

Q - Why is money spent on sidewalks and bike trails when we need new and improved roads?

A - The United States Department of Transportation (DOT) policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide—including health, safety, environmental, transportation, and quality of life—transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

Improving conditions and safety for bicycling and walking creates an integrated, intermodal transportation system that provides travelers with a real choice of transportation modes. New and improved transportation facilities should be planned, designed, and constructed with this in mind. Bicyclists and pedestrians have the same origins and destinations as other transportation system users, and it is important for them to have safe and convenient access to airports, ports, ferry services, transit terminals, and other intermodal facilities as well as access to jobs, education, health care, and other essential services.

Q- What is the Air Quality Conformity Determination and Documentation?

A - The St. Louis region is considered to be in marginal non-attainment under the eight-hour ozone standard and non-attainment of the fine particle (PM 2.5) standard. The Air Quality Conformity Determination and Documentation ensures that the projects and activities proposed in the TIP and Long Range Plan conform to the air quality State Implementation Plans, which set out benchmarks against which progress is measured in meeting national goals for cleaner and healthier air. More information regarding conformity can be found in the Air Quality Conformity Determination and Documentation

Q - What are CMAQ funds?

A - CMAQ is an acronym for the Congestion Mitigation and Air Quality Improvement Program authorized under the FAST Act. CMAQ funds are available only to metropolitan areas that are not in compliance with one or more of the air quality standards established by the U.S. EPA. By law, CMAQ funds must be spent on projects that can demonstrate a reduction in vehicle emissions. This includes traffic flow improvements, transit projects (transit vehicle acquisitions and construction of new facilities or improvements to facilities that increase transit capacity), and rideshare programs. CMAQ funds may not be used to construct additional capacity for vehicles such as new roads, additional through lanes. The FAST Act mandates that a state with PM_{2.5} nonattainment or maintenance areas must give priority to using funds (at least 25 percent) for projects proven to reduce PM_{2.5} emissions

Q - What is a high priority project?

A - A high priority project (HPP) is a project that a member of Congress has determined to be of local, regional, or national significance and as a result funding has been identified and authorized specifically in the transportation law or in an appropriations bill. High priority projects, also known as earmarks, are shown in the TIP with the funding category HPP. Funds allocated for a high priority project must be spent on the facility and the purpose designated in the transportation law. The FAST Act did not contain HPP projects, however, some projects in the TIP were designated in previous transportation laws and are included in the TIP until the project is implemented or the HPP funds are rescinded.

EWG fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities.

For more information, or to obtain a Title VI Nondiscrimination Complaint Form, see www.ewgateway.org/titlevi or call (314) 421-4220 or (618) 274-2750.

www.ewgateway.org

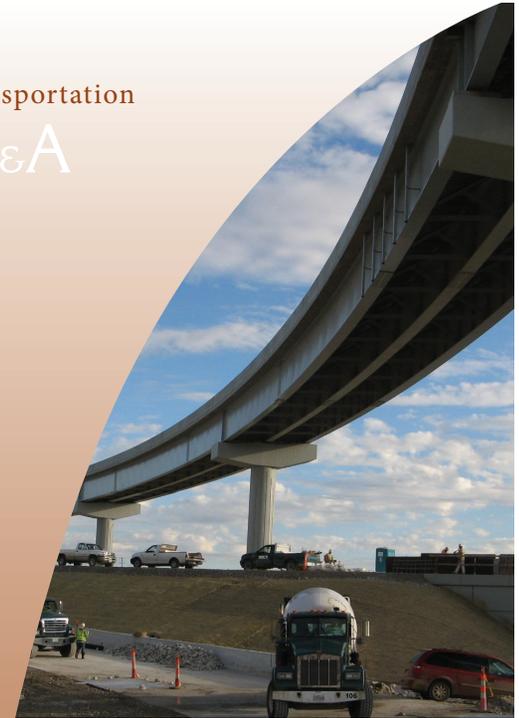
East-West Gateway Council of Governments
One Memorial Dr., Suite 1600
St. Louis, MO 63102

314-421-4220 • 618-274-2750 • Fax 314-231-6120

06-2016

Transportation

Q&A



Frequently Asked Questions about the Transportation Improvement Program



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Q - What is the TIP?

