

Frequently Asked Questions – 2025 Call for Projects

General Information

Where can I find information on the Call for Projects?

All information related to the call for projects, including application forms, program workbooks, and supplemental materials can be found on the [Call for Projects page](#) on the East-West Gateway website.

How do I submit my application?

Combine the completed application, scanned signature pages, and necessary attachments into a single PDF file. Submit via email to the applicable program email account listed below. Submit one application per email. Applications must be received by **4:00 pm on February 7, 2025**. Mailed applications will not be reviewed.

STP-S and BRO/BFP applications: stps@ewgateway.org

CMAQ and CRP applications: cmaq@ewgateway.org

TAP applications: tap@ewgateway.org

How do I pay the application fee?

Submit the application fee payment form with the application fee. Fees can be paid electronically or by check. Contact Staci Alvarez at staci.alvarez@ewgateway.org for electronic funds transfer set-up instructions. Checks should be mailed to the address below and postmarked by **February 7, 2025**.

East-West Gateway Council of Governments
Attn: Transportation Planning Department
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

Can federal funds be used for local match?

No. Federal funds are generally not allowed to be used for local match, with the exception of funds from Federal Land Management Agencies (such as the Forest Service or National Park Service) or HUD Community Development Block Grants. In all cases, confirm with MoDOT or IDOT prior to using any federal funds as local match.

May bond funds be used as local match?

Yes, bond funding can be used as local match.

If the project includes sidewalk slab replacements, does that trigger Americans with Disabilities Act (ADA) compliance on the entire sidewalk within the project limits?

Make sure to draft the scope of work so that it specifies what will be constructed. All new sidewalk must be ADA compliant. If the scope includes repairs to sections of sidewalk along the limits then ADA mandates that all the sidewalk be made ADA compliant. Please be aware that this may make your project costs increase due to potential right-of-way acquisition.

Are ADA transition plans required to apply for funding?

No. The ADA requires public agencies with 50 or more employees to have an ADA transition plan in place, but EWG does not require a transition plan to apply for funds.

Where can I find out more information about ADA requirements?

FHWA provides a Question and Answer on the Americans with Disabilities Act (ADA) at the following link: https://www.fhwa.dot.gov/civilrights/programs/ada/ada_sect504qa.cfm.

When is funding available?

Funding is available for federal fiscal years 2026-2029. The table below summarizes the funding availability by state, program, fiscal year, and phase of work. Please refer to the application workbook for further detail.

	Missouri			Illinois		
	STP-S	CMAQ/CRP	TAP	STP-S	CMAQ/CRP	TAP
FY 2026	PE ROW	PE ROW	PE ROW		PE ROW	PE ROW
FY 2027	ROW	ROW CONST/CE	ROW		ROW CONST/CE	ROW
FY 2028		CONST/CE	CONST/CE		CONST/CE	CONST/CE
FY 2029	CONST/CE		CONST/CE	CONST/CE		CONST/CE

What is MoDOT LPA Basic Training?

Missouri project sponsors are required to have an agency staff member who is certified under MoDOT's LPA Basic Training program as a Person of Responsible Charge. Certifications are valid for two years. Training and a current roster of those certified as a Person of Responsible Charge can be accessed at the following link: <https://www.modot.org/training-opportunities>.

Who do I send a request for a letter of coordination if my project is on a transit route?

A letter of support is only required if there is an impact to transit. For example, if bus stop improvements are part of a project scope. Requests should be sent to those listed below:

- **Bi-State Development/Metro:** Jessica Gershman–Assistant Executive Director for Planning & System Development and Bryan Rogers–Director of Long-Range Planning
- **Madison County Transit District:** Phil Roggio–Director of Planning & Capital Projects
- **St. Clair County Transit District:** Tony Erwin–Director of Facilities & Maintenance

My project is on a State-owned route. The DOT is unable to process letter of support in time for the application deadline. I turned in the request before the January deadline in the workbook. What do I do?

