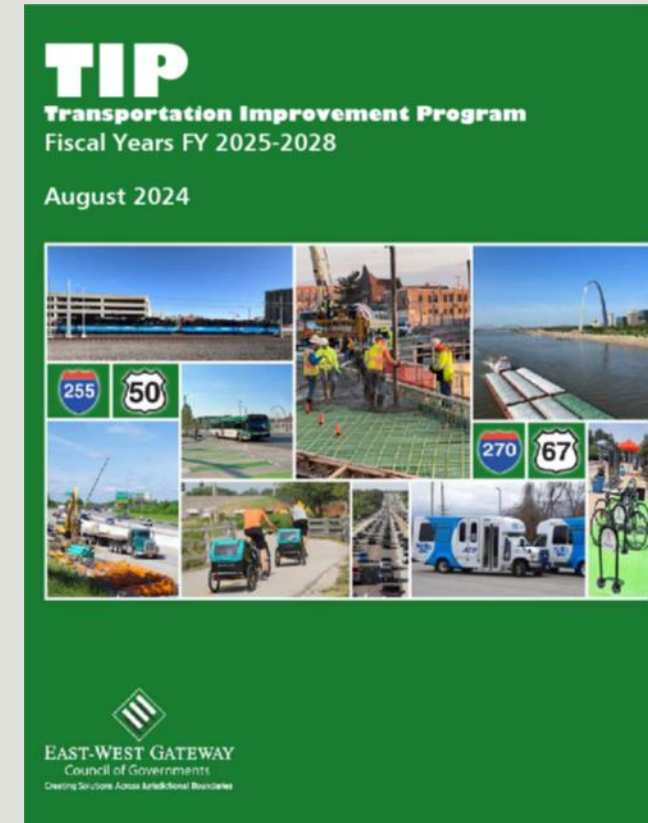
Transportation Improvement Program (TIP)

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 2025-2028 TIP has over \$6 billion programmed for projects in the region



Roles & Responsibilities

East-West Gateway Council of Governments

- Administers application solicitation, evaluation, and programming
- Monitors selected projects to ensure they remain on schedule
- Approves changes of scope for project or changes to programmed funds

Illinois Department of Transportation (IDOT)

- Administers funding and ensures compliance with state and federal requirements
- Reviews project plans to ensure they match scope in project application
- Obligates (set-aside) federal funds
- Liaison between sponsor and FHWA

Local Public Agency / Project Sponsor

- Delivers project according to scope and schedule in application
- Comply with all federal and state program requirements for project design, right-of-way acquisition, and construction
- Must have a Person of Responsible Charge

Call for Projects Schedule

Date (2025)	Activity
January 9, 10, 16, 17	Virtual Project Review Meetings (9:00 am – 12:10 pm)
February 7	Applications due at 4:00 PM
Early May	Transportation Planning Committee (TPC) funding recommendations
May 28	TPC recommended projects presented to EWG Board of Directors (Board)
June 25	Draft FY 2026-2029 Transportation Improvement Program (TIP) presented to Board. TIP includes recommended projects
June 27-August 1	TIP public comment period
August 27	TIP presented to Board for approval

Eligible Applicants

Project must be in county within EWG boundary – Madison, Monroe, or St. Clair counties

Local public agency

- County
- Municipality
- Road District/township

Transit agency

IDOT (CMAQ/CRP only)

A natural resource or public land agency, a school district, local education agency, school, a nonprofit entity, or a State at the request of an eligible entity listed here (TAP only)

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

Available Funding

Funding Program	Funding Availability
STP-S	\$10M
CMAQ	\$13M
CRP	\$1M
TAP	\$2M

Project Development – Phases of Work

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

Project Scheduling

STP-S

- FY 2029 – Construction/CE
 - Only eligible phases are Construction and Construction Engineering (CE)

CMAQ / CRP

- FY 2026 – PE/ROW
- FY 2027 – ROW/Construction/CE
- FY 2028 – Construction/CE

TAP

- FY 2026 – PE or ROW
 - ROW eligible only if PE is locally funded
- FY 2027 – ROW
- FY 2028 – Construction/CE
 - Only if ROW scheduled in FY 2026
- FY 2029 – Construction/CE
 - Priority year for construction programming

Example: Federal FY 2029 =
October 1, 2028 to
September 30, 2029

Federal Milestones – IDOT 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:

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

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 award notification letter from EWG	10/2025	10/2025	1
Execute agreement (project sponsor and DOT)			
Engineering services contract submitted and approved*			
Environmental review process- NEPA classification and clearance			
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			
Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)*			
Right-of-way acquisition			
Utility coordination			
Develop and submit PS&E			
District approval of PS&E*			
Advertise for bids/bid letting/bid concurrence			
Project implementation/construction			

