

Listing of Obligated Projects for
St. Louis Metropolitan Area
For Federal Fiscal Year 2016

October 1, 2015 – September 30, 2016

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Obligation Report for East-West Gateway Council of Governments

As required by 23 CFR 450.334, Metropolitan Planning Organizations (MPO) are required to publish a listing of projects for which federal funds were obligated in the previous fiscal year. The following report details projects that obligated federal funds in Madison, Monroe, and St. Clair Counties in Illinois, and Franklin, Jefferson, St. Charles, St. Louis Counties and the City of St. Louis in Missouri. This report documents federal funds obligated by the Illinois Department of Transportation, Missouri Department of Transportation (MoDOT), local public agencies, Metro, and Madison County Transit District (MCTD). By definition, obligated means that federal funds were authorized and committed by the State or designated recipient, and authorized by the Federal Highway Administration (FHWA) or awarded as a grant by the Federal Transit Administration (FTA). In some cases, FHWA funds are transferred to FTA. Once they are transferred to FTA for a transit project, the funds are administered as FTA funds and take on all the requirements of the FTA program.

This report documents the flow of federal funds in the region for federal fiscal year 2016 (October 1, 2015 – September 30, 2016) and was compiled based on information received from partner agencies including MoDOT, FHWA-Illinois Division, Metro, and Madison County Transit District. Within each agency a unique identifier or sponsor number is given to a project. The MPO identification number is called a TIP number. Projects can also be identified by the title and description of the improvements. These projects are listed on the following pages.

Appendix A provides a graphic summary of obligations, including a breakdown of funding by agency. Appendix B defines federal funding programs through FHWA and FTA. Appendix C defines 23 CFR 450.334. Appendix D details Advance Construction projects in Illinois.

Listing of Projects Obligating Federal Funds in FY 2016

How to Read Obligation Report

Project Information									As Programmed in Transportation Improvement Program		Actual Budget to Date		Federal Funds Obligated - FY 2016 (October 1, 2015 through September 30, 2016)		Federal Funds Remaining
									Total Project Cost (As Programmed)	Total Federal Funds (As Programmed)	Total Project Cost (Actual)	Total Federal Funds Obligated (Actual)	Federal Funds Obligated – FY 2016	Fund Type Obligated - FY 2016	
Sponsor	Title	Description	County	TIP #	Sponsor #	Bike Elements	Pedestrian Elements	Length (Miles)	Total Project Cost (As Programmed)	Total Federal Funds (As Programmed)	Total Project Cost (Actual)	Total Federal Funds Obligated (Actual)	Federal Funds Obligated – FY 2016	Fund Type Obligated - FY 2016	Federal Funds Remaining
Arnold	Missouri State Road And Astra Way	City Of Arnold Missouri State Rd And Astra Way Intersection Improvement & To Build Roundabout	Jefferson	4797B-10	5403626	Y	N	0.17	\$1,338,099.00	\$1,070,479.00	\$1,133,369.00	\$906,695.06	-\$163,783.94	STP-S	\$163,783.94

Project Information – This section gives background on the project

1. Sponsor – Agency in charge of project
2. Title – Project title
3. Description – Details of location and/or type of improvement
4. County – County in which project is located
5. TIP # – East-West Gateway Council of Governments project identification number
6. Sponsor # – Identification number given to project by Federal Highway Administration or contract number for Metro
7. Bike Elements – Identifies projects that have bike elements such as bike lanes shared use paths, etc. (Y = Yes, N = No). Y-Off is off-road facility. Y-On is on-road facility.
8. Pedestrian Elements – Identifies projects that have pedestrian elements such as sidewalks, shared use paths, etc. (Y = Yes, N = No)
9. Length – Project length in miles

As Programmed in Transportation Improvement Program – This section shows how the project appeared in the Transportation Improvement Program

1. Total Project Cost (As Programmed) – Total estimated project cost as identified in Transportation Improvement Program
2. Total Federal Funds (As Programmed) – Estimated federal cost or share as identified in Transportation Improvement Program

(continued on next page)

Actual Budget to Date – This section details the actual costs for the project

1. Total Project Cost (Actual) – Actual costs incurred on project to date.
2. Total Federal Funds Obligated (Actual) – Federal funds obligated to date

Federal Funds Obligated FY 2016

1. Federal Funds Obligated FY 2016 – Federal funds obligated for project during federal fiscal year 2016 (October 1, 2015 – September 30, 2016). Negative amounts indicate deobligation or reduction of federal funds. Deobligation may occur if project is under budget.
2. Fund Type Obligated FY 2016 – Source of federal funds obligated for project during fiscal year 2016. **Appendix B** contains definitions of federal programs.