For the 2025 application round, the request for a letter of support must be submitted to the DOT or transit agency by January 7, 2025. EWG will accept the letter of support from the DOT or transit agency until March 7, 2025.

If we are unsure of whether our project will impact another agency's facilities, should we provide a letter of support from them?

Coordinate with the other agency to determine what the scope of your project may be and what impacts to their system may be caused by your project. If there is no impact, then no letter of support is necessary.

If a sponsor applies for different projects through different funding programs does that impact their chances of being awarded a project?

No. STP-S, CMAQ, CRP, and TAP are all separate funding programs, so applications are scored against other applications within those same programs. Sponsors can receive funding for different STP-S, CMAQ, CRP, and TAP projects in the same year, as long as they are different projects.

Surface Transportation Block Grant Program (STP-S) and Off-System Bridge Program/Bridge Formula Program (BRO/BFP)

How is "within community" or "outside community" determined?

The Population & Employment Index (PEI) tells us basic information about the local context of a project. PEI designation is only used for road and bridge projects to determine whether a project is "within community" or "outside community." Road and bridge project types will receive a weighted average of the PEI cells it falls within.

What information should be provided on the PEI Change Request Form to justify a change in the PEI designation?

Sponsors can request the PEI designation for a project until January 17, 2025. Staff will respond within five business days with the project scale. If you submit a designation request and disagree with the designation determined by the Index, you can submit a PEI Change Request Form. On the form, identify issues that may impact walking and biking along the project limits that may not have been accounted for in the population and employment density data for the area. For example, if there are future developments planned nearby, geographical barriers, connections to existing facilities, a large attractor, or a nearby transit facility. These could impact the volume of pedestrians and bicyclists utilizing a facility. The change request is due by January 24, 2025. Staff will respond within five business days. If a 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, but must include the form (including EWG's approval) in the current application.

The application asks for anticipated regular maintenance costs over the next 25 years. Should these be based on the cost to maintain the existing condition of the road if the project were not funded or future conditions after construction has been completed?

Maintenance costs should be based on future conditions of the roadway after construction has been completed. Project sponsors should be considering maintenance costs early in the process and ensure they will be able to maintain any facilities constructed with federal funds.

How will points will be assigned for cost?

Points are awarded on a sliding scale based on the funds requested. Below is a table showing the continuous scale for STP-S projects in Missouri and Illinois. Please refer to the application workbook for further detail.

Illinois	
Adjusted Construction Cost Range*	Point Range
\$1,250,000 or less $\leq x \leq 20\%$	$20 \geq x \geq 4$
$x > 20\%$	0
<i>*The adjusted construction/CE funds available = IDOT STP-S funding mark/0.8</i>	
Missouri	
Federal Project Cost Range	Point Range
\$1,350,000 or less $\leq x < 5\%$	$20 \geq x > 10$
$5\% \leq x < 10\%$	$10 \geq x > 5$
$10\% \leq x \leq 15\%$	$5 \geq x \geq 2.8$
$x > 15\%$	0

Is it necessary to submit the crash reports for all projects?

Project sponsors must include up to five crash reports or a summary from the police department or respective state department of transportation that clearly shows the type of crashes that are occurring within the project limits (between 2018-2022 only). Please redact sensitive and personal information (names, addresses) from crash reports. If no safety countermeasure is proposed, crash reports do not need to be included with the application.

What is considered a safety countermeasure?

Please refer to Appendix C: Safety Countermeasures in the STP-S Scoring Criteria Guide for an updated list of proven safety countermeasures. FHWA provides more detail on countermeasures on their Proven Safety Countermeasure website (<https://highways.dot.gov/safety/proven-safety-countermeasures>). Project sponsors can also find safety countermeasures via FHWA’s Crash Modification Factors Clearinghouse (<http://www.cmfclearinghouse.org/>).

For the lifespan of a countermeasure on the Safety Supplement, do we have to use the service life given in the Project Development Workbook?