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

Financial Plan

Federal funds are obligated at one time

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

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

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 ⁶	Starting Federal Fiscal Year ⁷	Total Phase Cost	STP-S Funds Requested	Sponsor Share	Sponsor Share Percentage
PE / Planning / Environmental Studies	FY 2026	\$ 100,000	\$ 0	\$ 100,000	100.00%
Right-of-Way (ROW)	FY 2027	\$ 50,000	\$ 0	\$ 50,000	100.00%
Construction Engineering	FY 2029	\$ 100,000	\$ 80,000	\$ 20,000	20.00%
Construction / Implementation	FY 2029	\$ 1,000,000	\$ 800,000	\$ 200,000	20.00%
TOTAL PROJECT COST		\$ 1,250,000	\$ 880,000	\$ 370,000	29.60%
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		

Sponsor Requirements



Sponsor Requirements

Application fee

- Equals 0.5% 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 27, 2025 Board of Directors meeting if the project is not awarded

Matching funds

- At least 20% local match is required for each phase of
- Must certify that matching funds are available
- 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

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

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

Coordination between agencies (Letter must be submitted to EWG by **March 7, 2025**)

- 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, County, etc. must be made no later than **January 7, 2025**
- 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
- 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 7, 2025**

Sponsor Requirements

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 and if not, replace the 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
 - Required by law for local public agencies with more than 50 employees
 - NOT required to apply for federal funds
 - https://www.fhwa.dot.gov/civilrights/programs/ada/ada_sect504qa.cfm

Sponsor Requirements

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 the [Call for Projects webpage](#)
- This form is required to be included in application

ITS Architecture Consistency

- ITS Architecture Project Consistency Form available on the [Call for Projects webpage](#)
- Required only if project includes new ITS elements or modifies existing ITS



Sponsor Requirements

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

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.

Don't wait to start appraisals for right-of-way once given approval for acquisition

Sponsor Requirements

Environmental Coordination

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

Sponsor Requirements

- Project Delivery is responsibility of sponsor
- Consider regulatory and administrative challenges associated with federal funds - these requirements can add time, cost, and complexity to your project
- Only submit applications for projects you have the capacity to deliver
- Contact EWG early with any questions or concerns related to scheduling
- 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>

Application Resources

STP-S

Project Development Workbook

Scoring Criteria Guide

Application forms

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

Supplemental materials

Additional resources



CMAQ / CRP

Project Development Workbook

Application form

Supplemental materials

TAP

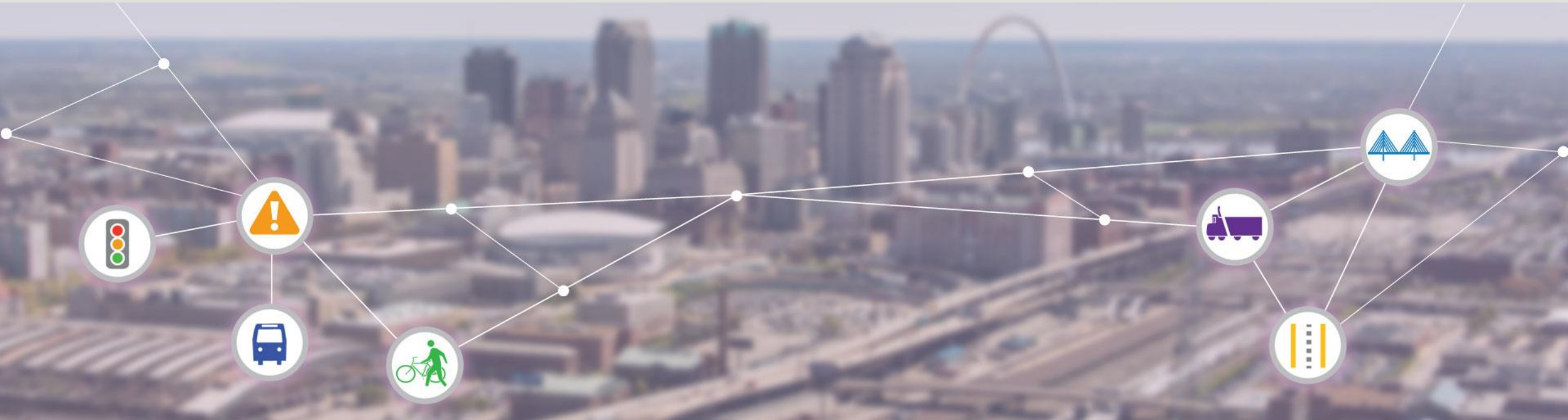
Project Development Workbook

Application forms

- Bicycle and Pedestrian Activities, Safe Routes to School (Non-infrastructure), Community Improvement (CIA) and Environmental Mitigation (EMA)