A - TIP stands for Transportation Improvement Program. By law, each U.S. metropolitan area must produce a TIP that provides a listing of transportation projects using federal funds that are proposed to be implemented within the area over a four-year period. The TIP must be fiscally constrained (i.e. provide realistic budgets and schedules by which sponsors will fund transportation projects) and not just a “wish list” of projects. The TIP is the short-range component of the area’s long-range transportation plan.

Q - Does the TIP include all transportation projects in the St. Louis area?

A – The TIP includes all transportation projects that are proposed to be implemented in the next four years that have received or will receive federal funding. These are listed in Appendix B of the TIP document. Projects must be included in the TIP in order to receive federal funds. Also, the TIP includes state and locally funded projects that are proposed to be implemented in the next four years and could have a significant effect on traffic flow and thus must be included in the air quality model for the area. The TIP does not include projects on local roads and streets that are entirely locally funded and have no significant impact on traffic flow (i.e. resurfacing, turn lanes, bridge replacements).

Q - What is the difference between new and reprogrammed projects?

A - New projects refer to projects that are new to this year’s TIP. Reprogrammed projects include projects that appeared previously in the TIP and have yet to move to the implementation stage. A reprogrammed project represents the continued commitment of a sponsor to implement its project.

Q - What is the role of East-West Gateway Council of Governments in transportation projects?

A - East-West Gateway Council of Governments (EWG) is the designated metropolitan planning organization (MPO) for the St. Louis area. EWG coordinates planning for significant new transportation facilities and is the clearinghouse

for federal transportation funds. EWG’s transportation planning staff develops the long-range transportation plan, the TIP, and the air quality conformity document for the St. Louis area. Staff also provides travel demand modeling and air quality modeling expertise.

Q - How is East-West Gateway different from IDOT or MoDOT or Metro?

A - State departments of transportation, IDOT and MoDOT, are responsible for maintaining the interstate highway system and the national highway system in their respective states. IDOT and MoDOT also develop and maintain the state-owned system of roads and bridges. Metro is the transit service provider for the St. Louis area. EWG works with IDOT, MoDOT, and Metro to incorporate their programs and projects into long-range transportation plan and the TIP.

Q - What does FY refer to?

A - FY stands for fiscal year. Government entities and other organizations use the fiscal year concept for accounting purposes, and a fiscal year may or may not coincide with the calendar year. The projects in the TIP are based on the federal fiscal year, which begins on October 1 of the year preceding the beginning of the calendar year and ends the following September 30. For example, FY 2018 begins on October 1, 2017 and ends on September 30, 2018.

Q - What is the FAST Act?

A – The Fixing America’s Surface Transportation Act (FAST) Act, Public Law 114-94, funds surface transportation programs—including, but not limited to, Federal-aid highways—at over \$305 billion for fiscal years (FY) 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. It provides the framework for Federal Highway Administration and Federal Transit Administration regulations and policies that guide how federal agencies, states, transit agencies, local jurisdictions, and other local sponsoring organizations fund and implement transportation projects.

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21.

The FAST Act is a milestone for the U.S. economy and the Nation’s surface transportation program. By transforming the policy and programmatic framework for investments to guide the system’s growth and development, it creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

Q - How are federal-aid transportation projects funded in the TIP?

Federal-aid transportation projects are funded through the Highway Trust Fund. The Highway Trust Fund was established by the Highway Revenue Act of 1956. This act created America’s Interstate Highway System. The current federal tax rate on gasoline has stood at 18.4 cents/gallon since 1993. Typically, the federal government will contribute 80 percent toward a project with the sponsoring agency contributing the remaining 20 percent. The 20 percent match can come from a variety of sources including fuel taxes, sales taxes, use taxes, license fees, or even donations from other agencies. Sponsors must commit to having the matching funds available for the project to be included in the TIP. More information on funding programs available to local public agencies can be found in the FAQs about Transportation Funding Programs.