The IDOT Safety and Engineering Policy Memorandum (source of the lifespans in the Safety Calculator excel file) is an excellent resource for the lifespan of different facility types, which both Illinois and Missouri sponsors should use to determine the lifespan of the countermeasure. However, if you have a different internal policy, or a different resource which you utilize to determine facility lifespan, you are free to use that. If you choose not to use the IDOT guide, please note the resource you use and either provide a copy of it or a link to it on the safety application.

The Safety Application asks for the maintenance costs for one year. Is this an average over the facility's lifetime?

The safety application asks for the costs associated only with the maintenance of the countermeasure over one year. This should be the average yearly maintenance cost of the countermeasure over the course of its lifetime. Estimate the total cost of maintaining the countermeasure over its lifetime, then divide that by the number of years of the countermeasure's lifetime to get the average annual maintenance cost.

My local agency uses a pavement rating system other than PASER. Can we use that for our application instead?

No. For consistency in reviewing project applications, all road conditions should be reported in terms of Pavement Surface Evaluation and Rating (PASER) ratings. Sponsors should report the PASER rating at a uniform distance every 1/8 mile along the roadway for projects between 3/8 mile and one mile using the Road Condition Evaluation Form provided on the STP-S Call for Projects webpage. If the project less than 3/8 mile long, a minimum of three evaluations at a uniform distance is required. If the project is greater than one mile, a minimum of eight evaluations at a uniform distance is required. Use the most current Road Condition Evaluation Form on the website. Manuals detailing the PASER evaluation process are available at the links below:

Asphalt: https://epd.wisc.edu/tic/wp-content/uploads/sites/3/2019/12/Asphalt-PASER_02_rev13.pdf

Concrete: https://epd.wisc.edu/tic/wp-content/uploads/sites/3/2019/12/Concrete-PASER_02_rep15.pdf

Is there a funding request limit for STP-S projects?

For STP-S, a project in Illinois can request up to 20% of the adjusted construction funds available, while in Missouri, a project can request up to 15% of the total federal funds available. For the 2025 STP-S Call for Projects, the Illinois limit is \$2,500,000 construction/CE cost and the Missouri limit is \$6,750,000 federal.

Can I construct a two way turn lane as part of a resurfacing project using the road application?

Yes, however, two way turn lanes may score better as part of a safety or traffic flow application.

Regarding the new bridge STP-S safety criteria, is there consideration of the quality and/or capacity of detour route versus only considering the length of detour?

The detour does not have to be necessarily the shortest route. The sponsor should determine the best detour based on streets that provide comparable level of service.

For safety and crossing improvements in STP-S Road applications, the scoring guide mentions high and low volume/speed roadways, but doesn't define the MPH or AADT ranges for those. How does EWG define high and low volume/speed roadways?

Speed limits and traffic volumes are taken into consideration when evaluating safety and crossing improvements, but there is not a concrete limit as these are not the only factors considered. Other factors such as roadway configuration, number of lanes, context (commercial/residential, rural/urban, etc.), and functional classification all impact what safety and crossing improvements are warranted. That said, the threshold between low and high

speed/volume is typically around 6,000-9,000 ADT and 30-35 MPH. For example, on a four-lane roadway with an AADT exceeding 9,000 at 40 mph, a marked midblock high visibility crosswalk alone is insufficient and should only occur in conjunction with other substantial safety and crossing improvements. This type of crossing could receive points on an appropriately low volume/speed road, but not on a high volume/speed road.

The [STEP Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#) can help determine what countermeasures are appropriate depending on various roadway characteristics.

What is BRO/BFP?

BRO is the Off-system Bridge Program and BFP is the Bridge Formula Program (off-system set-aside). These programs are for Missouri projects only. BRO/BFP funds may be used on eligible bridges on local roads or rural minor collectors. Applicants will use the STP-S Bridge application. Funding of BRO/BFP projects will be determined based on the scoring using the STP-S criteria. More information is available in Appendix B of the STP-S Project Development Workbook.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Carbon Reduction Program (CRP)

Can CMAQ funds be used to purchase police vehicles, or for municipal vehicles like garbage trucks or maintenance vehicles?