Supplemental materials

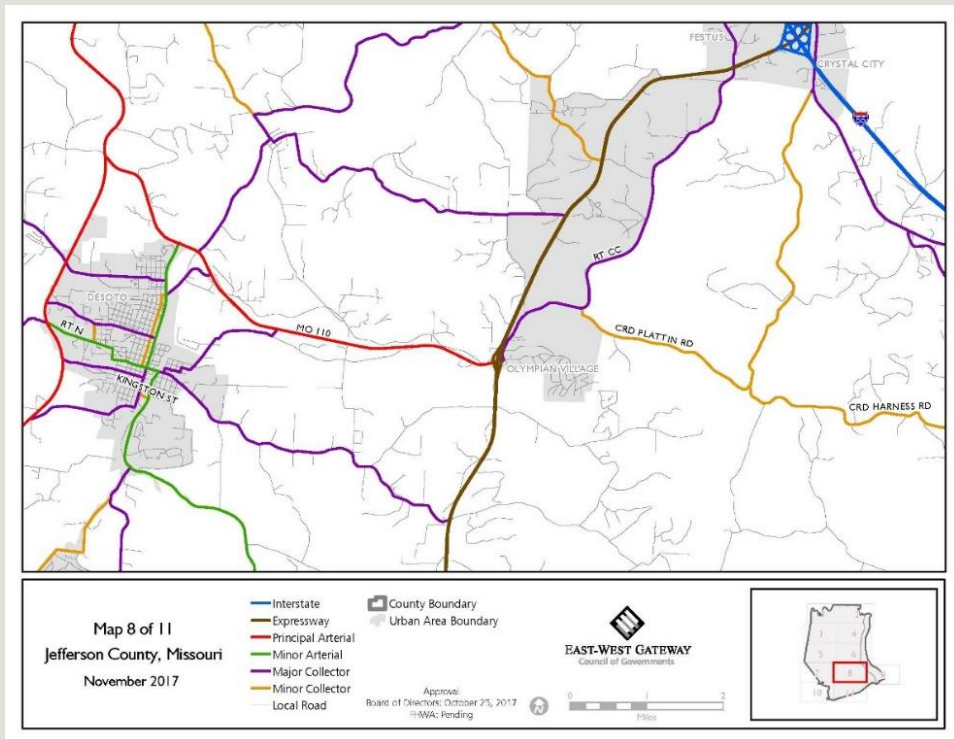
Surface Transportation Block Grant Program – Suballocated



Eligible Activities – STP-S

- 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

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

Functional classification maps available for each county

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

Functional classification revisions

- Accepted twice a year (May & November)
- STP-S applications accepted for functional classification applications in-process from November 2024
- Approval of STP-S application contingent on approval of requested functional class change of road

Functional Classification - Eligibility

Roadway eligibility for STP-S funding

- Interstate/expressway
- Principal arterial/minor arterial
- Major collector (rural or urban)
- Minor collector (urban)

Items eligible under STP-S regardless of functional classification:

- Rehabilitation or replacement of bridges
 - Replacement bridge if current bridge in poor condition
 - Minimal road work allowed on local road or rural minor collector to tie in new bridge with road on existing alignment – local funds must be used for other road work such as road relocation
- Bicycle and pedestrian facilities
- Highway and transit safety improvements
- Carpool projects
- Transportation infrastructure modifications to facilitate access into and out of a port terminal

Project Extents

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 7, 2025 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 (2018-2022 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://epd.wisc.edu/tic/wp-content/uploads/sites/3/2019/12/Asphalt-PASER_02_rev13.pdf
 Concrete Manual: https://epd.wisc.edu/tic/wp-content/uploads/sites/3/2019/12/Concrete-PASER_02_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 440' apart). If the project is greater than one mile in length, conduct at least eight evaluations at a uniform distance (e.g., a 1 1/2 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 pages), 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:			

2025
 ——— CONDITION EVALUATION FORM
 2023 CALL FOR PROJECTS

Safety Documentation – Crash Reports

- Updated evaluation based on the recently completed safety action plan *Gateway to Safer Roadways* (GTSR)
- Evaluation uses the high-injury networks (HINs) identified in GTSR
- Must include a countermeasure to receive points
- Provide UP TO FIVE crash reports (2018-2022) –OR–summary from police dept or state DOT
- Crash reports or summary must demonstrate the safety issues present in the project area and their relationship to countermeasures
- Redact personal information, but not crash detail in the narrative



Safety Documentation – Safety Calculator

- Located in Safety Supplement excel file
- Used for Safety application only; provides crash rates and benefit/cost ratio
- Crash data required from 2018-2022
- 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