Federal funds remaining – Difference between federal funds programmed in Transportation Improvement Program and actual amount of federal funds obligated.

Appendix A – Graphic Summary of Obligations

Appendix B - Definitions of Federal Programs

- **ARRA – American Recovery and Reinvestment Act**
This program consists of projects specifically receiving federal funds provided through the American Recovery and Reinvestment Act of 2009 (ARRA). Funding was provided through the Federal Highway Administration and Federal Transit Administration. Agencies with projects funded through ARRA are required to provide reports to the Office of Management of Budget in order to show accountability and transparency of the use of funds to Congress and the taxpayers. These are available at www.recovery.gov.
- **BRO, BRM, BRRP (SEE HBP or Highway Bridge Program)**
- **CMAQ – Congestion Mitigation and Air Quality Improvement Program**
This program funds projects in air quality non-attainment areas and maintenance areas for ozone, carbon monoxide, and small particulate matter (PM2.5), with the goal of reducing transportation-related emissions and helping metropolitan areas comply with national ambient air quality standards.
- **EB – Equity Bonus**
This program ensures that each state receives a specific share of the aggregate federal funding for major highway programs (I-M, STP, etc). The share is based on the relative rate of return of the State’s share of contributions to the Highway Account of the Highway Trust Fund.
- **HBP – Highway Bridge Program**
This program provides funding to (1) replace or rehabilitate on-system bridges that have been classified as structurally deficient or functionally obsolete by federal standards and (2) do bridge painting, provide seismic retrofitting, install scour countermeasures, and do systematic preventive maintenance for on-system bridges regardless of whether or not the bridge is eligible for rehabilitation or replacement. Highway Bridge Program funds are also allocated to local public agencies in Illinois in the form of the Bridge Replacement and Rehabilitation Program (BRRP) and in Missouri as the On-System Bridge Replacement and Rehabilitation Program (BRM) and Off-System Bridge Replacement and Rehabilitation Program (BRO).
- **HPP – High Priority Projects or “earmarks”**
This program consists of projects specifically designated in SAFETEA-LU or congressional appropriation bills as High Priority Projects. For the purpose of categorizing projects and funding sources in the TIP, this designation also refers to earmarked projects included in other legislation such as appropriation bills. Designated funds can only be used for the project as described in the law. The Consolidated Appropriations Act of 2016 directed states to repurpose unspent earmark funds. Repurposed Earmark (RPE) projects have been identified by the States to utilize the funding. Unspent earmark funds must be obligated by September 30, 2019.
- **HRRRP – High Risk Rural Road Program**
The purpose of this program is to achieve a significant reduction in traffic fatalities and incapacitating on rural roads. A high risk rural road is defined as any roadway functionally classified a rural major or minor collector or rural local road on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average.
- **HRD – Highway Research and Development Program**
The purpose of this program is to invest in research activities and develop strategies that will address both current and future highway transportation needs.

- **HSIP – Highway Safety Improvement Program**
The purpose of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP emphasizes a data-driven, strategic approach to improving highway safety that focuses on results.
- **IM, IMD – Interstate Maintenance Program**
The Interstate Maintenance program provides funding for rehabilitation and reconstruction of the interstate highway system. It cannot be used to add lanes or otherwise expand the capacity of the interstates.
- **NHFP – National Highway Freight Program**
This program provides support for projects that have the primary goal of improving the efficiency of freight transportation on the National Highway Freight Network (NHFN). The 2015 Fixing America’s Surface Transportation (FAST) Act requires the establishment of the NHFN by the FHWA Administrator in order to strategically direct these funds.
- **NHPP – National Highway Performance Program**
This program provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
- **NHS – National Highway System Program**
The NHS program provides funding for improvements to rural and urban roads that are part of the National Highway System, including the Interstate system and designated connections to major intermodal terminals.
- **PL – Planning Funds**
This program provides funding for planning activities carried out by Metropolitan Planning Organizations (MPO). Funding is distributed by State DOTs based on formulas that take into account population or other factors, such as road miles, air quality, or vehicle miles traveled (VMT).
- **PLHD – Public Lands Highways Discretionary Program**
This program provides funding for transportation research and engineering and construction of highways, roads, parkways, and transit facilities located on public lands, and national parks and are available for any eligible transportation project that is within or adjacent to, or that provides access to, the areas served by a public lands highway.
- **RRXNG – Elimination of Hazards at Railway-Highway Crossings**
The purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **SRTS – Safe Routes to Schools Program**
This program is intended to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Funding is available for use within approximately two miles of a primary or middle school (K-8).