No. While the CMAQ program supports the purchase of alternative fuel vehicles and infrastructure, highway funds including CMAQ cannot be used to fund general government operations, including the acquisition of vehicles that perform such general functions, e.g., police and firefighting.

What is the difference between submitting a project as STP-S traffic flow vs. CMAQ?

While the types of projects will likely be similar, the particular nature of the project may lead a sponsor to submit in one program rather than the other. For instance, while the focus of the CMAQ program is on reduced emissions, the focus of STP-S traffic flow is on system reliability/reduced delays, with emissions still accounted for, but given a smaller share of points. Additionally, a greater range of factors are taken into account with STP-S traffic flow, allowing a project to receive points for non-traffic flow aspects included in their project, such as improved safety, multimodal improvements, or freight significance. Any new roads or added through-lanes are ineligible for CMAQ funds, but eligible for STP-S.

Is there a funding request limit for CMAQ/CRP projects?

No, there is not a limit on the amount of CMAQ/CRP funds requested by an individual project.

There is a large development that will open before the CMAQ project. Can I use the expected volumes for the data inputs for the after?

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 volumes based on the anticipated development.

What is the Carbon Reduction Program and why is it in the CMAQ workbook?

The Carbon Reduction Program (CRP) is a newer funding program that was included in the Infrastructure Investment and Jobs Act. CRP projects share many of the same eligibilities as CMAQ. There is no need to fill out a separate application for CRP. CRP projects will be selected based on the CMAQ evaluation. More information on CRP including available funding is in Appendix B of the CMAQ Project Development Workbook.

Transportation Alternatives Program (TAP)

Is there a funding request limit for TAP projects?

For Illinois projects, the maximum federal request is \$700,000 for a single project. For Missouri projects, the maximum federal request is \$2.5 million. Missouri sponsors can submit more than one TAP project application but are required to prioritize these projects as part of their application.

I want to submit a Community Improvement or Environmental Mitigation Activity application. Do I have to fill out the entire application?

No. Only fill out the section of the application related to the specific activity type you are proposing. These are listed on page 8 of the application with references to which pages should be completed.

What is “average daily use” mean on the Bicycle and Pedestrian Facilities application?

Average daily use refers to the usage of the facility by bicyclists and pedestrians. If you have counts for an existing facility, please provide those. If the facility is new, you may leave this question blank.

How are points for local match awarded?

These points are based on the federal match percentage for each phase of work requesting federal funds, not total project cost. Do not use different rates for each phase. If you do, then the percentage will be an average. Examples are shown in the table below. Please note that these points do not apply to Safe Routes to School Non-Infrastructure projects.

Local Match Points: 0				Local Match Points: 3			
Phase	Federal Request	Local Match	Federal %	Phase	Federal Request	Local Match	Federal %
PE	\$160,000	\$40,000	80%	PE	\$0	\$200,000	0%
ROW	\$80,000	\$20,000	80%	ROW	\$0	\$100,000	0%
Construction/CE	\$800,000	\$200,000	80%	Construction/CE	\$500,000	\$500,000	50%

Local Match Points: 0				Local Match Points: 1			
Phase	Federal Request	Local Match	Federal %	Phase	Federal Request	Local Match	Federal %
PE	\$0	\$200,000	0%	PE	\$0	\$200,000	0%
ROW	\$0	\$100,000	0%	ROW	\$75,000	\$25,000	75%
Construction/CE	\$800,000	\$200,000	80%	Construction/CE	\$750,000	\$250,000	75%

Contact Us

If you have further questions not answered in this document, please refer to the application workbooks on the [Call for Projects webpage](#) or reach out at one of the emails listed below.

STP-S and BRO/BFP questions: stps@ewgateway.org

CMAQ and CRP questions: cmaq@ewgateway.org

TAP questions: tap@ewgateway.org