11.04.24 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 total 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 2018-2022:		
Fatal (F)		fatal
Serious Injury (SI)		serious
Minor Injury (MI)		minor
Property Damage Only (PDO)		property
Total		
Project Type:		
Segment or Intersection		Selected from drop-down list
Project Length		Number of available segments in miles
Construction Start, Implementation, and Cost:		
Construction Start		Year
Maintenance Cost of Countermeasure		Annual dollars
CMF		One value only (DO NOT average multiple CMFs)
Years to Construction Phase		Years
Duration of Construction Phase		Years, minimum of one year
Total Project Cost		Dollars, include all phases of the project

Details: Filter Count Range per 100 million value

Crash Rate:

Fatality & Serious Injury Crash Rate:

Benefit/Cost Ratio:

Annual Benefit:

CMF:

PVC:

PVC Construction:

PVC Maintenance:

CMF:

Legend:
- Construction (red line)
- Maintenance (green line)
- Lifecycle (blue line)

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 7, 2025**

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/Ped 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 Used	
Before (i.e. 2022)	After (Year of project opening)

Copy and paste additional segments below (if necessary)

Segment 1	Route	Limit 1	Limit 2	Remarks
Required Input Data / Assumptions	Before	After		
ADT (veh/day), or 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	Remarks
Required Input Data / Assumptions	Before	After		
ADT (veh/day), or 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	Remarks
Required Input Data / Assumptions	Before	After		
ADT (veh/day), or 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				

TRAFFIC FLOW - INTERSECTION

Road: _____
 Intersecting Road: _____

PROJECT TYPE: _____ Mark (X) next to improvement

1 = LEFT TURN LANES
 2 = RIGHT TURN LANES
 3 = AUXILIARY LANES

Describe Bike/Ped Elements: _____
 Sponsoring Agency: _____
 Project Title: _____

For intersection projects, vehicle mix assumed to be constant.
 Note: if project impacts more than one intersection, contact EWG staff for assistance.


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

Required Input Data / Assumptions	Before	After	Remarks
Average Vehicle Delay (sec/veh)			
Daily Intersection Volume (veh) or Peak Hour Volume (veh)			
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



Your Name:	Your Agency:
Your phone #:	Your e-mail:
Your Project Name:	
Related Project Name in the Regional ITS Architecture: <i>(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.)</i>	
Brief Project Description:	
Project TIP Code:	

Mark the Current Project Status:

<input type="checkbox"/>	In Planning
<input type="checkbox"/>	In Design
<input type="checkbox"/>	In Development or Procurement
<input type="checkbox"/>	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

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
- 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

-  **Road Preservation:** road resurfacing, slab replacement, diamond grind, or reconstruction
-  **Bridge Preservation:** bridge rehabilitation or replacement (deficient bridges can be found under additional resources on the 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:**
 - Transit Asset Management & System Upgrades: revenue replacement vehicles, improvements to transit facilities, maintenance facility for revenue vehicles
 - 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

Performance

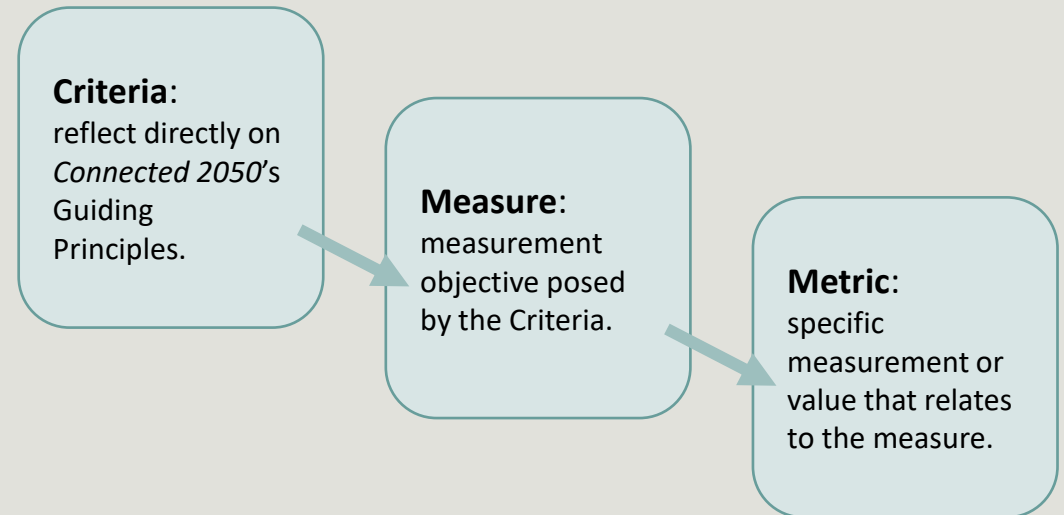
- Each project type has criteria and metrics that are used to assign performance points
- Certain criteria do not apply to all project types
- Up to 100 points assigned