- **STBG – Surface Transportation Block Grant**
This program is the amended version of the Surface Transportation Program (STP) that was created under the FAST Act. It retains the flexibility and eligibility requirements of STP, under a name that more accurately reflects how the program is administered by FHWA.
- **STP, STP-N, STP-S, STP-E – Surface Transportation Program**
The Surface Transportation Program (STP) provides flexible funding for states and localities for improvements on public roads and bridges, transit capital projects, and improvements to transit terminals and facilities. Fifty percent of a state’s STP funds must be spent in metropolitan areas with populations over 200,000. These suballocated funds (STP-S) are most likely used on locally sponsored projects. A minimum of 10% of STP funds statewide must be spent on “transportation enhancements,” non-traditional projects such as historic preservation, alternative non-motorized transportation, and landscaping. Transportation Enhancement projects (STP-E) must be related to surface transportation. STP-R funds are allocated in Illinois to counties for use on roads in rural areas. STP-N or small urban funds are allocated to urban clusters in the Missouri portion of the region.
- **TAP, TAP-S – Transportation Alternatives Program**
This program provides funding for programs and projects defined as transportation alternatives. Such projects include on and off road pedestrian and bicycle facilities, safe routes to school, community involvement, environmental mitigation, etc. Fifty percent of a state’s suballocated funds (TAP-S) must be spent in areas based on their proportion of the total state population. The remaining fifty percent can be spent anywhere in the state.
- **TCSP – Transportation, Community, And System Preservation Program**
This program is intended to facilitate the planning, development, and implementation of strategies to integrate transportation, community, and system preservation plans and practices. Funding can be used for improving the efficiency of the transportation system, reduce impacts of transportation on the environment, and provide efficient access to jobs, services and centers of trade.

Funding categories administered by the Federal Transit Administration (FTA) are described below:

- **Section 5307 – Operating Assistance and Capital Program**
This program provides capital and operating assistance for urban public transit services. Funds available to the region are determined nationally by a formula based on population and existing transit service.
- **Section 5316 – Job Access / Reverse Commute (JARC) Program**
This competitive grant program provides funding for (1) Job Access projects targeted at developing new or expanded transportation services for welfare recipients and low-income persons and (2) Reverse commute projects targeted at providing transportation services to suburban employment centers from urban, rural, and other suburban locations.
- **Section 5317 – New Freedom Program**
This grant program provides capital and operating assistance to new public transportation services to help reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.
- **Section 5337 – State of Good Repair Grants**
This grant program provides assistance to maintain public transportation systems in a state of good repair such as fixed guideway systems and high intensity buses. Projects are only eligible if they are included in a transit asset management plan.

Appendix C - Definition of 23 CFR 450.334

§ 450.334 Annual listing of obligated projects.

- (a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.
- (b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under §450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.
- (c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.

Appendix D – Advance Construction – Illinois

The list on the following page shows projects included in the FY 2017-2020 Transportation Improvement Program that used advance construction (AC). Advance construction is a technique that allows a State to initiate a project using non-federal funds while preserving eligibility for future Federal-aid funds. After an advance construction project is authorized, the State may convert the project to regular Federal-aid funding provided Federal funds are made available for the project. This practice is used in anticipation of future federal funds. This list shows the amount being converted to federal funds as well as the federal funding category to which the funds are being converted. When the project converts to federal funds in a later fiscal year, it will appear in the listing of projects obligating federal funds.