Usage

- Person Miles Traveled
- Up to 5 points assigned

Cost

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



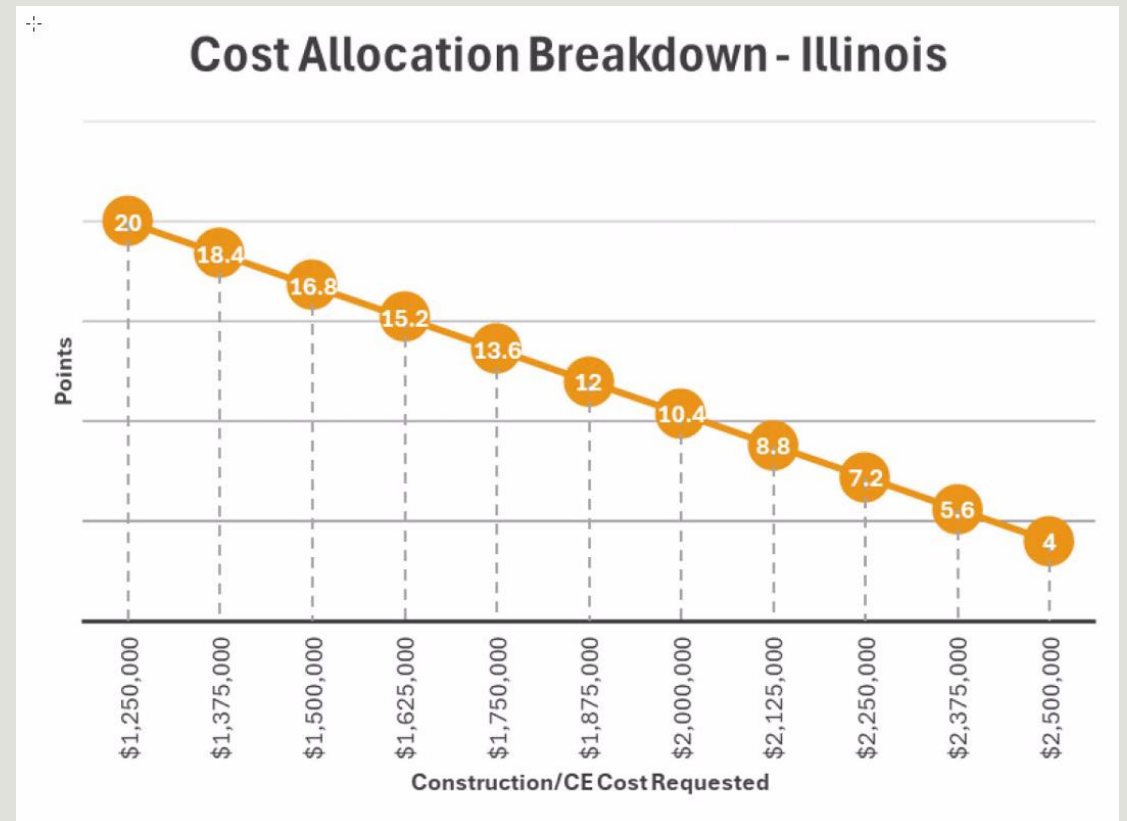
Guiding Principles	STP-S Project Type											
	Road Preservation		Bridge Preservation		Traffic Flow	Safety	Active Trans	Transit			Freight / Economic Development	
	Within Community	Outside Community	Within Community	Outside Community				Asset Management & System Upgrades	Expansion - Adding Capacity	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
Total Performance Points	100	100	100	100	100	100	100	100	100	100	100	100
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
Total Points Available	125	125	125	125	125	125	125	125	125	125	125	125

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 – 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 = \$12,500,000
- Points assigned based on percentage requested

Adjusted Construction Cost Ranges (Illinois)	Point Range
Project requests \$1,250,000 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



Geographic Scale

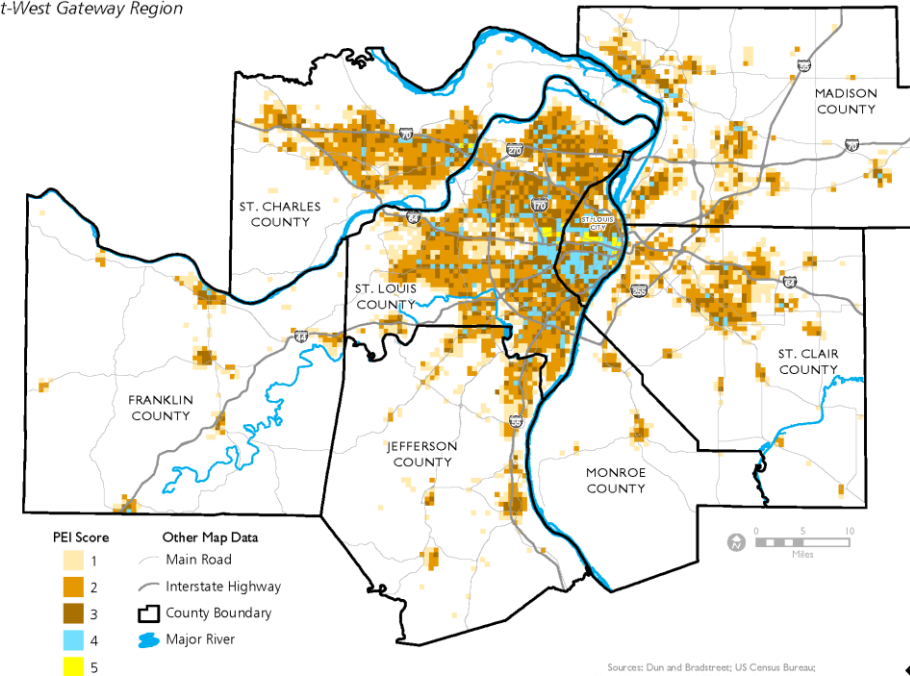


Road and Bridge Preservation projects

- 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

EAST-WEST GATEWAY
Council of Governments
November 2023

Geographic Scale



PEI Designation

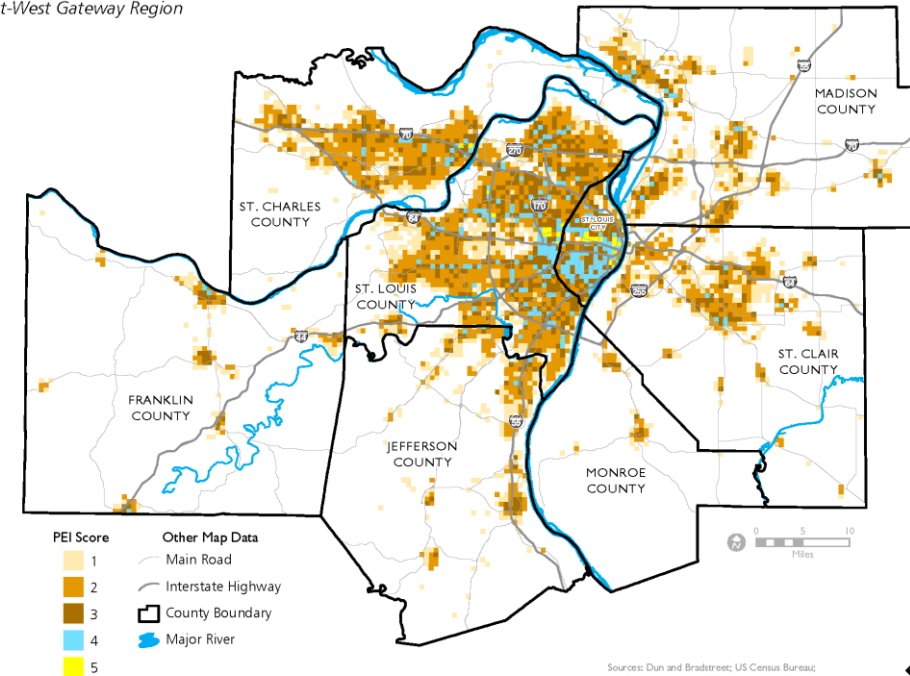
- Sponsor may request PEI designation by submitting PEI Determination Request Form
- Form must be submitted by January 17
- EWG will respond within one week

PEI Change

- Sponsor may submit PEI Change Request Form
- Justification must be provided
- Form must be submitted by January 24
- 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

EAST-WEST GATEWAY
Council of Governments
November 2023

STP-S Programming Policy

Each county (as a geographic area) should have at least one project.

A municipality can only receive one project per funding round.

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



Program Goals

Congestion Mitigation and Air Quality Improvement Program (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

Carbon Reduction Program (CRP)

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

Eligible Activities – CMAQ

- 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

- 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

- 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

Private funds supplement 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 benefit the general public
through emission reductions

Private sector involvement examples include

- Freight
- Diesel retrofits



Eligible Activities – CRP

- Traffic flow improvements eligible under CMAQ
- Freight/intermodal
- Transit improvements
- Port facility electrification
- Diesel engine retrofits
- Replace streetlights/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

- Located at beginning of CMAQ application
- Application and supplemental information must be submitted in order listed
- Required forms
 - Estimate of Project Costs
 - CMAQ data 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

CMAQ Data

Download CMAQ data 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 7, 2025** 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

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 7, 2025**

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 9, 2023 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.

	Route	Limit 1	Limit 2
Segment 1			
Required Input Data / Assumptions	Before	After	Remarks
ADT (veh/day), or			
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)

	Route	Limit 1	Limit 2
Segment 2			
Required Input Data / Assumptions	Before	After	Remarks
ADT (veh/day), or			
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

	Route	Limit 1	Limit 2
Segment 3			
Required Input Data / Assumptions	Before	After	Remarks
ADT (veh/day), or			
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)

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



Your Name:	Your Agency:
Your phone #:	Your e-mail:
Your Project Name:	
Related Project Name in the Regional ITS Architecture: <i>(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.)</i>	
Brief Project Description:	
Project TIP Code:	

Mark the Current Project Status:

<input type="checkbox"/>	In Planning
<input type="checkbox"/>	In Design
<input type="checkbox"/>	In Development or Procurement
<input type="checkbox"/>	Deployed

St. Louis Regional ITS Architecture Project Consistency Statement 2

Post-Construction Reporting

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
 - Number of bicyclists/pedestrians using facility

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

Evaluation

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 and scoring evaluation method to select CRP projects

Transportation Alternatives Program



Program requirements – TAP

- Projects must demonstrate a direct relationship to surface transportation
- Funding has no restriction on use based on roadway functional classification
- Projects must be in one of the eligible activity categories
 - Bicycle and Pedestrian Activities (including Safe Routes to School Infrastructure)
 - Safe Routes to School (Non-infrastructure)
 - Community Improvement (CIA)
 - Environmental Mitigation (EMA)
- Bicycle/pedestrian projects must have logical termini
- Federal funding limit per project is \$700,000
 - Sponsors can submit more than one project application but will need to prioritize them

Bicycle & Pedestrian Activities

- Sidewalks
- Shared-use paths
- Bicycle infrastructure
 - On-road facilities
 - Off-road facilities
- Secure bicycling parking facilities
- Bicycle and pedestrian bridges and underpasses
- New or reconstructed facilities
- Safe routes for non-drivers
 - Target audience: children, seniors, individuals with disabilities
 - Project examples: Safe Routes to School (SRTS) infrastructure, transit shelters, crossing improvements, bike/ped signals, traffic calming, and ped lighting
- Conversion of abandoned railroad corridors
 - Planning, design, and construction of multi-use trails along right-of-way



Community Improvement Activities

- Scenic turnouts and overlooks
- Outdoor Advertisement Management
 - Billboard inventories and removal of illegal/non-conforming billboards
- Preservation and/or rehabilitation of historic transportation facilities:
 - Restoration and reuse of historic buildings for transportation related purposes
 - Access improvements to historic sites and buildings
 - Restoration of railroad depots, bus stations, rail trestles, tunnels, bridges, and canals
- Vegetation management
 - Clearing low-hanging branches or other vegetation encroaching on a travel corridor
 - Landscaping to improve sightlines or other safety considerations
 - Planting grasses or wildflowers to manage erosion along transportation corridors
- Archeological activities
 - Research, preservation planning, and interpretation
 - Developing interpretive signs, exhibits, and guides
 - Inventories and surveys



Environmental Mitigation Activities

- Stormwater mitigation
 - Detention and sediment basins
 - Stream channel stabilization
 - Storm drain stenciling and river clean-ups
 - Water pollution studies
- Wildlife management
 - Wetlands acquisition and restoration
 - Wildlife underpasses or overpasses which may include bridge extensions to provide or improve wildlife passage and wildlife habitat connectivity
 - Monitoring and data collection on habitat fragmentation and vehicle-caused wildlife mortality



Ineligible Activities - TAP

- Bicycle and pedestrian safety and education activities (except activities targeting children K-12)
- Acquisition of scenic easements and scenic or historic sites (including visitor areas)
- Landscaping, scenic enhancements, or decorations as independent projects
- Historic preservation as an independent activity unrelated to historic transportation facilities
- Operating of historic buildings, structures, or facilities
- Archaeological planning and research undertaken for proactive planning
- Transportation museums
- General recreation projects and park facilities
- Roadway resurfacing or reconstruction
- Routine maintenance and operations
- Non-pedestrian scale lighting
- ADA Transition Plans



Project Checklist

- Different checklist for each application type – requirements vary
 - Signed certifications
 - Project location map
 - Estimate of Project Costs excel file
 - Typical section
- Optional, but ***strongly recommended***
 - letters of support
 - documentation of public involvement process
 - photographs of existing conditions
 - preliminary plan sketches
 - bicycle/pedestrian crash reports

Scoring Criteria – Bicycle and Pedestrian Facilities

Criteria	Points
Local Match	3
Equity Emphasis Area	5
Planning	5
Multi-Jurisdictional	2
Land Use – PEI	8
Schools	5
Community Resources	5
Tourism, Cultural, Environmental Resources	3
System Connectivity	25
Safety	10
Pedestrian-scale Lighting	2
Barrier Elimination	2
Facility Measure	20
Facility Buffer	3
Environmental Quality	2
Total	100

Scoring Criteria – Safe Routes to School (SRTS) Non-Infrastructure

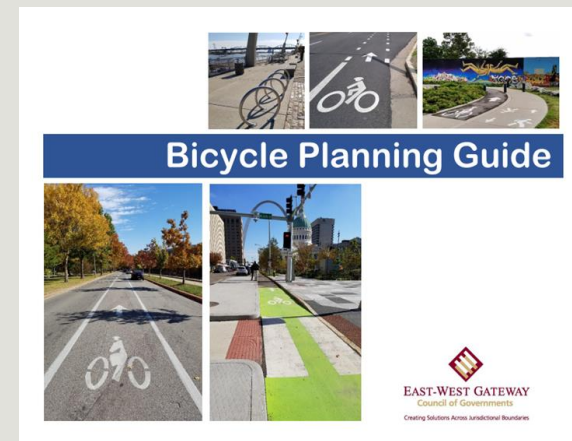
Criteria	Points
Budget	2
Serving Economically Disadvantaged Populations	3
Students Served	6
Planning	10
Project Partners	15
Existing Conditions & Problem Identification	10
Action Plan	15
Project Benefits	20
Multi-Modal	2
Evaluation	7
Commitment	10
Total	100

Scoring Criteria – Community Improvement and Environmental Mitigation

Criteria	Points
Significance/Need	25
Resource/Facility	15
Safety/Mitigation	15
Quantity	10
Planning	10
Other Benefits/Innovation	10
Public Exposure	10
Local Match	3
Budget	2
Total	100

Bicycle & Pedestrian Resources

- Resources available on our website:
www.ewgateway.org/transportation-planning/bicycle-pedestrian/
- East-West Gateway Bicycle Planning Guide
 - Released by EWG in June 2018
 - Aggregates information and best practices from FHWA, AASHTO, NACTO, etc.
 - Context-sensitivity and design flexibility
 - Level of stress – high comfort facilities
 - Network connectivity and alleviating barriers
 - Defining different types of bicycle facilities
 - https://www.ewgateway.org/wp-content/uploads/2018/07/BicyclePlanningGuide_June2018.pdf
- Safe Transportation for Every Pedestrian
 - Addresses safety countermeasures, intersections and safe crossings, street design for traffic calming, connections to transit and destinations, and road diets.
 - Link: <http://www.ewgateway.org/transportation-planning/bicycle-pedestrian/>
 - Video: https://www.youtube.com/watch?v=3sOBEba8_Oo



Project Application – General Tips

Don't assume evaluators know project, but be concise in project description

Applications must be specific. Vague wording like “may consider” or “as needed” will not receive points

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

Project scheduling needs to be realistic

- Sample schedule in the Project Development Workbook – provides typical timeframes and which activities can be scheduled concurrently
- Each project will be unique and have its own scheduling needs
- 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

Include contingencies and inflation in cost estimate – things will change by FY 2029

- Federal funds for project are fixed



Application Submittal Requirements

Final application deadline: **Friday, February 7, 2025 by 4:00 PM**

- Use 2025 application and supplemental materials
- Electronic copy – DO NOT MAIL APPLICATION
 - Must combine all attachments into one adobe acrobat file (.pdf)
 - Signature pages may be scanned
 - One application submittal per email
 - Alternative means (i.e. dropbox) allowed for delivery, but sponsor must coordinate before deadline
 - Submit applications via email to: stps@ewgateway.org or cmaq@ewgateway.org or TAP@ewgateway.org
- Application fee – YOU MAY MAIL THE APPLICATION FEE
 - Mail check
 - Must be postmarked by **February 7, 2025**
 - Electronic funds transfer
 - Must be received by **February 14, 2025**
 - Refer to Project Development Workbook for directions

Project Review Meetings

EWG staff will offer feedback on potential project application

- Virtual meetings are optional
- January 9, 10, 16, 17
- Select a 30-minute time slot between 9:00 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

Final Reminders

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?

Alex Hartig, Transportation Planner – TIP

Melissa Theiss, TIP Coordinator

East-West Gateway Council of Governments

One Memorial Drive, Suite 1600

St. Louis, MO 63102-2451

Phone: 314-421-4220

E-mail: stps@ewgateway.org or cmaq@ewgateway.org or TAP@ewgateway.org

